

Appendix A: Brent Healthy Neighbourhoods Assessment

Healthy Neighbourhood Scheme	Consultation	Monitoring Review Report	Community Engagement Recommendations	Officer Comments and Recommendations
Stonebridge and Harlesden Area	<p>Consultation - between 30/07/20 and 30/07/21 Properties consulted 2,817 Overall responses received 152 (5%) Yes 62 (41%) No 90 (59%) Responses from within consultation area 82 (3%) Yes 25 (30%) No 57 (70%)</p> <p>Comments - related to increased congestion, traffic displacement, delays to emergency services journey times, inconvenience and pollution. Brent Cycling Campaign supported the scheme requesting further engagement and extending the scheme.</p>	<p>Traffic Surveys - For the boundary roads, the traffic surveys indicate mixed results. There are reductions in traffic volumes on Craven Park Road during May 2021 compared with baseline figures but increases on Hillside. Speeds on the other hand follow a reversed trend and have increased on Craven Park Road and reduced on Hillside, indicating increased traffic volumes have reduced traffic speeds.</p> <p>Bus Journey times - Although the iBus bus journey time data has indicate some mixed results, when considering the two-way average of journey time improvement, 7 out of the 9 routes have seen overall improvement in journey times.</p> <p>Collision data - a slight increase on boundary roads and a small decrease on internal roads.</p> <p>Air Quality - unadjusted figures show improvements in the area.</p> <p>Conclusions - a lack of enforcement of the restrictions may have led to reduced effectiveness of the modal filters. Similar schemes have been introduced across London and similarly have not been supported but have proved to be successful. Further engagement with residents and the introduction of CCTV camera enforcement is recommended.</p>	<ul style="list-style-type: none"> Remove Mordaunt Road closure point Relocate Nicoll Road traffic filter to the junction with Craven Park Road Develop lorry traffic controls across the Healthy Neighbourhood area, including Craven Park Road and Acton Lane e.g. lorry ban or tolls / local congestion charge in Harlesden Invest in a network of protected cycle lanes on main roads, secure storage, bicycle priority at junctions and effective connections outside the area, all clearly signposted / road marked so drivers are aware Promote a summer programme of play streets to embed the concepts of traffic free streets and child / pedestrian priority across the area 	<ul style="list-style-type: none"> There is a very low response for this area. Responses from roads where modal filters were installed (Lawrence Avenue, Mordaunt Road and Nicoll Road) a total of 22 responses were received. Of these 10 (45.5%) supported the scheme and 12 (54.5%) did not. The Mordaunt Road restriction is suspended / removed, this is also a route used by the LAS who raised concerns. The Nicholl Road closure remains but is not fully closed, as concerns have been raised by the LAS. Plans are developed for moving this to the junction of Craven Park Road. Consideration is given to a CCTV camera restriction with exemptions, subject to consultation and future funding. From the consultation responses 8 residents in the street supported the restrictions, two opposed. The Wembley to Willesden Healthy Streets Corridor would provide an opportunity for improved cycle infrastructure in the area over the next two years. It would not be feasible to restrict Lorries on the A404 Craven Park Road, but discussions will be held with TfL on lorry routes and signage to encourage alternative HGV routes. The Council will encourage play streets in the Borough and this area. There is further engagement with the community to develop ideas from the community engagement exercise, which would be subject to consultation and future funding.
Preston Area	<p>Consultation - between 25/08/20 and 28/02/2021 Overall responses received 159 (5%) Properties consulted 3,317 Yes 16 (10%) No 143 (90%) Responses from within consultation area 125 (4%) Yes 11 (9%) No 114 (91%)</p> <p>Petitions - the council also received a petition containing 329 signatures objecting to the scheme, which was presented to the Full Council meeting on 25th October 2020. There was also a 42 signature petition from the residents of Glendale Gardens objecting to the scheme.</p> <p>Comments - included, an increase in traffic and pollution, dangers from vehicles turning, access for refuse vehicles, effects of emergency services, and an inconvenience to some residents.</p>	<p>Traffic Surveys - indicated a reduction in traffic volumes on all boundary roads, with some from within the area also experiencing reductions, with others increased.</p> <p>Bus Journey times - indicated mixed results depending on routes: 79 and 204 which share a route on the main boundary road, Preston Road, showed marginally longer journey times compared to the 233 which has shorter times in both directions. Considering February 2020 and February 2021, thereby negating any seasonal issues, shows improvements on all three routes in all directions.</p> <p>Collision data – a longer period of data would be required to determine trends.</p> <p>Air Quality - unadjusted figures show improvements in NO2 in the area.</p> <p>Conclusions - it seems there is little support for the schemes locally. Some of the concerns, particularly around the College Road School Street may be alleviated should CCTV enforcement be introduced, which has successfully been used elsewhere for similar schemes.</p>	<ul style="list-style-type: none"> Grasmere Avenue closure remains and is focal point for investment in cycling infrastructure. Pedestrian and cycling safety is reviewed at Lulworth / Windermere roundabout, offering safe crossing points, enforcing no vehicle parking on the roundabout arms and looking to convert this stretch to a single lane of traffic controlled by lights, thus enabling safe cycling in both directions. Thirlmere Gardens has a one-way section to junction with Montpelier Rise. Montpelier Rise is one way along the whole length. College Road is fully one way and included in the school street. Glendale Gardens is one way and could be included in a school street extension. Preston Road car park is actively promoted for Park & Stride, supported by a behaviour changes programme (such as WOW walking initiative). As funding allows, a pedestrian crossing or zebra is established on Windermere Avenue. Enforcement of measures by CCTV to ensure compliance, especially in streets around the schools 	<ul style="list-style-type: none"> There is very little support for the scheme overall. The restrictions are suspended / removed, Grasmere Avenue is also a route used by the LAS who raised concerns. From the consultation, 2 residents in Grasmere Avenue supported the scheme, 9 opposed. This will include the covering or removal of signage indicating restrictions, planters may remain in place and potentially be used should further measures be introduced. One way systems are considered as an alternative means to restrict through traffic. Improvements to the Lulworth / Windermere roundabout, providing improved pedestrian and cycling facilities will be considered. There is further engagement with the community to develop ideas from the community engagement exercise, which would be subject to consultation and future funding.
Tokington and Wembley Central Area	<p>Consultation - between 25/08/20 and 30/07/21 Properties consulted 2,124 Overall responses received 81 (4%) Yes 26 (32%) No 55 (68%) Responses from within consultation area 47 (2%) Yes 10 (21%) No 37 (79%)</p> <p>Comments - related to increased congestion and pollution, displacement of traffic onto main roads</p>	<p>Traffic Surveys - indicated a reduction in traffic volumes on boundary roads Wembley High Road and the Harrow Road), but survey results would have been affected by seasonal variations and Covid restrictions. Traffic on local roads reduced significantly on London Road and Cecil Avenue, but increased on Tring and Bovingdon Avenue (partly due to restrictions being lifted). Overall reduction in traffic for internal roads.</p> <p>Bus Journey times - indicated mixed results depending on routes: 18 and 204 showed improved journey times,</p>	<ul style="list-style-type: none"> Remove the traffic filter on Tokyngton Avenue Re introduce scheme with resident involvement once London Road options are possible, along with a potential extension of the school streets scheme to reduce school traffic impact. Consider controlled parking at certain times of day to limit commuter parking Speeding control measures on Berkhamsted / Tring and Nettleden and Cecil, Sylvia and Tokyngton. Repair pavements to ensure they offer safe walking routes 	<ul style="list-style-type: none"> There was a very low response rate to the consultation on the Brent portal. For the Wembley and Tokyngton Hill scheme, there was a very low response rate of 4%. There is very little support for the scheme overall. Responses from roads where modal filters were installed (London Road and Tokyngton Avenue) a total of 18 responses were received. Of these 4 (22%) supported the scheme and 14 (78%) did not. Restrictions on Cecil Avenue and Rupert Avenue were removed early in the scheme to accommodate access to the London Road Covid testing centre

	<p>which is unfair, inconvenience. Those that agreed commented on increased safety, particularly for children and suggested extending the scheme with better enforcement.</p>	<p>routes 440 and 182 showed marginally longer journey times. Route 223 was unchanged.</p> <p>Collision data - indicated a slight reduction, although only 7 months data was available.</p> <p>Air Quality - unadjusted figures show improvements in NO2 in the area.</p> <p>Conclusions – majority of residents did not support the scheme. The lack of enforcement would have reduced the effect of the restrictions. Further engagement and potential use of CCTV cameras should be considered.</p>		<ul style="list-style-type: none"> • The restriction on Tokington Avenue should be removed. Only 1 resident supported the restriction, 7 opposed. • An inspection of the pavements in the area will be arranged and defects meeting the intervention level programmed for repair • A traffic speed survey will be carried out and speed reduction measures considered, subject to prioritisation and funding. • A Controlled Parking Zone would reduce non-local traffic and this would be considered if there is evidence of wider support • There is further engagement with the community to develop ideas from the community engagement exercise, which would be subject to consultation and future funding
Olive Road Area	<p>Consultation - between 25/08/20 and 30/07/21 Properties consulted 2845 Overall responses received 985 (35%) Yes 198 (20%) No 787 (80%) Responses from within consultation area 552 (19%) Yes 123 (22%) No 429 (78%)</p> <p>Petitions - the council received a petition containing 230 signatures objecting to the scheme.</p> <p>Comments - related to lack of consultation, increased congestion and pollution, displacement of traffic onto main roads, inconvenience and time spent travelling, access for emergency services, no issue with congestion on side roads. Those that agreed commented on increased ability to cycle and walk in area, feeling much safer, and improved air quality.</p>	<p>Traffic Surveys - indicated a reduction in traffic volumes on boundary roads during May 2021. Minor increases in speed (approx. 1mph). Cricklewood Broadway traffic volumes increased across all time periods, although Chichele and Anson decreased by larger amounts than compared to the May survey following the common trend of lower traffic volumes in Feb due to the lockdown. For internal roads, traffic lows increased mainly due to the lifting of lockdown restrictions.</p> <p>Bus Journey times - indicated mixed results depending on routes: 18 and 204 showed improved journey times, routes 440 and 182 showed marginally longer journey times. Route 223 was unchanged.</p> <p>Collision data - indicated a slight reduction, although only 7 months data was available.</p> <p>Air Quality - unadjusted figures show improvements in air quality in the area.</p> <p>Conclusions – vast majority of residents did not support the scheme. The lack of enforcement would have reduced the effect of the restrictions. The objectives of providing generally lower traffic levels were not realised and consequently those who may have cycled or walked more were not encouraged to do so. Further engagement and potential use of CCTV cameras should be considered.</p>	<ul style="list-style-type: none"> • Ashford Road closure replaced with ANPR camera with resident access permit, including for Ashford Place. To be positioned to ensure ease of access for Ashford Place • ANPR cameras are installed on Agave Road with resident access permit, including for Ashford Place. • Modal filter closure remains on St Michaels Road, combining with the School Street. • Modal filter closure added to Cedar Road • School Street is made permanent and consideration given to extending it along Mora and Wotton Road • A section of Mora Road, at the junction with Temple Road, becomes one way up to Cedar Road • Possible additional measure for Heber Rd such as a lorry ban 	<ul style="list-style-type: none"> • There was a good response to both the consultation during the trail and the community engagement exercise. • There is very little support for the scheme overall. • There were several reports of lockable bollards being removed • The introduction of ANPR Cameras, potentially with exemptions for residents may be supported. • Restrictions should be suspended / removed, including the St Michaels Avenue restriction as from the consultation, 1 supported and 8 opposed the scheme. • There is potential for a new scheme to be developed taking into consideration the feedback from community engagement. • A 7.5t 'access only' restriction could be incorporated into the design of a new scheme. • The School Street Scheme is subject to a separate evaluation and review process. • There is further engagement with the community to develop ideas from the community engagement exercise, which would be subject to consultation and future funding.
Dollis Hill Area	<p>Consultation - between 11/09/20 and 30/07/21 Properties consulted 1,193 Overall responses received 328 (27.5%) Yes 41 (12.5%) No 287 (87.5%) Responses from within consultation area 177 (15%) Yes 17 (10%) No 160 (90%)</p> <p>Petitions - the council received two petitions containing 230 and 115 signatures both objecting to the scheme.</p> <p>Comments - related to lack of consultation, increased congestion and pollution, displacement of traffic onto main roads (Dollis Hill Ave), increased journey times, inconvenience, parking pressures need to be addressed, more traffic needed to increase economic activity, Those that agreed commented on increased ability to cycle and walk in area, feeling much safer, and improved air quality.</p>	<p>Traffic Surveys - indicated a reduction in traffic volumes on boundary road Dollis Hill Lane, and increase in speeds but seasonal effects and reduced flows due to Covid restrictions a factor. Internal roads showed that flows were reduced on Oxgate Gardens and Park Side but increased on Dollis Hill Avenue and Gladstone Park Gardens, although the traffic flows on the two latter roads are quite low, approximately 30% of the two former roads. Dollis Hill Avenue and Gladstone Park gardens may therefore be more susceptible to fairly minor changes in traffic flows.</p> <p>Bus Journey times – indicated mixed results. Routes 245 and 332 show a reduction in journey times, Routes 32 and 266 which run along the Edgware Road show an increase in journey times.</p> <p>Collision data - indicated a very slight reduction, although only 7 months data was available.</p> <p>Air Quality - unadjusted figures show improvements in air quality in the area.</p> <p>Conclusions – vast majority of residents did not support the scheme. However, responses from roads where modal filters were installed (Dollis Hill Avenue, Gladstone Park Gardens and Oxgate Gardens) a total of 22 responses</p>	<ul style="list-style-type: none"> • Extend the Healthy Neighbourhood to include Humber Road • Retain the closure of Oxgate Gardens • Remove the closure on Dollis Hill Avenue • Consider retaining a closure on Gladstone Park Gardens, but relocated closer to the junction with Park Side, with an optional ANPR camera • Include Dollis Hill Lane in the Healthy Neighbourhood area, develop measures to control speeding and supplement the scheme with Safer Routes To School and/ or pedestrian safety measures • Develop measures to control speeding and enforce the lorry ban across the area • Introduce school street measures to the Jewish school • As a matter of some urgency, a safe pelican crossing (traffic lights) is needed on Dollis Hill Lane for Our Lady of Grace Catholic Junior School, as funding allows • Install protected cycle lanes on Cricklewood Broadway and Dollis Hill Lane, and as funding allows, provide on street cycle hangars across Dollis Hill, especially near flats 	<ul style="list-style-type: none"> • There is very little support for the scheme overall • Restrictions should be suspended / removed. From the consultation for Dollis Hill Avenue, 1 supported and 21 opposed, for Oxgate Gardens, 6 supported and 14 opposed and for Gladstone Park Gardens, 8 supported and 72 opposed. The London Ambulance Service also raised some concerns about the restriction in Gladstone Park Gardens, access should be retained and CCTV enforcement should be considered. • Dollis Hill Lane could be incorporated into the scheme area, but this is a bus route and access would need to be provided. The implications of restricting traffic on a main route would need to be considered. • Measures to reduce speeding will be considered, subject to surveys, consultation and funding • School street measures for the Jewish school can be considered within the school streets programme. • Safety outside our Lady of Lourdes will be considered, along with the request for a pedestrian crossing. This would be subject to consultation and funding. • Cycle lanes on the A5 Edgware Road ad Dollis Hill Lane could be considered in the future if funding becomes available. The council have an extensive programme for introducing Cycle Hangars, 50 new Hangars will be implemented in the spring of 2022. Consideration will be given to the area if there is demand.

		<p>were received. Of these 10 (45.5%) supported the scheme and 12 (54.5%) did not. Despite the apparent increase in traffic volume in the morning peak, the data considered for evaluation would suggest that there has been limited effect of the scheme on the boundary road as bus journey times have largely improved and there is no increase in collisions. The lack of enforcement would have reduced the effect of the restrictions. The objectives of providing generally lower traffic levels were not realised and consequently those who may have cycled or walked more were not encouraged to do so.</p> <p>Further engagement and potential use of CCTV cameras should be considered.</p>		<ul style="list-style-type: none">• There is further engagement with the community to develop ideas from the community engagement exercise, which would be subject to consultation and future funding
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