MP Smarter Travel

Review of Stonebridge and Harlesden Healthy Neighbourhood

Phase 1 Engagement Report

July 2025

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Context

The Stonebridge and Harlesden Healthy Neighbourhood scheme aims to reduce rush hour traffic, promote sustainable journeys, and create safer, cleaner, and quieter streets for all residents.

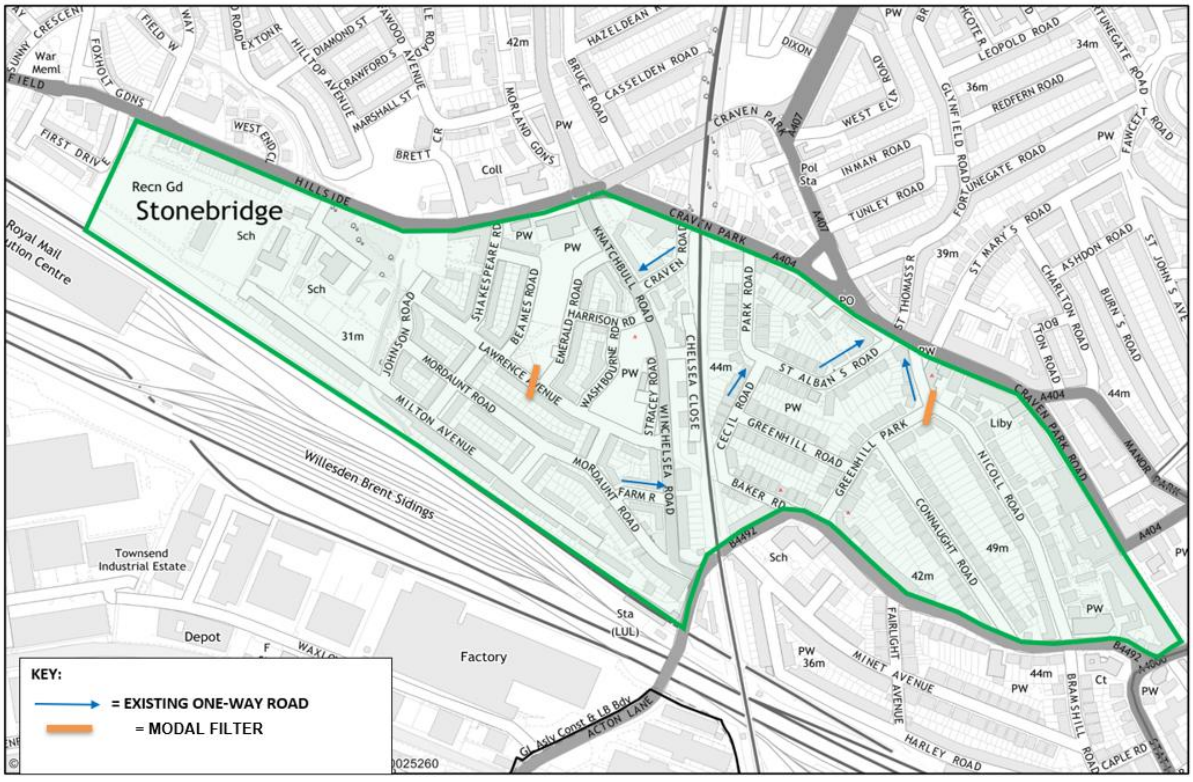
Following a consultation and decision in January 2022 to make the scheme permanent, this report forms the first phase of a periodic review.

Brent Council has commissioned MP Smarter Travel (MPST) to work with the local community within the Healthy Neighbourhood area to understand the community's thoughts on the scheme and analyse data to understand the scheme's impact, to shape any potential design changes and deliver maximum benefits.

This report has been shaped by the first phase of the engagement and data gathering exercise. The responses to the survey detailed in this report are not a formal consultation. Stakeholders within and outside the project area are invited to participate in both phases of the engagement.

Existing scheme

The map below shows the Healthy Neighbourhood area as outlined by Brent Council. The Healthy Neighbourhood is made up of one-way roads and two modal filters – one on each half of the Healthy Neighbourhood: on Lawrence Avenue where it meets



Emerald Road, and on Nicoll Road where it meets Greenhill Park. The modal filters are 'point' restrictions for traffic with exemptions for cycles and emergency vehicles

(attending an emergency).

Previous engagement

Following the initial trial implementation of the Healthy Neighbourhood in Brent in August/September 2020, in October and November 2021, reports were produced based on community engagement and traffic analysis and monitoring. These can be viewed below:

- View the Community Engagement report (report by Living Streets, 2021)
- View the Monitoring Review report (report by Project Centre, 2021)

Based on these reports and feedback from the local community, the decision was made by the cabinet in January 2022 to keep the Healthy Neighbourhood, making the traffic filters on Lawerence Avenue and Nicoll Road permanent and removing the filter on Mordaunt Road.

The modal filters were made permanent and are enforceable under the traffic management order (TMO) from Brent Council. However, there are currently no enforcement cameras monitoring them. The addition of monitoring cameras is subject to this review.

In terms of additional research on the Healthy Neighbourhood concept, there is additional evidence from across London of the efficacy of these types of schemes. These include the Changes in motor traffic inside London's LTNs and on boundary roads report and TfL's LTN review in February 2024 , which cited numerous benefits, including improved road safety, lower crime levels, and no adverse impact on emergency response time.

Complementary schemes in the area

In line with the Healthy Neighbourhood's aims to make the area a healthier place to live, where the choice to travel actively or sustainably is easier, Brent Council are also undertaking several programmes with similar aims in the surrounding area:

- **Walking and cycling improvements between Wembley Central and Harlesden stations** – This 5km route would be north-west London's first major cycle route, connecting Wembley, Stonebridge Park and Harlesden stations.
- **The Stonebridge and Our Lady of Lourdes School Street** – This School Street scheme on Wesley Road (NW10 8PP) has been permanent since 2022.
- **Church End and Roundwood Green Neighbourhood Action Plan** – This project has improved public realm and delivered improvements such as new permanent school street, new library, and community orchard. Also includes reuse and repair event, local Climate Community Action Group and Green Corridor feasibility study.
- **Review of Harlesden Air Quality Management Area (AQMA)** – Harlesden was highlighted as an Air Quality Focus Area (AQFA). It focuses on tackling air pollution to eliminate health inequalities.

Engagement schedule

As part of this review project, there are two stages of review planned:

- Phase 1 (the results of which are included in this report) – Establish and baseline knowledge and perceptions of the Healthy Neighbourhood in its current form. Understand what changes the community wants to see. Recommend options for engagement during Phase 2.
- Phase 2 – Engagement around the options suggested in this Phase 1 report. Determine the most effective and amenable measures to reduce through traffic in the area.

From the second phase of engagement, a recommendation for how to proceed will be made to Brent Council.

Engagement delivered

MPST delivered Phase 1 of engagement March and April 2025 to gather the survey responses included in the following section. Details of these engagement activities are below:

- **Drop-in session for questions and answers:** The event took place on Tuesday 25 March 2025, between 4.30pm to 7.30pm at Carolyn Downs' Community Room, Harlesden Library, Craven Park Road, London NW10 8SE.
    - At the drop-in sessions (and hotspot engagement sessions listed below) there was a paper format survey available for completion.
- **Hotspot engagement**: Engaging and surveying members of the community in the street for 2-hour periods. 'Hotspot engagement' took place at the following times and locations and was designed to reach those usually less engaged in this type of process:
    - Thursday 20th March, 7:30 - 9:30am - Junction of Hillside and Wesley Road (near schools)
    - Friday 21st March, 7:30 - 9:30am - Nicoll Road filter/top of Connaught Road
    - Monday 24th March, 4:30 - 6pm - Lawerence Avenue filter
    - Thursday 27th March, 4:30 - 6pm - Junction of St Albans Road and Craven Park
- **Flyers around the area**: Flyers were posted in even coverage around the Healthy Neighbourhood signposting the engagement events, survey link, QR code to submit responses and an enquiry email.

- **Online survey**: The online survey was live between w/c 10th March and 6th April. It was available to respond to at the engagement events, in-person, by scanning a QR code on a flyer posted around the neighbourhood. This survey was also used by consultants during the hotspot engagement to gather responses as we engaged residents.

Additional resident feedback

Connaught Road residents' petition

Residents from Connaught Road have been in ongoing discussions with Brent Council regarding the impact of the Healthy Neighbourhood on their street

Following previous concerns about the speed of traffic using Connaught Road, Brent Council officers commissioned a traffic survey from 16th – 23rd April 2024 for a period of 7 days.

The results were shared with residents on 19th May 2024 and showed that average traffic speeds were 18.9mph (northbound) and 17mph (southbound). The 85th percentile speeds (i.e. the speed at which 85% of vehicles travel at or below) was 22.8mph (northbound) and 22.3mph sound bound). The surveys also showed that the total number of vehicles using Connaught Road over a period of 7-days is 7,280 vehicles northbound and 985 vehicles southbound with the peak hours of 3pm to 6pm.

Following the outcome of the survey, it was considered, by Brent Council, that Connaught Road would be unlikely to be immediately prioritised for additional speed reductions measures. Residents were however encouraged to demonstrate support for measures to reduce the volume of traffic by providing a petition which was received on 22nd July 2024.

The petition from residents received 57 signatures from residents of Connaught Road and highlighted that 33% of vehicles on Connaught Road exceeded the speed limit, including one vehicle exceeding 65mph. The petition requested 'similar measures as in Nicoll Rd to stop traffic going through', and highlighted issues of pollution and road safety as the key motivating factor.

To help allay concerns, Brent Council officers have put in place short-term measures to tackle the issue of speeding. These include refreshing the existing road markings on Connaught Road and providing additional 20mph roundels and signs to encourage drivers to comply with the speed limit.

Additional community group engagement

Additionally, local interest groups including Harlesden Neighbourhood Forum, Brent Cycling Campaign and local schools (Our Lady Lourdes and The Stonebridge School) were contacted as part of the engagement process and asked to share with/respond to the engagement survey link.

As part of this Healthy Neighbourhood review, additional resident or community group feedback will be considered when making recommendations.

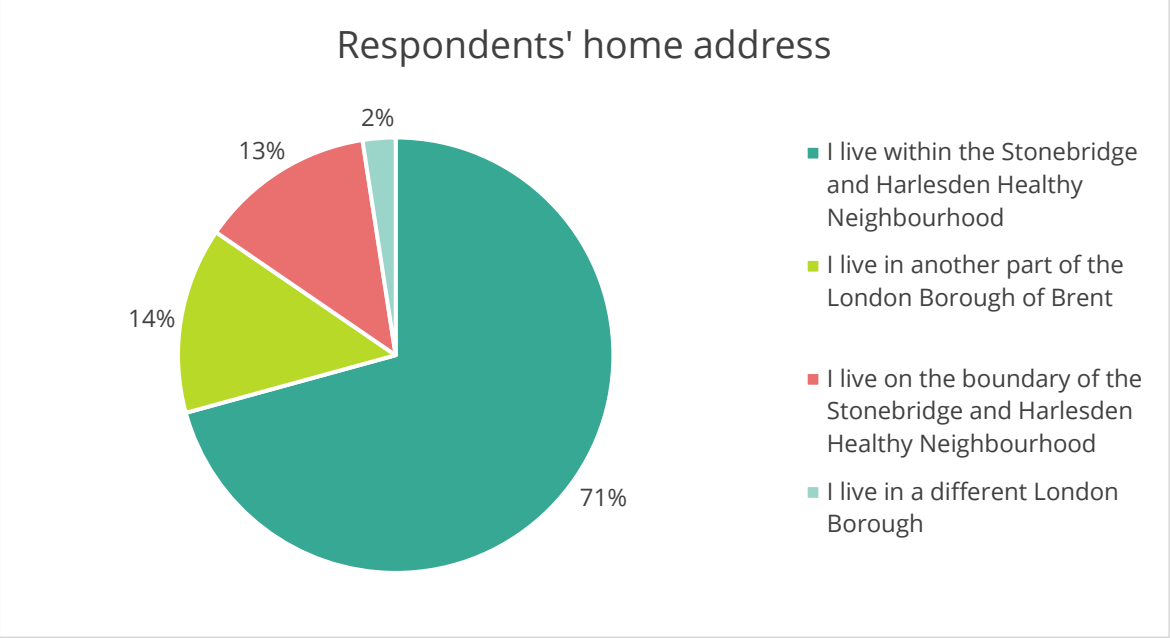
Engagement survey results

The engagement survey was an online survey that was live between w/c 10th March and 6th April. It was available to respond to at the engagement events, in-person, by scanning a QR code on a flyer posted around the neighbourhood. It was also promoted in a letter to all residents in the area. This survey was also used by consultants during the hotspot engagement to gather responses as we engaged residents, to keep responses consistent and comparable. A paper version was available at all in-person events.

In total the engagement survey received 123 responses.

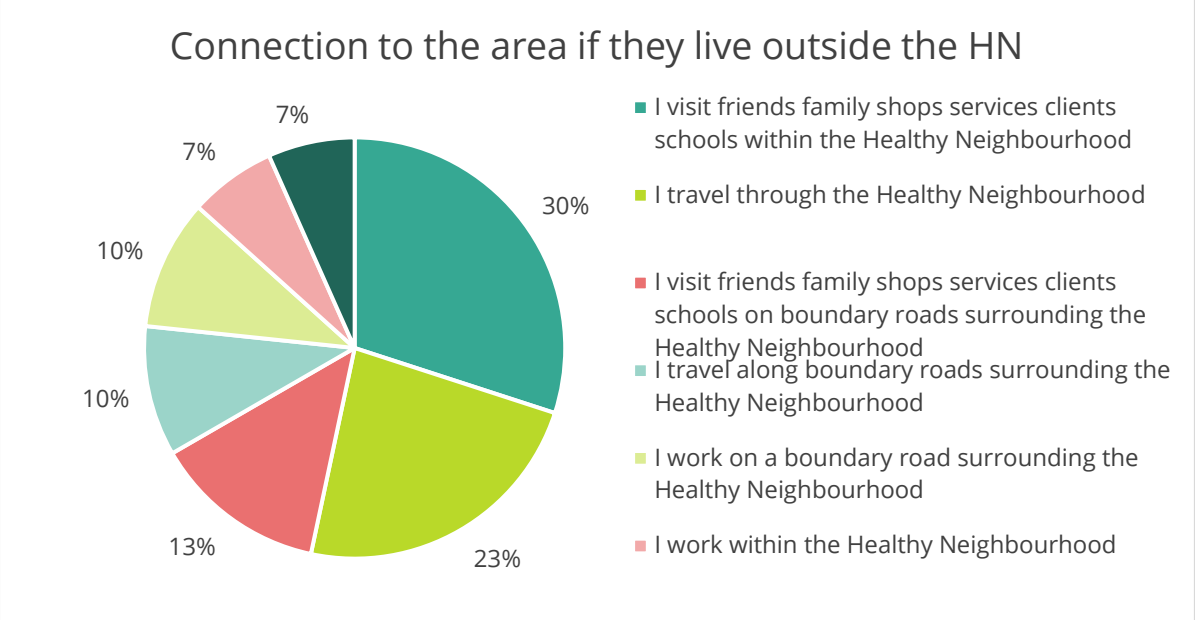
Location of responses

Q: Where do you live in relation to the Healthy Neighbourhood?



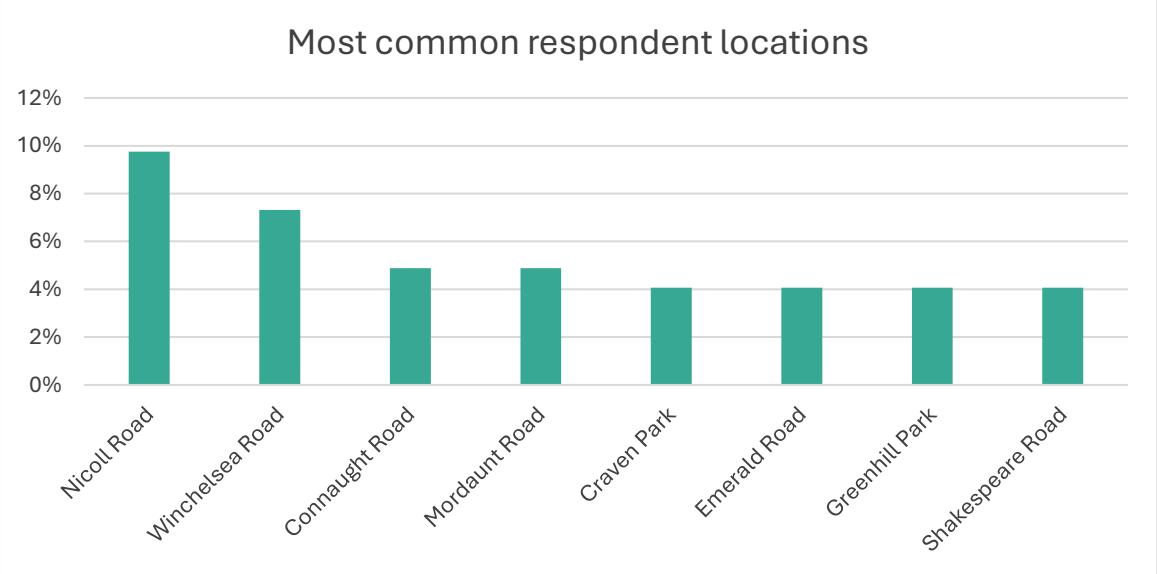
In total 98% of respondents lived in the London Borough of Brent, and 84% lived either in, or on the boundary of, the Healthy Neighbourhood. Therefore, feedback came largely from those residents/businesses who the Healthy Neighbourhood impacts most.

Q: If you don't live within the Healthy Neighbourhood or on a boundary road surrounding the Healthy Neighbourhood, what is your connection to the area?



Of the 15% of respondents who live outside of the Healthy, the most common reason for visiting the Healthy Neighbourhood was to visit services, shops or people within the Healthy Neighbourhood, or to travel through the neighbourhood. Respondents could select multiple options for this question.

Q: What is the name of the street where you live?

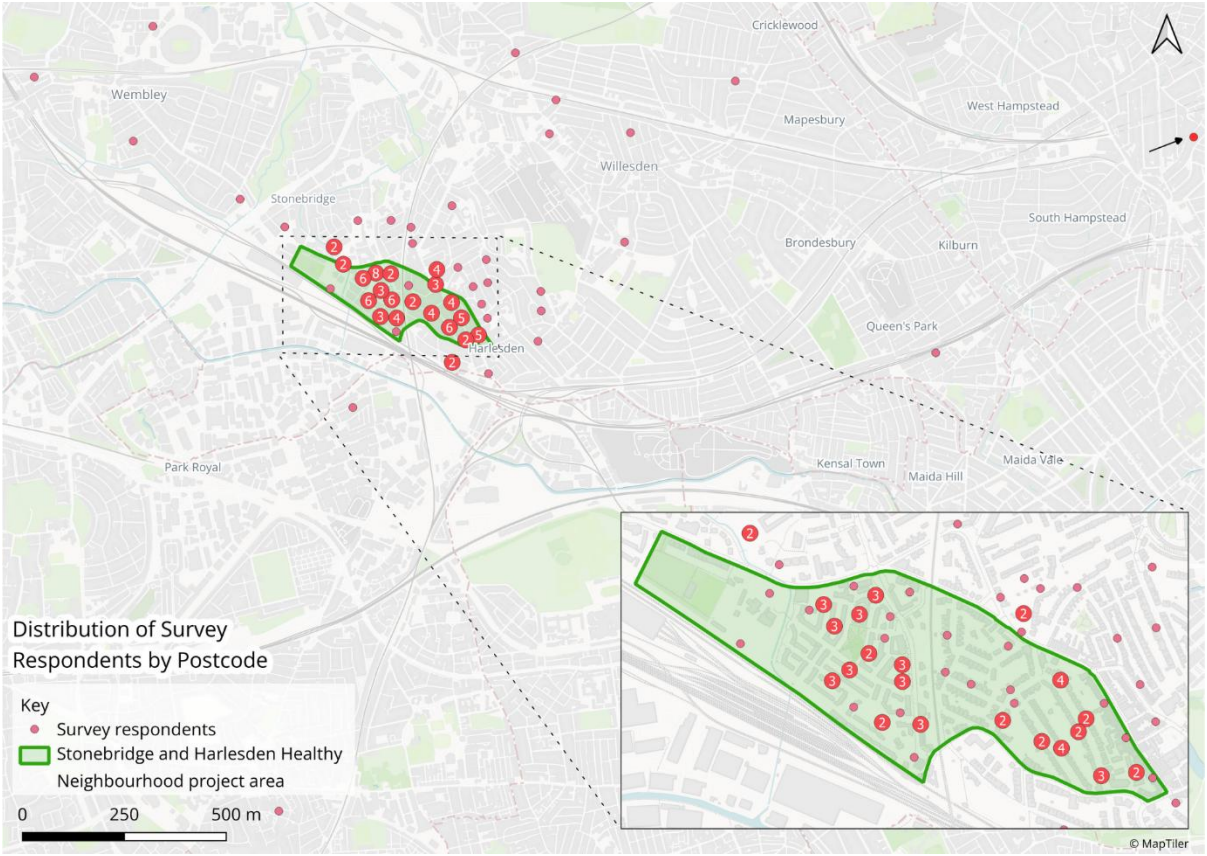


A full list of all road names given when responding to the survey is available in Appendix 1.

Responses most commonly came from Nicoll Road, one of the roads on which an existing filter has been installed. Similarly, Mordaunt Road previously had a filter on it, which was removed in 2022 (and is no longer enforceable), when the scheme was made permanent.

More details on the volume of traffic on each of these roads can be seen in the *Data analysis* section, which uses ATC and ANPR data to understand the relative volumes and flow of traffic on each road within the Healthy Neighbourhood.

Map of respondents



As shown on the map, the majority of respondents came from within the Healthy Neighbourhood and the surrounding area. A handful of responses came from further afield in Brent or neighbouring boroughs.

Travel habits

Trip numbers

On average, respondents made a return journey every day. The most common estimated trip number was 7 return journeys, or approximately 14 trips per week. In total, those completing at least one daily return trip made up 47% of respondents.

A trip is defined as one leg of a return journey. Therefore, a return journey is two trips. Based on the engagement survey data, the total figures for the volume of trips in and out of the Healthy Neighbourhood can be estimated as below.

Total number of trips made by all respondents per week	1,755

Mean number of trips made per week	14

Reported change in travel behaviour

- The majority of respondents did not report a change in travel behaviour since the introduction of the Healthy Neighbourhood in 2022; however, almost half who reported no change, already travelled actively or sustainably, with a significant portion providing no additional detail.
- Those who reported changing their travel behaviour reported both longer driving times/worse congestion and travelling more actively, as a result of the Healthy Neighbourhood.
- According to the 2021 Census 60.7% of households in Harlesden and 50.2% of Stonebridge do not have a car or van.

Q: Since the introduction of the Healthy Neighbourhood, has your travel behaviour changed? If it has changed, please explain how and why.

Most respondents (61%) reported that they have not changed their travel behaviour. However, of those who reported no change in travel behaviour (75 responses/61%), 29 respondents (26%) specified that they already travelled sustainably or actively.

A smaller percentage specified that they had changed their travel behaviour (15%). Responses showed an even split between those who said congestion had worsened and those who said the healthy Neighbourhood had provided benefits for their families, or pushed them toward active travel and sustainable transport.

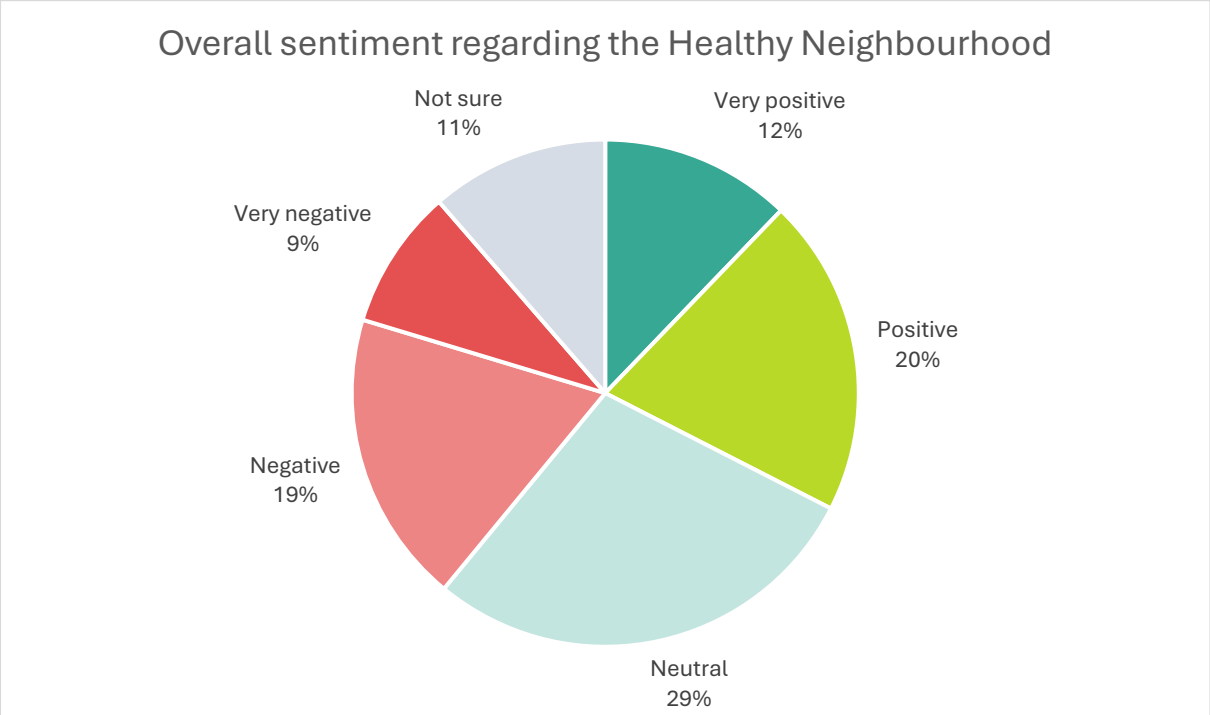
It is important to note that 19 respondents did not answer this question, and another 10 gave alternative answers, which are outlined separately below. See below for some of the alternative responses:

- Drive less because of retirement. Usually take the bus [and] use the car at weekends when it is less congested - especially for shopping. Would like there to be a cycle lane in place - if there were more protection would cycle more.
- Far more cautious with my pets and children when walking or crossing the road. Sometimes unable to get my car out of the driveway or street due to congestion on the road.
- I need to be more careful now crossing Nicoll Road/Greenhill Junction because it is more dangerous than before. The planters would be fine if there were camera enforcement, but because cars still race through the gap, their visibility is restricted.
- I'm more mindful how I park the car and when I do drive check the local roadworks especially on Acton Lane.
- It will make it worse.
- It's not worth driving in Harlesden, might as well walk.

See Appendix 2 for the full list of responses regarding the Healthy Neighbourhood's effect on travel behaviour.

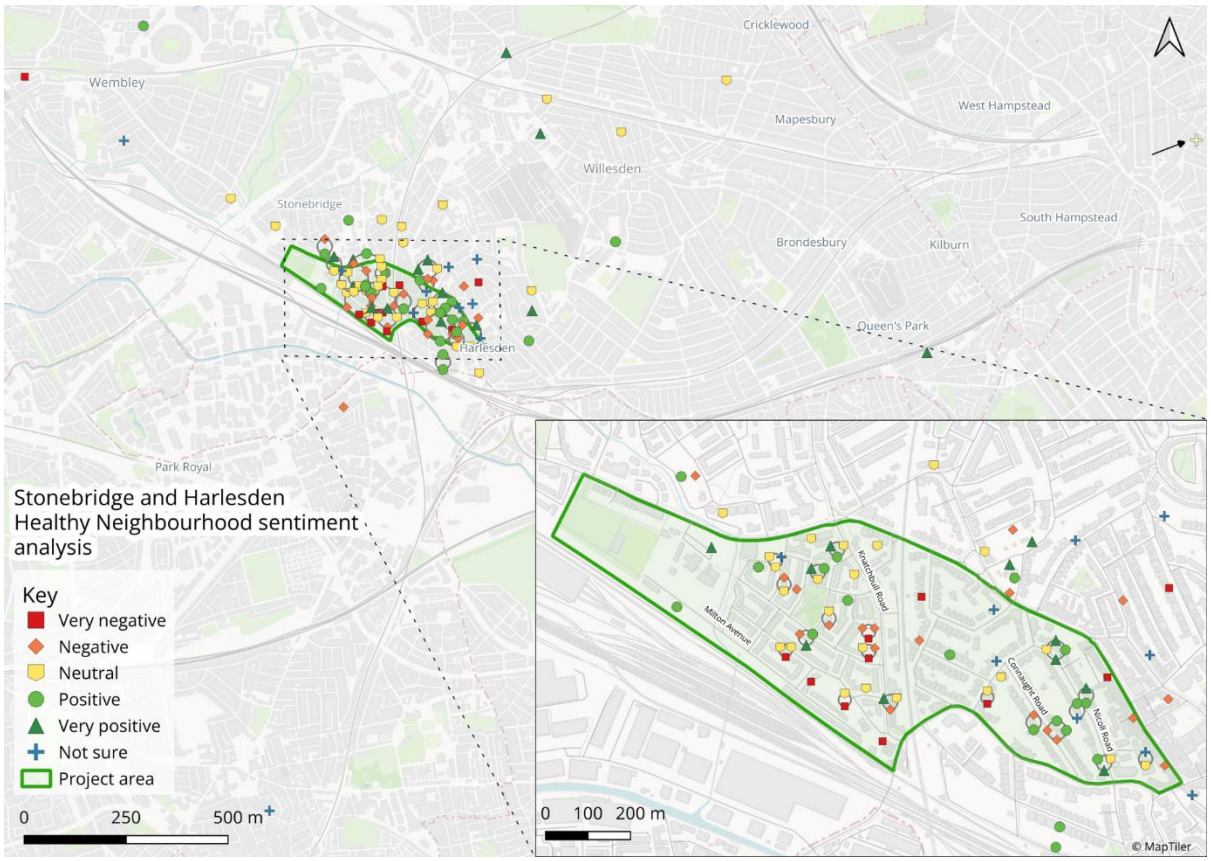
Sentiment of responses

Q: In general, how do you feel about the Healthy Neighbourhood?



The most common sentiment around the Healthy Neighbourhood was a neutral (or 'not sure') sentiment, with a roughly equal portion of respondents holding positive and negative opinions (with slightly more favourable opinions) of the scheme in its current form.

Map of sentiment of responses

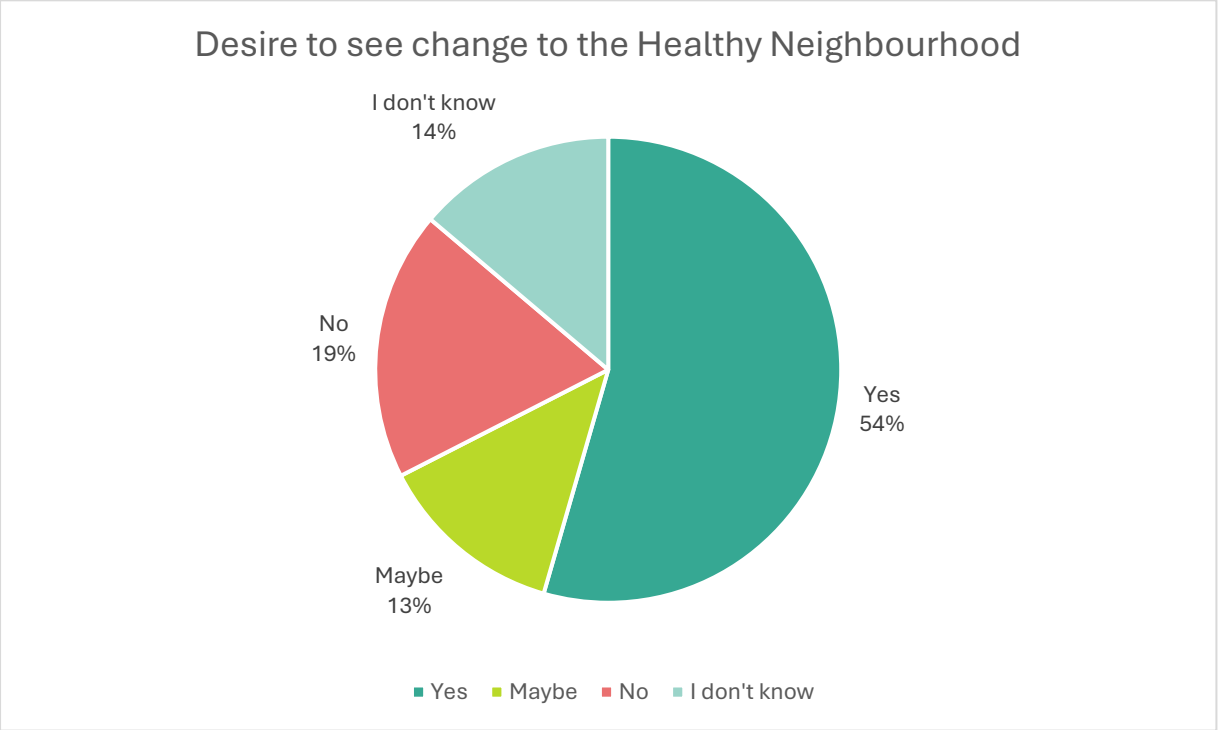


In total the general spread of respondents was fairly equal, with 34 responses from the West (Stonebridge) area and 37 from the East (Harlesden) area. In total, 48 responses came from either a boundary road or outside of project area.

Although the clustering of sentiment does not show a clear or dominant pattern, generally residents in the western area of the Healthy Neighbourhood are slightly more likely to be negative or neutral, whilst those in the eastern section are more likely to be positive.

Potential changes to the Healthy Neighbourhood

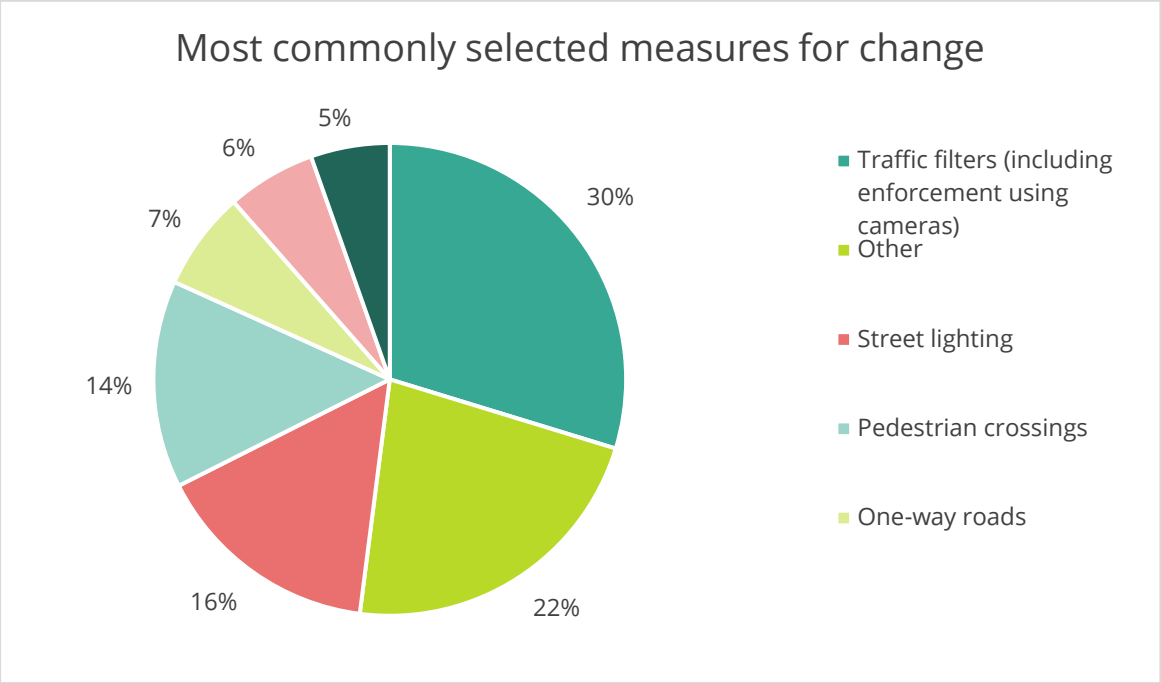
Q: Whether you feel positive about the Healthy Neighbourhood or not, would you want to change the scheme?



More than half the respondents said they wanted to see changes to the Healthy Neighbourhood, with another 13% specifying that they would 'Maybe' want to see a change. Most respondents who specified this answer did want to see a change but may have provided less detail about the nature of that change.

Like the sentiment questions, there was also a notable portion of respondents who weren't sure, generally those with a lower/no awareness of the Healthy Neighbourhood.

Q: Is there a specific type of measure you would like to change?



Respondents could select more than one option for this question. The most selected option was for changes to *Traffic filters (including their enforcement using cameras)*. Responses also commonly cited *other* issues such as litter and maintenance, congestion issues, and parking access/controls.

Thematic Analysis

Summary of thematic analysis

You said...	In response, we are...
The traffic filters are not properly enforced.	*Recommending the installation of ANPR cameras and updating the design to improve compliance.*
You were concerned about increased congestion.	*Recommending continued monitoring on traffic levels and speed across the Healthy Neighbourhood.*
Visibility around traffic filters was an issue.	*Proposing updated signage and adapting the layout of filters.*
You were concerned about continued poor driver behaviour or speeding.	*Recommending Brent Council explore additional, complementary traffic calming measures – including on boundary roads.*
You wanted to see better street lighting and more greenery.	*Highlighting design options where these considerations can be incorporated by Brent Council.*

The designs that factor in responses to engagement are outlined in the Conclusions and Recommended Designs for Engagement sections in this document.

Thematic analysis of comments about Traffic filters

Themes	Commonly cited roads	Comments
Not properly enforced (bollards ignored), and recurring calls for proper enforcement	Nicoll Road & Laurence Avenue	Initial implementation didn't work because bollards didn't enforce it - bollards don't work! People would evade bollards and drive the wrong way down the road.
		At the moment it doesn't work - but it would work if they actually blocked or enforced it.
		Currently, the scheme is not being respected. It has improved since before the scheme was introduced,but I am still aware of lots of through traffic (often at high speeds) making use of Nicoll Road.
		Enforcement of the measures – more cameras.
		Enforcement of modal filter, Road blockages are needed. Not implemented correctly.

		Fully close the road on Nicoll Road, needs enforcement and cameras, move road blockers more in way
		More enforcement, most drivers ignore the no entry signs.
		The current scheme is completely dysfunctional and has never worked. The planters on Nicoll Road are not monitored and therefore not a barrier to any traffic flows indeed, they make the junction more dangerous. The other similar planter filters in Stonebridge were effectively dismantled by residents within hours of introduction. These schemes only work with camera enforcement
Increase in congestion on alternative routes	Shakespeare Road	The barriers on Lawrence Avenue need to be removed. This barrier causes heavy buildup of traffic on Shakespeare Road for drivers trying to access properties from the other side of the barrier on Lawrence Avenue. This causes heavy traffic on Shakespeare Road and is very dangerous during school run times.
	Entire HN	Routes take longer.
		Removal of restrictions that end up creating more traffic on other roads.
		Caused more traffic in the area.
Improved visibility and signage	Nicoll Road	"Dead end" road sign on entering Nicoll Road is not visible. It should be moved closer to the entrance so that vehicles do not reverse at the end of Nicoll Road.
		Kids can't see behind the planters.
	Lawrence Avenue	More safety for kids - especially on Bridge Road - need better visibility/or traffic lights.
Continued speeding and poor driver behaviour	Connaught Road	Stop Connaught Road from being a rat run caused by closing Nicoll Road, enduring daily blocked traffic and speeding cars endangering children and killing our animals.
		Stop Connaught Road being used as an alternate route / shortcut.
	All boundary roads	Better and brighter street lighting, more enforcement of speeding cars and bikes being ridden through red lights, enforcement of people drinking and congregating on highways [sic], too much pollution, buses on Acton Lane.

	Acton Lane	Direct large hydraulic Lorries away from the area using one main route to motorway - Old Oak Common construction works has brought so much more traffic (workers) to the area and heavy vehicles to and from the site with temporary lights on every approach road - it has made residents lives a misery both motorists and pedestrians.

Thematic analysis of comments about 'Other' measures or issues

Themes	Commonly cited roads	Comments
Additional complementary traffic calming measures	Entire HN	More traffic humps, stricter on school street, and less access to parking.
		Put measures in place to STOP speeding cars and unbearable traffic, preventing us from getting home.
		Speed limit enforcement and speed bumps.
	Winchelsea Road	Introducing Speed cameras on Winchelsea Road and stop large articulated vehicles from using the road.
	Greenhill Park	Very much in favour of traffic filters in general and other roads in the area would benefit - Greenhill Park.
Improved public realm and roads, and general maintenance	Entire HN	The road markings are quite eroded.
		Cleaner streets.
		We have no parks only a rubbish recreational ground. The only way to get to one is by car. The road restrictions add to the traffic pile-up.
		Improving the pavement cleanliness.
		Better parks and public spaces need more attention.
		More cleanliness and less traffic.
		More community work, more work with integration.
	Hillside, Craven Park	Speed humps are very loud - the road is too loud on Hillside and craven park

Thematic analysis of comments about Street lighting

Themes	Commonly cited roads	Comments
Better street lighting	Entire HN	More street lighting in all areas.
		More street lighting, LED.
		Better and brighter street lighting, more enforcement of speeding cars and bikes being ridden through red lights, enforcement of people drinking and congregating on highways, too much pollution, buses on Acton Lane.
		More lights as it's dark at night and there are lots of issues, electric scooters, motorbikes and cyclists also driving on pavement
	Washbourne Road	We need better street lighting
	Nicoll Road	Already a lack of street lighting, or not enough.
	Mourdant Road	Mordaunt Road needs more light[ing].
	Greenhill Park	Street lighting on Greenhill Park and enforcement of modal filter. Road blockages are needed.

Thematic analysis of comments about Pedestrian crossings

Themes	Commonly cited roads	Comments
Additional pedestrian crossings or changes to pedestrian crossings	Greenhill Road	On Greenhill Road [there should be a crossing].
		Greenhill Road needs more pedestrian crossings
	Church Road	People are ignoring pedestrian crossings.
		More frequent timings for pedestrians to cross at traffic lights.
	Craven Park	Pedestrian crossings near bus stops.
		Pedestrian crossing on Craven Park is incomplete – need a proper crossing on/off the island.
	Nicoll Road	More crossings for children's safety.
	St Mary's Road	The pedestrian crossing coming from St Mary's Road on the way to Harlesden Station takes ages to signal pedestrians across after you press it.
	Acton Lane	I also want to see a pedestrian crossing in Acton Lane around Connaught Road and Nicoll Road as there isn't a safe place to cross here, as the road curves around and the cars drive fast.

Thematic analysis of comments about Cycle lanes

Themes	Commonly cited roads	Comments
Calls for segregated or more cycle lanes	Connaught Road	I'd also like to see cycle lanes on one or both of these roads
	Nicoll Road	It doesn't work, no joined up thinking, bike lanes has been squeezed.
	Harrow Road	Walking and cycling just outside the LTN is treacherous, especially along Harrow Road. Want safer cycle paths into the LTN and along Harrow Road.
	Church Road	Cycles lanes everywhere, ideally a physical barrier separating cyclists and cars

Thematic analysis of comments about one-way roads and banned turns

Themes	Commonly cited roads	Comments
Road closures	Shakespeare Road	Remove traffic entirely.
	Connaught Road	Make Connaught Road access to residents only.
More traffic restrictions and/or banned turns	Greenhill Park	Speed cameras, more traffic calming, like on Nicoll Road, proper speed bumps, no through to Craven Park and Acton Lane unless resident/emergency service
	Greenhill Park	No left turn from Acton Lane in to Greenhill Park, or better still, closing the exit of Nicoll Road into Craven Park.
	Nicoll Road & Connaught Road	I want to see a no right turn for vehicles driving up either Nicoll Road or Connaught Road so it can't be used as a cut through for people trying to avoid traffic.
Fewer one-way roads	Nicoll Road	One way slows traffic flow down – remove modal filters.
	Entire HN	Turn two-way for better traffic flow for residents. This proposal scheme is not required, as a Harlesden resident for over 25 year, the traffic is not an issue here.
		Unnecessary one-way roads - remove modal filters.

Comments and feedback around other key issues

Q: How do you feel about traffic issues, air pollution, noise pollution, and personal safety in the Healthy Neighbourhood?

Discussion of 'traffic' in the survey responses

50 (of 123) respondents mentioned the word 'traffic' 54 times in survey responses, suggesting it's a key issue for residents. Commonly discussed topics include:

- 'Unbearable', 'constant', 'really bad' and 'too much' traffic .
- Concerns around 'increasing' and 'worse' pollution because of this traffic.
- Comments around either the inefficacy of 'traffic filters' in preventing through traffic.
- Connaught Road, Craven Park and Harrow Road are all referenced specifically in relation to 'traffic'.

Discussions of 'air [quality]' in the survey responses

23 respondents mentioned the word 'air' 23 times in survey responses, suggesting it's a common concern, but less prescient than traffic concerns. Commonly discussed topics include:

- Unsurprisingly pollution is by far the most common concern referenced when talking about 'air', several respondents call it 'very bad' or 'toxic'.
- It is commonly tied to ideas of 'safety' and other types of pollution (e.g. noise).
- Concerns over the size of the vehicles on boundary roads of the Healthy Neighbourhood were also expressed about air pollution.

Discussions of noise in the survey responses

22 respondents mentioned the words 'noise' or 'noisy' 31 times in the survey.

- Most commonly, this was noise pollution – either from traffic, roadworks or general cars with exhaust modifications.
- Comments also commonly express concerns around personal safety and health, often understanding air and noise pollution as concurrent.

Discussions of 'safety' in the survey responses

Of these four key topics, safety was the second most mentioned, with 30 respondents mentioning it 31 times. Common topics mentioned in relation to safety included:

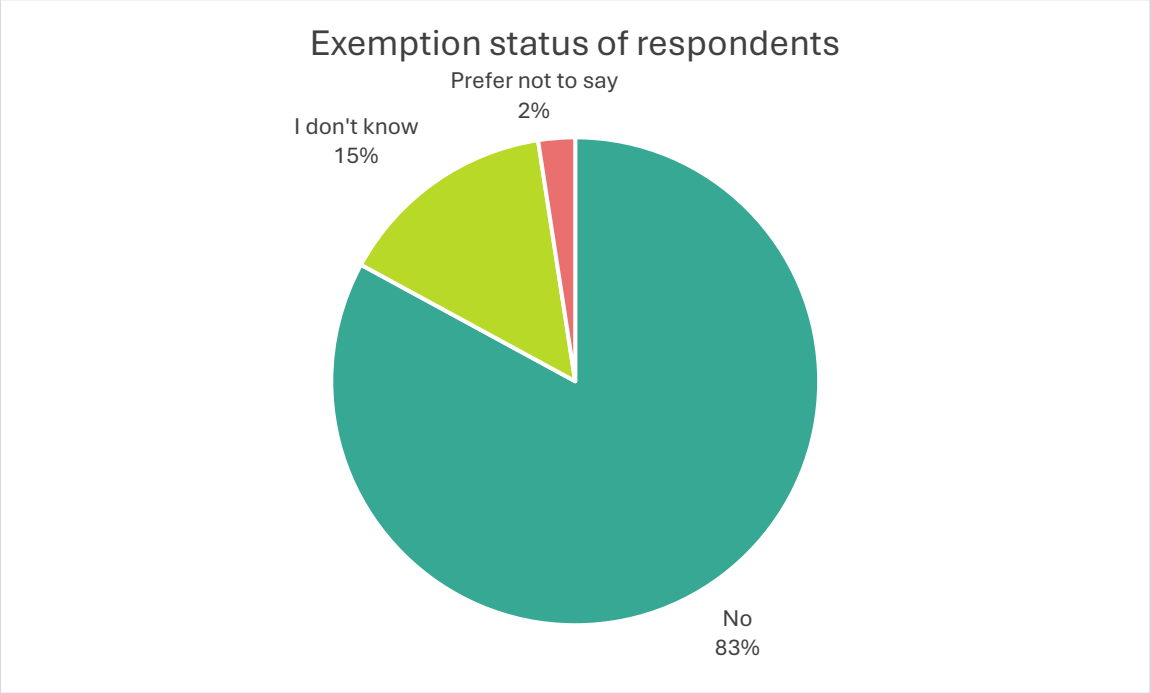
- Lack of 'feeling' safe, contrasted with fewer mentions that deem safety 'ok'
- Safety of children – both in terms of road safety and spaces to play/spend time
- Anti-social behaviour (e.g. drug use or drinking).
- These safety issues were generally discussed about the area at large, rather than the Healthy Neighbourhood

Q: Do you have any other comments about the Healthy Neighbourhood?

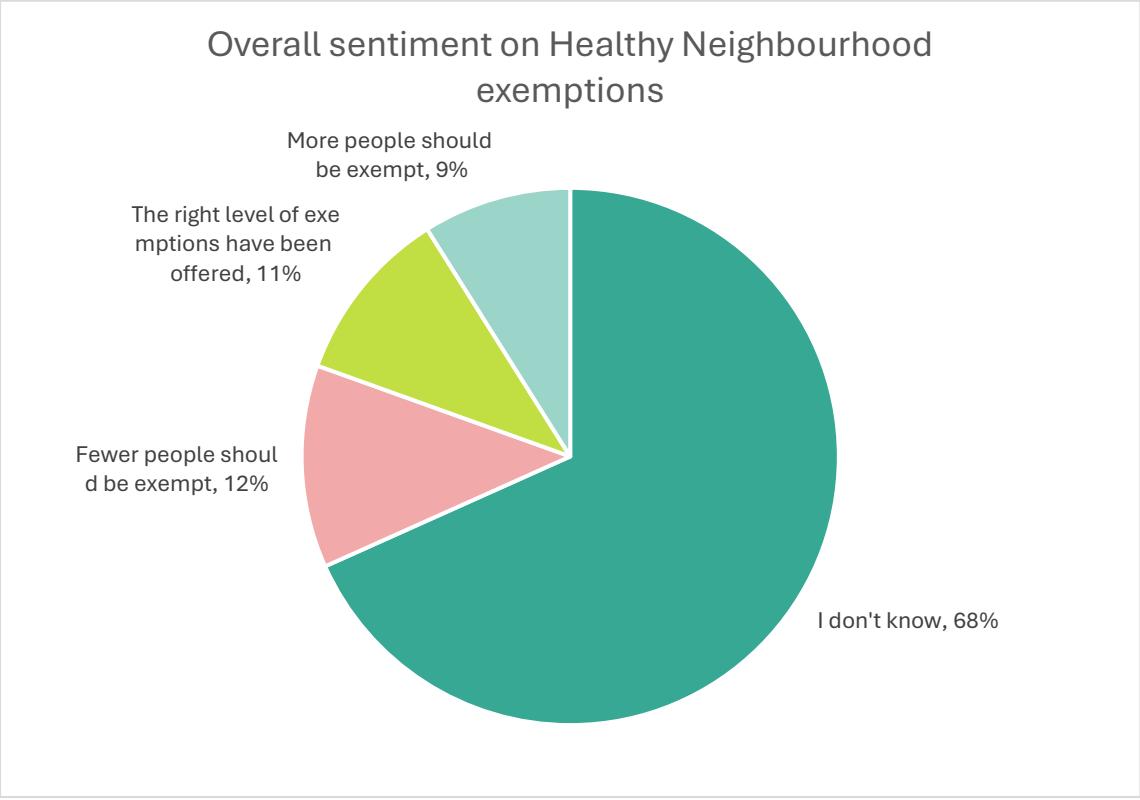
- Besides further concerns about the traffic (13 mentions) Respondents highlighted a 'need' (14 mentions) for more street cleaning, traffic calming measures, more awareness or information sharing about the scheme.
- The discussion of 'park' generally relates to issues with 'parking' (11 mentions), highlighting issues with double parking, parking outside of designated areas, and complaints around the (lack of) resident-only permit parking.
- Responses around 'speed' (8 mentions) commonly suggested measures such as speed bumps and speed cameras, citing Winchelsea and Hillside as problem areas.
- Comments around enforcement (9 mentions) related to the lack thereof, and to the lack of communication around the enforcement of the scheme by the council. Some respondents also highlighted the ned to enforce against littering and fly tipping.

Comments on exemptions from the Healthy Neighbourhood

Q: Do you have an exemption from the Healthy Neighbourhood?



Q: How do you feel about the exemptions for motor vehicles that are offered by Brent Council?



Generally, this shows a low awareness of the potential scope of exemptions and the

exemption process among respondents.

Q: If you think changes are required to the exemptions, please provide more details.

Responses calling for fewer or more exemptions and the details of the responses can be seen below.

Fewer people should be exempt	More people should be exempt
Only disabled people should be exempt (3 responses)	Residents should be exempt (6 responses)
I think some people who have exemptions have them under false pretences (1 response)	Blue badge holders that live outside the Healthy Neighbourhood should be exempt (2 responses)
I'm just concerned about air pollution, so think fewer cars generally would be good (1 response)	Electric car users should be exempt (1 response)
If you're young, walk (1 response)	Nicoll Road residents should be exempt (1 response)
Only residents and emergency services should be exempt (1 response)	Only if it's safe to expand exemptions (1 response)
Rules apply for everyone (1 response)	

In addition to the lack of awareness regarding exemptions, there is contradictory reasoning for both *fewer* or *more* exemptions, especially around whether residents will/do have exemptions.

Key takeaways from the engagement survey and resident feedback

- Respondents represented in the survey are overwhelmingly residents of the Healthy Neighbourhood or nearby areas. 84% lived either in or on the boundary of the Healthy Neighbourhood.

- **Awareness of the Healthy Neighbourhood and its intended aims is low.** This is partly reflected in the sentiment question on the survey, which shows 40% of responses felt 'neutral' or were 'unsure' about it. This implies low awareness of intended aims, and that generally its implementation hasn't had a significant (positive or negative) effect on many in the area.

- Traffic, congestion, safety (personal and road safety) and pollution are all identified as key issues in and around the Healthy Neighbourhood. As evidenced by the petition from residents of Connaught Road, dangerous driving continues to take place in and through the neighbourhood.

- **Other key issues commonly raised in more open-ended questions included traffic, parking, speeding and antisocial behaviour**. Responses cited issues with insufficient pedestrian crossings or traffic calming measures, and highlighted poor parking in the area as an additional cause of decreased road safety.

- Many residents did not report a change in their travel behaviour. 61% reported no change, but around half of this group said it was because they already travel sustainably. Given that the modal filters are not enforced, it is also possible that the scheme has generally failed to change the behaviour of drivers.

- **Many respondents want to see a change to the Healthy Neighbourhood, to the enforcement and use of traffic filters.** 30% of respondents wanted changes to this measure, overwhelmingly focusing on the continued rat running and lack of enforcement. Other common measures included comments around maintenance of the area and the desire for better street lighting.

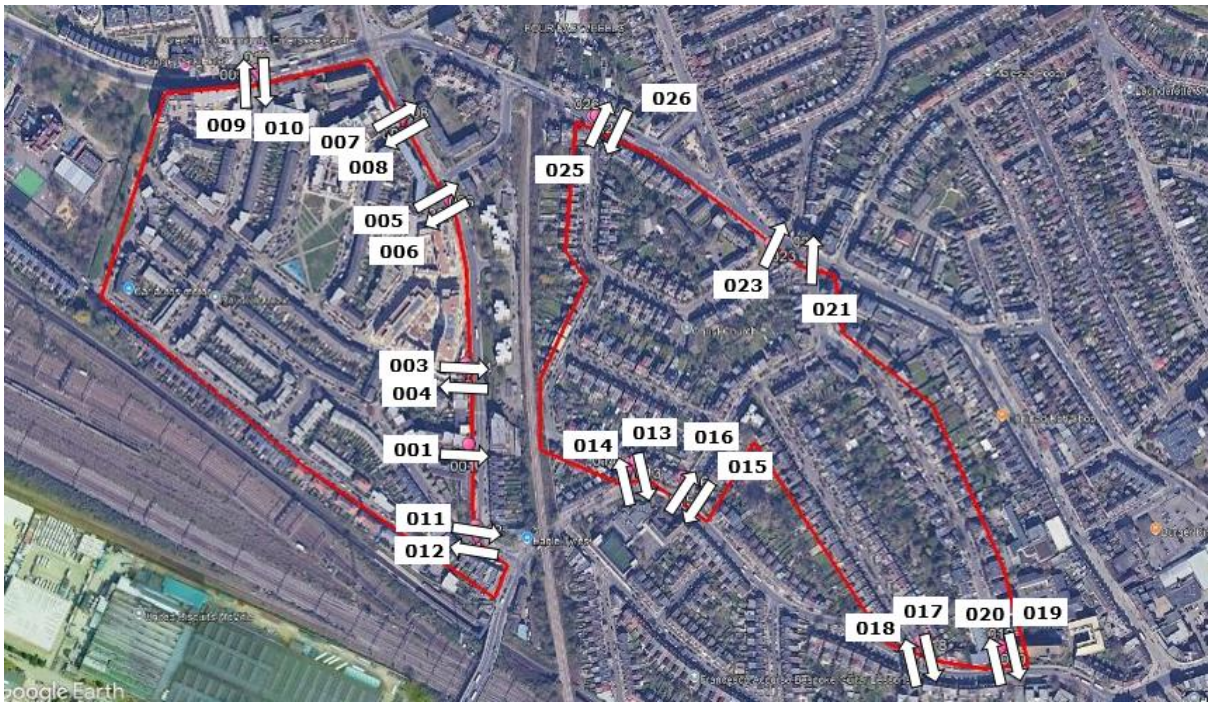
- Understanding and awareness of the exemption process for the Healthy Neighbourhood is low. 68% of respondents were unsure about what the appropriate level of exemptions was.

Data analysis

ANPR (Automatic Number Plate Recognition) data

ANPR (Automatic Number Plate Recognition) data provides a more precise picture of traffic entering and exiting both parts of the Healthy Neighbourhood. ANPR cameras gather data through a relatively narrow field of vision, use OCR (Optical Character Recognition) to turn images into text, and process data in compliance with UK GDPR and the Data Protection Act 2018.

These ANPR surveys are taken by putting cameras at the entrance and exit to each road, as shown in the image below. Each numbered site is the entrance or exit to a residential roads on either side of the Healthy Neighbourhood.



The ANPR surveys were taken between 07:00 – 19:00 on two days: Thursday 27th February 2025 and Saturday 1st March 2025, one weekday and one weekend day.

These surveys were commissioned by Brent Council and the data gathered and processed by ATR (Advanced Transport Research).

From the ANPR Surveys, it is possible to produce two datasets to understand traffic moving through the Healthy Neighbourhood: link flow data and matching matrices. These will be explored in the next section.

Link flow data

Link flow data will show the total number of vehicles passing each site each day. This is displayed in the table below.

This data is most comparable to the ATC data as it gives an idea of overall traffic volume on each road, but not necessarily the origin and destination of these trips (in their travel through the Healthy Neighbourhood). The busiest roads in the Healthy Neighbourhood, based on the traffic flowing through each entry/exit point, are shown below.

Link flow data – Ranked in order of busiest entry and exit points

Site no.	Road name	Area	Entry or exit HN	Thursday count	Saturday count
21	Nicoll Road (N. to Craven Park)	East (Harlesden)	Exit	1,775	1,191
9	Shakespeare Road	West (Stonebridge)	Exit	1,212	888
10	Shakespeare Road	West (Stonebridge)	Entry	873	747
20	Nicoll Road	East (Harlesden)	Entry	786	593
16	Greenhill Park	East (Harlesden)	Entry	782	618
12	Mordaunt Road	West (Stonebridge)	Entry	682	478
18	Connaught Road	East (Harlesden)	Entry	641	396
14	Baker Road	East (Harlesden)	Entry	516	313
25	Park Road	East (Harlesden)	Exit	483	314
11	Mordaunt Road	West (Stonebridge)	Exit	423	357
4	Lawerence Avenue	West (Stonebridge)	Entry	404	328
3	Lawerence Avenue	West (Stonebridge)	Exit	308	319
23	St Albans Road	East (Harlesden)	Exit	264	204
26	Park Road	East (Harlesden)	Entry	256	216
6	Shrewsbury Crescent	West (Stonebridge)	Entry	238	169

Key takeaways

- From the ANPR link flow data, we can see that most vehicles travelling through the Eastern (Harlesden) half of the Healthy Neighbourhood are travelling north and exiting through Nicoll Road onto Craven Park Road. The second most popular route is through Greenhill Park.
- In the Western (Stonebridge) half, Shakespeare Road is the busiest road by volume of vehicles. The high volume of traffic in both directions show this is the main entry and exit point for vehicles travelling through the neighbourhood south and north respectively. As in the eastern half, the predominant direction of travel is north.
- Despite having modal filters, there are still high traffic volumes (compared to the rest of the Healthy Neighbourhood) on Nicoll Road and Lawrence Avenue. This

suggests that drivers using these roads are aware that the modal filters are not being enforced.

- Despite a perception that the modal filter on Nicoll Road has diverted traffic onto Connaught Road, the absolute volume of traffic on Nicoll Road remains higher than Connaught Road. Traffic volume is still relatively high (compared to other roads in the Neighbourhood) on Connaught Road.

Matching matrix data

From the ANPR data, it is possible to create 'matching matrices', which match when and where a particular number plate enters and leaves the Healthy Neighbourhood.

As part of the surveys commissioned for this review, the matching matrices show the number and volume of vehicles entering and exiting within 15 minutes, 90 minutes and 12 hours. These matrices show the number and timing of cars entering and then exiting the Healthy Neighbourhood within these time periods, and these vehicles most common or likely routes. Depending on the matching matrix period, different types of journeys are likely to be captured.

It is also possible to create reverse matching matrices, where the same numberplate matching process works to match journeys that first leave and then re-enter the Healthy Neighbourhood. Some common journey types captured are listed below:

- **15 minute matching matrix** – Vehicles are most likely to be using the neighbourhood as a cut-through
- **90 minute matching matrix** – In addition to vehicles in 15min matrix, this is likely to include parcel delivery or those making shorter servicing/utilities stops or home visits
- **12 hour matching matrix** – likely to include all servicing, utilities or home visits from any vehicles based outside the neighbourhood. 12 hours matching matrix is the maximum matching matrix survey length.
- **12 hour reverse matching matrix** – this shows journeys that exited then entered the neighbourhood. These are likely to be journeys that are made by those living within the Healthy Neighbourhood and returning home within the same day.

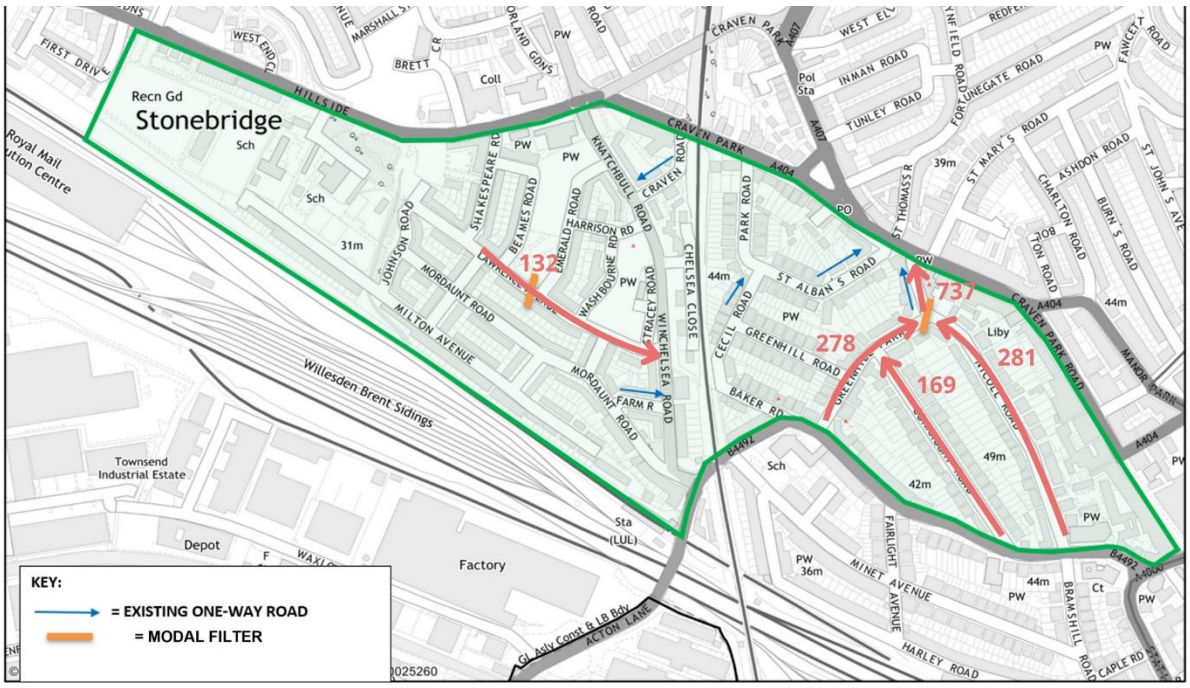
From the matching matrices, it is also possible to estimate the average journey time within each matching matrix period. Again, the average time taken to travel between two points in the Healthy Neighbourhood can give some indication of how the roads in the area are being used by drivers.

Summary for Thursday 27th February 15-minute Matching Matrix

See Appendix 5.1

- The most common cut-through routes for vehicles spending less than 15 minutes travelling through the neighbourhood were entry at the south end of Nicoll Road (Site 20) or through the south end of Greenhill Park (Site 16), to exit through the top of Nicoll Road (Site 21).
- Very similar numbers of vehicles used Greenhill Park (**278 vehicles**) and Nicoll Road (**281 vehicles**) as cut-through routes.
- In the east section of the Healthy Neighbourhood, according to the ANPR Link Flow data, a total of **1775 vehicles** exited the 'Nicoll Road (North)' onto Craven Park (Site 21) in a 12 hour period, and of those, **737 vehicles** (41.5%) used this route as a cut-through.
- In the west section of the Healthy Neighbourhood, the most used cut through is the exit from Shakespeare Road (Site 9), however, as a proportion of the **1212 vehicles** leaving the Healthy Neighbourhood here, only **284 vehicles** (23.4%) are captured by this 15-minute matching matrix.
- Lawrence Avenue's exit from the Healthy Neighbourhood is also still clearly being used as a cut-through by a large percentage of vehicles travelling along it, with **132** of the **308 vehicles** (42.9%) exiting the Healthy Neighbourhood through this road having entered within the last 15 minutes. This is a much lower absolute traffic volume than other roads.

The diagram below shows the volume of vehicles captured by the weekday matching matrix – the number of vehicles in a 12-hour period that were captured cutting through the area. The volume of rat running vehicles on each road is show in pink.



Summary for Saturday 1st March 15min Matching Matrix

See Appendix 5.2

- The Saturday link flow data shows a very similar pattern in terms of the busiest roads and the most common cut-throughs.
- On Saturday, there is a decreased volume of traffic cutting through Greenhill Park (**103 vehicles** and a 62.9% decrease) compared to Thursday.
- Unlike all other sites there is also a small increase in the traffic volume travelling through the neighbourhood along Connaught Road.
- In the west section of the Healthy Neighbourhood, general patterns remain the same on Saturday for cut-through traffic, with lower volumes on most roads.

Summary for Thursday 27th February and Saturday 1st March 90min Matching Matrix

See Appendices 5.3 and 5.4

- For both Thursday and Saturday, the 90-minute matching matrix does not offer a significant increase in traffic volume/vehicles travelling through the neighbourhood.
    - For example, on Thursday, for all vehicles cutting through the Eastern side of the Healthy Neighbourhood, the 90-minute matching matrix shows **1131 vehicles**, while the 15-minute matching matrix shows **950 vehicles**—a 19% decrease.
- This is supported by an average journey time for vehicles travelling through the neighbourhood within 90 minutes on Thursday:
    - West (Stonebridge): 17min 29secs
    - East (Harlesden): 9min 45secs
- The same average journey time on Saturday for vehicles travelling through the neighbourhood within 90 minutes is:
    - West (Stonebridge): 16min 9secs
    - East (Harlesden): 15min 1secs
- The average journey time data suggests that the East section of the Healthy Neighbourhood is more commonly used as a cut-through during the week.
- During the weekend, traffic movement through both sections of the Healthy Neighbourhood is more similar than during the week.

Summary for Thursday 27th February and Saturday 1st March 12-hour Matching Matrix

See Appendices 5.5 and 5.6

- Looking at all traffic on the Eastern side there is a relatively small percentage increase from the 15-minute matching matrix to the 12-hour matching matrix.
    - Thursday 27th February (12 hour): **1277 vehicles** travelling through the Eastern section of the Healthy Neighbourhood.
    - Therefore, 74.4% of all the journeys that travel through this part of the

Healthy Neighbourhood during the 7am – 7pm period, do so within 15mins.

- As shown by the other matching matrix data, vehicles cutting through the Western side of the Healthy Neighbourhood make up a lower percentage of journeys.
    - Thursday 27th February (12 hour): **931 vehicles** travelling through the Western section of the Healthy Neighbourhood.
    - Therefore, 57.8% of all the journeys that travel through this part of the Healthy Neighbourhood during the 7am – 7pm period, do so within 15mins.
- The average journey time on Thursday for vehicles travelling through the neighbourhood within 12 hours is:
    - West (Stonebridge): 1hour 23mins 38secs
    - East (Harlesden): 36mins 42secs
- These average journey times indicate that journeys travelling through the east cell of the Healthy Neighbourhood are likely to be strongly affected by the large amount of very fast cut-through journeys within the 15-minute matching matrix window.

- Using the same comparison between the 15-minute and 12-hour matching matrices on Saturday, 1st March, there is also a relatively small percentage increase from the 15-minute matching matrix to the 12-hour matching matrix.
    - East (Harlesden): The 15-minute matrix shows **736 vehicles** travelling through the eastern section of the neighbourhood, while the 12-hour matrix shows 928 vehicles travelling through the same area. Therefore, **79.3%** of journeys originating outside the Neighbourhood happened within 15 minutes.
    - West (Stonebridge): 15min matrix shows **528 vehicles** travelling through the eastern section of the neighbourhood, while the 12-hour matrix shows **893 vehicles** travelling through the same area. Therefore, 59.1% of journeys originating outside the Neighbourhood, travel through it within 15 minutes.
- The average journey time on Saturday for vehicles travelling through the neighbourhood within 12 hours is:
    - West (Stonebridge): 1hour 09mins 50secs
    - East (Harlesden): 43mins 3secs

- From these two 12-hour matrices we can conclude that the majority of journeys originating outside the neighbourhood are using it as a cut-through (entering and exiting within 15mins).

Summary for Thursday 27th February 12-hour Reverse Matching Matrix

See Appendix 5.7

- This matching matrix shows that over the 12-hour monitoring period, on a Thursday, 810 vehicle journeys originated inside the east cell and 1277 journeys originated outside the neighbourhood.
    - Therefore, 61.2% of journeys are generated by vehicles making journeys from outside the neighbourhood.

- 510 vehicle journeys originated inside the west cell of the Healthy Neighbourhood, and 931 originated outside the Neighbourhood.
    - Therefore, 64.9% of journeys are generated by vehicles making journeys from outside the neighbourhood.

Summary for Saturday 1st March 12-hour Reverse Matching Matrix

See Appendix 5.8

- This matching matrix shows that over the 12-hour monitoring period, on a Saturday, **514 vehicle** journeys originated inside the east cell and **928 journeys** originated outside the neighbourhood.
    - Therefore, 64.4% of journeys are generated by vehicles making journeys from outside the neighbourhood.
- **283 vehicle** journeys originated inside the west cell of the Healthy Neighbourhood, and **893 originated** outside the Neighbourhood.
    - Therefore, 75.9% of journeys are generated by vehicles making journeys from outside the neighbourhood.

- In all cases, the majority of traffic (around two-thirds) within the neighbourhood is generated by those starting their journeys outside the neighbourhood.

Limitations of the ANPR data collected

- **Incomplete vehicle coverage**: The data only includes vehicles that were successfully matched entering and exiting a cordon; vehicles that parked in the area or only had a single record (entry or exit) are not included.
- **Difficulties matching number plates**: The matching matrices rely on the ANPR cameras being able to read the number plate of the vehicle. If the number plate is very dirty, missing, or obscured, this data may not be captured in the surveys.
- **Camera issues**: Vandalism and missing footage at some ANPR stations (notably Sites 013 and 015) have caused data gaps. Although efforts were made to manually match vehicles using surrounding data, some gaps in the data might remain.

ATC (Automated Traffic Count) data

To supplement the ANPR data, Brent Council also commissioned ATC (Automated Traffic Count) surveys by Nationwide Data Collection. These surveys track traffic volume at a specific point through the placement of two rubber tubes laid across the carriageway linked to a roadside recorder box. ATC surveys collect vehicle speed, volume, and classification.

Several sets of ATC surveys were completed in the project area in recent years. 7 sites were surveyed in September 2020, February 2021 and May 2021 (though only 5 sites reported data in September 2020). 2 sites were surveyed in March 2023 and 5 more sites surveyed in December 2024. The table below shows the locations surveyed.

Site	Location	Type	Group with	06/08/20 - 12/08/20	14/09/20 - 20/09/20	06/02/21 - 12/02/21	19/05/21 - 25/05/21	14/03/23 - 20/03/23	03/12/24 - 09/12/24
201	Hillside	Boundary		X		X	X		
202	Craven Park	Boundary		X		X	X		
203	Greenhill Park	Internal			X	X	X		
204	Park Road	Internal			X	X	X		
205	Nicoll Road	Internal	Site 11		X	X	X		
206	Shakespeare Road	Internal	Site F		X	X	X		
207	Knatchbull Road	Internal			X	X	X		
D	A404 Craven Pk Rd	Boundary						X	
F	Winchelsea Road	Internal	206					X	
05	Farm Road	Internal							X
06	Winchelsea Road	Internal							X
07	B4492 Acton Lane	Boundary							X
08	Baker Road	Internal							X
09	Greenhill Park	Internal							X
10	Connaught Road	Internal							X
11	Nicoll Road	Internal	205						X

None of the 2020-21 sites directly correspond to the 2023-24 sites, though those on Nicoll Road (sites 205 and 11) are close enough to be comparable. Additionally sites F

and 06 on Winchelsea Road are directly comparable, though this is a through route and unaffected by street changes.

The 2020-21 sites all have three measurement points, but measurements were taken during COVID lockdowns, making this data difficult to draw reliable conclusions from. Additionally, the 2020-21 data is presented differently from the 2023-24, as we only have full raw data for the 2023-24 set. Therefore all data below compares average weekday counts only.

See Appendix 6 for ATC data.

2024 data analysis

Some comparisons can be made between sites surveyed in 2024 – particularly sites 08, 09, 10 and 11 which all fall within the Harlesden half of the area. An excerpt from Appendix 6 is shown below.

All sites have much higher northbound than southbound flows (westbound in the case of Baker Road though this leads to northbound on Cecil Road). All four roads lead to one-way sections, on Nicoll Road and Cecil Road, through which the majority of traffic is likely travelling.

Nicoll Road is the busiest of the four, despite the existing filter north of the survey site. Baker Road is the least busy. Only Greenhill Park shows more than 200 daily southbound vehicles.

Site	Location	Direction	5 Day Ave.
Site 08	Baker Road	West	779
Site 08	Baker Road	East	138
Site 08	**Baker Road**	**Two way**	**917**
Site 09	Greenhill Park	North	815
Site 09	Greenhill Park	South	274
Site 09	**Greenhill Park**	**Two way**	**1088**
Site 10	Connaught Road	North	983
Site 10	Connaught Road	South	136
Site 10	**Connaught Road**	**Two way**	**1119**
Site 11	Nicoll Road	North	1210
Site 11	Nicoll Road	South	190
Site 11	**Nicoll Road**	**Two way**	**1400**

The major roads surrounding this area have much higher volumes – Acton Lane has 11,765 vehicles per day (two way) and Winchelsea Road has 13,046 vehicles per day (two way). These are more than ten times the volumes on the internal roads, and suggests that the impacts on major roads, should any changes to internal roads be made, are likely to be minor.

Comparable sites (2020/21 – 2023/24)

Nicoll Road (south of filter, sites 205 and 11)

- Notable decrease from 1054 vehicles in Feb-21 to 749 in May-21. This is despite most other sites seeing increases, and the report states that national traffic levels rebounded significantly in this period (Feb-21 was a lockdown).
- This then increases significantly back up to 1400 vehicles in Dec-24. Almost all of this traffic is northbound (1210 vs 190). This may indicate that there is good awareness that the signage is not enforced.

Greenhill Park/Connaught Road (sites 203, 09 and 10)

- On Greenhill Park (south of Connaught Road, site 09) and Connaught Road (site 10), the vast majority of traffic is northbound rather than southbound – 815 vs 274 and 983 vs 136 respectively in Dec-24.
- Total bi-directional flows of 1088 and 1119 respectively. These are slightly lower than Nicoll Road. This matches the ANPR link flow and matching matrix data, which suggests higher flows on Nicoll Road than Connaught Road, despite the presence of a traffic filter.
- Greenhill Park (north of Connaught Road, site 203) saw 2343 in May-21. Sites 09 and 10 saw a combined 2207 in Dec-24. Again, this points to current-day traffic using Nicoll Road more as in the most recent survey, and the other cut-through roads less.
- From the above, it is also possible to infer that the top end of Nicoll Road – north of the filter – is potentially handling 3000+ vehicles per day (as of 2024).

Other insights

Park Road (site 204) also saw 1151 vehicles daily in May-21, which are likely to be predominantly northbound due to the one-way restriction on Cecil Road. This compares to Baker Road (site 08) which saw 917 vehicles daily in Dec-24, of which 779 are northbound. These two counts suggest these streets are being used as a cut-through though not conclusively.

Winchelsea Road sees approximately 1000 more vehicles southbound than northbound per day. It is reasonable to assume this is partly due to there being northbound routes via the Harlesden residential roads in the Western part of the Healthy Neighbourhood, as discussed above.

Shakespeare Road saw 2016 vehicles (both directions) in May-21. Without split directional data or more recent counts, it is difficult to draw significant conclusions on the volume of traffic through this half of the Healthy Neighbourhood.

Key takeaways from traffic data

- **A majority of the journeys originating outside the neighbourhood each day use it as a cut-through**. This is evidenced by the relatively small percentage increase in vehicle volumes between the 15-minute, 90-minute and 12-hour matching matrices.

- **More vehicles are cutting through the east cell (Harlesden) of the Healthy Neighbourhood at a greater speed**, although the majority do not consistently exceed the speed limit. This is evidenced by higher traffic volumes and quicker journey times through this half of the Healthy Neighbourhood. Average journey times are skewed lower by a larger proportion of vehicles travelling through the neighbourhood very fast. Nicoll Road and Greenhill Park are the most commonly used cut-throughs.

- **Despite the traffic filter, the volume of vehicles entering Nicoll Road from the South is high.** The ANPR data shows that the most common route for vehicles to cut through the Healthy Neighbourhood would include driving through the Nicoll Road filter.

- **Greenhill Park has far higher usage as a cut-through during the week compared to the weekend.** Journeys captured on the ANPR 15-minute matching matrix cutting through the neighbourhood fall by 64.1% during the weekend (Thursday to Saturday).

- **Traffic volume on Nicoll Road remains higher than on Connaught Road.** This is supported by ANPR link flow data and ATC data. Both Nicoll and Connaught Road are experiencing relatively high volumes of traffic compared to other roads in the Neighbourhood.

- **On the West side of the Healthy Neighbourhood, the most popular cut-through route is from Shakespeare Road to either Lawrence Avenue or Mordaunt Road.** These routes show consistently the highest volumes on the matching matrix, however as absolute volumes these roads experience much less traffic than the east side of the Healthy Neighbourhood.

- **Shakespeare Road sees the highest volume of traffic in the West cell, but a lot of this traffic enters and then exits the neighbourhood through the same road.** This demonstrates that Shakespeare Road is the key access point on the West cell of the Healthy Neighbourhood, for both residents and those cutting through or travelling to the area.

Conclusions

1. **The design of the Healthy Neighbourhood should be updated**. To align with Brent Council's strategic aims and objectives, and to create a safer, more liveable neighbourhood with less rush hour traffic, Brent Council should change the design of the Healthy Neighbourhood. Based on the engagement survey there is a desire to see change, and based on the traffic data, vehicles continue to cut-through the area.

2. **Enforce the modal filters using cameras.** All options for designs should include active enforcement of the traffic filters. The current absence of enforcement means the Healthy Neighbourhood is not effectively accomplishing its aims.

3. **Improved and clear communication around the Healthy Neighbourhood**. Many respondents remained unclear on the purpose of the Healthy Neighbourhood or were unaware of it altogether. In the second phase of engagement, exemptions and the exemption application process should be clearly outlined.

4. **Brent Council to explore additional complementary measures**. The third most popular response for a 'measure to change' in the survey was street lighting, whilst others talked about improved cleanliness or rubbish collection, more green spaces, and improved cycle infrastructure. These complementary measures are necessary to support the aims of the Healthy Neighbourhood.

5. **Development of design options.** The following options are recommended for design development to help inform the second stage of engagement:

Eastern (Harlesden) Cell

East Option 1: Updated street layout at junction of Nicoll Road and Greenhill Park, designed to permit cycle and emergency vehicle access but arranged to discourage non-compliance. Includes camera enforcement. (Yellow Circle)

- ***East Option 1 (additional measure)***: Make Connaught Road one-way southbound with two-way cycling. This could be an experimental layout as there is already a refuge at the southern end. (Yellow Road)

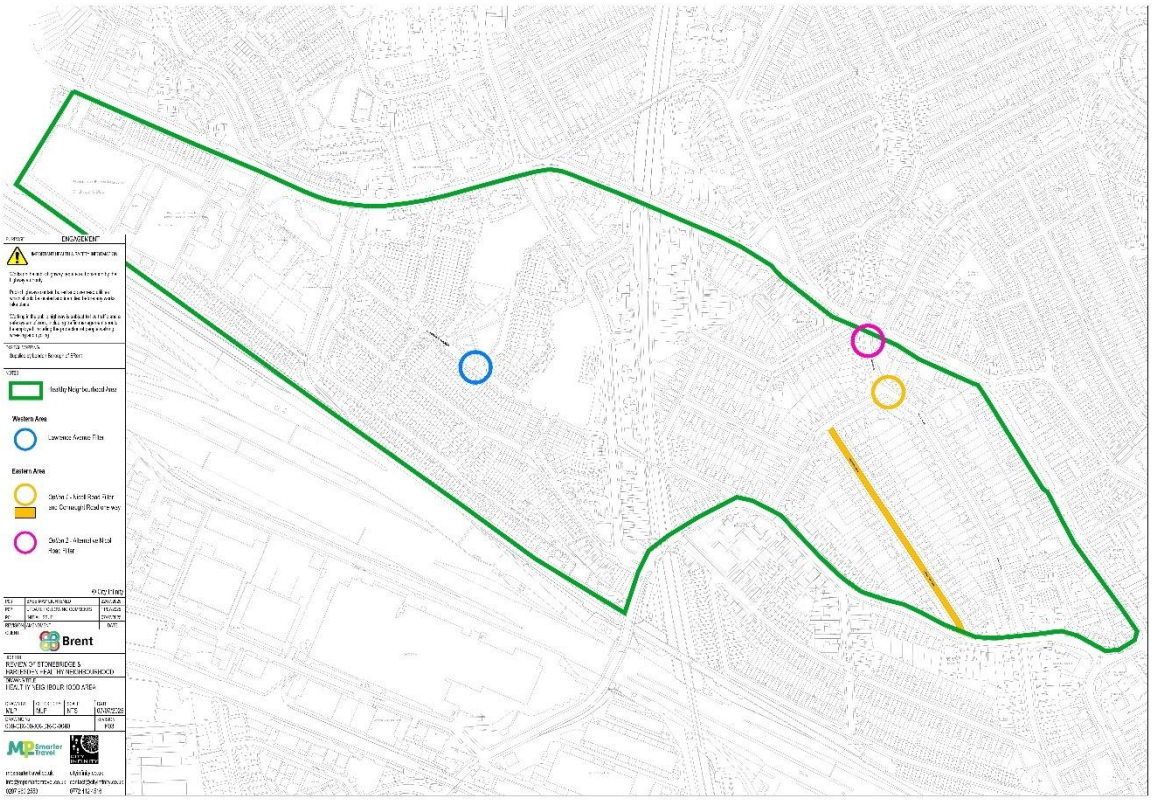
East Option 2: Relocation of filter to northern end of Nicoll Road at the junction with Craven Park Road, with minimum changes to street layout (*Drawing 021*). Concept considers cycle and emergency access, along with localised parking and loading

layout. Includes camera enforcement. (Pink Circle)

West (Stonebridge) Cell

West Option 1: Filter maintained at Lawrence Avenue. Planters removed. Existing traffic signs replaced with permanent traffic signs reflecting current traffic management order. Location for enforcement camera identified. (Blue Circle)

The map below illustrates the positioning of the proposed options:



The following section outlines the reasons and potential impacts of each option.

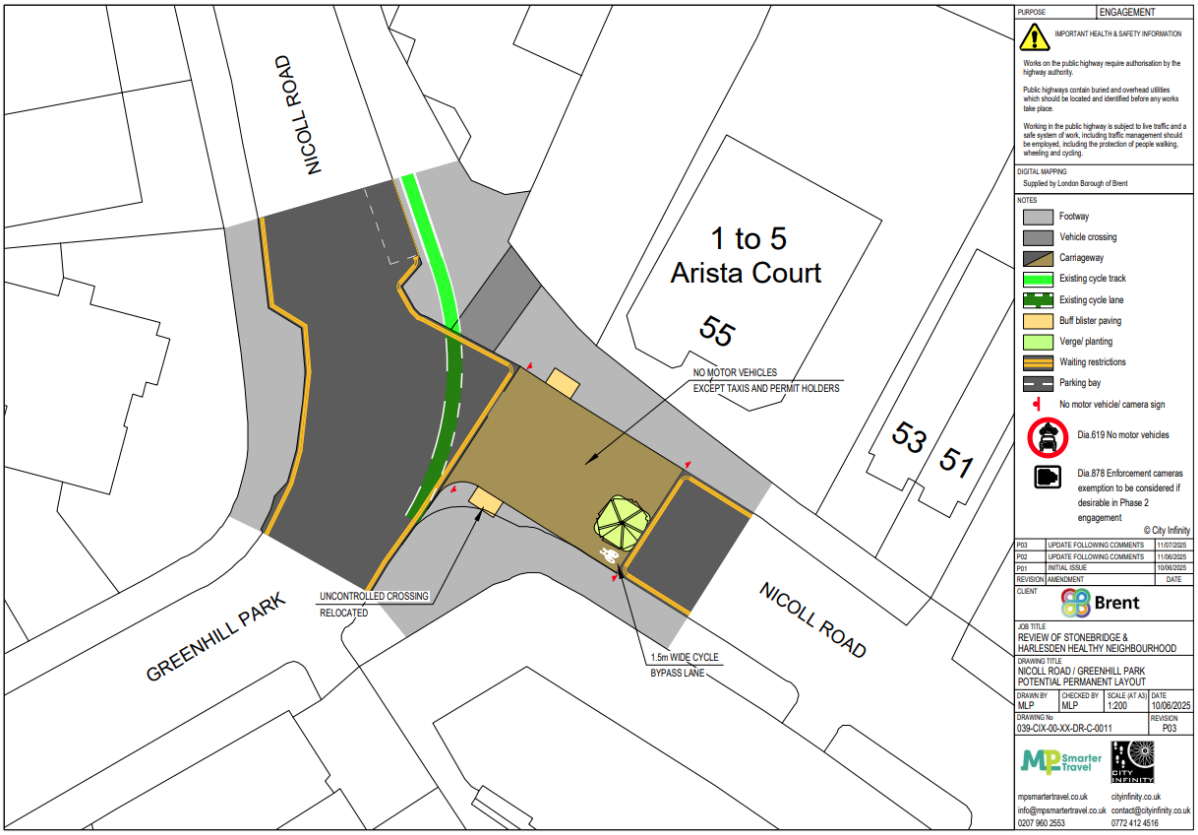
Designs for Engagement

All designs below are designed to mitigate the traffic issues outlined in this report, both in response to the data gathered using the engagement survey and through the traffic survey data.

Particularly in the Eastern cell, these measures are designed to reduce or entirely prevent northbound traffic cutting through the neighbourhood.

East Option 1

Updated street layout at junction of Nicoll Road and Greenhill Park, designed to permit cycle and emergency vehicle access but arranged to discourage non-compliance (*Drawing 011*). The crossing is also redesigned to improve visibility at the junction. Currently, there are two planters in place on either side of the carriageway, which engagement and traffic data have shown to be ineffective at preventing through traffic. This design proposal includes camera enforcement.



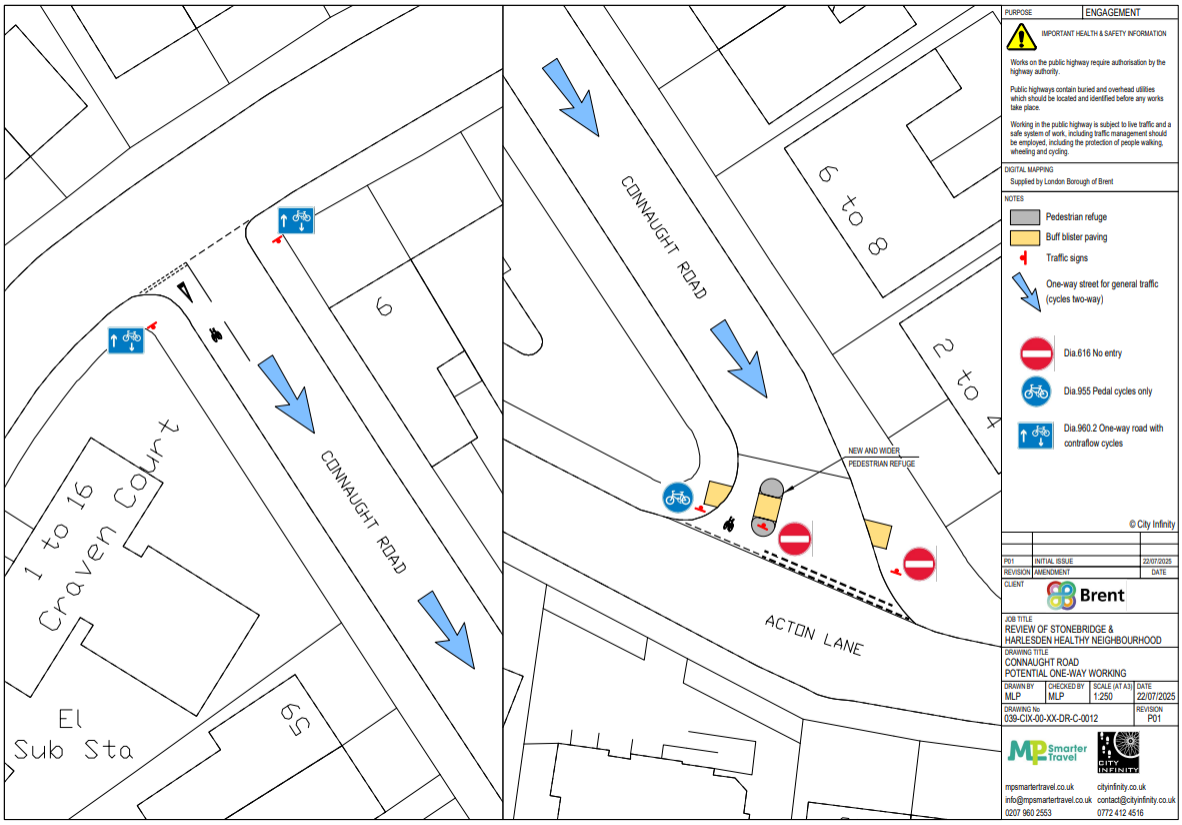
Rationale for option design

- Improved motor vehicle compliance with a more obvious visual barrier, including relocation of planter and repainted waiting restrictions.
- Improved visibility for pedestrians crossing the top of Nicoll Road where it meets Greenhill Park through the relocation of planters.

- Improved motor vehicle compliance through the addition of ANPR cameras.

East Option 1 (Additional measure)

Making Connaught Road one-way southbound with two-way cycling retained to prevent the road from being used as a cut-through for northbound traffic. The road is currently two-way with primarily northbound traffic. This could be an experimental layout as there is already a refuge at the southern end (*Drawing 012*). The road would remain two-way for cycles, with road marking to designate this.

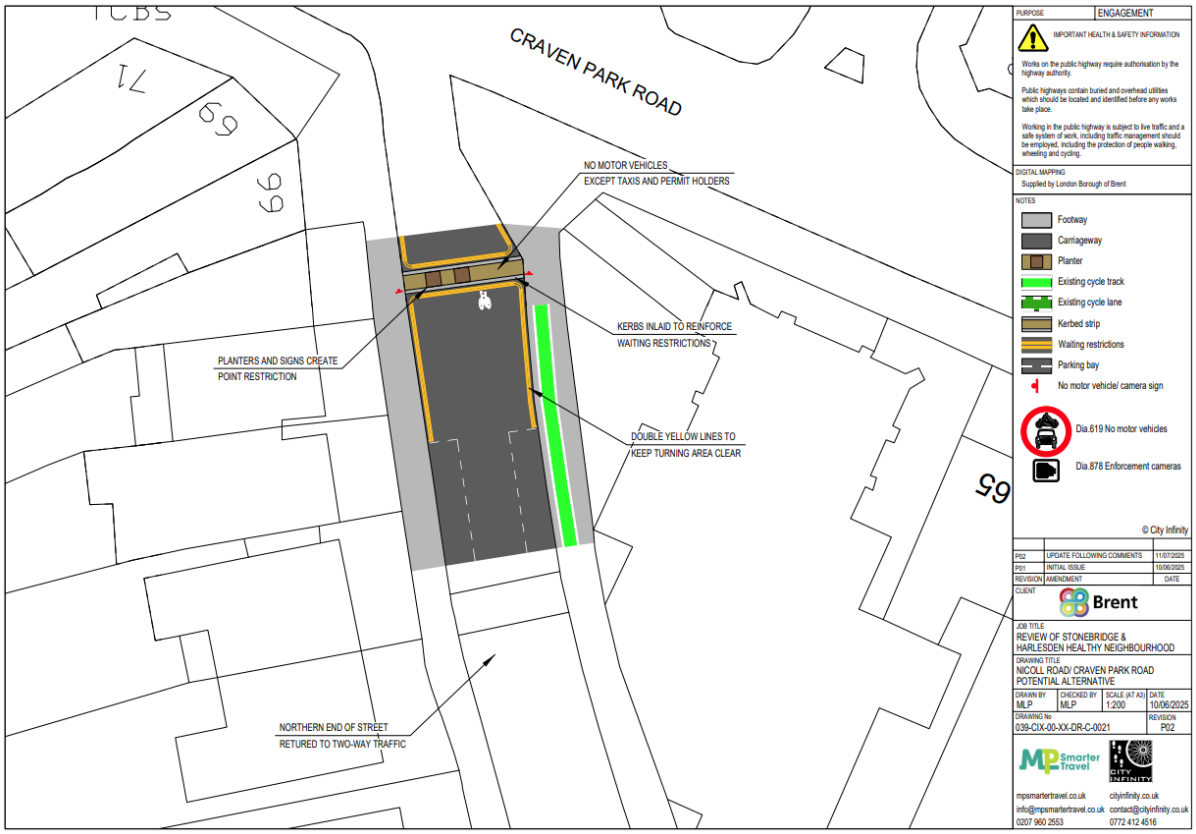


Rationale for option design

- Reduced traffic flow, including rat running, on Connaught Road – as most of the current traffic flow is northbound.
- Improved pedestrian and cyclist safety on Connaught Road.
- Possible displacement of traffic to Greenhill Park, although this would need to be monitored post-implementation. This possible displacement can also be negated by *East Option 2* – below.

East Option 2

Relocation of filter to northern end of Nicoll Road at the junction with Craven Park Road, with minimum changes to street layout (*Drawing 021*). Concept considers cycle and emergency access, along with localised parking and loading layout. Includes camera enforcement.

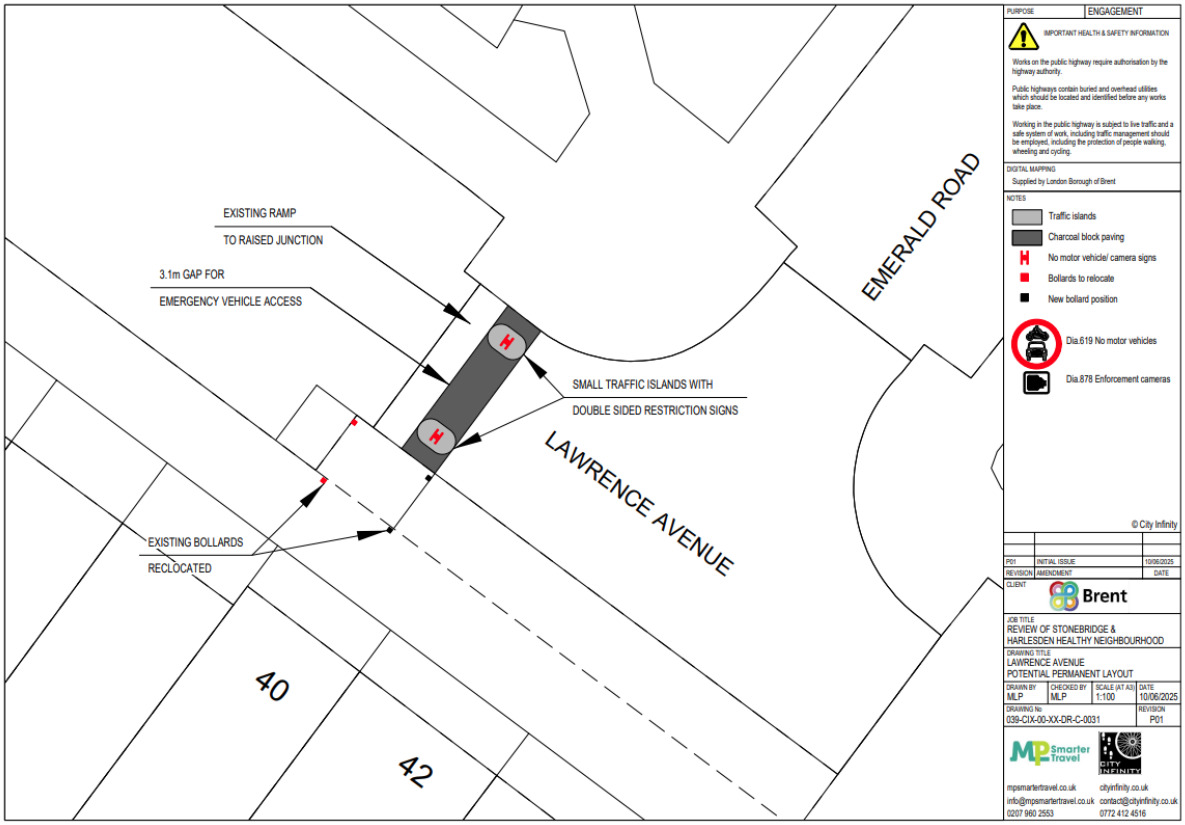


Rationale for option design

- Option 2 will render Option 1 redundant.
- Reduced traffic volume and improved safety for cyclists and pedestrians in the Eastern area of the Healthy Neighbourhood. The redesign supports the existing cycle infrastructure (footway cycle lane on Nicoll Road's north end).
- Filtering the junction of Nicoll Road and Craven Park Road will prevent cut-through traffic on Greenhill Park, Connaught Road or Nicoll Road from the south.
- Improved compliance because of updated design and camera enforcement.

West Option 1

Filter maintained at Lawrence Avenue. Planters removed. Existing traffic signs replaced with permanent traffic signs reflecting current traffic management order (*Drawing 031*). Location for enforcement camera identified.



Rationale for option design

- Improved compliance due to more visible signage and installation of cameras.
- Reduce through traffic and improve pedestrian and cyclist safety in the neighbourhood, at a common cut-through location.

Proposed Exemptions

As part of the potential updated design, updated traffic filters—or 'modal filters'—are proposed. We would like your feedback on the proposed exemptions.

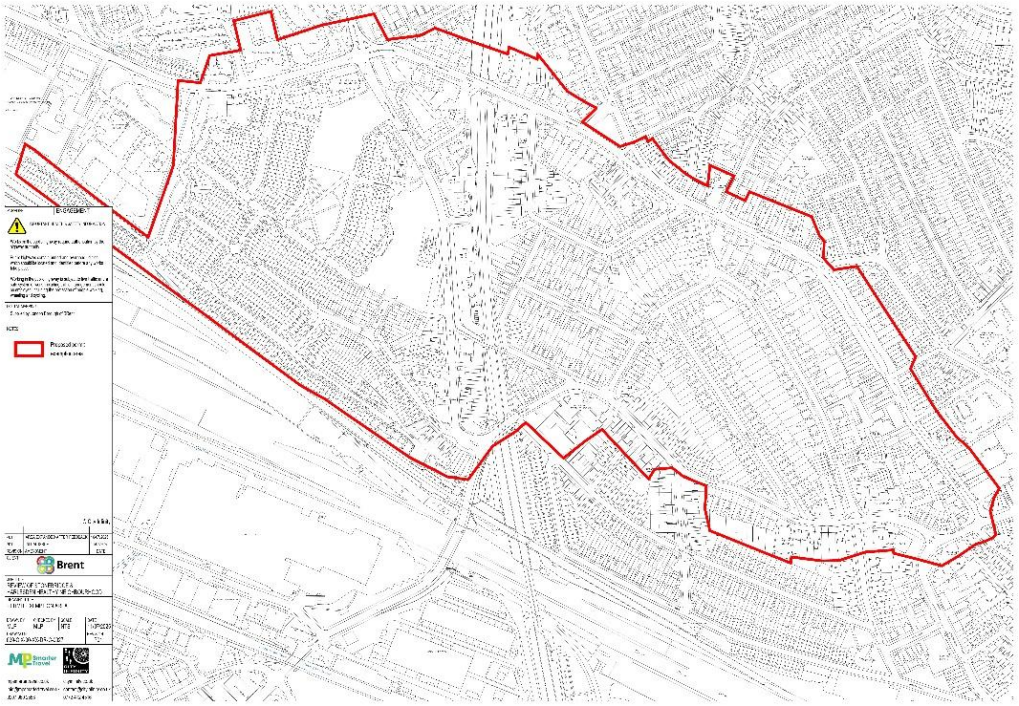
Camera-managed modal filters (sometimes referred to as a traffic filter) do not require gates, planters or other obstructions to the road. The types of vehicles restricted and times of operation can be varied within nationally set rules, but on a locally decided basis.

Some vehicles will have exemptions from these restrictions, meaning they can drive through the traffic filters.

The proposed list of exempted vehicles for the Stonebridge and Harlesden is below:

- Residents / Businesses located within Stonebridge and Harlesden Healthy Neighbourhood ((within the red boundary area)
- Vehicles of Blue Badge holders
- Emergency services, including London Ambulance Service
- Licensed Taxi
- SEND/Taxicard transport services
- Medical appointment transport
- Dial-a-Ride
- Royal Mail
- Medical practitioners
- Utility providers

The following map proposes that all addresses within the red boundary would be exempt from traffic filter restrictions in the Healthy Neighbourhood.



Potential impacts

- Larger exemption areas mean residents' journeys will still be able to travel through the neighbourhood, which may make the scheme more amenable.
- The larger exemption area does risk diluting the scheme, as it will allow a large area of residents to continue making journeys through the neighbourhood.
- This means journeys and traffic generated by residents within the exemption area may not be significantly reduced.

Appendices

Appendix 1 – Full list of road names for response locations

Road name	Responses	Healthy Neighbourhood road type
Nicoll Road	12	Internal
Winchelsea Road	9	Boundary
Connaught Road	6	Internal
Mordaunt Road	6	Internal
Craven Park	5	Boundary
Emerald Road	5	Internal
Greenhill Park	5	Internal
Shakespeare Road	5	Internal
Knatchbull Road	4	Boundary
Fortunegate Road	3	Outside HN
Hilltop Avenue	3	Outside HN
Lawrence Avenue	3	Internal
Beames Road	2	Internal
Hillside	2	Boundary
Longstone Avenue	2	Outside HN
Manor Park Road	2	Boundary
St Mary's Road	2	Outside HN
Albert Road	2	Outside HN
Albert Terrace	1	Internal
Alric Avenue	1	Outside HN
Avenue Road	1	Outside HN
Berkhamstead Avenue	1	Outside HN
Brownlow Road	1	Outside HN
Charlton Road	1	Outside HN
Chesil Road	1	Outside HN
Collin Road	1	Outside HN
Cooper Road	1	Outside HN
Craven Road	1	Outside HN
Donnington Road	1	Outside HN
Drayton Road	1	Outside HN
Dudden Hill Lane	1	Outside HN
Elm Road	1	Outside HN
Farm Road	1	Internal
Gifford Road	1	Outside HN
Gloucester Close	1	Outside HN
Greenhill Road	1	Internal
Harley Road	1	Outside HN
Harrison Road	1	Internal
Harrow Road	1	Boundary
Herati House	1	Outside HN

High Street	1	Boundary
Igor Road	1	Outside HN
Leghorn Road	1	Outside HN
Lyndhurst Gardens	1	Outside HN
Melrose Avenue	1	Outside HN
Minet Avenue	1	Outside HN
New Crescent Yard	1	Outside HN
Park Road	1	Internal
Shakespeare Avenue	1	Internal
Shelley Road	1	Outside HN
Shrewsbury Road	1	Internal
Springwell Avenue	1	Outside HN
St Albans Road	1	Internal
St Johns Avenue	1	Outside HN
St Thomas Road	1	Outside HN
Station Road	1	Outside HN
Sterling Road	1	Outside HN
Sunny Crescent	1	Outside HN
Tunley Road	1	Outside HN
Wesley Avenue	1	Outside HN
Windsor Road	1	Outside HN
Wood Road	1	Outside HN

Appendix 2 – Reported change in travel behaviour

No reported change in travel behaviour	Total = 75 responses (61%)
No	33
No, I walk and did so beforehand	7
No, I take public transport and did so beforehand	4
No, I walk/take public transport and did so beforehand	4
No, I wasn't aware of the Healthy Neighbourhood	4
No, I walk/cycle and did so beforehand	3
No, as measures were removed from my street	2
No, I drive and did so beforehand	2
No, I drive and did so beforehand, as restrictions are not enforced	2
No, I take the bus and did so beforehand	2
No, I take the tube and did so beforehand.	2
No, I car share and did so beforehand	1
No, I cycle and did so beforehand	1
No, I cycle/take public transport and did so beforehand	1

No, I don't drive and didn't beforehand	1
No, I recently moved to area	1
No, I take public transport and did so beforehand. Drive at weekends.	1
No, I typically only drive when leaving London	1
No, I walk and walked beforehand	1
No, I walk/take the bus and did so beforehand	1
No, I walk/take the bus/tube and did so beforehand	1

No reported change in travel behaviour, but already travelled sustainably or actively	**Total = 29 responses (26%)**
No, I walk and did so beforehand	7
No, I take public transport and did so beforehand	4
No, I walk/take public transport and did so beforehand	4
No, I walk/cycle and did so beforehand	3
No, I take the bus and did so beforehand	2
No, I take the tube and did so beforehand.	2
No, I car share and did so beforehand	1
No, I cycle and did so beforehand	1
No, I cycle/take public transport and did so beforehand	1
No, I don't drive and didn't beforehand	1
No, I recently moved to area	1
No, I take public transport and did so beforehand. Drive at weekends.	1
No, I typically only drive when leaving London	1
No, I walk and walked beforehand	1
No, I walk/take the bus and did so beforehand	1
No, I walk/take the bus/tube and did so beforehand	1

Reported change in travel behaviour	**Total = 19 responses (15%)**
Yes, I drive and my journeys take longer due to congestion	6
Yes, I walk more	5
Yes, I cycle more	2
Yes, but as a result of personal circumstances	1
Yes, I allow my children to travel more	1
Yes, I avoid roads with School Streets when driving	1
Yes, I drive less and use public transport more	1
Yes, I take public transport more	1
Yes, I worry less about my children	1

Appendix 3 – Most commonly used terms in free text answer

10 most common terms	Number of respondents who used this term	as a %
traffic	13	16%
need	14	17%
park	11	13%
people	12	15%
issue	11	13%
work	11	13%
good	11	13%
speed	8	10%
drug	7	9%
enforce/enforcement	9	11%

Appendix 4 – Link flow data – All Healthy Neighbourhood Entries and Exits - Thursday 27th February 2025 and Saturday 1st March 2025

Site no.	Road name	Cell (Area)	Entry or exit HN	Thursday count	Saturday count
1	Farm Road	West (Stonebridge)	Exit	131	98
3	Lawerence Avenue	West (Stonebridge)	Exit	308	319
4	Lawerence Avenue	West (Stonebridge)	Entry	404	328
5	Shrewsbury Crescent	West (Stonebridge)	Exit	128	136
6	Shrewsbury Crescent	West (Stonebridge)	Entry	238	169
7	Emerald Road	West (Stonebridge)	Exit	104	88
8	Emerald Road	West (Stonebridge)	Entry	55	59
9	Shakespeare Road	West (Stonebridge)	Exit	1,212	888
10	Shakespeare Road	West (Stonebridge)	Entry	873	747
11	Mordaunt Road	West (Stonebridge)	Exit	423	357
12	Mordaunt Road	West (Stonebridge)	Entry	682	478
13	Baker Road	East (Harlesden)	Exit	82	64
14	Baker Road	East (Harlesden)	Entry	516	313
15	Greenhill Park	East (Harlesden)	Exit	105	98
16	Greenhill Park	East (Harlesden)	Entry	782	618
17	Connaught Road	East (Harlesden)	Exit	101	97
18	Connaught Road	East (Harlesden)	Entry	641	396
19	Nicoll Road	East (Harlesden)	Exit	22	211
20	Nicoll Road	East (Harlesden)	Entry	786	593
21	Nicoll Road (N. to Craven Park)	East (Harlesden)	Exit	1,775	1,191
23	St Albans Road	East (Harlesden)	Exit	264	204

25	Park Road	East (Harlesden)	Exit	483	314
26	Park Road	East (Harlesden)	Entry	256	216

Appendix 5 – Matching Matrices

Appendix 5.1 - Thursday 27th February 15min Matching Matrix

All Vehicles	To	Farm Road	Lawrence Avenue	Shrewsbury Crescent	Emerald Road	Shakespeare Road	Mordaunt Road	Baker Road	Greenhill Park	Connaught Road	Nicoll Road (South)	Nicoll Road (North)	St Albans Road	Park Road
From		001	003	005	007	009	011	013	015	017	019	021	023	025
Lawrence Avenue	004	9	24	7	7	62	3							
Shrewsbury Crescent	006	2	8	5	11	18	0							
Emerald Road	008	2	1	0	5	0	0							
Shakespeare Road	010	4	101	9	13	103	0							
Mordaunt Road	012	21	10	2	2	101	8							
Baker Road	014							0	0	4	1	9	0	68
Greenhill Park	016							0	9	15	5	278	0	8
Connaught Road	018							0	0	9	1	169	0	1
Nicoll Road	020							0	0	1	78	281	0	2
Park Road	026							0	0	1	0	1	0	9

Appendix 5.2 - Saturday 1st March 15min Matching Matrix

All Vehicles		To												
	From	001 Farm Road	003 Lawrence Avenue	005 Shrewsbury Crescent	007 Emerald Road	009 Shakespeare Road	011 Mordaunt Road	013 Baker Road	015 Greenhill Park	017 Connaught Road	019 Nicoll Road (South)	021 Nicoll Road (North)	023 St Albans Road	025 Park Road
Lawrence Avenue	004	4	20	10	3	22	17							
Shrewsbury Crescent	006	0	13	9	7	6	5							
Emerald Road	008	0	2	4	5	1	0							
Shakespeare Road	010	5	82	5	4	70	79							
Mordaunt Road	012	16	15	3	6	75	40							
Baker Road	014							0	0	2	1	6	1	50
Greenhill Park	016							1	0	6	0	103	0	3
Connaught Road	018							0	0	12	2	179	0	3
Nicoll Road	020							1	30	8	66	246	0	0
Park Road	026							6	0	0	2	3	4	1

Appendix 5.3 - Thursday 27th February 90min Matching Matrix

All Vehicles		To												
	From	Farm Road 001	Lawrence Avenue 003	Shrewsbury Crescent 005	Emerald Road 007	Shakespeare Road 009	Mordaunt Road 011	Baker Road 013	Greenhill Park 015	Connaught Road 017	Nicoll Road (South) 019	Nicoll Road (North) 021	St Albans Road 023	Park Road 025
Lawrence Avenue	004	14	31	10	10	67	3							
Shrewsbury Crescent	006	3	15	14	14	26	0							
Emerald Road	008	2	2	0	6	3	0							
Shakespeare Road	010	12	110	17	16	134	1							
Mordaunt Road	012	25	14	3	2	106	9							
Baker Road	014							0	0	5	1	12	0	78
Greenhill Park	016							0	9	24	7	328	0	12
Connaught Road	018							0	0	14	3	183	0	1
Nicoll Road	020							0	0	1	111	319	0	3
Park Road	026							0	0	1	0	5	1	13

Appendix 5.4 - Saturday 1st March 90min Matching Matrix

All Vehicles	To	Farm Road	Lawrence Avenue	Shrewsbury Crescent	Emerald Road	Shakespeare Road	Mordaunt Road	Baker Road	Greenhill Park	Connaught Road	Nicoll Road (South)	Nicoll Road (North)	St Albans Road	Park Road
From		001	003	005	007	009	011	013	015	017	019	021	023	025
Lawrence Avenue	004	7	28	14	7	33	29							
Shrewsbury Crescent	006	1	23	15	11	7	9							
Emerald Road	008	0	4	5	8	4	0							
Shakespeare Road	010	6	92	9	5	103	94							
Mordaunt Road	012	19	19	6	7	79	56							
Baker Road	014							0	0	2	1	8	1	56
Greenhill Park	016							1	0	14	1	110	0	3
Connaught Road	018							0	0	15	3	175	0	3
Nicoll Road	020							1	30	9	90	280	1	1
Park Road	026							6	0	3	3	4	5	2

Appendix 5.5 - Thursday 27th February 12-hour Matching Matrix

All Vehicles		To												
		Farm Road	Lawrence Avenue	Shrewsbury Crescent	Emerald Road	Shakespeare Road	Mordaunt Road	Baker Road	Greenhill Park	Connaught Road	Nicoll Road (South)	Nicoll Road (North)	St Albans Road	Park Road
	From	001	003	005	007	009	011	013	015	017	019	021	023	025
Lawrence Avenue	004	20	52	13	13	80	10							
Shrewsbury Crescent	006	3	28	22	17	33	3							
Emerald Road	008	2	2	0	7	5	0							
Shakespeare Road	010	17	118	20	19	224	23							
Mordaunt Road	012	29	18	3	2	108	40							
Baker Road	014							0	0	7	1	16	0	91
Greenhill Park	016							0	9	30	11	347	0	19
Connaught Road	018							0	0	15	3	200	0	3
Nicoll Road	020							0	0	2	139	358	0	7
Park Road	026							0	0	1	0	6	1	11

Appendix 5.6 - Saturday 1st March 12-hour Matching Matrix

All Vehicles		To												
		Farm Road	Lawrence Avenue	Shrewsbury Crescent	Emerald Road	Shakespeare Road	Mordaunt Road	Baker Road	Greenhill Park	Connaught Road	Nicoll Road (South)	Nicoll Road (North)	St Albans Road	Park Road
From		001	003	005	007	009	011	013	015	017	019	021	023	025
Lawrence Avenue	004	8	41	17	10	40	34							
Shrewsbury Crescent	006	2	36	25	16	10	10							
Emerald Road	008	0	5	8	12	4	2							
Shakespeare Road	010	7	101	10	5	142	110							
Mordaunt Road	012	19	27	6	8	90	88							
Baker Road	014							0	0	2	2	9	1	61
Greenhill Park	016							1	0	18	2	115	0	4
Connaught Road	018							0	0	18	4	191	0	4
Nicoll Road	020							1	30	12	113	300	1	1
Park Road	026							6	0	4	4	8	7	9

Appendix 5.7 - Thursday 27th February 12-hour Reverse Matching Matrix

All Vehicles	From	Farm Road	Lawrence Avenue	Shrewsbury Crescent	Emerald Road	Shakespeare Road	Mordaunt Road	Baker Road	Greenhill Park	Connaught Road	Nicoll Road (South)	Nicoll Road (North)	St Albans Road	Park Road
To		001	003	005	007	009	011	013	015	017	019	021	023	025
Lawrence Avenue	004	2	20	1	4	37	1							
Shrewsbury Crescent	006	2	10	6	2	6	1							
Emerald Road	008	5	0	4	0	2	2							
Shakespeare Road	010	3	45	0	1	119	3							
Mordaunt Road	012	21	14	4	3	150	42							
Baker Road	014							1	2	3	3	14	4	182
Greenhill Park	016							2	2	1	3	186	1	6
Connaught Road	018							1	1	4	0	173	2	3
Nicoll Road	020							3	1	3	24	94	0	2
Park Road	026							0	1	3	2	15	3	65

Appendix 5.8 -Saturday 1st March 12-hour Reverse Matching Matrix

All Vehicles		From												
	To	001 Farm Road	003 Lawrence Avenue	005 Shrewsbury Crescent	007 Emerald Road	009 Shakespeare Road	011 Mordaunt Road	013 Baker Road	015 Greenhill Park	017 Connaught Road	019 Nicoll Road (South)	021 Nicoll Road (North)	023 St Albans Road	025 Park Road
Lawrence Avenue	004	1	14	3	3	15	8							
Shrewsbury Crescent	006	6	8	7	4	1	1							
Emerald Road	008	0	2	0	0	4	4							
Shakespeare Road	010	2	34	1	2	56	36							
Mordaunt Road	012	4	2	3	3	30	29							
Baker Road	014							1	7	1	2	1	3	89
Greenhill Park	016							4	3	17	1	217	3	3
Connaught Road	018							2	0	4	3	64	4	1
Nicoll Road	020							2	2	0	5	40	3	1
Park Road	026							2	8	2	4	7	4	4

Appendix 6 – ATC data

2020-21 data

ATCs	2020-ON	2020-OFF	FEB2021-ON	FEB2021-OFF	MAY2021-ON	MAY2021-OFF
Hillside	14/09/20	20/09/20	06/02/21	12/02/21	19/05/21	25/05/21
Craven Park	14/09/20	20/09/20	06/02/21	12/02/21	19/05/21	25/05/21
Greenhill Park	06/08/20	12/08/20	06/02/21	12/02/21	19/05/21	25/05/21
Park Road	06/08/20	12/08/20	06/02/21	12/02/21	19/05/21	25/05/21
Nicoll Road	06/08/20	12/08/20	06/02/21	12/02/21	19/05/21	25/05/21
Shakespeare Road	06/08/20	12/08/20	06/02/21	12/02/21	19/05/21	25/05/21
Knatchbull Road	06/08/20	12/08/20	06/02/21	12/02/21	19/05/21	25/05/21

All flows are across average weekday during survey period.

AM Peak: 07:00 – 10:00

PM Peak: 16:00 – 19:00

12 Hour: 07:00 – 19:00

Whole Day: 00:00 – 00:00

Site	Total	Before (Sep-20)	After (no. 1) (Feb-21)	% Change (Sep-20 to Feb-21)	After (no. 2) (May-21)	% Change (Sep-20 to May 21)
Hillside	AM Peak	3230	2737	-15%	3654	13%
	PM Peak	3547	3756	6%	3721	5%
	07:00 – 19:00	13113	12756	-3%	14871	13%
	24 Hours	18846	17299	-8%	21001	11%
	Mean Speed	20.5	22.1	8%	20	-3%
	85th Percentile	25.5	27.2	7%	24.7	-3%
Craven Park	AM Peak	3130	2707	-13%	2294	-27%
	PM Peak	3059	3344	9%	2841	-7%
	07:00 – 19:00	12676	12009	-5%	10268	-19%
	24 Hours	18646	16705	-10%	14903	-20%
	Mean Speed	22.1	20.3	-8%	24.3	10%
	85th Percentile	26.7	24.3	-9%	28.3	6%
Greenhill Park	AM Peak	172	252	46%	368	113%
	PM Peak	328	545	66%	481	46%
	07:00 – 19:00	1042	1627	56%	1733	66%
	24 Hours	1502	2085	39%	2343	56%
	Mean Speed	16.3	14.9	-9%	16.8	3%
	85th Percentile	21.5	N/A	N/A	N/A	N/A
Park Road	AM Peak	65	76	17%	133	104%
	PM Peak	224	178	-20%	375	68%
	07:00 – 19:00	530	522	-2%	923	74%
	24 Hours	785	762	-3%	1151	47%

	Mean Speed	18.4	16.1	-12%	18.1	-2%
	85th Percentile	24.4	20.3	-17%	22.9	-6%
Nicoll Road	AM Peak	n/a	139	n/a	112	-20%
	PM Peak	n/a	247	n/a	155	-37%
	07:00 – 19:00	n/a	754	n/a	545	-28%
	24 Hours	n/a	1054	n/a	749	-29%
	Mean Speed	n/a	11.7	n/a	16.8	44%
	85th Percentile	n/a	13	n/a	21	62%
Shakespeare Road	AM Peak	n/a	230	n/a	337	46%
	PM Peak	n/a	306	n/a	449	46%
	07:00 – 19:00	n/a	1057	n/a	1416	34%
	24 Hours	n/a	1498	n/a	2016	35%
	Mean Speed	n/a	15.5	n/a	15.9	3%
	85th Percentile	n/a	19.8	n/a	19.9	+<1%
Knatchbull Road	AM Peak	2235	2393	7%	2273	2%
	PM Peak	2227	2438	9%	2374	7%
	07:00 – 19:00	8594	8987	5%	9077	6%
	24 Hours	12150	12018	-1%	12568	3%
	Mean Speed	23.3	24.7	6%	24.2	4%
	85th Percentile	27.7	28.5	3%	28.4	3%

Site	Location	Direction	Speed Limit (mph)	Start Date	End Date	Total Vehicles	5 Day Ave.	7 Day Ave.	No. > Speed Limit	%. > Speed Limit	No. > ACPO Limit	%. > ACPO Limit	No. > DfT Limit	%. > DfT Limit	Mean Speed	85%ile Speed
05	Farm Road	East	20	03/12/2024	09/12/2024	1517	221	217	6	0.4	0	0.0	0	0.0	10.9	14.0
06	Winchelsea Road	North	30	03/12/2024	09/12/2024	39203	5964	5600	385	1.0	101	0.3	36	0.1	17.5	22.3
06	Winchelsea Road	South	30	03/12/2024	09/12/2024	46490	7082	6639	698	1.5	158	0.3	18	0.0	18.4	23.3
06	Winchelsea Road	2-way	30	03/12/2024	09/12/2024	85693	13046	12241	1083	1.3	259	0.3	54	0.1	18.0	22.9
07	B4492 Acton Lane	North	20	03/12/2024	09/12/2024	43030	6382	6147	9046	21.0	1496	3.5	31	0.1	17.3	20.8
07	B4492 Acton Lane	South	20	03/12/2024	09/12/2024	35210	5383	5030	3333	9.5	698	2.0	14	0.0	14.2	18.7
07	B4492 Acton Lane	2-way	20	03/12/2024	09/12/2024	78240	11765	11177	12379	15.8	2194	2.8	45	0.1	15.9	20.1
08	Baker Road	West	20	03/12/2024	09/12/2024	5033	779	719	714	14.2	139	2.8	4	0.1	16.0	19.9
08	Baker Road	East	20	03/12/2024	09/12/2024	917	138	131	115	12.5	35	3.8	0	0.0	14.5	19.3
08	Baker Road	2-way	20	03/12/2024	09/12/2024	5950	917	850	829	13.9	174	2.9	4	0.1	15.8	19.8
09	Greenhill Park	North	20	03/12/202	09/12/202	5507	815	787	291	5.3	44	0.8	0	0.0	14.1	17.5

				4	4											
09	Greenhill Park	South	20	03/12/2024	09/12/2024	1763	274	252	46	2.6	11	0.6	0	0.0	12.0	15.5
09	Greenhill Park	2-way	20	03/12/2024	09/12/2024	7270	1088	1039	337	4.6	55	0.8	0	0.0	13.6	17.2
10	Connaught Road	North	30	03/12/2024	09/12/2024	6415	983	916	24	0.4	6	0.1	0	0.0	16.8	20.6
10	Connaught Road	South	30	03/12/2024	09/12/2024	942	136	135	2	0.2	1	0.1	0	0.0	14.0	18.9
10	Connaught Road	2-way	30	03/12/2024	09/12/2024	7357	1119	1051	26	0.4	7	0.1	0	0.0	16.5	20.5
11	Nicoll Road	North	20	03/12/2024	09/12/2024	7965	1210	1138	2936	36.9	929	11.7	34	0.4	18.7	23.2
11	Nicoll Road	South	20	03/12/2024	09/12/2024	1246	190	178	293	23.5	101	8.1	3	0.2	16.5	21.8
11	Nicoll Road	2-way	20	03/12/2024	09/12/2024	9211	1400	1316	3229	35.1	1030	11.2	37	0.4	18.4	23.0
D	Craven Park Road	North	30	14/03/2023	20/03/2023	54595	8162	7799	602	1.1	204	0.4	56	0.1	16.9	21.4
D	Craven Park Road	South	30	14/03/2023	20/03/2023	70917	10648	10131	769	1.1	283	0.4	89	0.1	15.5	20.8
D	Craven Park Road	2-way	30	14/03/2023	20/03/2023	125512	18810	17930	1371	1.1	487	0.4	145	0.1	16.1	21.0
F	Winchelsea Road	North	30	14/03/2023	20/03/2023	36714	5426	5246	590	1.6	184	0.5	32	0.1	18.6	23.2

F	Winchelsea Road	South	30	14/03/2023	20/03/2023	42704	6473	6100	925	2.2	218	0.5	21	0.0	19.2	24.0
F	Winchelsea Road	2-way	30	14/03/2023	20/03/2023	79418	11899	11345	1515	1.9	402	0.5	53	0.1	18.9	23.7

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