



MP Smarter Travel

# Review of Stonebridge and Harlesden Healthy Neighbourhood

## Phase 2 Engagement Report

February 2026



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## Phase 2 Engagement Report

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## Executive Summary

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.

The existing filter locations were made permanent in January 2022, and this engagement report will form the basis of recommendations to ensure the scheme's continued success.

Following a first phase of engagement in Spring 2025, running between 10<sup>th</sup> March and 6<sup>th</sup> April, and analysis of traffic data collected from surveys commissioned by Brent Council, MP Smarter Travel, and City Infinity produced suggested designs that would meet the needs of the local community.

The full report from the first phase of engagement is publicly available on the Brent Council website [here](#).

The following Phase 2 report outlines the responses to the designs during the latest engagement period, running from 21<sup>st</sup> August to 21<sup>st</sup> September 2025, and our corresponding recommendations for design, monitoring, and consultation moving forward.

Based on both responses and the data available, it presents suggestions on the most effective and feasible measures to move forward to statutory consultation.

More information on the scheme and engagement will be updated periodically on the relevant Brent Council webpage here: <https://www.brent.gov.uk/parking-roads-and-travel/travel-and-transport/brent-healthy-neighbourhoods/stonebridge-harlesden-healthy-neighbourhood>

## Key suggestions moving forward

Actions to move forward are detailed in the [Suggestions](#) section of this report. Key concerns were also raised, and these are addressed in the [corresponding section](#).

They are outlined below.

- We suggest that Brent Council uses **camera enforcement** to control traffic through the proposed modal filters.
- We suggest that Brent Council takes forward **Western Area Option 1** (retained and enforced modal filter on Lawrence Avenue).
- We suggest that Brent Council takes forward **Eastern Area Option 2** (relocated and enforced modal filter on Nicoll Road).
- We suggest that Brent Council **retains the list of exemptions** from the Phase 2 engagement.

## Context

### Existing scheme

Figure 1 below shows the Healthy Neighbourhood area. 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).

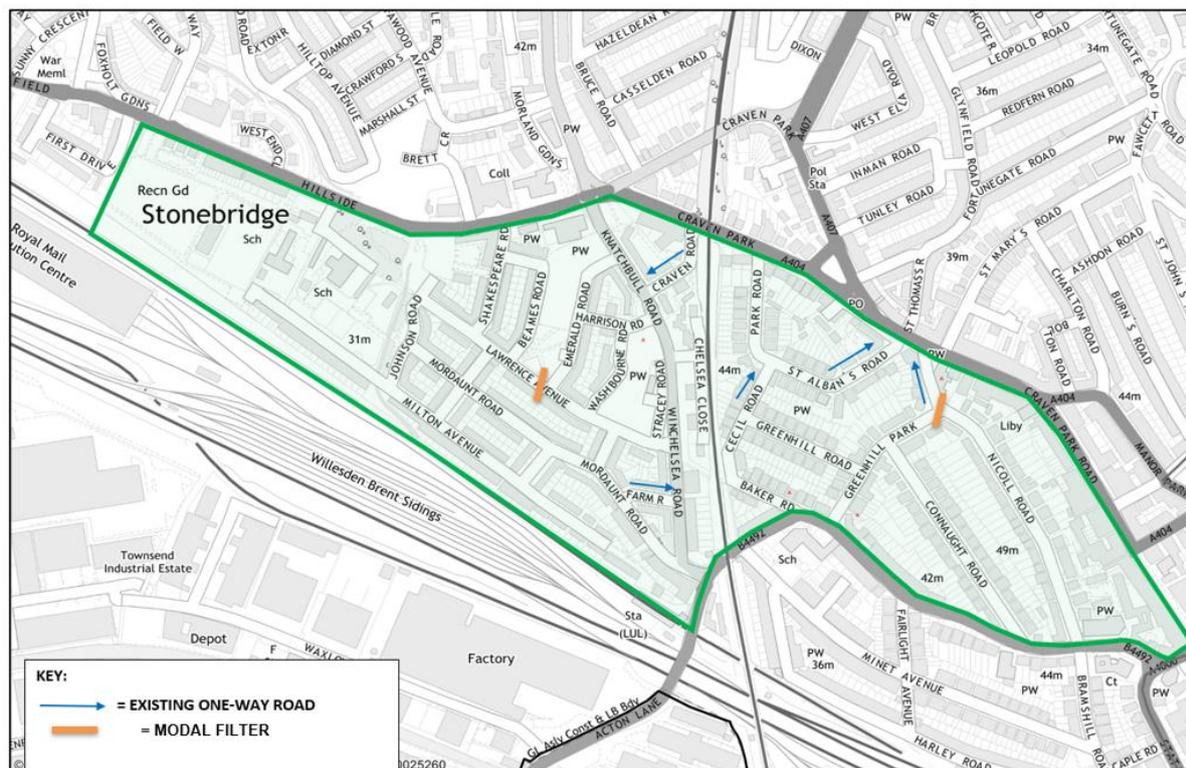


Figure 1: Stonebridge & Harlesden Healthy Neighbourhood boundary.

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:

- [Community Engagement report](#) (by Living Streets, 2021)
- [Monitoring Review 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 retain the Healthy Neighbourhood, making the traffic filters on Lawrence Avenue and Nicoll Road permanent and removing the filter on Mordaunt Road.

## Healthy Neighbourhoods

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.

The effectiveness of the Healthy Neighbourhood concept is supported by evidence from across London. [The impacts of Low Traffic Neighbourhoods in London](#) (TfL, February 2024) highlighted numerous benefits, including improved road safety, lower crime levels, while having no adverse impact on emergency response time. This evidence summary from TfL cites reports including [Changes in motor traffic inside London's LTNs and on boundary roads](#) (Thomas & Aldred, Possible, January 2023) which found significant reductions in traffic on roads within neighbourhoods with negligible effects on surrounding roads.

## 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.

## Previous engagement (Phase 1 of this project, 2025)

MPST delivered Phase 1 of engagement in 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. Four sessions were hosted.
- **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 10<sup>th</sup> March and 6<sup>th</sup> 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.

## Findings of Phase 1 Engagement and Traffic Data Analysis

The full report from Phase 1 can [be found here](#) on the Brent Council Website. The findings of this phase are outlined below, split into the key conclusions from the first phase of engagement and the conclusions from the traffic data analysis: Automatic Traffic Count (ATC) and ANPR (Automatic Number Plate Recognition) surveys.

### Key takeaways from 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.

## 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 fell 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 from Phase 1

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 were recommended to take to the second stage of engagement:

### 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)

### 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. Concept considers cycle and emergency access, along with localised parking and loading layout. Includes camera enforcement. (Pink Circle)

Figure 2 below illustrates the positioning of the proposed options:

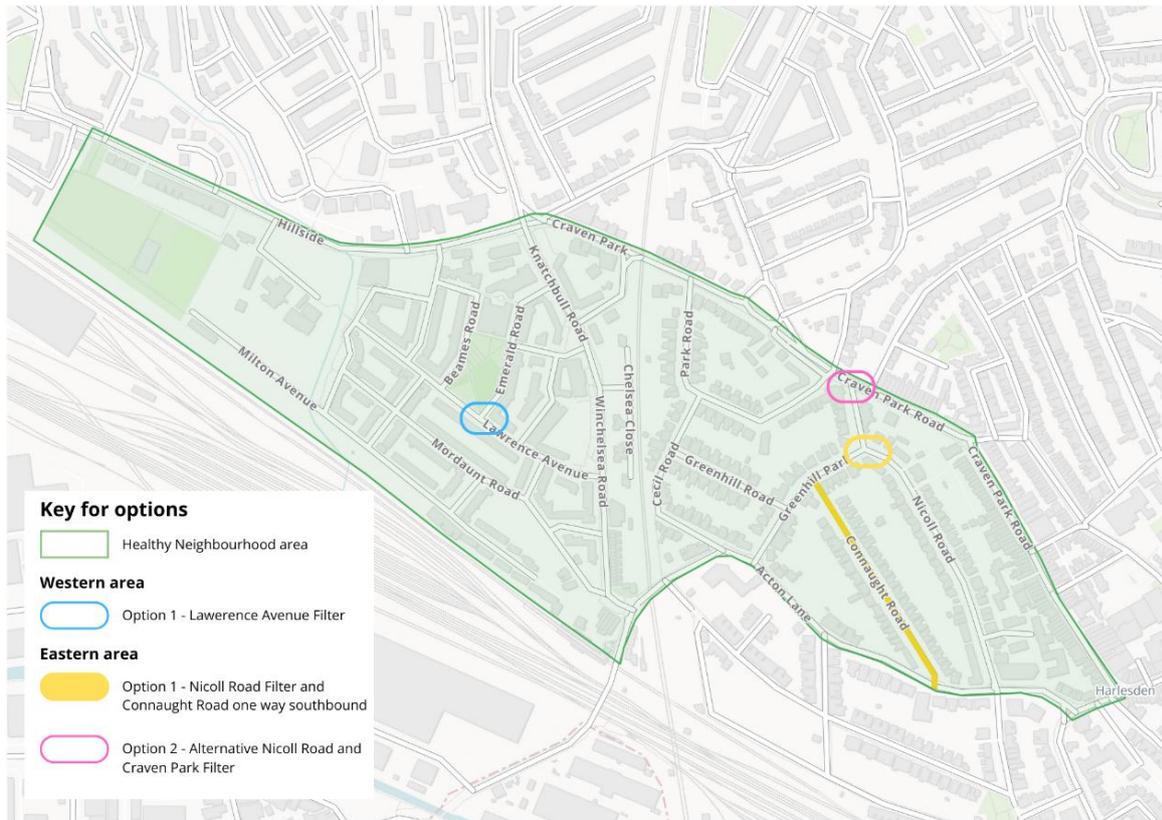


Figure 2: Map of options presented during Phase 2 engagement.



Photo 1: The junction of Lawrence Avenue and Emerald Road looking northwest to green space.

## Designs for engagement during Phase 2

Outlined above, and a direct response to the findings of Phase 1, these designs were the basis of engagement during Phase 2.

These measures 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 northbound traffic cutting through the neighbourhood.

### West Option 1

Filter maintained at Lawrence Avenue. Planters removed. Existing traffic signs replaced with permanent traffic signs reflecting current traffic management order (*Figure 3*). Location for enforcement camera identified.

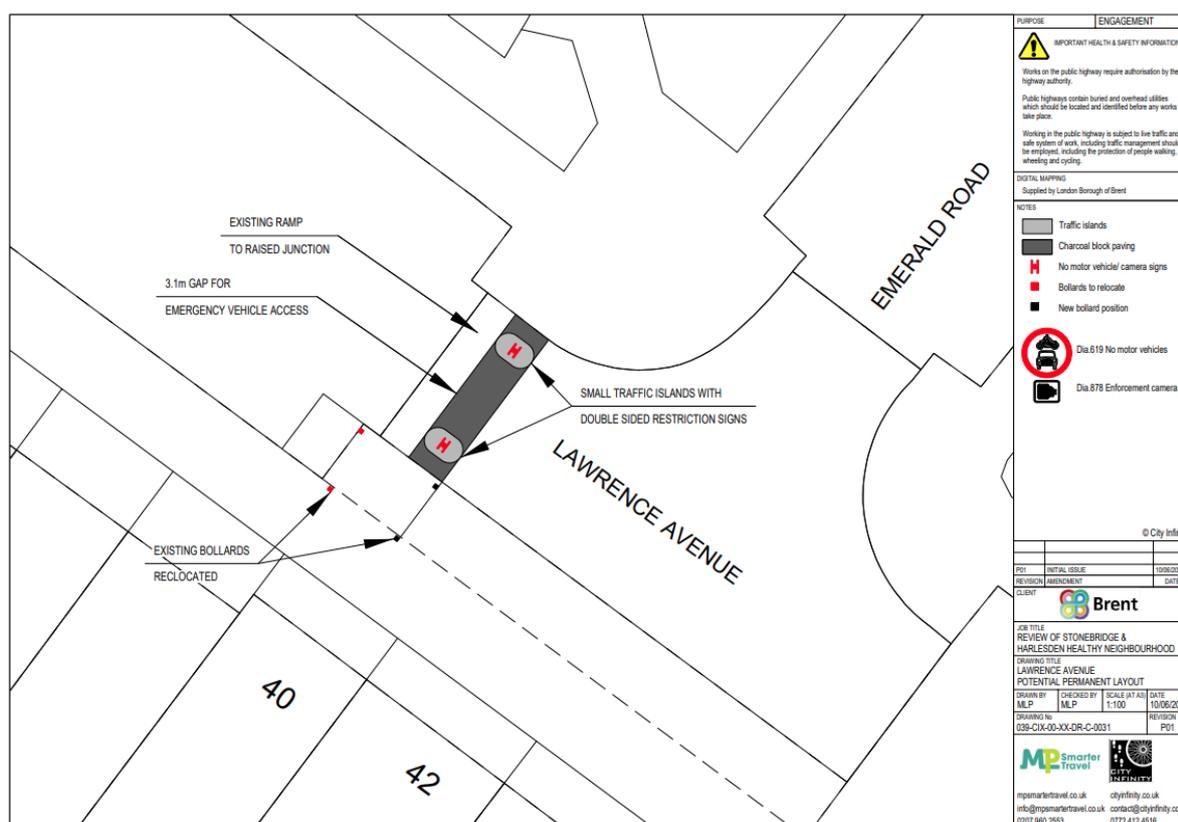


Figure 3: Drawing 031 showing updated modal filter on Lawrence Avenue.

#### 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.

## 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 (Figure 4). 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.

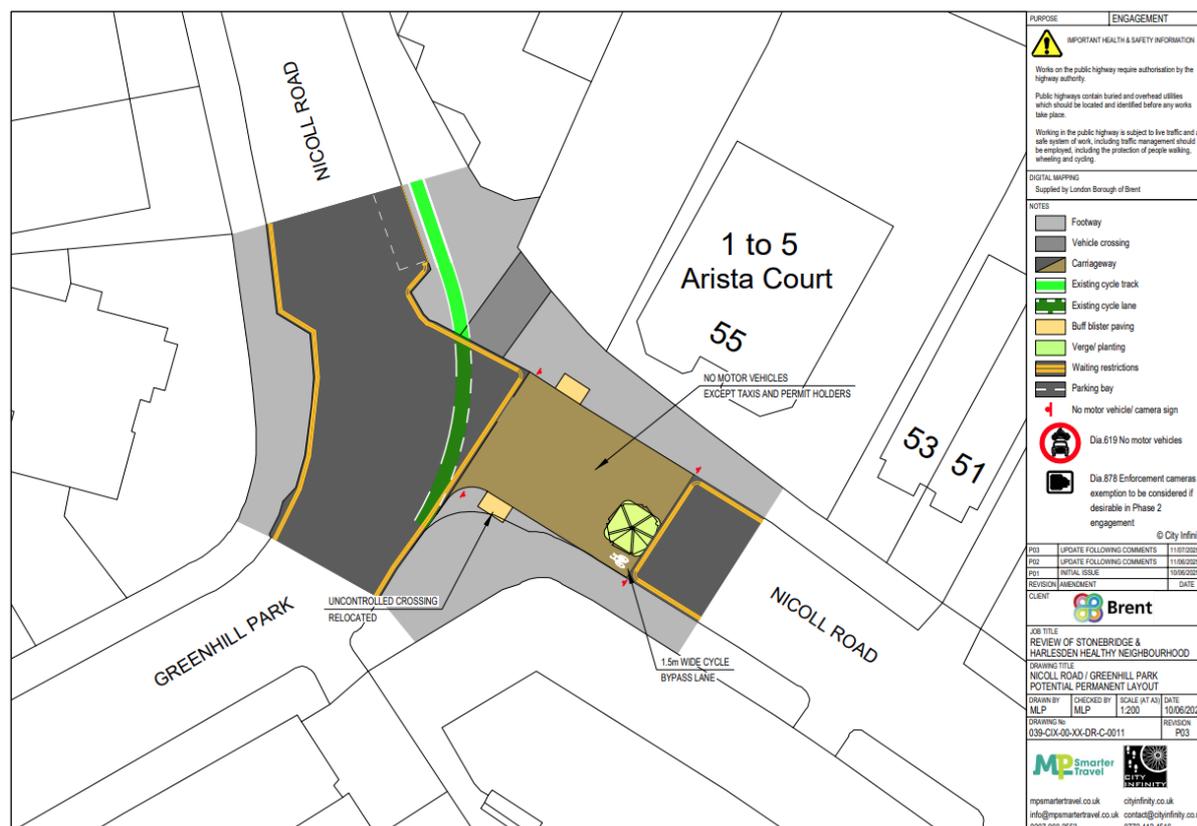


Figure 4: Drawing 011 showing updated modal filter on Nicoll Road.

### 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 (*Figure 5*). The road would remain two-way for cycles, with road marking to designate this.

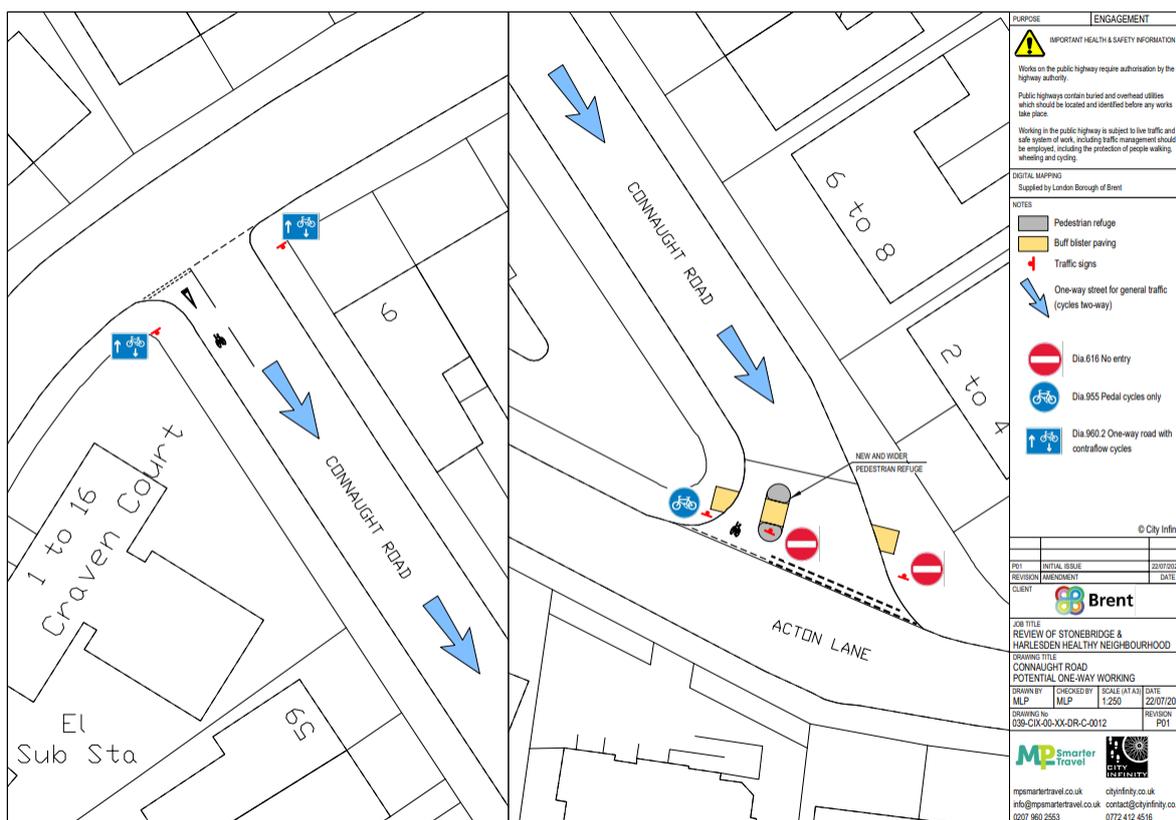


Figure 5: Drawing 012 showing proposed one-way working on Connaught Road with cycling contraflow.

### 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.

This option contributes 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 (*Figure 6*). Concept considers cycle and emergency access, along with localised parking and loading layout. Includes camera enforcement.

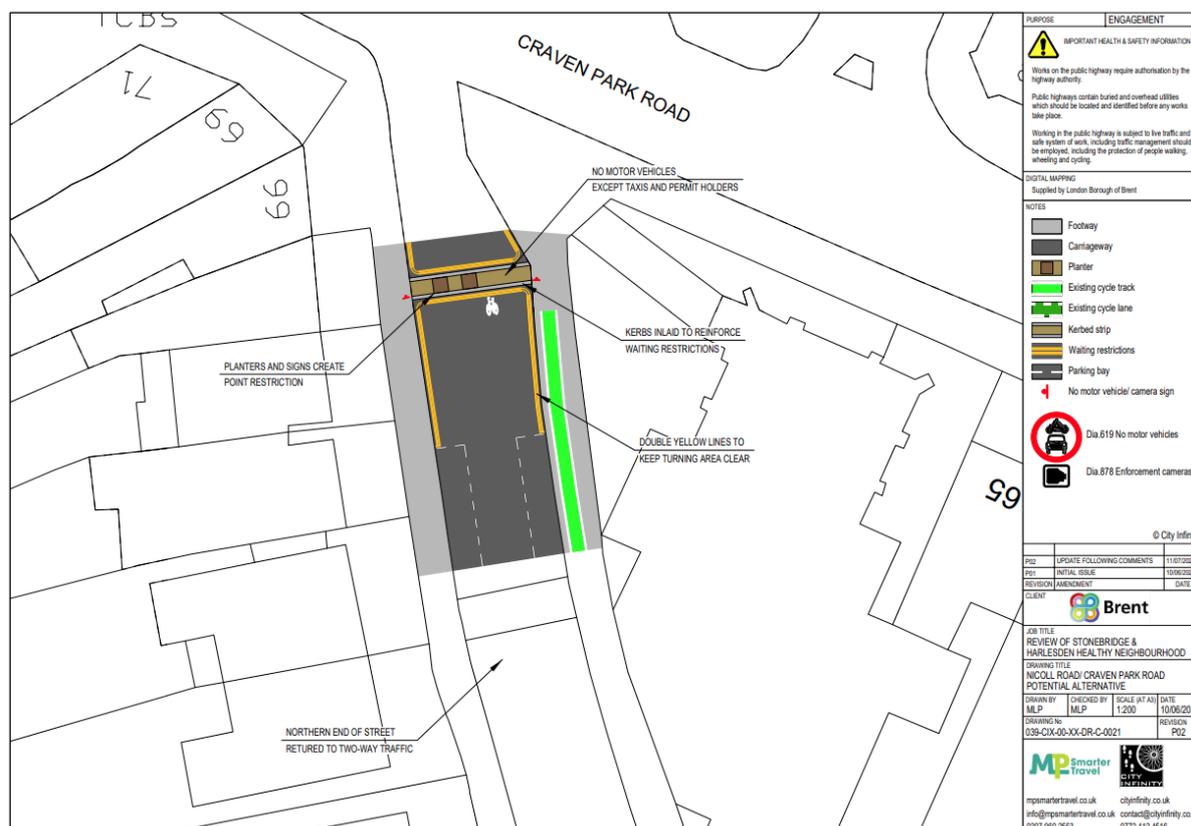


Figure 6: Drawing 021 showing relocated and updated modal filter at north end of Nicoll Road.

### 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.

## Exemptions

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

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

Figure 7 below shows the red border containing roads on which residents/businesses would be granted exemptions. **This includes residents/businesses on both sides of the boundary roads.**

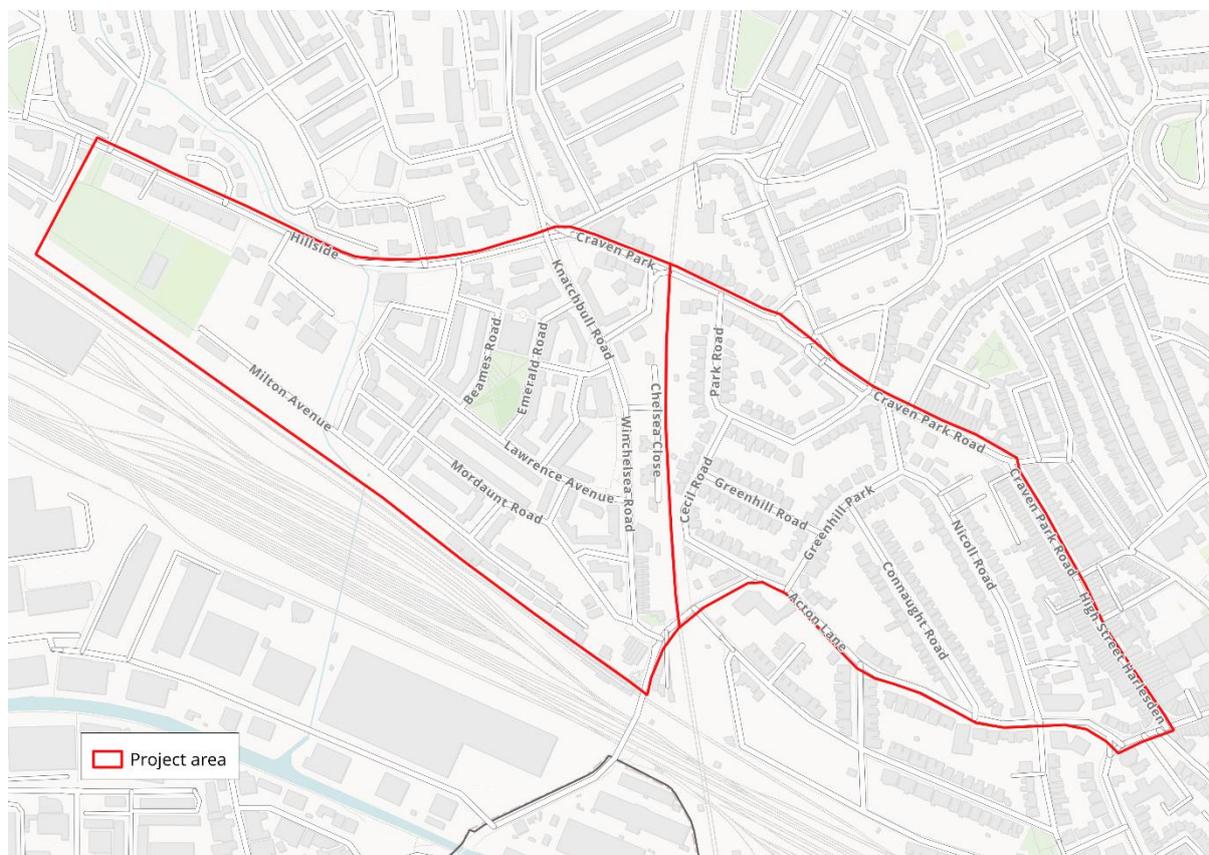


Figure 7: Map of exemption area border.

## Phase 2 Engagement Methodology

The designs outlined in the previous section of the report were taken to the residents and Stonebridge and Harlesden Community in the below steps.

MPST delivered Phase 2 of engagement between August 21<sup>st</sup> and September 21<sup>st</sup> 2025 to gather the survey responses included in the [Phase 2 Engagement Survey Findings](#) section. Details of these engagement activities are below:

- **Drop-in session for questions and answers:** The event took place on Wednesday 17<sup>th</sup> September 2025, between 4.30pm to 7.00pm at Brent Hub Community Enterprise Centre, 6 Hillside, London NW10 8BN.
  - o At the drop-in sessions there was a paper format survey available for completion.
- **Hotspot engagement:** Engaging and surveying members of the community in the street for one- to two-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:
  - o Tuesday 26<sup>th</sup> August, 4-6pm - Nicoll Road filter/top of Connaught Road
  - o Thursday 28<sup>th</sup> August, 8 - 9:30am - Lawrence Avenue filter
  - o Wednesday 3<sup>rd</sup> September, 3 - 5pm - Nicoll Road filter/top of Connaught Road
  - o Sunday 14<sup>th</sup> September, 11- 1pm - Lawrence Avenue filter
  - o *Further on-street engagement conducted on Hillside between 4:30pm and 7pm on 17<sup>th</sup> September.*
- **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 August 21<sup>st</sup> and September 22<sup>nd</sup>. Residents could respond online, were signposted to it by a letter posted through their door or by scanning a QR code on a flyer posted around the neighbourhood. A version of this survey was also used by consultants during the hotspot engagement to gather responses as we engaged residents.



Photo 2 - An MPST Consultant talking to a resident at the junction of Nicoll Road and Greenhill Park

## Phase 2: Engagement Survey Findings

Over the course of the Phase 2 engagement process, we gathered responses from residents through an online survey, four pop-up engagement sessions, one drop-in Q&A event, phone calls and email correspondence with residents and stakeholder groups. In total, we received 87 distinct responses.

The findings of the survey—which all stakeholders were encouraged to feed into—are outlined below. Note that the circles on the map – with multiple markers within them – indicate the same postcode for multiple responses (likely all dwellings on the same side of the road).

### General

Source of responses: In-person hotspot vs. Online engagement (via. *Have Your Say*)

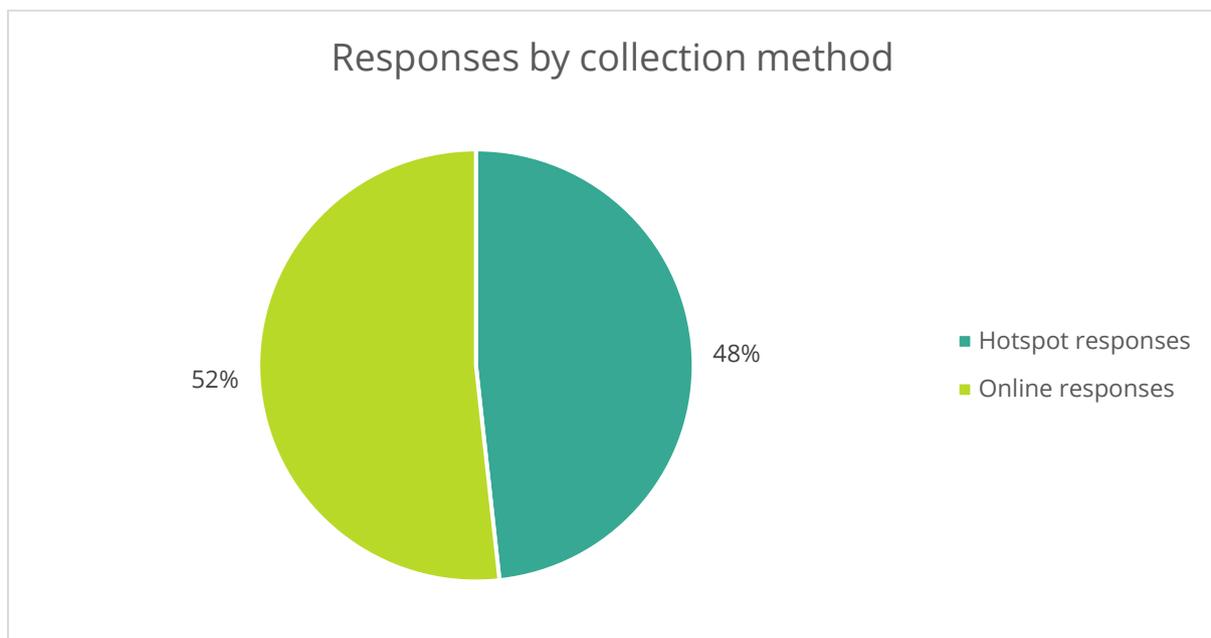


Figure 8: Chart showing responses by collection method.

The split between in-person responses to engagement and online survey responses to engagement is very even. The responses to the online engagement on Brent Council were concentrated at either end of the engagement period, with hotspot engagement results collected relatively evenly throughout the sessions outlined in the previous section.

All in-person engagement was conducted within or on the boundary road of the Healthy Neighbourhood. This is reflected in 85% of responses coming from those living on a boundary road of, or within, the Healthy Neighbourhood. 97% of responses came from residents of the London Borough of Brent, with a further 2% living in another borough but working in the project area.



**Q: What is the name of the street you live on?**

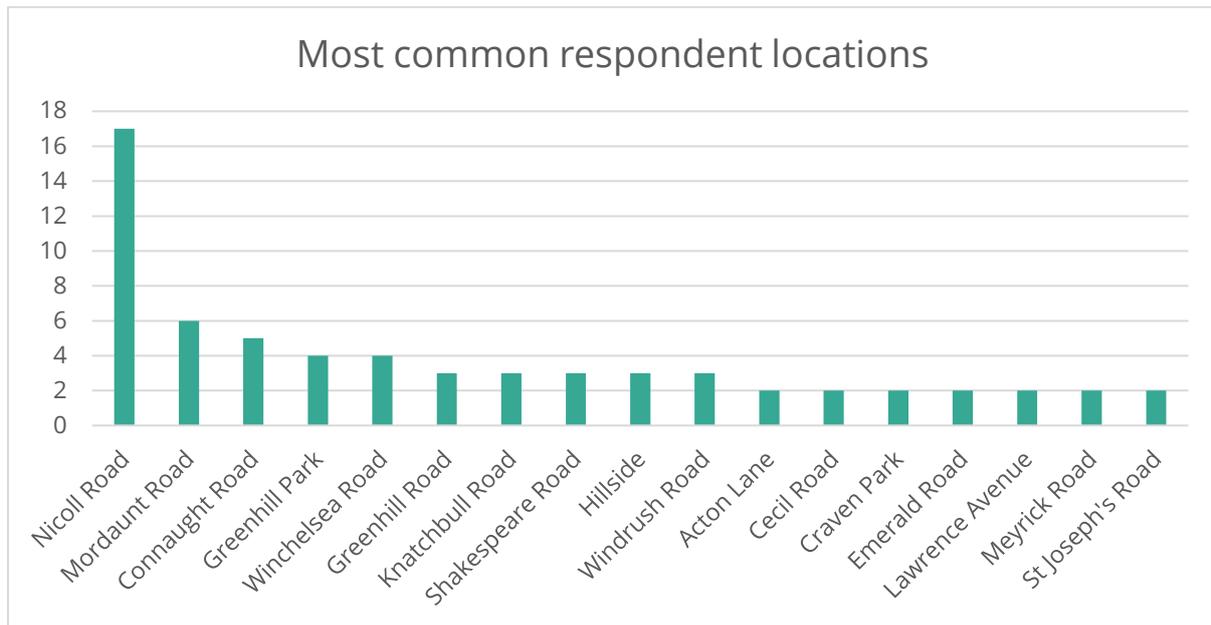


Figure 9: Chart showing most commonly given street addresses of respondents.

Notably, the most engaged road was Nicoll Road, where the Eastern Area filter is currently located. The second most engaged road is Mordaunt Road, where a filter in the Western Area was previously located, but has since been removed. Similarly, higher response rates from Connaught, Winchelsea and Greenhill Park are all similar to the response concentrations we saw in Phase 1.

A full list of all road names given in survey responses is available in [Appendix 1](#).

**Q: How do you primarily travel around or through the Healthy Neighbourhood area?**

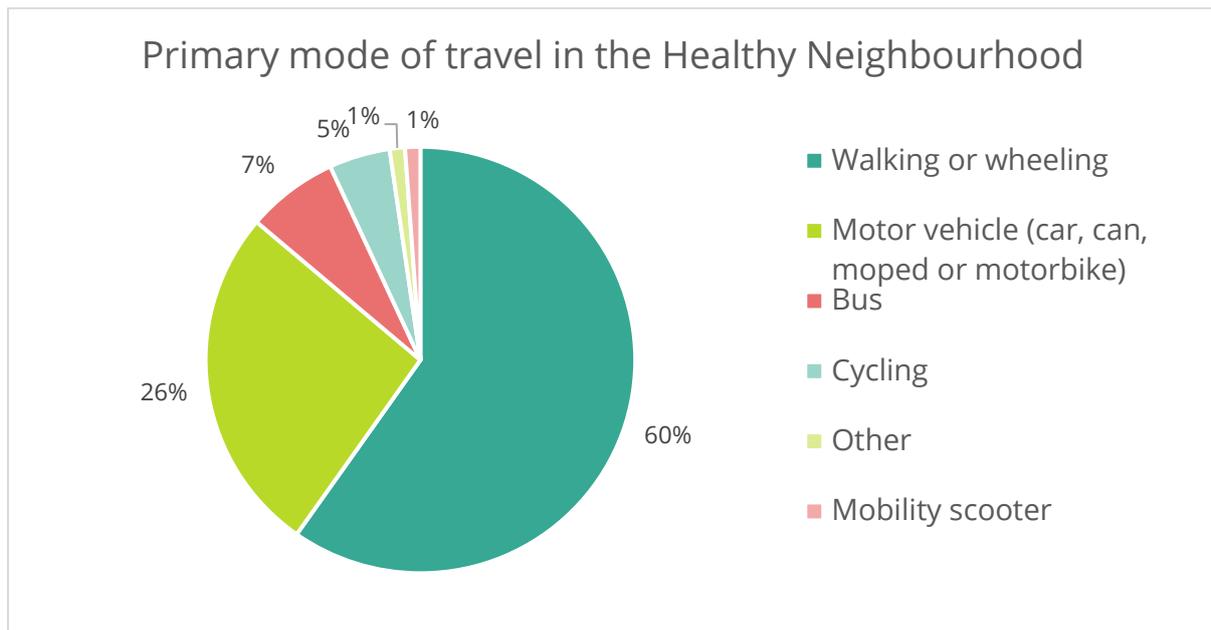


Figure 10: Chart showing primary modes of travel in Stonebridge & Harlesden Healthy Neighbourhood.

Of the survey respondents, by far the most popular mode of travel was walking. A further breakdown of support for each recommendation by primary travel mode can be found in each section outlining the response to each option design.

These findings align with the 2021 Census data showing that 60.7% of households in [Harlesden](#) and 50.2% of [Stonebridge](#) do not have a car or van.

**Q: Did you respond to the first phase of engagement?**

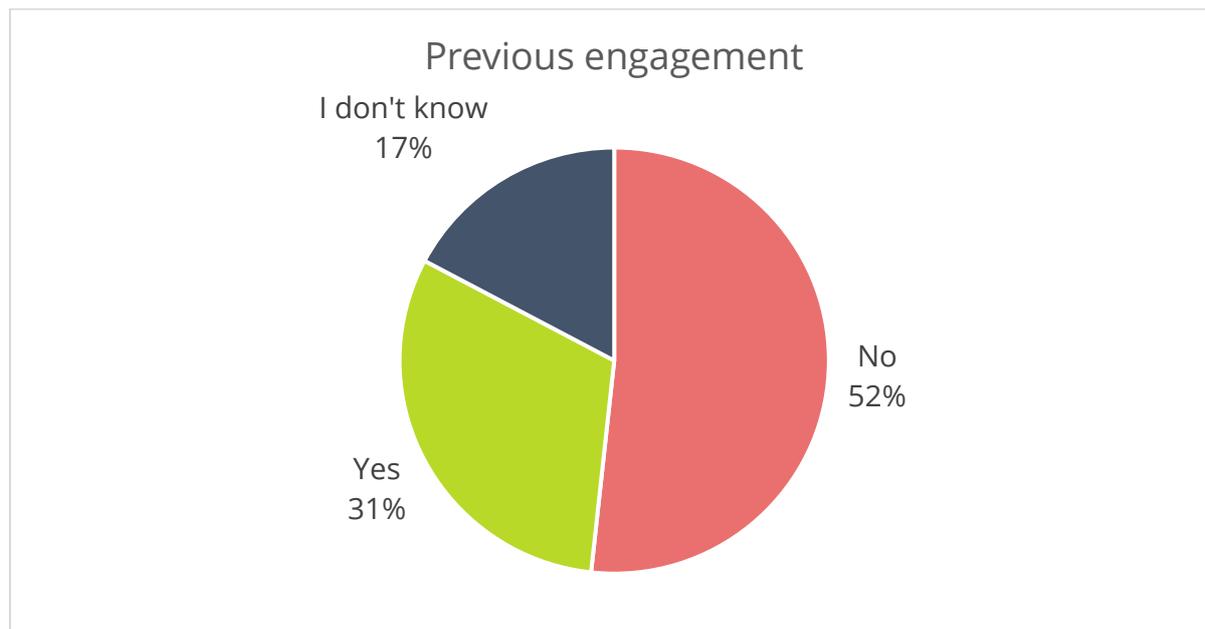


Figure 11: Chart showing proportion of previously-engaged respondents.

A majority of respondents had not responded to the first phase of engagement, meaning this phase of engagement reached an audience beyond the narrower group of typically engaged residents. Conversely, there may be less continuity between feedback from the first and second phases of engagement, as diffuse perspectives come together.

## Camera enforcement

One of the key discussion points, and desired outcomes from this engagement, was to understand the appetite for camera enforcement of traffic filters in the Healthy Neighbourhood, whether in their existing locations or a new location.

As they are currently installed, the filters on Nicoll and Lawrence Avenue are *enforceable*, but not enforced, due to budget restrictions at the time from Transport for London, which funds the Healthy Neighbourhood scheme.

**Q: Would you support the enforcement of existing or new traffic filters with cameras?**

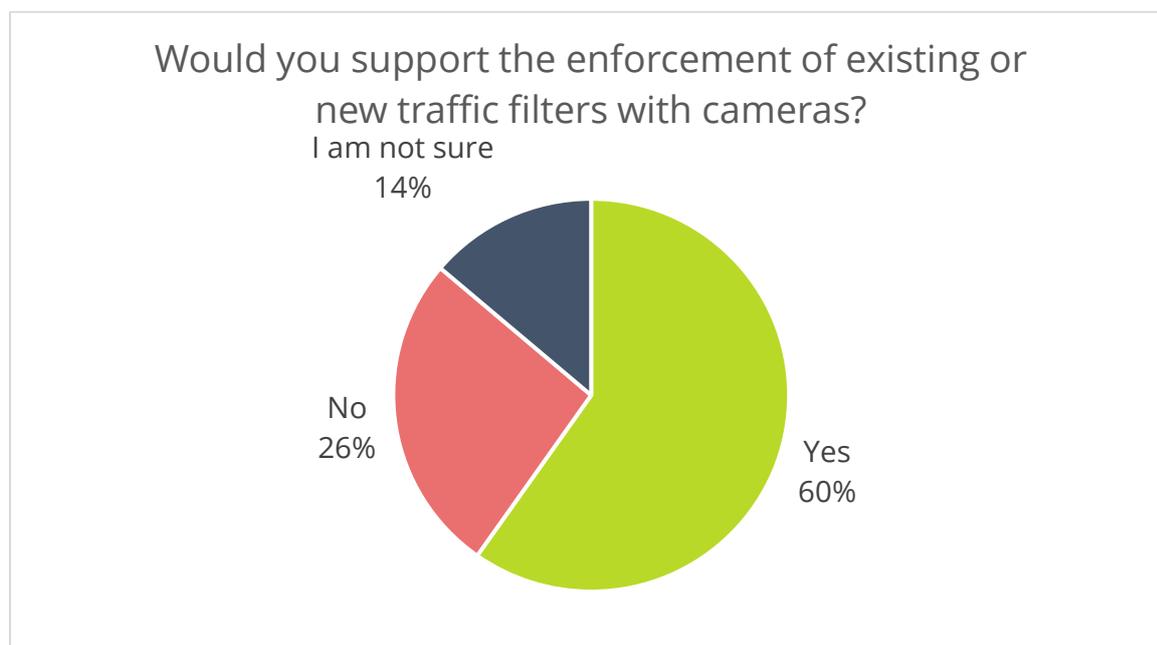


Figure 12: Chart showing support for camera enforcement of traffic filters.

The findings of this engagement, and comments in the previous phase, highlight that there is clear support for camera enforcement.

### *How does support for camera enforcement vary between users of different modes?*

The strongest levels of support for camera enforcement among those who primarily walked and wheeled or cycled to travel through or around the Healthy Neighbourhood.

**75%** of walkers or wheelers, and the same proportion of cyclists were supportive of the enforcement of traffic filters using cameras. **67%** of those primarily travelling by bus were also in support of the enforcement of traffic filters with cameras. Only **22%** of motorists supported the enforcement of filters.

*How does support for camera enforcement vary geographically?*

Support for camera enforcement was roughly consistent inside and outside the Healthy Neighbourhood area.

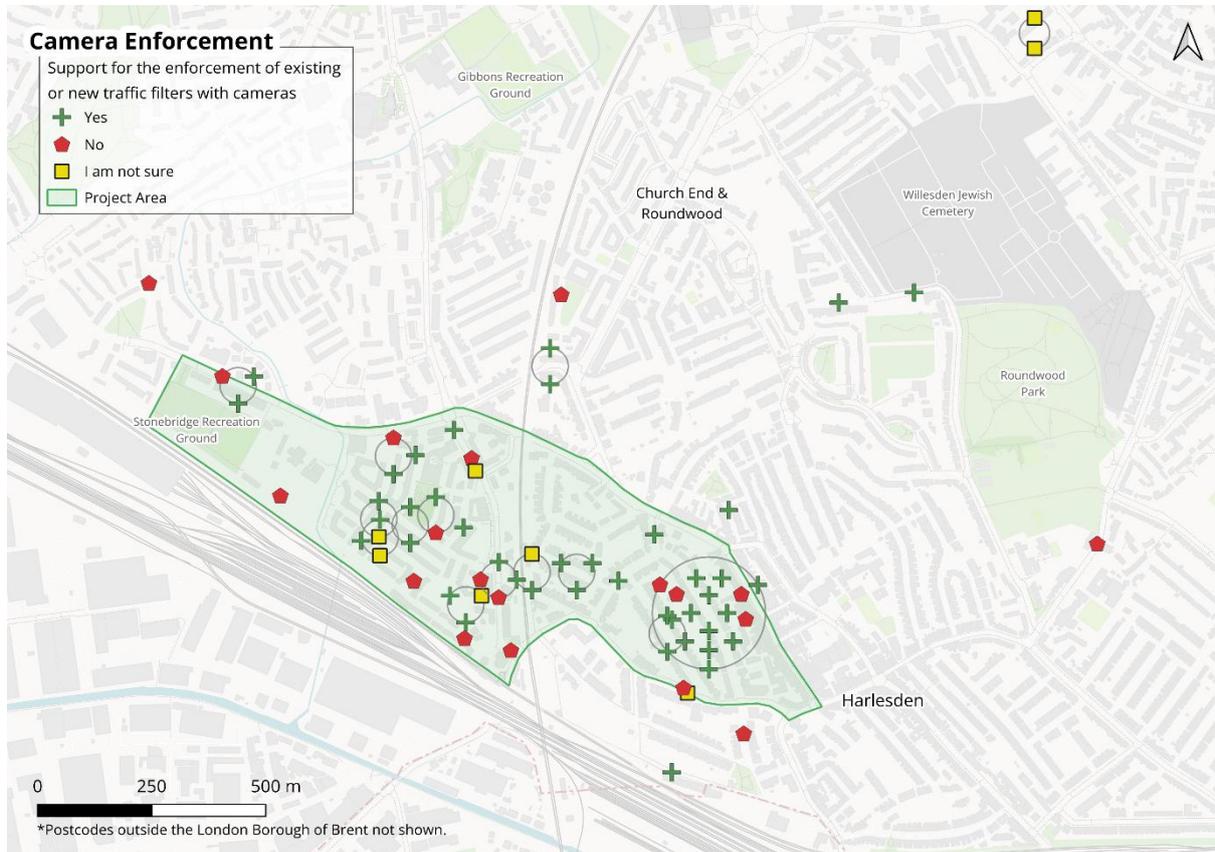


Figure 13: Map of support for camera enforcement by street address.

**Q: Please provide any additional comments on the enforcement of traffic filters using ANPR cameras.**

Of the respondents, 49% added additional comments regarding the enforcement of traffic filters. The tables below outline the most used terms and the phrases commonly tied to them.

Supportive of camera enforcement	
Terms	Key terms in context
<b>Support</b>	<i>'all the way along - visibility is terrible. Would   support   camera enforcement on condition of exemption.'</i>
	<i>'I would very strongly   support   the use of cameras as after a while people figure'</i>
	<i>'While I   support   this approach, I am concerned about what would happen'</i>
<b>Traffic</b>	<i>'Too much   traffic   in the mornings '</i>
	<i>'lots of   traffic   - bad air pollution.'</i>
	<i>'too much   traffic   on this road and speeding'</i>
<b>Residents</b>	<i>'As long as it's clear that   residents   can use the road   and that what is meant by'   residents   ' is clearly defined.'</i>
	<i>Residents   with the immediate local area must have access through</i>
	<i>'As long as the permit is for HS   residents'</i>

From this analysis, it is possible to understand the basis of support coming from those who are concerned about motorists' compliance and continued cut-through traffic on existing, unenforced filters. Residents' support generally seems to be conditional on them having exemptions from the filter, and being able to continue to drive through them.

Further comments from those who were unsure about camera enforcement are outlined below.

Undecided regarding camera enforcement
Key comments in context
<i>'People use a lot of services like uber in the area, which will block them. what is the worth of changing as it's only peak hours that people are using the shortcut'</i>
<i>'Think it's probably a good idea as long as it allows residents. Traffic is bad on Mordaunt Road but only in the mornings'</i>

Answers that were unsure often recognised the benefits and acknowledged there was a traffic issue, but suggested that it's limited severity was not worth imposing filters for.

The analysis of negative responses generally suggests people do not want filters as they perceive the scheme as not reducing traffic in the neighbourhood, or even worsening it.

Negative regarding camera enforcement	
Terms	Key terms in context
<b>Traffic</b>	<i>'Take it back to how it was.   Traffic   doesn't flow anymore. Speed bumps are better.'</i>
	<i>'you go all the way around, not helping the   traffic   issues hence not helping the health of people'</i>
	<i>'restrictions and moving things around is going to create more   traffic'</i>
	<i>'While I   support   this approach, I am concerned about what would happen'</i>
	<i>'Would create more   traffic   build up'</i>
	<i>'no need for this scheme and it just create more   traffic   on other roads making the roads more dangerous for nearby'</i>
	<i>'These filter just put more pressure and more   traffic   on the already very heavy traffic on Acton Lane'</i>
	<i>measures that will just put even more pressure and more   traffic   on our main exit and entry roads to our homes</i>
<b>Filter</b>	<i>'wouldn't want any   filter   in Stonebridge area'</i>
	<i>'and having Connaught one way also makes sense. The   filter   should be at the beginning of Nicoll Road'</i>
	<i>'Best thing would be to move Nicoll Road   filter   to the start of the road near the church'</i>
<b>Money</b>	<i>'waste of time and   money'</i>
	<i>'I don't support the addition of council   money   making cameras and I certainly don't agree with any restrictions'</i>
	<i>'This penalises residents and is a   money   making device for the council'</i>

Others believe it is a money-making scheme by the council. Some who do not support it, especially those discussing the term 'filter' prefer the filter to be shifted to Craven Park and Nicoll junction and are unsupportive of camera enforcement with the filters in their current locations, but would be in new potential locations.

## Western Area Option 1

Q: Do you support the proposal to update the design of the traffic filter on Lawrence Avenue? (Western Area Option 1)

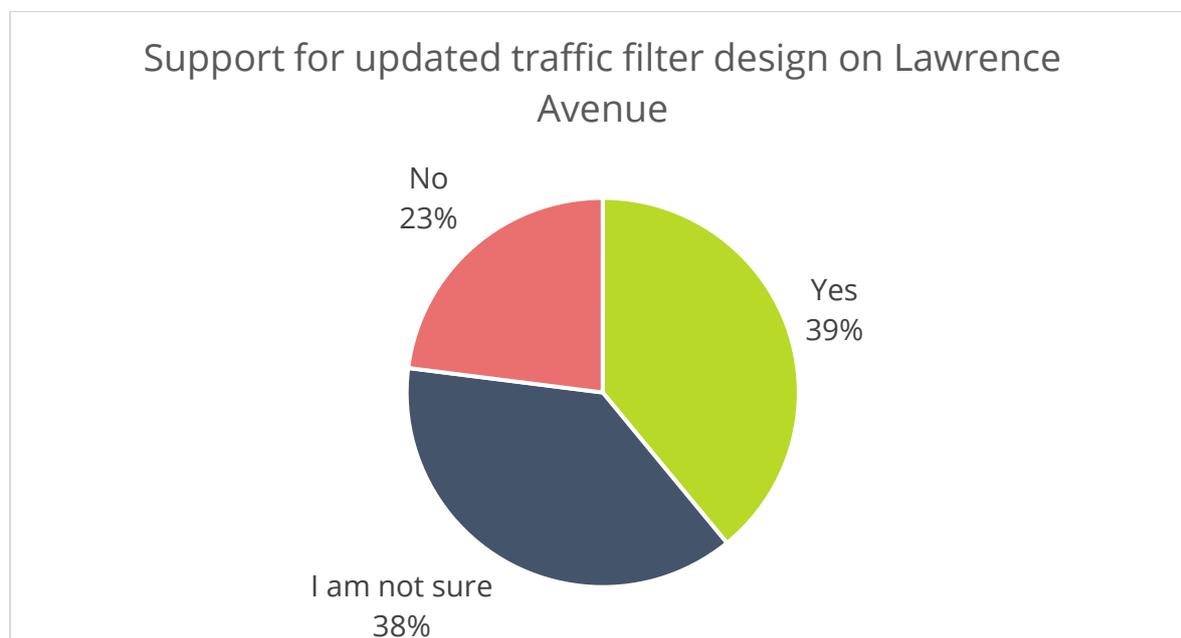


Figure 14: Chart showing support for Western Area Option 1.

Overall, there was relatively good support for the updated filter design, which improves signage visibility and enforces the filter. More than 60% of respondents either definitely supported the updated design or offered conditional support of the filter's updated design. Those who answered 'I am not sure' often mentioned resident exemptions, or a greater focus on the Eastern Area as their reason for conditional support.

### *How does support for the Lawrence Avenue filter vary between users of different modes?*

Further analysis shows the strongest levels of support for the new design of the Lawrence Avenue Filter among those who primarily walked and wheeled or took the bus through or around the Healthy Neighbourhood.

**46%** of walkers or wheelers supported the new Lawrence Avenue filter design, with another 38% offering conditional support. **50%** of those primarily travelling by bus were also in definite support of the enforcement of traffic filters with cameras, with the same percentage of cyclists. Only **17%** of those who primarily travelled by car supported this filter's updated design.

**How does support for Western Area Option 1 vary geographically?**

Support for maintaining the Lawrence Avenue filter was more polarised within the western half of the Healthy Neighbourhood, with a large proportion of the responses from the eastern half being ‘not sure’.

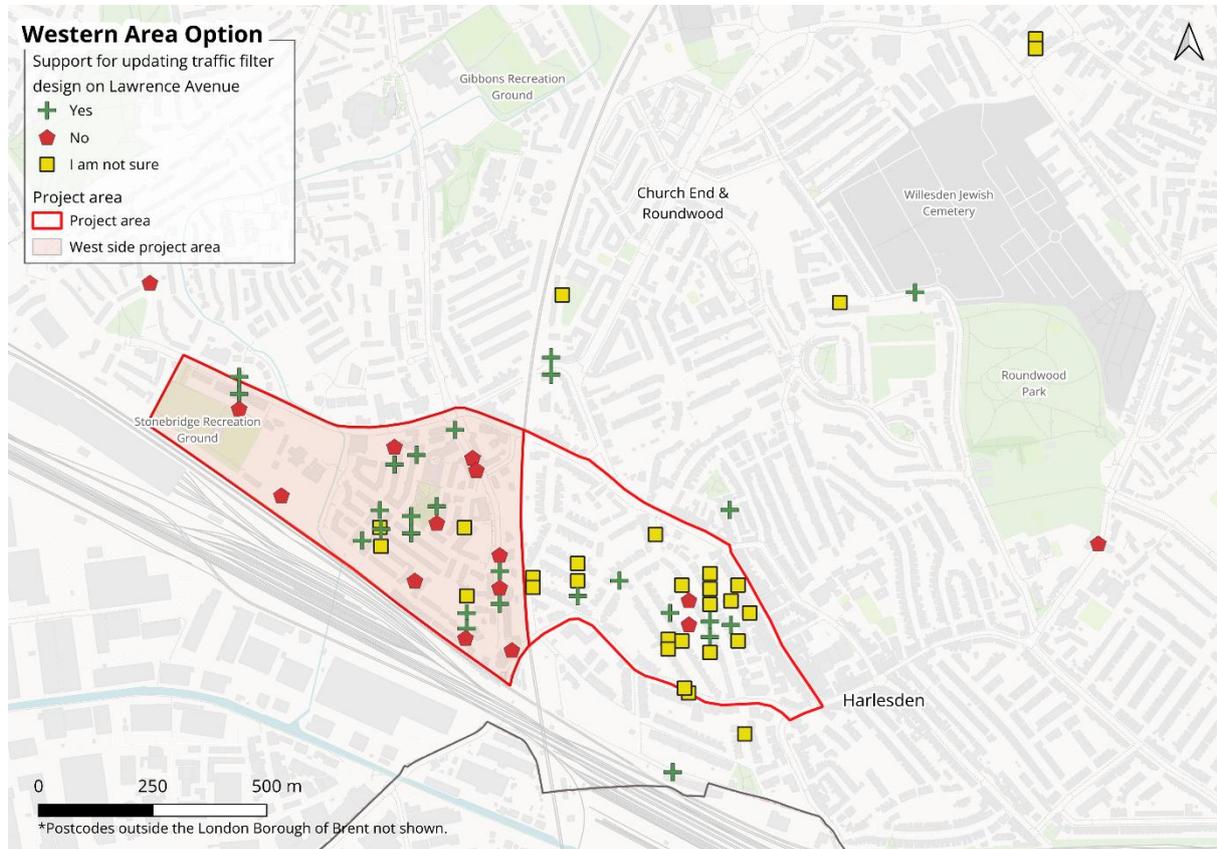


Figure 15 - Map showing geographic distribution of support for Western Area Option 1

**Q:** Please provide any additional comments regarding this potential updated design of the traffic filter on Lawrence Avenue (Western Area Option 1).

Supportive of the updated traffic filter on Lawrence Avenue	
Terms	Key terms in context
<b>Traffic</b>	<p>anything reducing cut through   traffic   is good</p> <p>[traffic] at present is dangerous. Mordant road has significant   traffic   issues as well I'm surprised it was not included</p> <p>shortcuts by motorists. Any restrictions which would reduce   traffic   flow and speeding cars trying to beat the traffic</p> <p>make things clearer. However am concerned that the new   traffic   islands could be ugly and spoil the look of the</p> <p>cameras as a positive step toward reducing pollution and improving   traffic   flow in our area</p>
<b>Residents</b>	<p>Majority of dangerous drivers at present are not   residents   . There should be signage around Lawrence Ave</p> <p>immediate local residents retain access</p>

	<i>speeding, which creates unnecessary stress and safety concerns for residents   . Another pressing issue is parking</i>
<b>Safer</b>	<i>make it   safer   to walk and cycle</i>
	<i>Cycle on the weekdays might make it   safer</i>
	<i>It would make the road   safer   , crossing the road at present is dangerous</i>

From this analysis, it is possible to understand the basis of support coming from those who are concerned about continued cut-through traffic on Lawrence (and Mordant). Other issues raised in support of the updated filter design included speeding and continued poor parking in the area—which has no CPZ. Residents’ support generally seems to be conditional on them having exemptions from the filter, but also recognise the potential safety benefits, especially for the families in the area and those walking to school to the northwest – at The Stonebridge School and Our Lady of Lourdes.

On each area option, many of the uncertain answers were from those living in the other area of the neighbourhood, and saw the filter as largely inconsequential to them, 50% of those who did not have a strong opinion either way regarding the Lawrence Avenue filter specified this was as a result of it not directly affecting them. Some respondents answered as below, specifying more reasons for their ‘Maybe’ answers.

<b>Undecided regarding the updated design for the Lawrence Avenue filter</b>	
<i>Key comments in context</i>	
	<i>Prefer the planters on the road - looks better than bollards</i>
	<i>'Only if Mordaunt is also monitored - what if they are closed? not with the cameras, block the road</i>
	<i>Needs to be wide enough to accommodate bin lorries</i>
	<i>'I do not support the use of ANPR cameras as they often penalise minor infringements while doing little to deter genuinely reckless driving....I support the use of planters in road signage as they are both environmentally friendly.'</i>

Here, some raised concerns regarding the workability of the design, whilst others suggested the design, which uses camera enforcement and a different setup without planters, as ineffective.

The most common objections to the proposed designs, based on the more detailed comments, were those who saw the filters as ineffective.

<b>Negative regarding the updated traffic filter on Lawrence Avenue</b>	
<i>Terms</i>	<i>Key terms in context</i>
<b>Traffic</b>	<i>an actual barrier, I understand the need to stop   traffic   but not cameras.</i>
	<i>this will create more   traffic   and it's just unnecessary</i>
	<i>Cause   traffic   problems</i>
	<i>just increases   traffic   in other areas</i>
	<i>Traffic   flow is congested at present</i>
	<i>one they can race up and down, creating additional   traffic   and noise pollution</i>

<b>Cameras</b>	<i>for Lawrence ave, not   cameras   but bollards I understand. Fines can cause significant issues</i>
	<i>Putting speed   cameras   and bumps on Winchelsea Road near the nursery</i>
<b>Speed</b>	<i>Winchelsea road needs   speed   cameras or speed humps</i>
	<i>It seems bizarre there are no speed cameras and   speed   bumps on this road (Winchelsea)</i>

The most common objection was based on the idea that the filter would displace traffic onto already busy roads. Other concerns included the inefficacy of cameras in changing behaviour and regarded physical closures as more effective. Others highlighted the lack of traffic calming measures on Winchelsea Road, which runs through the centre of the Healthy Neighbourhood.

## Eastern Area Option 1

Q: Do you support the proposal to update the design of the traffic filter at the existing location on Nicoll Road? (Eastern Area Option 1)

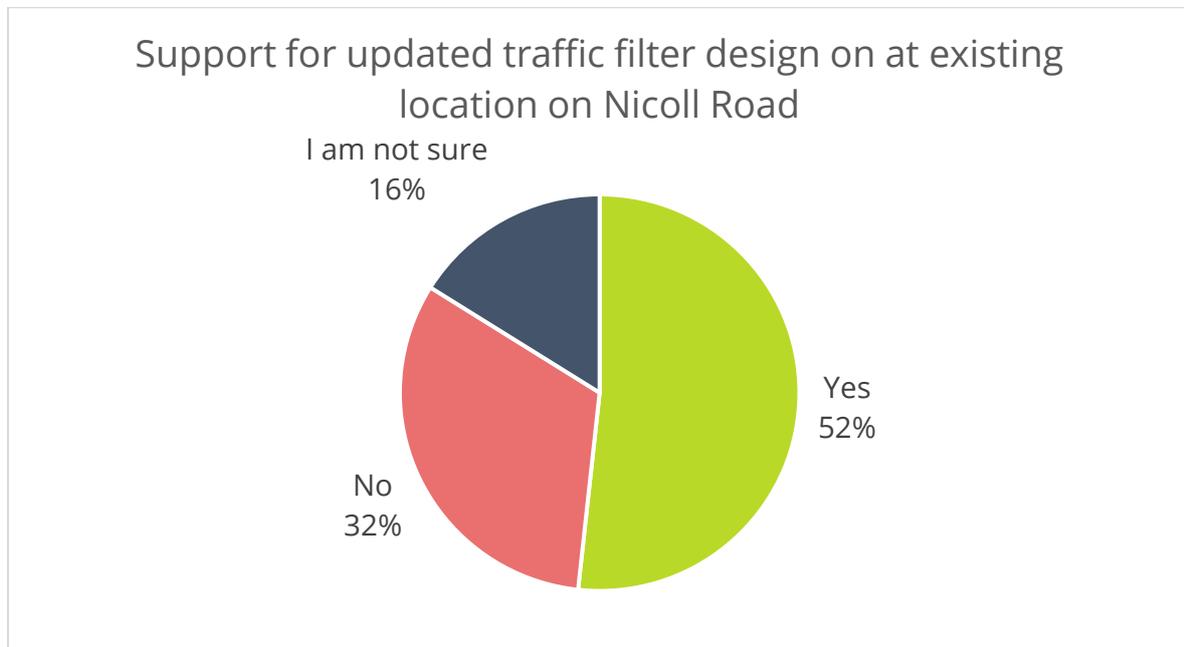


Figure 16: Chart showing support for Eastern Area Option 1.

The majority of respondents supported the updated design of the traffic filter on Nicoll Road. Support was strongest among those who walked and wheeled, with 60% of these respondents supporting this measure.

### *How does support for the redesign of the current Nicoll Road filter vary between users of different modes?*

Further analysis shows the strongest levels of support for the updated design of the Nicoll Road filter location among those who primarily walked and wheeled or took the bus through or around the Healthy Neighbourhood.

**60%** of walkers or wheelers supported the new Lawrence Avenue filter design, with another 15% offering conditional support. **50%** of those primarily travelling by bus were also in definite support of this filter's redesign. **30%** of those who primarily travelled by car supported this filter's updated design. Below is an outline of the key words and phrases used when discussing the updated traffic filter design at the existing location on Nicoll Road.

**How does support for Eastern Area Option 1 vary geographically?**

Support was varied for Eastern Area Option 1, with inconsistent support from those directly affected by any potential changes in the Eastern Area.

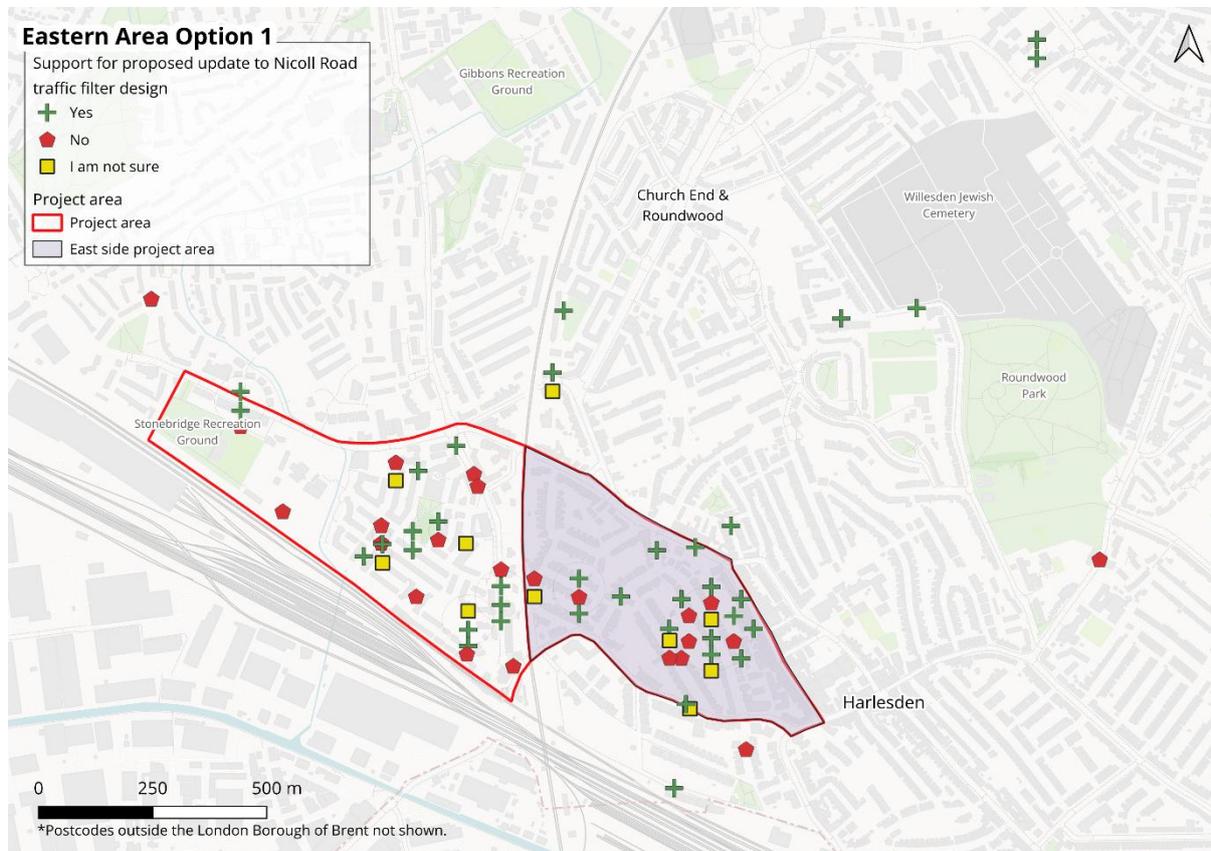


Figure 17 - Map showing geographic distribution of support for Eastern Area Option 1

**Q: Please provide any additional comments regarding this potential updated design of the traffic filter on Nicoll Road (Eastern Area Option 1).**

Supportive of updated traffic filter design on at the existing location on Nicoll Road	
Terms	Key terms in context
Nicoll Road	yes - live on   Nicoll Road   and keen for traffic levels to be lower keep it on   Nicoll Road   - we travel down Greenhill a lot is this necessary if the   Nicoll Road   filter is moved Allowing some access to parking on   Nicoll Road   / Craven Park Road for Funerals, Etc. This will impede access to the church on   Nicoll Road   and Craven Park Road
Traffic	including Greenhill Park, which gets a lot of cut-through   traffic   . I'd definitely support this measure if Option 2 doesn't happen Knatchbull Road, yet I see no option to restrict   traffic   on these roads'
Drive	I don't   drive   but seems like a good idea Not safe for cyclists and other road users as the cars   drive   aggressively

Support for the updated design in the existing location on Nicoll Road focuses largely on maintaining the status quo to ensure that there can be some cut-through traffic remaining in the area and allowing continued access to the northern part of Nicoll Road. This suggests some misunderstanding of what the options represent but also suggests that some respondents believe the scheme in its current form would be effective—if enforced. Unsupportive responses either suggest this is an effective measure or that there is no need for it. This implies an ultimate difference of opinion, which is contradicted by traffic data.

The comments from those who were unsure didn't always specify their reasoning; some answered in more detail regarding Lawrence Avenue, suggesting this filter had less direct bearing on them.

### Undecided regarding updated traffic filter design on at the existing location on Nicoll Road

#### *Key comments in context*

*Selfishly, this is a preferable option, because it at least leaves open Greenhill Park as well as Cecil Road. However, this is still not a good option - filtering all would be better.*

*want the filter at the end where Nicoll Road meets Craven Park*

*prefer option 2*

*These so called schemes essentially create higher levels of traffic in the area and cause more traffic bottlenecks necks locally but I can understand the need for the traffic restriction on the junction of Nicoll Road and Craven Park*

The comments available suggested partial support of the scheme from respondents, with one seeing the existing option as preferable due to possible traffic displacement, whilst others saw this as a possible second choice to relocating the filter to Craven Park/Nicoll Road junction.

Negative responses focused on similar topics, to other design options, with concerns around traffic flow, effects on Connaught Road, and the idea that this may not be a necessary measure given traffic levels.

<b>Negative response to updated traffic filter design on at the existing location on Nicoll Road</b>	
<b>Terms</b>	<b>Key terms in context</b>
<b>Traffic</b>	<p><i>it won't make much difference,   traffic   is light here</i></p> <p><i>we want to see   traffic   calming. Traffic from Acton Road speeds down</i></p> <p><i>No need for this as it will create more   traffic   and congestion. It has been fine for decades</i></p> <p><i>You CANNOT restrict   traffic   on 2 of these choices and leave one! This will mean ALL cut-through   traffic   will now travel on Baker Road and Cecil Road</i></p> <p><i>Good to have a few short cuts in the area especially when   traffic   flow is really slow.</i></p>
<b>Nicoll Road</b>	<p><i>this was only put here for covid.   Nicoll Road   isn't actually that busy [There is no way to] justify this decision other than it selfishly suiting residents of   Nicoll Road</i></p> <p><i>The residents will be impacted. Unless they can use   Nicoll Road  </i></p>
<b>Residents</b>	<p><i>Nicoll Road is an artery to the area,   residents   need a way to move around the area</i></p> <p><i>Cutting off more routes to   residents</i></p> <p><i>hard to believe that it is not driven by influential   residents   of Nicoll Road and Connaught Road! Nicoll Road</i></p>

Q: Do you support the proposal to make Connaught Road one-way southbound for motor traffic? (Eastern Area Option 1 additional measure)

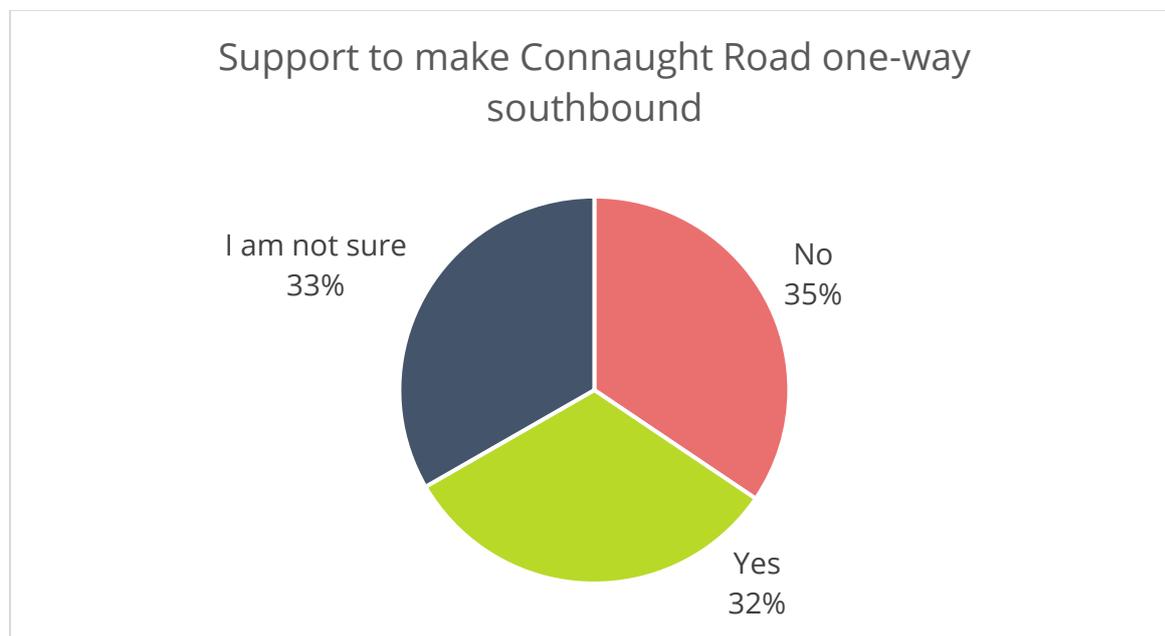


Figure 18: Chart showing support for Eastern Area Option 1 (additional measure).

Presented as a separate but complementary measure, the suggestion to make Connaught Road southbound one-way was less popular. Of those who supported the updated Nicoll Road filter at the existing location, 56% also supported making Connaught Road one-way southbound. The comments attached to this option indicate that Connaught and Nicoll Road residents continue to see cut-through traffic on their road and see this as a way to mitigate the problem. Negative comments suggest that this might force traffic onto Nicoll Road (which would be filtered) or increase traffic on Greenhill Park (which would remain unfiltered). Negative answers commonly include concerns about access to the church and those attending funerals and services. It is not possible to exempt residents from one-way restrictions, and this may have also factored into the response.

## Eastern Area Option 2

Q: Do you support the proposal to relocate the traffic filter to the junction of Nicoll Road and Craven Park? (Eastern Area Option 2)

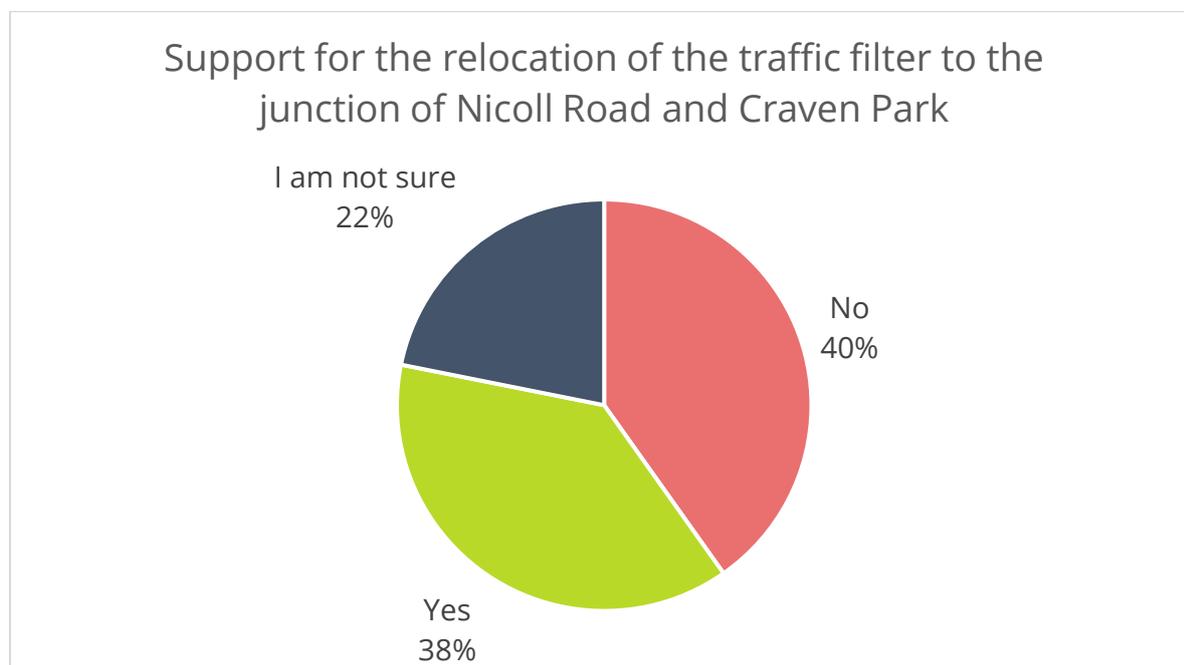


Figure 19: Chart showing support for Eastern Area Option 2.

The split between those who were supportive and not supportive of the new proposed filter location on Nicoll Road/Craven Park was quite even, with slightly more unsupportive of the new proposed location, which would close Greenhill Park, Nicoll Road and Connaught Road to through traffic, but maintain access to all roads.

### *How does support for the relocation of the filter to the Nicoll Road and Craven Park junction vary between users of different modes?*

Further analysis shows the strongest levels of support for the relocation of the filter to the Nicoll Road and Craven Park junction among those who primarily walked and wheeled or cycled through or around the Healthy Neighbourhood.

**48%** of walkers or wheelers supported the new Lawrence Avenue filter design, with another 13% offering conditional support. **75%** of respondents who primarily cycle also supported this design option. **65%** of those who primarily travelled by car did not support the filter's relocation. Below is an outline of the key words and phrases used when discussing the relocation of the traffic filter.

**How does support for Eastern Area Option 2 vary geographically?**

Support was varied for Eastern Area Option 2, with greater support from those in the Eastern Area compared to Option 1. There was a mixed response from those in the Western Area of the Healthy Neighbourhood (similar to Eastern Area Option 1).

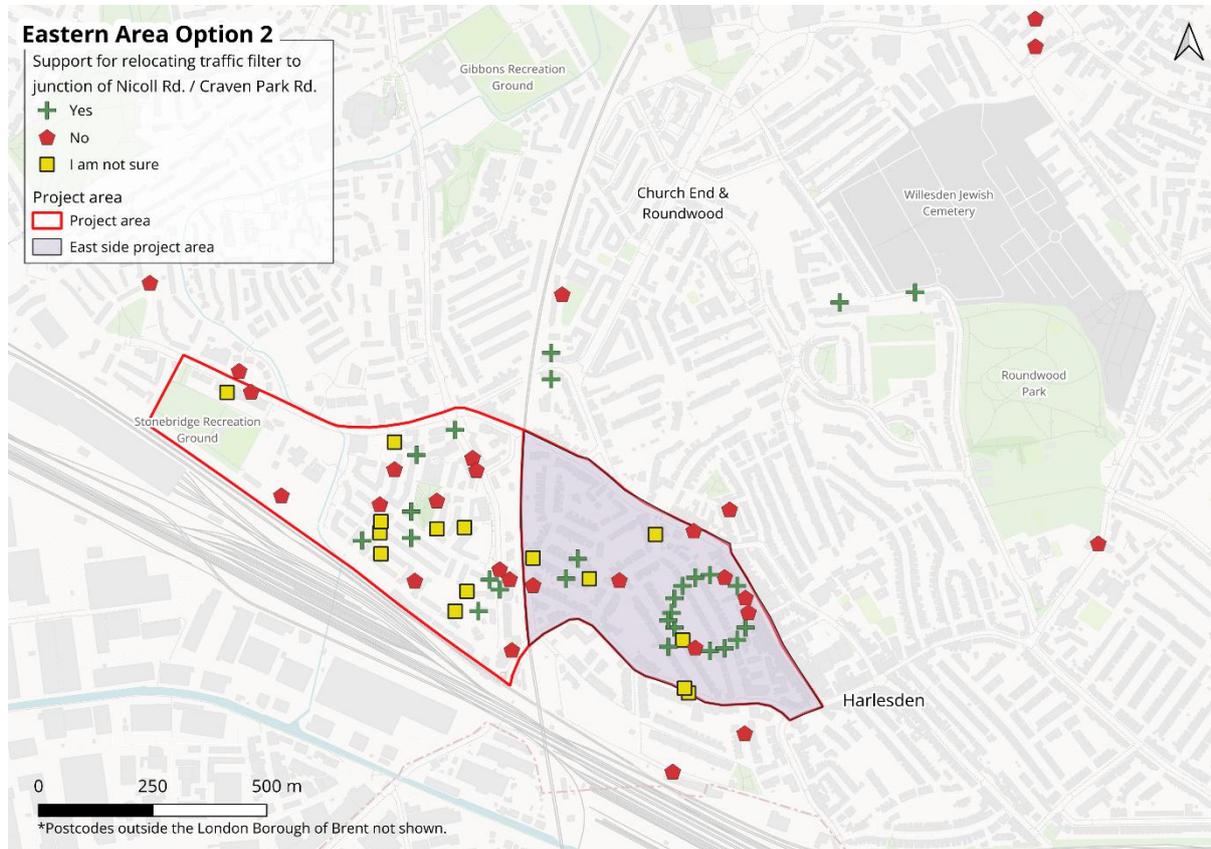


Figure 20 - Map showing geographic distribution of support for Eastern Area Option 2

Supportive of the relocation of the traffic filter to the junction of Nicoll Road and Craven Park	
Terms	Key terms in context
<b>Traffic</b>	Either option find to reduce through   traffic could help reduce   traffic
<b>Greenhill Park</b>	Greenhill Park   is the main cut through as well as Nicoll Road traffic very bad on   Greenhill Park   during rush hour
<b>Knatchbull Road</b>	Knatchbull Road   onto Craven Park is a mess in terms of noise and smog is Winchelsea Road,   Knatchbull Road   , yet I see no option to restrict traffic

Supportive comments recognise that Greenhill Park is used as a cut-through and that this option would reduce traffic on this and the other commonly used cut-through routes through the neighbourhood.

A significant proportion of respondents (22%) were unsure regarding this proposed design. As with other examples, some said they were uncertain as it was not in their section of the neighbourhood.

### Undecided regarding updated traffic filter design on at the existing location on Nicoll Road

#### Key comments in context

*Looks sensible but am not familiar enough with the Junction to comment in detail.*

*make Greenhill Road 1 way also*

*I have driven through this road to beat the traffic not sure how this will help with traffic flow for the area.*

*What about the other side of the healthy Neighbourhood - western side.*

*I would support the changes on this side contingent on the exemption area.*

*If this filter is imposed without any changes to Cecil Road - do not support this as Cecil Road is already very bad. If Cecil Road is filtered, then support this.*

*no opinion on Eastern half*

*Its still an important road, some access is needed*

As in the negative responses, there was some acknowledgement that this was a consistent cut-through route, whilst others suggested conditional support, pending other road changes.

Negative comments largely recognised the need to filter these roads, saying that Greenhill Park experiences high levels of traffic, especially at rush hour, but saw the filter as creating traffic issues rather than remedying them. Concerns from the Church congregation regarding access were also prominent.

### Negative response to the relocation of the traffic filter to the junction of Nicoll Road and Craven Park

#### Terms

#### Key terms in context

#### Traffic

*bit too tight and too much | traffic*

*This is a bad idea. So much | traffic | comes through here via greenhill park/Connaught Road*

*that it will create an impasse and we will get | traffic | jams and issues with cars needing to reverse.*

*This will severely limit | traffic | flow and parking at church services on Nicholl Road*

#### Church

*This impacts the | Church | . Funerals will now have to block Craven Park Road*

*will cause a bottleneck. Fully disapprove. The | Church | Congregation also disapprove*

#### Craven Park Road

*drive traffic on to Acton Road, Cecil Road and | Craven Park road*

*Impossible for hearse vehicles to turn round if traffic cannot go on to | Craven Park Road | . Awful for parking to attend church*

Others negative sentiment saw this prevention of through traffic as restricting traffic flow and causing tailbacks through the neighbourhood. This could be prevented with adequate signage at southern entry points.

## Exemptions

Q: Do you support the exemption area for any traffic filters within the Healthy Neighbourhood boundaries?

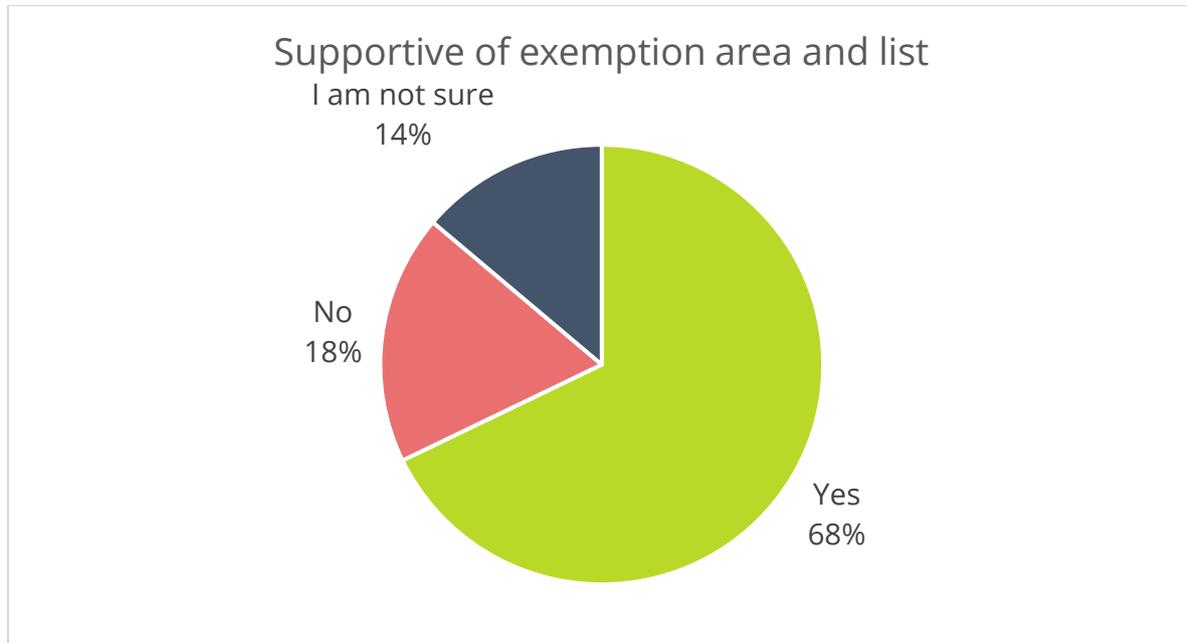


Figure 21: Chart showing support for proposed exemption area & list.

Support for the exemption area is strong, partially because of the relatively long exemption list, which exempts all residents with frontages on the Healthy Neighbourhood, including boundary roads in the relevant area.

Supportive of the proposed exemption area and list of exempt vehicles	
Terms	Key terms in context
<b>Traffic</b>	<p>Would maybe also support filtering on Mordaunt Road as the   traffic   is bad here in the mornings going southbound towards Harlesden</p> <p>Reduce   traffic   flow along Park Road&amp; Craven Park Road. Too the changes would drive ALL CUT-THROUGH   TRAFFIC   through Baker Road and Cecil Road and Park Road and</p>
<b>Mordaunt Road</b>	<p>drivers will bypass Lawrence Avenue making their way down   Mordaunt Road   where cameras also need to be installed</p> <p>Mordaunt Road is one of the main hotspot for heavy   traffic   and reckless drivers when cameras are in place Lawrence Avenue</p>
<b>Residents</b>	<p>residents   will not support the scheme without an exemption</p> <p>Making   residents   etc apply for an exemption risks complications if people aren't clear on the process</p> <p>Must give one month warning to all   residents   in the area - must be polite and reasonably timed</p>

In addition to comments that state support is conditional on resident exemption, other feedback shows respondents calling for the Mordaunt Road filter to be reinstated, if the exemption list and area go ahead as proposed in this engagement activity.

Not supportive of the proposed exemption area and list of exempt vehicles	
Terms	Key terms in context
Parking	Don't support filters so wouldn't support the exemption list.   Parking   - no restrictions.
	Would be better for residents if there was   parking   controls - this is the only area with no restrictions
	Some residents, such as myself, cannot get a   parking   permit for Nicoll Road and so park nearby
Drive	Anyone should be allowed  [to] drive
	many residents in my building will not be able to   drive   within the area. If parking permit were made available

Again, both supportive and unsupportive comments reiterate the need for a clear and easy-to-follow exemption process for all applicable vehicles and residents. Other negative responses highlighted existing issues with obtaining parking permits and believe that this would prevent them from obtaining exemptions. Others condemn the lack of parking controls in the Western Area. Some negative responses are predicated on disagreeing with the Healthy Neighbourhood concept/traffic filters altogether.

## Phase 2: Additional stakeholder engagement

Summarised below are responses from the stakeholder groups we received correspondence from during the second phase of engagement.

### Brent Cycling Campaign

**Summary of response:** Supportive of proposed measures. Specifically supportive of Western Area Option 1 and Eastern Area Option 2 (as a preference), although Option 1 and the complementary measure are also supported. Concerns that the exemptions list is too extensive and dilutes the efficacy of the scheme. Calls for additional work on the cycleway through the healthy Neighbourhood.

*This is the response of Brent Cycling Campaign to the Stonebridge and Harlesden Healthy Neighbourhood engagement April 2025. We are the local group of the London Cycling Campaign in Brent and represent our membership and people who cycle or would like to cycle in Brent.*

*As demonstrated clearly in the Phase 1 engagement report, the current non-implementation of the healthy neighbourhood, including unenforced modal filters, provides few local benefits and undermines similar measures elsewhere in Brent. We have the following recommendations for improvements in the Stonebridge and Harlesden Healthy Neighbourhood area:*

- We fully agree with conclusions 1 and 2 of the Phase 1 Engagement Report, including an updated design and enforced modal filters.*
- We agree that Brent Council needs to communicate around Healthy Neighbourhoods (conclusion 3). This communication needs to come from local ward councillors and council leadership: if the council wants this scheme to be a success the council leadership needs to be seen to be supporting it.*
- We agree with conclusion 4 that additional complementary measures are required. We have specific suggestions for additional measures below which align with the present scheme and with other local schemes including the Wembley to Harlesden Cycleway.*
- We agree that substantial improvements are needed on Nicoll Road / Connaught Road. We support the proposed “East Option 2”, this is a simpler and more effective solution to the identified issues on both Nicoll Road and Connaught Road.*
- We support “West Option 1”, including enforcement on Lawrence Avenue. Additional filters are required on Mordaunt Road and Milton Avenue to prevent these from becoming alternative rat runs.*

- *There is no clear reasoning for the resident exemption from the Stonebridge and Harlesden modal filters. This partly defeats the purpose of the scheme by promoting motor vehicle traffic within the scheme boundary. The large area proposed clearly dilutes the scheme. If exemptions are to be provided these should only be applicable to the filtered cell. Therefore only residents from the West zone filtered streets should have exemptions from the Lawrence Avenue filter(s) and only residents from the East zone filtered streets should have exemptions from the Nicoll Road filter(s). No exemptions from one-way schemes should be provided and this must be communicated clearly with residents.*
- *Additional measures are needed at the Junction of Mordaunt Road / Winchelsea Road / Acton Lane. This junction should be narrowed in particular in the westbound direction and additional pedestrian priority should be provided.*
- *The proposed [Wembley to Willesden Junction cycleway](#) passes through the [Healthy Neighbourhood](#) along Milton Avenue, Shelley Road, and Mordaunt Road. This cycleway includes suggested priority changes ([see detailed maps \[2\]](#)). These priority changes should be implemented in any forthcoming Healthy Neighbourhood improvements.*
- *Extension of the Milton Avenue School Street should be considered, in combination with the enforced filters (Mordaunt and Lawrence), to ensure appropriate traffic management during school runs.*
- *Improved street lighting and visibility through Stonebridge Recreation Ground must be introduced to enable the Wembley to Willesden Junction cycleway.*
- *Enforce the Minet Avenue filter, which is well established but regularly opened and ignored. Make the barrier safer and more permeable for people cycling.*
- *Make cycle turn movements from Acton Lane into Minet Avenue safer.*
- *Improve the right turn from Acton Lane into Minet Avenue for people cycling.*

## St Margaret's & St George's United Reformed and Moravian Church Congregation

**Summary of response:** Not supportive of proposed measures in Eastern Area, due to concerns regarding access and through traffic for funerals and the weekly Sunday service. Concerns have been raised regarding residents who use Dial-A-Ride to access the Church and the waste collections.

The same concerns were also shared with MPST via Cllr Fleur Donnelly-Jackson.

N.B. In the church's response to the engagement, of the options presented, the Rev. has indicated that Eastern Area Option 1 would be preferable.

*We presented the proposed changes to the Congregation, which was not to our liking.*

*The Church will be severely impacted. Those attending our weekly services will find things very difficult, especially those using Dial-a-ride. The waste lorries will also be impacted. When we have funerals or weddings there is a need to park in Nicoll Road to allow Craven Park Road to be kept clear.*

*The congregation have also attached a petition with 33 signatures indicating they object to the proposed measures, especially Eastern Area Option 2 (moving the filter to the junction of Nicoll Road and Craven Park).*

N.B. Images of this petition are not included to protect the congregation's privacy.

We visited Reverend Quildan to discuss these concerns and understand their existing arrangements. We discussed their usual operations during funerals and how we can mitigate against issues by providing exemptions for funeral corteges. Dial-a-Ride users will be unaffected; other congregation members would be able to access the parking in the area as normal but may have to take different routes. Exemptions would be required for their commercial waste collection.

## Harlesden Neighbourhood Forum

The engagement response submitted through the 'Have Your Say' survey hosted on Brent Council's Website, on behalf of Harlesden Neighbourhood Forum, responded positively to all measures proposed, underlining the importance of enforcement of any design options with ANPR cameras.

## Business engagement

We did not receive any responses from businesses in the project area aside from the church. Therefore, we undertook in-person engagement with the businesses at the north corner of Nicoll Road (Jowhar Restaurant, A+A Wholesale & New Atlas Café) to explain the proposed options to them; particularly Eastern Area Option 2 as this would result in changes to their operations.

**Jowhar Restaurant's** deliveries are exclusively by car or small van which would be able to turn before the filter, except for some large deliveries dropped on Craven Park Road. No exemptions required for delivery vehicles. Owner's son drives the owner to work.

**A+A Wholesale** receive some deliveries by large vehicle. These will need provisions for exemptions from the filter as they would be unable to turn before the filter. Exemption needed for owner's car. Expressed some concerns about loss of passing trade because of Option 2; therefore, preferred Option 1.

**New Atlas Café** – doesn't use Nicoll Road for loading and is unaffected by proposed changes.

## Phase 1 stakeholder group engagement:

Stakeholder groups already engaged as part of Phase 1 included Connaught Road residents and the Brent Cycling Campaign. These are listed in the report [here](#).

## Key conclusions from engagement

- **There is good support for camera enforcement on any filters installed.** 60% of respondents supported the enforcement of filters with ANPR cameras.
- **There is strong support for the proposed level of exemptions.** 68% of respondents are happy with the proposed level of exemptions.
- **The existing filter locations have the most support from engagement.** Updated designs at existing filter locations proved the most popular in both the Eastern and Western areas of the Healthy Neighbourhood. However, it is worth noting that in the case of the Eastern Area of the Healthy Neighbourhood, enforcement of the existing filter does not fully address resident concerns raised in the first phase of engagement, or the cut-through traffic that continues to travel along Greenhill and Connaught Road.
- **Key concerns came from the congregation at St Margaret's & St George's Church.** The church raised concerns regarding the designs and continued access for congregation members who drove on Sundays and to funerals during the week. Concerns were also raised regarding Dial-A-Ride and waste collection; however, these vehicles would be restricted by traffic filters under current proposals. It will be vital to work with the church and congregation to find a workable solution that satisfies both their requirements and those of the neighbourhood's residents.
- **Perspectives gathered from engagement show fundamentally different opinions regarding whether the Healthy Neighbourhood suffers from cut-through traffic or speeding.** This is visible in the supportive and unsupportive statements on the various design options. The traffic surveys commissioned as part of the first phase show that more than 700 vehicles a day are cutting through the neighbourhood and leaving via the Nicoll Road to Craven Park exit.

## Addressing key concerns

Responses to key concerns raised during this engagement phase are listed below.

<b>You said...</b>	<b>In response, we are...</b>
<b>Residents should be able to drive through filters</b>	<i>We will recommend retaining the proposed exemption list to ensure access for residents of the Healthy Neighbourhood.</i>
<b>Residents need advance warning of modal filters and exemption process</b>	<i>The changes proposed here will be subject to formal consultation, but we will additionally recommend that, if the changes are approved, all residents receive advance notice of the scheme and how to apply for exemptions.</i>
<b>Some residents cannot get permits for their road (e.g. Nicoll Road) and have to park nearby</b>	<i>Parking permit allocations are not covered by this scheme. However exemptions to the modal filter will be based on resident addresses rather than where parking permits are allocated.</i>
<b>Services like Uber will be blocked by the filters</b>	<i>Private Hire vehicles (including Uber) are not included in the exemption list. However, they will still be able to access all residences in the area.</i>
<b>Traffic levels will increase on surrounding roads</b>	<i>We expect that traffic levels on the roads within the Healthy Neighbourhood will decrease but this will not have a significant impact on the busier, main roads surrounding the Healthy Neighbourhood. We also expect to see some traffic evaporation as people choose to make their journeys by other means. We will monitor traffic levels on the boundary roads to check that they have not been adversely affected.</i>
<b>The camera-enforced filters will penalise residents and raise revenue for the council</b>	<i>The exemptions mean that residents of the Healthy Neighbourhood will not be penalised for passing through the filters. The installation of cameras is not intended to raise revenue, but as a method of determining between vehicles that are and are not permitted to use the roads, without installing a physical barrier which prevents access to all vehicles.</i>
<b>Winchelsea Road and Acton Road see excessive speeding</b>	<i>Interventions on Winchelsea Road do not form part of this scheme but we will suggest that speed levels on Winchelsea Road are reviewed and interventions (such as humps or speed cameras) are investigated.</i>
<b>Baker Road &amp; Cecil Road will receive more traffic</b>	<i>This was raised by a small number of respondents. Current traffic data does not directly indicate that this will be a</i>

<b>as a result of this scheme</b>	<i>result of the scheme, but we are aware that this may be an unintended consequence of this scheme, especially of Eastern Area Option 2. We suggest that close monitoring of traffic levels following implementation will be necessary to assess whether further changes are required.</i>
<b>Connaught Road has seen increased traffic because of the filter on Nicoll Road, and would see this worsen if the filter were enforced by a camera</b>	<i>The petition from Connaught Road residents submitted to the council last year had 57 signatures and highlighted poor driver on their road, which was perceived as a result of the filter on Nicoll Road. ATCs and ANPR surveys showed that traffic levels remained higher on Nicoll Road than Connaught despite the filter. However, given the relatively high traffic levels on Connaught Road, there is a significant risk of displacement if the Nicoll Road filter is camera-enforced. Therefore, Eastern Area Option 2 (relocation of the filter) would more effectively solve the through-traffic problems that residents on both roads are experiencing.</i>
<b>Mordaunt Road will see increased traffic as a result of enforcement on Lawrence Avenue</b>	<i>This was raised by a small number of respondents. Mordaunt Road previously had a modal filter which was removed. Current traffic data does not directly indicate that this will be a result of the scheme, but we are aware that this may be an unintended consequence of Western Area Option 1. We suggest that close monitoring of traffic levels following implementation will be necessary to assess whether further changes are required.</i>
<b>St Margaret's &amp; St George's Church will be adversely affected by the scheme, especially Option 2, as it will prevent access for parishioners and funerals</b>	<i>We visited Rev. Quildan to discuss the congregation's concerns. We discussed funeral arrangements and will recommend exemptions for the whole funeral cortege to exit via the modal filter where necessary, as they must park on Nicoll Road to avoid blocking Craven Park Road. We will offer support to the Rev. in ensuring they are familiar with the exemption request system accordingly. We also clarified that Dial-a-Ride (used by several of the congregation) would be exempt and that restrictions on parking (inc. no restrictions on Sundays) would be unchanged, and that we would suggest exploring options to provide replacement parking bays for the ones lost as part of Option 2.</i>

## Traffic data learnings

Traffic flow was assessed during Phase 1 of the Healthy Neighbourhood engagement. Full analysis can be found in the [Phase 1 report](#). Conclusions from Phase 1 are restated here.

### 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.

## Suggestions

This section outlines our suggested approach based on the two phases of engagement undertaken thus far, and our analysis of the available traffic data.

### Enforcement

**We suggest that Brent Council uses camera enforcement to control traffic through the proposed modal filters.** This is supported by engagement responses (60% Yes compared to 26% No) and ensures that the existing arrangement, where these filters are often ignored, is curtailed. We suggest that messaging around the use of the cameras is clear, so that people understand why they are necessary and do not feel that they are being used as a revenue stream.

### Western Area

**We suggest that Brent Council takes forward Western Area Option 1 (retained and enforced modal filter on Lawrence Avenue).** This Option is supported by engagement responses (39% Yes to 23% No) and will prevent cut-through traffic on Lawrence Avenue.

Traffic levels on surrounding roads (Hillside and Winchelsea Road/Knatchbull Road) should be carefully monitored. Some respondents raised concerns about potential impacts on Mordaunt Road because of the proposed modal filter on Lawrence Avenue; traffic levels should also be carefully monitored here.

### Eastern Area

**We suggest that Brent Council takes forward Eastern Area Option 2 (relocated and enforced modal filter on Nicoll Road).**

Conclusions from Phase 1 of engagement indicate that residents are concerned about traffic, congestion, safety and pollution, and wish to see changes to the Neighbourhood. Enforcement of modal filters was also supported by most respondents in Phase 2. Therefore, we suggest that one of the modal filter options should be taken forward with a view to addressing these concerns, and the aims of LB Brent.

Of the options presented, Option 1 was more popular, with 14% more respondents in favour of Option 1 than Option 2. However, Option 1's additional associated measure (converting Connaught Road to one-way southbound) was less popular than both measures, despite being a necessary companion measure to reduce traffic on Connaught Road.

Table 1: Summary of sentiment towards each option for the Eastern Area (Harlesden).

Eastern Area	Yes	No	Not sure
Option 1 (update existing filter)	52%	32%	16%
Option 1 additional measure (Connaught Road 1-way)	32%	35%	33%
Option 2 (relocate and update filter)	38%	40%	22%

Several of the responses in opposition to Option 2 were concerned with access to the church, especially for funerals. This issue has been addressed with the church directly and appropriate measures to manage these concerns would be included if Option 2 is taken forward. Therefore, we would expect public support for Option 2 to be higher than recorded in the survey, when taking these measures into account.

**Moreover, of the two options, Option 2 is the more effective solution to reducing through traffic on a greater number of residential roads within the Healthy Neighbourhood.** As shown in the traffic data analysis, current flows via Greenhill Park are similar to those on Connaught Road and Nicoll Road (south of existing filter). Option 1 (including additional measure) is likely to contribute to increased traffic on Greenhill Park and thus contribute little to reducing through traffic on the north section of Nicoll Road (and thus through the area as a whole).

Traffic levels on surrounding roads (Acton Lane and Craven Park/Craven Park Road) should be carefully monitored. Some respondents raised concerns about potential impacts on Baker Road/Cecil Road because of the proposed modal filter on Nicoll Road; traffic levels should also be carefully monitored here.

## Exemptions

**We suggest that Brent Council retain the list of exemptions from the Phase 2 engagement.** These were well-supported (68% Yes vs 18% No).

Rather than allowing residents of the entire Healthy Neighbourhood to obtain exemptions for both the filter in the eastern section and the filter in the western section, we recommend splitting the exemptions into the two applicable sections.

As shown in Figure 22, residents in the western section can be exempt from the western filter, and residents in the eastern section can be exempt from the eastern filter.



Figure 22 - Proposed East/West exemption areas for each measure.

We suggest further exploring the possibility of additional site-specific exemptions for:

1. Funeral cortege vehicles for St Margaret's & St George's Church. These vehicles will be unable to turn around in Nicoll Road and must proceed through the filter. The process for submitting and approving this should be agreed with the church Reverend.
2. Deliveries to the commercial units on Nicoll Road – A+A Wholesale and Jowhar Restaurant – where these are too large to turn around in front of the shops.
3. Commercial waste collection from the businesses and the church on Nicoll Road, as these will be too large to turn around in front of the shops. The process for arranging this will need to be confirmed with these operators.

## Other suggestions in response to issues raised

Speeding levels on roads in the area, including **Winchelsea Road** and **Acton Road**, should be monitored and interventions to reduce vehicle speeds introduced if warranted.

Advance notice of the exemption systems and how to apply should be given, with support given to organisations directly affected by the changes (e.g. businesses on Nicoll Road).

Parking provision should be reviewed, with a view to re-locating parking bays being withdrawn due to the new location of the modal filter on Nicoll Road.

## Next steps

Following this report, Brent Council officers will decide which Options, if any, to take forward to public consultation. There would then be a statutory consultation period on the proposals, and following the consultation, the proposed Option may progress to implementation. As part of any further activity, we recommend:

- **Continued clear communication with the community** – Regardless of the decision made to progress the scheme to statutory consultation, it is vital to communicate clearly and promptly with residents in the area. This applies to any consultation and exemption processes, in addition to any reasons for decisions made.
- **Further engagement if statutory consultation proceeds** – It is necessary to continue engaging with residents, businesses and places of worship in the Neighbourhood to raise awareness of the schemes' potential benefits and address any concerns.
- **Monitoring and evaluation** – For any scheme that does—or does not—progress to implementation, there will be continued monitoring of traffic levels and speed in the Healthy Neighbourhood to assess the impact of any specific traffic measures, and track change over time.

## Appendix 1: Streets of respondents

Street	Count
Acton Lane	2
Albert Terrace	1
Ambleside Road	1
Beames Road	1
Bolton Road	1
Bramshill Road	1
Cecil Road	2
Connaught Road	5
Craven Park	2
Craven Park Road	1
Eastcote Lane	1
Emerald Road	2
Gifford Road	1
Greenhill Park	4
Greenhill Road	3
Greenwood Terrace	1
Harlesden Road	1
Harley Road	1
High Street	1
Hillside	3
Knatchbull Road	3
Lawrence Avenue	2
Lyon Park Avenue	1
Meyrick Road	2
Mordaunt Road	6
New Crescent Yard	1
Nicoll Road	17
Park Road	1
Roundwood Road	1
Saint Mary's Road	1
Shakespeare Road	3
Shelley Road	1
St Joseph's Road	2
St Mary's Road	1
St. Johns Ave	1
Washbourne Road	1
Winchelsea Road	4
Windrush Road	3
Wyborne Way	1