Public Consultation
KENSAŁ CORRIDOR IMPROVEMENTS SCHEME

HAVE YOUR SAY

Kensal Rise station forecourt
Station Terrace

OUR REF: KC2018
February / March 2018

Brent
Transport for London
Introduction

Brent Council working in partnership with Transport for London (TfL), local residents and businesses, have developed proposals to improve the Kensal Corridor, comprising Chamberlayne Road (from Clifford Gardens to Buller Road), Kilburn Lane (from the Buller Road to the Harrow Road junction) and Station Terrace. The Council is now seeking your comments on these proposals.

The corridor is an important orbital route for movement, notably for buses connecting the area with Willesden Green and central London, but the need to keep the corridor moving often conflicts with the needs of pedestrians, cyclists, parking, loading and placemaking. The high street is also an important local place where businesses and residents go about their day-to-day lives, and concerns about safety, accessibility, congestion, poor air quality, bus numbers and their impact on the corridor, have been raised by local people over recent years. The proposals presented here are the Council’s response to those issues, informed through a comprehensive community-led study, along with a detailed analysis of traffic and road safety data, a review of parking and loading in the area, as well as views and advice from TfL, London Buses, local councillors, residents’ associations and traders.

Objectives

Design studies sponsored by TfL and undertaken by Brent Council with transport and public realm consultants, have led to funding being secured from TfL to develop a scheme to smooth traffic flow, improve bus reliability and the public realm. Through careful design, the scheme can also be expected to deliver improvements to road safety and conditions for pedestrians and cyclists. Following a favourable outcome of this public consultation, then further scheme implementation funding will be sought, provided the scheme progresses successfully through TfL’s continuing approvals process. The scheme is in full accordance with the Mayor’s Vision for London, including the Healthy Streets approach.

The principles objectives of this scheme are to:

- Improve conditions for pedestrians and cyclists
- Improve bus facilities, accessibility and movement
- Improve Kensal Rise station access/interchange
- Improve the street setting, appearance and quality including pavements, road surfaces and street trees
- Reduce congestion and associated pollution
- Improve accessibility and movement
- Improve road condition and safety
- Improve parking and loading facilities

To keep up to date with scheme progress please visit: www.brent.gov.uk/ChamberlayneRoad.

Want to know more

Please take a few minutes to look at the information in this leaflet. You can tell us what you think by filling in the attached questionnaire and returning it in the enclosed prepaid envelope by Friday 23rd March 2018. Please return your completed questionnaire in the prepaid envelope to:

London Borough of Brent, Highway and Infrastructure Civic Centre, Engineers Way Wembley, Middlesex, HA9 0FJ

Alternatively you can complete the online survey at www.brent.gov.uk/ChamberlayneRoad.

If you would like to discuss these proposals further, you are welcome to visit one of our exhibitions where the design team will be on hand to discuss the proposals, with large scale plans available to view. The exhibition dates are as follows:

**Wednesday 7th March 2018**, from 6pm to 8:30pm at Kensal Rise Library

**Saturday 10th of March 2018**, from 11am to 4pm next to Minkies Deli

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Station Terrace and Chamberlayne Road Section - Existing and Proposed Road Layouts

Existing Road Layout

Station Terrace Proposals
1. Kensal Rise station forecourt area to be improved to create a more welcoming environment including planting, cycle parking, signage and seating.
2. A new bus stop and shelter to be provided for 302 bus to avoid the need for the double loop manoeuvre. Pedestrian crossings to be introduced to improve crossings for pedestrians interchanging with bus stop KR.
3. The footway in front of Tesco to be widened significantly and a bus shelter introduced. No parking will be permitted in this area to improve bus accessibility and road safety combined with the provision of a dedicated loading bay to support businesses.
4. Parking bays to be inset into wider footways and street trees introduced. Parking and loading restrictions to be reviewed with the aim to provide greater turnover of parking spaces and improve the pedestrian environment.
5. No parking will be permitted in this area to improve bus accessibility and road safety combined with the provision of a dedicated loading bay to support businesses.
6. A new cycle hub with cycle parking to be provided next to Kensal Rise station. Existing parking spaces in this location will be relocated on-street in newly identified parking locations on Station Terrace and in the local area.
7. Bus stand locations for existing terminating bus services 28, 302 and 452.

Proposed Road Layout and Features

Station Terrace Proposals
8. Footways to be widened near bus stop KH and KJ.
9. Existing pedestrian crossing to be removed and two new signalised pedestrian crossings to be introduced near Bolton Gardens and Chevening Road to improve pedestrian access and road safety.
10. Footway-level parking and loading pads to be introduced along with planting.
11. Footway to be widened next to ARK Franklin Primary Academy (on Harvist Road).
12. Improved northbound cycle lane to benefit cyclist safety on the uphill approach to the railway bridge to be introduced.
13. Pedestrian crossings to be introduced on Bolton Gardens, Mostyn Gardens, Chevening Road and Kempe Road junctions.

Chamberlayne Road Proposals
14. Existing pedestrian crossing to be removed and two new signalised pedestrian crossings to be introduced near Bolton Gardens and Chevening Road to improve pedestrian access and road safety.
15. Footway-level parking and loading pads to be introduced along with planting.
16. Footway to be widened next to ARK Franklin Primary Academy (on Harvist Road).
17. Improved northbound cycle lane to benefit cyclist safety on the uphill approach to the railway bridge to be introduced.
18. Pedestrian crossings to be introduced on Bolton Gardens, Mostyn Gardens, Chevening Road and Kempe Road junctions.
Existing Road Layout

Kilburn Lane / Chamberlayne Road Proposals

- Footways to be widened between Harvist Road / Mortimer Road and Pember Road junction on the western edge with tree planting introduced.
- Parking to be inset into footway to remove pinch points and delays to buses and other traffic. On-street parking restrictions to be further considered with the view to improving the flexibility for parking, loading and creating a better pedestrian environment.
- Six shared pay & display / residents’ parking spaces removed from the eastern side. Four spaces relocated to the western side of Chamberlayne Road to help improve traffic movement.
- Existing pedestrian crossing to be widened and improved.

Proposed Road Layout and Features

Brent Council is working in partnership with Westminster Council to improve pedestrian road safety at the Harrow Road / Ladbroke Grove / Kilburn Lane junction. This scheme will also include:
- the extension of the bus cage next to bus stop KN
- the removal of the stepped kerb and better enforcement next to bus stop KT.