

Kensal Corridor Improvement Scheme Consultation

Consultation period: July 2019

QUESTIONNAIRES SENT – 730

QUESTIONNAIRES RECEIVED – 37

RESPONSE RATE – 5%

(Brent)

Q1 – Do you agree with the proposed scheme? (Brent)

YES	NO	NO OPINION
32	5	0
86%	14%	0%

QUESTIONNAIRES SENT – 239

QUESTIONNAIRES RECEIVED - 8

RESPONSE RATE – 3%

(Westminster)

Q1 – Do you agree with the proposed scheme? (Westminster)

YES	NO	NO OPINION
6	1	1
75%	12.5%	12.5%

Borough Wide (On the periphery of the consulted area)

Q1 – Do you agree with the proposed scheme? (Not within Consulted area)

YES	NO	NO OPINION
143	39	8
75%	21%	4%

EQUALITIES

Residents completed the Equalities Monitoring Questionnaire.

Asian or Asian British

1 – Asian British 1 – Asian Other

Black or Black British

3 – Caribbean 1 – Black British

Other Ethnic Group

1 – Eastern European 1 – Other Ethnic Background

White

13 – British/English/Welsh/Scottish/Irish 2 – Irish

7 – White other

Disability

2 - Considered themselves with disability

23 - Do not consider themselves with a disability

1 - Prefer not to say

Gender

14 – Female 11 – Male 1 – Prefer not to say

Age

1 respondent was 16 – 24, 3 respondents were 25-34, 12 respondents were 35-44, 1 respondent was 45 – 54, 6 respondents were 55-64, 5 respondents were 65-74, 1 respondent was 75+, 1 respondent prefer not to say

Religion

2 respondents were Agnostic, 16 respondents were Christian, 2 respondents were Muslim, 8 respondents were No religious belief, 1 respondent was Other and 1 prefer not to say

Sexual Orientation

1 – Gay woman/Lesbian 24 – Heterosexual, 1 – Bisexual, – Prefer not to say

Responses from Resident Associations etc.

Kensal Triangle Residents Association (KTRA)

(Comment - Please accept this as the KTRA - YES - support for the Kensal Corridor Scheme)

Queen's Park Area Residents' Association comments on Kensal Corridor Improvements consultation (March 2018 comments, re-submitted)

Comment - QPARA offers the following comments on the July 2019 Kensal Corridor Improvements consultation. Since many of the association's March 2018 comments on the first round related to design detail and are still valid, these are resubmitted (as below). Local Street Representatives were invited to add any further points this July. Strong emphasis has been placed by members this time on the need for the scheme to play a part in resolving serious ASB and related issues on Keslake Road especially at the junction with Chamberlayne Road. The proposed plans for the 'pocket park' there require design review to ensure that these are not a focus for activities detrimental to the neighbourhood. QPARA strongly supports all efforts to resolve these issues, expressed at a recent large meeting of residents and through other channels, which are causing major concerns in the street and near neighbourhood.

Queen's Park Area Residents' Association (QPARA) provides the following comments on the consultation. These flow primarily from views expressed by Street Representatives and members in streets in Brent's defined area for household consultation (i.e. between Milman and Chamberlayne roads) which the association agreed would be the core of its response. There are further QPARA-wide observations in the final section below.

While there is general support for the proposals from these members and positive views, caution is nevertheless expressed about particular elements:

Regarding **Chamberlayne Road**, there is clear support for the aesthetic / environmental improvements including paving and planting of trees. While the objective of reducing congestion is also welcomed, narrowing of the carriageway has more qualified support, which is not universal. Members' comments include that 'pinch points' may be difficult to relieve fully, and that narrowing the carriageway will limit the chances for vehicles to overtake buses at stops, so traffic will consequently move at the pace of the slowest bus loading / unloading. Another observation is the risk that delivery drivers may stop on the proposed reduced width roadway causing worse pinch points unless monitoring and enforcement improves greatly. Concerns remain about air quality improvement, which clearly relates to success in reducing congestion. Separately, concerns are expressed around parking, such as possible impact of driver behaviour - for example delinquent parkers such as delivery vans may be tempted to park in non-designated areas on the widened pavements. Suggestions include providing higher kerbs or bollards to address this potential issue.

While firmly supporting the proposals for **Station Terrace** and the improvements to the environment there, concerns are expressed that too many buses will still terminate there. While moving a bus stop (for route 302) is seen as a very positive step, this is not seen as improving the overall bus situation sufficiently - so it is suggested that the area may need yet more imaginative upgrading to address this. One Street Representative summarises this view - that overall the impact of proposed improvements by the station and Tesco's may unfortunately be limited by this bus terminating issue. On another front, a concern from local businesses relayed by a Street Representative is a fear of loss of pay and display parking on the terrace, echoed by a resident member's comment that removal of parking will put pressure on the limited parking there, especially on short term parking. Regarding finer details of the scheme, one suggestion is that the steps down to the terrace could be improved as part of the project - presumably this could be achieved at nominal cost.

Comments are also made about issues at the pedestrianised **junction of Keslake** and Chamberlayne roads. This area of raised planters, benches and cycle way was created several decades ago and the paved surfaces, brickwork and benches have degenerated seriously. Much attention is needed to improve these, and we suggest in advance of this that a dialogue should be rekindled with street residents and QPARA about how to enhance this area.

Expanding on the **air quality** issues above, QPARA strongly supports environmental improvements that also reduce congestion. Therefore, members would value sight of the summary technical analysis that demonstrates that congestion will be reduced by the scheme, including traffic flow assumptions, key improvements expected etc. - listed in quantified terms where possible - *before* works begin and then annually starting one year after completion. The quantified items would include traffic numbers and average speeds and NO2 pollution. This would give assurance that increased speeds (if achieved) will not attract more traffic and thus negate any marginal gains. Congestion and pollution are a ward-wide problem, so nor would QPARA wish to see traffic displaced to other streets. The comments above on the volume of buses at the terminus are also relevant to these concerns, not least for the impact on the residential streets in that near vicinity. Earlier work on the scheme included wider transformation here - this should be kept in view.

On finer detail, an observation is made that the sightlines for right-turning traffic and cycles from Chevening to Chamberlayne roads are already flawed and the situation should not be exacerbated by planting a tree in the line of sight or other modifications that would make matters worse.

Brent Cycling Campaign - We oppose this scheme

Whilst addressing the need to make this area nicer, the proposal is shockingly poor for cycling. This scheme will not deliver on the objectives originally set out, nor lead to changes in accordance with the Council's own target of 5% cycling modal share by 2025 as detailed in Brent Council's own Long-Term Transport Strategy. This proposal does not align with the Mayor's Transport Strategy which aims at 70% of people living within 400m of a high-quality cycle route by 2041. Any new scheme should closely follow those principles in order to meet these objectives. With 13,190 vehicles per day on the Kensal Corridor, this proposal also goes against TfL's own guidelines for cycling provision quality criteria, which recommend against mixing cycling with level of motor traffic over 500vph at peak times without separation. On Chamberlayne Road, in the morning, there are 710vph going southbound, and 429vph going northbound and in the evening it's 781vph/826vph. Through motor traffic represents 50% of all traffic and buses 5% of this.

This scheme does not follow the Healthy Streets approach, failing partly or completely on most indicators: inclusive; clean air; relaxed; things to do and see; feel safe; people choose to walk or cycle; not too noisy; places to stop and rest; shade and shelter; and easy to cross).

We also note that the objectives have changed from the first plan (2016) which were:

- Number of buses, impact on the local environment, and air quality,
- Congestion,
- Road danger.

Objectives (2019)

Improve bus facilities, movement and accessibility

The latest design proposal and subsequent meetings with consultants have failed to demonstrate how this objective will be achieved. The main cause of delays for bus movement is the excess of private motor through traffic vehicles using Chamberlayne Road. This scheme does not seek to address this.

Improve Kensal Rise station access / interchange

Apart from cosmetic improvements, pedestrians and bus users will not see a big change when accessing the station. For people cycling, the idea of a contraflow on Station Terrace to access the station directly from Chamberlayne Road seems to have been dropped. Instead, it has been suggested that people would have to go around the back streets. This is not acceptable. Cycling is a means of transport in its own right. In addition, contrary to driving private motor vehicles, cycling is part of the solution for any urban environment improvements. Cycling needs to be made convenient and direct.

Improve the environment and provide improved crossings for local residents, businesses and visitors/Widen pavement to facilitate walking

A few more crossings will not change the fact that the volume of motor vehicles, with all its unpleasantness of noise, pollution and road danger, will remain the same. Local residents and visitors will have to make do with new inset parking bays, taking space from the newly widened pavement. Even with time restrictions for parking, the issue as always will be enforcement. The scheme fails to demonstrate how

the environment will be improved. Buses currently using Chamberlayne Road are diesel. They are often idling either at a stand or stuck in traffic. Since through-motor traffic is not addressed, congestion will continue to occur and so will stationary, stop-start polluting traffic.

Add new bus shelters and widen waiting areas

The priority should be to shield bus users and other road users from pollution. This proposal fails to reduce or remove pollution as its main cause (excess through motor traffic) is not addressed. We are concerned that the scheme may encourage users of the Kensal Corridor to spend more time exposed to pollution.

Reduce congestion and associated pollution

The scheme and subsequent meetings with officers and consultants failed to demonstrate how this is going to be achieved. There is no evidence that straightening and narrowing a road lay-out will lead to reduced congestion and pollution. There is plenty of evidence that the way to achieve this is to reduce through-traffic and prioritise people over motor traffic. Having cleaner buses would help too.

New cycle lanes, cycle parking and improved accessibility

The proposed provision for the very short and disconnected protected cycle lane make little sense and will not improve conditions for people cycling. As proposed, buses and individual motor traffic will be allowed to drive over the cycle lane leaving Station Parade. This will create conflict and damage the surface of the narrow lane. This will deter children and less confident people from cycling on Chamberlayne Road just as it is at present. Where there will be no provision, it will make it more dangerous for people cycling as the road will be narrower and straightened. This will make aggressive close passes more likely and there is a risk that motorists will go faster.

When we queried the absence of provision on the rest of the corridor with the consultants, the reply has consistently been that "people should cycle in the middle of the road as it is their right." This is not only wishful thinking, but denotes a serious failure to understand the reality of cycling in a road with over 700 vehicles per hour at peak times, which is a cause for grave concern.

The painted cycle lane will not provide the protection needed on this specific location with the level of traffic recorded. It does not connect to anything. Chamberlayne Road has been identified by TfL in its Cycling Strategy Analysis as a high potential cycling route, it is therefore a missed opportunity that the current improvement scheme isn't more ambitious and doesn't aim to implement changes now that would benefit the entire area, in line with the Mayor's Transport Strategy and Healthy Streets' core principles. We understand the restrictions due to width and requirements for bus traffic, but the solution then, should be to reduce the level of motor traffic with measures that are proven to work.

Information over the segregated cycle lane has been patchy and unclear. The illustration provided doesn't seem to relate to a kerb intervention. We reiterate the need for good practice with regards to protected infrastructure. In addition to providing protection to vulnerable users, they should make it very clear that they preserve priority for people cycling on main roads with dense traffic and they should have an absolute minimum width of 1.5m.

In the absence of details with regards to the kerb we would like to point out the need for a 'forgiving kerb' to avoid the risk of wheel clipping, angled at less than 45° to level, and preferably at ~30° to level. This benefits people cycling, who can use the full width of the track, and people walking, who can cross the road more easily.

Given the narrow width of the proposed mini protected cycle lane, we suggested that perhaps some intermittent wand orcas might be better than a kerb. The space in between would allow faster riders to choose to take the main carriageway to overtake others cycling on the narrow protected lane.

The risks of left hooks, where motor vehicles turn left into a cyclist proceeding straight ahead, has not been addressed at any location and this is a significant concern. Advanced Stop Lines do not count as improved cycling conditions. These are often inaccessible or occupied by motor vehicles and they lead to dangerous situations because they encourage people cycling to approach junctions in the blind-spot of large vehicles.

We suggested during a visit on site in the summer of 2018 the addition of a parallel crossing leading to Ibert Street. This would enable people cycling to cross safely over the filtered road in Westminster. We reiterate this suggestion. The filtered road is currently not usable due to parking, we suggested the removal of one parking space and reallocation of that space for people cycling.

We welcome the additional cycle parking facilities. We pointed out to the need to also provide inclusive facilities to accommodate non-regular cycle users and referred to the latest Inclusive Cycling Guide published by Wheels for Wellbeing.

Improve road safety

This proposal will do little to reduce road danger. Danger comes from motor traffic, the level of which will be the same. Vulnerable road users, who represent half of all victims of road crashes at this location, will still have to move along the road with the same level of traffic. Furthermore, the pavement level parking bays will blur the distinction between pedestrian space and motor traffic space. There's also the risk of abuse prompted by the lack of enforcement.

Introduce a 20mph speed restriction between Mortimer Rd and Harrow Rd junction making the whole corridor 20mph

This is welcome, however enforcement is the key in such restriction. We suggest a borough wide approach to 20 mph rather than the piecemeal approach continued by this scheme.

Improve parking and loading facilities for local businesses

What evidence has been used to determine that parking for motor vehicles is necessary on Chamberlayne Road? There is plenty of research that shows the economic benefits that a pleasant shopping destination has on businesses. Where shoppers and visitors can stay longer, where shops are conveniently accessible with a low risk of road danger, where people can shop and rest at will without stressing or being exposed to pollution. Given the current climate emergency, which Brent has recently declared, every effort must be made to enable people to leave their cars at home and spend time enjoying their local high street rather than driving to distant shopping complexes. One of the key pledges in the Mayor's Transport Strategy is that 80% of all journeys in London will be done by walking, cycling or taking public transport, not by car or taxi or private hire vehicle by 2041. Any new schemes should take this into consideration.

Improve the public realm and provide quality including new pavements and carriageway Resurfacing

Quality pavement will not be enough to mitigate the effects of the current impact of through traffic and associated pollution. One of the most polluted primary schools in London is located on Chamberlayne Road, and even if the children walking to school will enjoy the new pavement, we are confident they would prefer fully working lungs as well as being free from respiratory illnesses that will affect their entire life. This must be prioritised over cosmetic changes.

Develop community greening schemes including greening to Station Terrace and a series of pocket gardens along the high street

The proposed pocket parks will be where the existing modal filters are. We have been given mixed answers over the fate of those fully functioning bollards. Since they do not appear on the design available for this consultation, we are concerned that this omission will result in the construction team removing them and not replacing them with anything to ensure the current effective filtered permeability.

Pocket parks are nice, but given the most urgent issue of the level of motor traffic, road danger, lack of active travel, and pollution, we suggest these purely cosmetic changes are not a sensible use of funds. We understand that some members of the local community are happy to be involved with the greening schemes however, it is surprising that maintenance and upkeep will be left under the responsibility of local residents. One would have thought that with the level of funding awarded for this scheme, there would be some provision to ensure continuity of care from the council rather than relying on the good will of local residents.

Declutter redundant signage

This is to be expected as part of any scheme and it is surprising to see this as an objective.

Work with TfL to optimise the operation of traffic signals at existing junctions

We haven't been given much details over this and the leaflet which will form the basis upon which residents will decide whether to support this scheme or not does not contain any information about this.

Other relevant statistics from the Council's Long-Term Strategy (2015-2035) (1):

- 84% in Brent support more walking and cycling (1)
- 94% place "road safety" as the main barrier to cycling (1)
- 92% in Brent want high streets to be more attractive (1)
- 89% in Brent want better air quality (1)
- 50% of Brent households do not own a car (London Transport Demand Survey, 2016/2017)

For reference, here's our response to the consultation last year.

We would like to reiterate the urgent need to think again and address the fundamental issue of cutting through motor traffic as this is key to successfully implement the objectives as set out by this scheme. Although a beautification exercise is certainly welcome, this should not be the priority, reducing pollution, reducing road danger and enabling active travel must be Brent Council's priorities on the Kensal Rise Corridor.

Athelstan & Brands Residents Association – Agree with the scheme

Clean Air for Brent (CAfB) – Do not support the proposal *(CAfB continues to have grave concerns about the endemic air quality problem in the locality, as the proposals do not provide any compelling solution to this.)*

Aylestone Park Residents and Tenants Association APRATA - I strongly support this scheme.

As a representative of APRATA on the consultative group which has worked for about 3 years putting it together, I and my colleagues have been informing members of continuing progress and I can say that in general our residents have been supportive but with queries. I thank those in Brent and Urban Flow for all their hard work detailing out a scheme which will be a huge improvement to our local high street. These are remaining niggles:

1. The plans are probably not to scale and this is difficult to measure, but I originally thought that the inset parking bays would be constructed by the pavement moving out by 1m and the roadway moving in by 1m. However, kerbs seem to be shown moving out 2m. Where there is parking between Mostyn Rd. and the Harvist-Mortimer intersection, that would not leave enough room for 2 buses to pass. Even if it seems that there are enough feet on the plans, in reality the individual nature of drivers comes into it - some are confident of narrow spaces, others are not.

2. At that raised kerb at Buller Rd. in front of Vicki's Cafe, there is a bad pinch point because buses pull partly into the opposite lane to negotiate bend. Yesterday I stood there to observe why, and it seems the back offside wheels would actually hit the kerb if they did not do so. On the plans it is difficult to see how much of the bend is removed or whether the raised kerb is removed - it should be and the curve straightened out as much as possible.

3. Westminster Electric, the Tile Shop, Cresswell Carpets and the plumbing shop further along have no rear access for deliveries: if all spaces are parked up by residents and pay-and-display customers between Kilburn Land and Bannister Rd. and up to the RR bridge, and the roadway is narrowed by 2m (see 1. above) where are they meant to use for deliveries? Their delivery lorries would have to double park, which would allow just one lane of traffic to move.

4. Tesco's next to Nando's must be forced to install rising bollards to prevent customers parking in their delivery space! Even if their delivery truck is using the space, sometimes a

second arrives and it simply double parks. With the new inset parking opposite, that would simply block traffic completely! Their logistics must be changed and enforced.

5. The pop-up fruit and veg stall outside Pelican News daily encroaches on the pavement and uses the flower beds for their boxes, tarpaulins, etc. Is that a legal operation? It needs controlling if the new Keslake Rd. pocket park is to be successful.

6. The public toilet is not on the plans: we trust it is to be retained! Many years ago (long before KRRRA was formed) we worked hard to get that installed, as the "gardens" on Station Terrace were being used as a public loo. Yesterday I noticed it is closed. Furthermore, a phone box was [allowed to be] installed so close to it, that it is difficult to read instructions and use it. What is going on there? The phone box should be removed and toilet re-opened and definitely retained.

7. The advertising sign near Minkie's should be removed: it is tacky and the moving adverts can be very confusing for motorists; it just adds to a confusing street-scape.

8. How far does the pavement extend into the roadway at the 302 bus stop on Station Terr.? Given there is parking opposite, moving it into the roadway much would mean nothing could pass if there is a bus there. Tempers fray quickly and it could take up to 2-3 minutes to load a bus.

9. The new parking bays on both sides of the road on Station Terr. and Purves Rd. at the bend could be potentially dangerous: there is a double bend there, and traffic is often on the wrong side of the road which is two-way between Langier Rd. and Linden Ave.

10. The improved traffic-flow this scheme is attempting to design in will not work without enforcement! I cannot stress this too strongly. This is especially needed along Kilburn Lane and at Station Terrace near Tesco's, where there is continual parking on double yellow lines.

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on behalf of the Kensal Businesses – support the scheme.

I write to state that _____ and I support this scheme 100% and would like to thank all those who have dedicated their time to its development.

As representatives for the businesses along the corridor, we appreciate the consideration given to improving the parking, delivery, loading and access facilities for the many small independent traders and the improvement for the more corporate outlets.

We do realise that this is not a 'one off cure all' but an excellent start to an ongoing project of improvement that we will continue to support wherever possible.

Simply keeping the traffic/buses moving and making the environment more user friendly is of benefit for both businesses and residents.

Those of us committed to this project love where we work and live and really appreciate this opportunity.

Hopefully, we can all continue to work together to make this project a success and an achievement of which to be proud.

Tracy Brent. Business owner and also resident of 37 years.

Statutory bodies

The Police – No comments received

Fire brigade – No comments received

Local Cllrs – support the proposals

Summary of comments received (extracted from the returned questionnaires);

Banister Rd

What will be the speed limit for vehicles and cycle?

Chamberlayne Rd

- Very much looking forward to a greener chamberlayne rd & new pavements. Long overdue.
- Improvement outside moberly is needed due to cars parked on yellow lines causing chaos.
- Looks wonderful & will greatly enhance the area.
- My business wholeheartedly supports the proposal.
- Tree - Yes, New Pavements - Yes, Mini Gardens - only if they are well maintained.
- Thanks but stick with timetable please.
- Looks excellent, new paving and greenery very welcome.
- Make from 104 Kilburn Lane to Chamberlayne Rd one way, coming up to 104 Kilburn Lane.
- proposal would be improved by extending the 20 mph along Chamberlayne Road towards Kensal Rise station and enforced.
- Globally like the scheme but have concerns.
- I love it.

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Dagmar Gardens

- This is needed now not in 2 years.

Kilburn Lane (Brent side)

- Would it be possible to extend the 20 mile on kilburn lane to junction Banister Rd?
- As soon as possible please.
- More green spaces.
- The traffic is horrendous.
- Consider controlling the traffic on Chamberlayne Rd instead.
- Scheme is nice and will improve the station area, however too many parking bays are being removed.
- Fine for visitors/businesses but the residents are the ones that suffer from air pollution, fumes etc.
- Seems to be a good plan which will lead into improving the neighbourhood.

Kilburn Lane (Westminster side)

- Do you have further plans with Westminster to manage traffic and congestion as road is too busy.
- Only concern is it doesn't go far enough, there should be more green areas & traffic restrictions.
- Pls consider making the crossing (tesco side/o.s travis perkins) safer for parents and children.
- Reversal of 1-way traffic on Regent St will cause immense problems.
- For this scheme to benefit my family I want to be contacted by the relevant departments as the impact for my family is enormous g .

Comments received from streets surrounding the proposed area

- only found out about this because I'm part of the Kensal rise Facebook group.
- this has been a missed opportunity to stop buses turning into Station Terrace and using the residential streets as a roundabout.
- disagree with the proposals as there has been no consideration to improve air quality and reduce the number of busses.
- changes will significantly improve the public realm in this popular street and residential area.
- would like to see increased pedestrian areas and proposals to make better use of station terrace rather than leaving it as a bus depot.
- would prefer to see keslake opened to through traffic as this puts more strain on the other residential roads.
- drawings do not show the old light street furniture on the Kensal rise island which is a historic feature which should be retained.
- There needs to be a lot more vegetation and trees planted.
- oppose any scheme which continue to use station terrace as a bus depot.
- limited space by fruit and veg stall outside pelican news.
- With easier pedestrian walkways, less pollution the local school and community will thrive.
- Don't cut the number of busses. People without cars use them.
- Area is in important need of an upgrade.

- Please get the parking bays off of Chamberlayne road and get the buses flowing.
- would also like to see a reduction in the number of buses and a relocation of the major bus station.
- It is fantastic, this is great news for our family.
- Please can you consider any potential impact on traffic on parallel roads.
- concerned about the suggestion that the one-way system in Regent Street could be reversed.
- Any scheme that improves public transport in Chamberlayne Rd would be beneficial to the area.
- it doesn't take enough into account the traffic flow, which is already pretty bad.
- Harrow Road/Kilburn Lane road junction busy and notorious for traffic incidence not addressed.
- would like the council to address the mayhem on Kempe Road caused by parents double-parking every afternoon.
- I live on Clifford Gardens and it really is a rat run with cars going much quicker than 20mph.
- the improvement of Kensal Corridor should aim to prioritize pedestrians, green areas, bikes and safe areas for children and old people.
- People consistently park on single and double lines for hours with no tickets.
- I can't tell if you have removed parking from the roadside at the lower end of Chamberlayne Road before Kilburn Lane.
- Buses should be parked elsewhere.
- serious traffic contravention that is occurring on Pember Road on a daily basis.
- Scooters continually mount the pavement and cut across the pocket garden on member road.
- understand that part of the purpose of the project would be to reduce congestion and that a good way to do that it to encourage more cycling.
- I agree but I would also like to see improved safety in the neighbourhood.
- Please think about antisocial and violent behaviour that can be encouraged by providing seating areas.
- Keslake road is under attack at the moment from drug dealers and drunks.
- Agree with broad aspirations of the scheme and broad solutions.
- Please can we have more trees planted on Purves Road.
- Overall, I think this initiative is GREAT and long overdue.
- illegal parking is causing most of the problems on Kilburn Lane Chamberlayne road NOT our wonderful bus service.
- I welcome wholeheartedly the proposed improvements, but the quality of the air we breathe in the area must be given greater priority.
- I have seen the Kensal corridor become noticeably more congested (and dangerous) in recent years so I welcome any scheme that aims to improve it.
- There is far too much traffic on Chamberlayne Road, the air quality is so poor.
- we have seen an escalation of crime recently and the way the end of the road is currently designed exacerbates this due to the high level of criminal activity in the street, I support the alteration of the Kensal Rise end of the street.
- if they are executed properly, and maintained thoroughly once they are in place, will help to reduce the anti-social behaviour at the Ladbroke end of the street.

- This is a great initiative thank you and I am largely in favour as it will make the environment prettier.
- I don't agree with the proposal because it's so similar to what we have already.
- grooming of young school children happen, knives are hidden in the shrubs and drug smoking and deals are done on an hourly basis. We need help. Desperately.
- no improvements will compensate for the 6+ double decker buses cluttering Station Terrace.
- Consider rearranging the bus parking outside Tesco and making the bus stop recessed on the main road.
- It's a bland and uninspiring proposal but I don't wish to take issue with the overall scheme.
- I think one of the major issues is that we have a large number of buses that travel up from the Harrow Road to Kensal Rise.
- My concern with up-lighters is that they are broken with in few years,
- Broadly agree with the scheme, especially improvements around Station Terrace as locals, we are interested in the opportunity this refurbishment provides to enhance other aspects of the area.
- we're very happy to see the area is being reviewed.
- here are no cycle lanes up chamberlayne road. It's already dangerous enough.
- I have found it difficult to understand the proposal scheme.
- It seems largely cosmetic and doesn't address the underlying issue.
- welcome the proposal to improve the environment for pedestrians and to increase the amount of planting.
- Very much in favour of smartening up my local area to reflect its status as a desirable place to live.
- The plans look very good and will undoubtedly improve the area.
- think this is a great scheme for the area and will improve traffic flow and pedestrian access up and down the corridor.
- Firstly, I want to congratulate the relevant team on this undertaking.
- We need to improve congestion on the high street urgently.
- Please be aware of people congregating outside the bars at closing time and queuing to get in. Carnival is a nightmare.
- While the proposed plans for the Station Terrace area will be a positive change, the section needs substantial changes to the number of buses or bus routes using this area.
- wonderful proposal let's hope it can be done.
- think a massive factor that has been overlooked is the build up at the top end of Banister Road which also leads to a big part of the congestion on Chamberlayne Road.
- It's going to really improve a very tired and (sometimes) an unsafe high street.
- Hope this will reduce pollution and make it safer for pedestrians.
- Really keen to improve public realm in the important area.
- Will help to rejuvenate the area.
- Would be good to see plans as part of the consultation.
- an imaginative attempt to balance a variety of demands and has my full support.
- The scheme must also help in minimising anti-social behaviour in this area.

- the scheme will help to rationalise things and give a better overall and more cared for appearance to our neighbourhood.
- It is about time that care and transformation were applied to Kensal and Chamberlayne Road.
- Overall I like the proposed plans, can you please more detail as to parking plans for people coming to the area and disabled parking plans.
- Excellent plans!
- Could provide huge improvement to area and safer road.
- The road needs to be fixed especially in front of the schools.
- I really appreciate this proposal, and am glad it's happening but I do have a few major concerns.
- That whole area around the new sports centre is a bit of a mess - this should help.
- Traffic calming and the proposed landscaping will greatly enhance the streets.
- Much needed.
- What incentives for local people to get involved?
- Will hugely improve traffic flow, vital especially in area with schools and families.
- Would be nice if you could move those bus stands away from the proposed garden next to station terrace.
- The area has appeared neglected and run down for a long time with a lot of congestion here is currently an illegal level of air pollution and a recently declared climate emergency.
- Important not to make pavements too wide and increase congestion.
- Changing the route into Regent Street will cause a Rat Run in Wakeman Road.
- I have to vote "no" because the consultation does not give the opportunity to agree or disagree with particular aspects.
- Whatever you do, please plant more TREES.
- do not think these proposals will actually respond to and deliver on the intended objectives.
- Extremely needed in a booming area.
- It sounds like a great improvement for our wonderful community.
- These developments are so needed and very welcome.
- would greatly appreciate the opportunity to benefit from real improvements, and investment to the area I live in.
- Will transform the look and feel of Kensal, and hopefully instil pride in the locals and youth so that they take care of it and each other.
- I would greatly appreciate the opportunity to benefit from real improvements, and investment to the area I live in.
- I don't see how it can reduce pollution or congestion.
- Road needs much needed improvement.
- This area is experiencing dangerously high levels of pollution as it stands. Do not sacrifice our health any further.
- The traffic flow needs to be improved and idling busses need to be removed as the air quality is in dangerous territory.
- Get rid of cars and make more green.

- I have not looked at the scheme in detail, however I support the aims of making the area more pedestrian and cyclist friendly, reducing congestion and pollution and greening.
- Waste of money doing it up but no one will maintain it just like no one maintains it now.
- This is an area that as it stands attracts major anti-social behaviour.
- concerned with the proposed design for the garden at the end of Keslake road.
- re Install public conveniences and use the rest of the budget to reduce our council tax.
- ANYTHING THAT WILL HELP TACKLE POLLUTION ON THE STREETS IS WELCOME.
- Investment in Kensal Rise and in enhancing the provision for the community in terms of road safety congestion and aesthetics is welcome.
- anything that adds more foliage and reduces pinch points for traffic is a good thing.
- I think the area needs improving. reduce parking down Chamberlayne and try and reduce traffic being slowed down.
- I don't know enough of the detail really to have a clear opinion.
- Great to see the proposal. It will certainly beautify the area.
- We are concerned about increasing crime on Keslake Rd and problems with loitering - near the intersection with Chamberlayne Rd.
- As a resident of keslake road my number 1 priority is a complete reworking of the closed end of keslake road.
- Plans outside Tesco do not seem massively different from existing we need to reduce bus traffic as pollution is too high and they drive too fast the area should look more pedestrianised.
- It's not dealing with the extent of the motor traffic at all.
- Too many buses, less parking spaces.
- Please focus more on pedestrian and cycle access, reducing traffic and pollution.
- Does nothing to address awful pollution, seems to be adding to the problem.
- Looks good. BUT also need to consider battleships yard whose trucks rip up.
- an unacceptably high level of violence in recent months, with two stabbings on Keslake Road and someone seen brandishing a gun.
- support the principles of improving the pedestrian experience.
- Residents also need to understand that hanging out with friends, wearing goodies and being Eastern European aren't offences- drug dealing, carrying offensive weapons are.