

	Delegated Approval Report
	Report to the Head of Highways and Infrastructure
REPORT TITLE	
Kensal Corridor Improvement Scheme	

Wards Affected:	Queens Park
No. of Appendices:	Appendix A - Public Consultation Responses Appendix B - Consultation Leaflet Appendix C - Consultation Questionnaire Appendix D - Brent and Kilburn Times Article Appendix E - Brent and Kilburn Times Article Appendix F - CafB letter Appendix G - KRRRA letter
Background Papers:	None
Contact Officer(s): (Name, Title, Contact Details)	Sandor Fazekas, Project Development Service Manager, Highways and Infrastructure, 020 8937 5600

1.0 Purpose of the Report

1.1 The aim of this report is to:

- Provide the Head of Highways and Infrastructure with an update on the progress of the Kensal Corridor Improvement Scheme
- Provide a summary of the outcome of the latest round of public consultation for the Kensal Corridor Detailed Scheme
- A collated response to the comments, concerns received, and
- Outline recommendations and next steps.

2.0 Recommendations

2.1 It is recommended that the Kensal Corridor Improvement scheme progresses to final detailed design and statutory consultation for implementation on the following basis:

- The scheme has been fully consulted on two separate occasions, with substantial support (over 80%) for the project objectives and identified measures, including a majority or representatives from the Kensal Consultative Group that was set up to help steer the community project involvement
- Transport for London, London Buses, and representatives from Kensal Business Association, Kensal Triangle Residents' Association, and Westminster City Council support the project. Queen's Park Area Residents' Association (QPARA) also support the proposals with some advisory caution expressed on some specific elements which are discussed and addressed in this report. Whilst outside of the consultation area, Althelstan & Brands Residents Association and Aylestone Park Residents and Tenants Association (APRATA) agree and strongly support the scheme, respectively
- The scheme makes significant steps in reducing the negative impacts of impeded bus movements on the road corridor, encourages greater local active travel whilst supporting a significant improvement in the quality of the public realm and local environment. Some comments and concerns have been expressed about the ongoing presence of bus stands in Station Terrace, traffic volume and air quality. In addressing these, and the issue of traffic congestion, the council will continue to liaise with TfL, London Buses and other key stakeholders on opportunities to rationalise bus services along the corridor and relocation of bus stands when existing bus service agreements come under review.

3.0 Project Background

3.1 Brent Council has been allocated bus priority funding by Transport for London for the development and delivery of bus reliability and accessibility improvements on Kilburn Lane, Chamberlayne Road and Station Terrace over 2018/19 – 2020/21.

3.2 Working very closely the Kensal Consultative Group (KCG), which was set up to help oversee community involvement in the project, we commissioned consultants Urban Flow (transport planning) and BDP (public realm, landscape and engineering design) to develop a masterplan and, more recently, detailed scheme designs in collaboration with the KCG, TfL and London Buses.

3.3 This community-led movement and public realm scheme has been developed to; reduce bus journey times, improve bus stop accessibility and station interchange, encourage active travel, improve safety and enhance the quality and sustainability of the local environment.

3.4 Whilst at the outset the main objective of this TfL sponsored project was to improve bus journey times and bus stop accessibility, a holistic approach to street design has been followed, with the aim of also improving key elements

in line with the current Mayor's Transport Strategy and associated policies, including more recently, TfL's Healthy Streets approach. The proposed improvements are listed below:

- The quality of the pedestrian environment, including significant footway widening and renewal, improved pedestrian crossing facilities, seating and signage.
- Access to Kensal Rise station from Station Terrace including enhanced bus interchange, wider footways and bus/station waiting areas, better pedestrian crossing facilities, seating and signing.
- Cyclist access and parking amenities along the corridor including a bespoke cycle hub at Kensal Rise station.
- Supporting local businesses through improvements to parking management, waiting and loading provision and restrictions.
- Enhancing the quality of the wider public realm, landscaping and environment including the upgrade of three pocket park areas and provision of new public space next to Kensal Rise station.

Public Support for the Masterplan

3.5 In summary, the outcomes of the masterplan scheme public consultation in February / March 2018 were:

- In total 5,250 consultation leaflets and questionnaires were posted to residents and businesses. We received 659 responses giving a strong response rate of 12.5%
- The majority of respondents, 80%, were in support of the proposals. A further 10% expressed that they had no opinion and the other 10% were not in favour of the scheme.
- Of those respondents that didn't support the scheme the reasons were related largely to the anticipated loss of parking in Station Terrace, which was subsequently addressed through a meeting in Station Terrace with local businesses. Other concerns which mainly related to the negative impacts of traffic volume on air quality, are further considered in this report.

3.6 Information about the development of the masterplan and the final issues and opportunities report is available on the Councils website;
<https://www.brent.gov.uk/your-community/regeneration/kensal-corridor/>

4.0 Detail

4.1 Following the successful public consultation of the masterplan in February / March 2018, BDP Public Realm Designers and Engineers were commissioned to develop the scheme in further detail through a competitive tender process.

4.2 Working closely with the Kensal Consultative Group, TfL and London Buses, related investigations included a joint site visit to a scheme in Lambeth, a review of the masterplan consultation responses and a road safety audit (RSA) where undertaken. The proposed detailed scheme was developed and then consulted upon in July 2019. The consulted detailed scheme included the following main measures:

Buses

- Provision of a dedicated bus stop for the 302 on Station Terrace to mitigate the present bus 'double-looping' around the Station Terrace area and across Chamberlayne Road and the associated road safety and congestion issues.
- Footway widening including the area outside Tesco on Station Terrace to accommodate a bus shelter, greater passenger standing space and a better kerb alignment to improve bus stop accessibility
- Carriageway realignments, relocation of residential parking outside the Overground Station and improvement to the on-street parking and traffic management restrictions to mitigate the impacts of parked vehicles on bus flows, bus stop accessibility, congestion and associated manoeuvring delay during busy periods of the day.

Traffic Flow and Road Safety

- The relocation of parking bays on Kilburn Lane (near the Moberly Centre) and Chamberlayne Road to improve bus reliability, traffic flow and reduce the impacts of weaving on vulnerable road users, particularly cyclists
- Introduction of a 20mph zone for the whole area and an upgrade of traffic signal equipment to help smooth traffic during busy periods and calm traffic when speeding is typically more pronounced.

Station Access and Interchange

- Footway widening, greening, and bus stand and parking relocation and rationalisation to create a more accessible and inviting space outside Kensal Rise station
- A fully accessible taxi rank will be provided
- A secure green roof cycle shelter and related facilities will be provided next to the station.
- Cycle parking will also be provided where required along the corridor.

Pedestrians

- Footway widening, the provision of high quality and durable granite paving, improved seating, lighting and decluttering of redundant street furniture to improve pedestrian enjoyment and accessibility throughout the area to encourage sustainable and active travel
- Widening of the Kilburn Lane zebra crossing for pedestrian safety, comfort and convenience.
- Relocation and introduction of an additional pedestrian crossing on Chamberlayne Road to significantly improve pedestrian accessibility and road safety.

Cyclists

- Introduction of a segregated northbound cycle lane on Chamberlayne Road to assist those cycling uphill
- Cycle storage and cycle repair equipment at Kensal Rise station
- Significant increase in cycle stands including cycle hoops for larger/disabled user cycles throughout the area

Parking, Waiting and Loading

- Revision of parking and loading restrictions to encourage greater parking space turnover for business visitors and deliveries to minimise the impact of long-standing vehicles on pedestrians, cyclists and the quality of the local environment
- Provision of additional electric vehicle charging points
- Provision of additional loading bays, notably on side roads to assist local businesses.

Environment and Sustainability

- Lighting, planting and seating improvements within Keslake Road, Wakeman Road and Pember Road closure areas / pocket park areas to improve the local environment, encourage a greater a sense of community ownership and civic pride.
- Introduction of significant planting and street trees throughout the corridor and within Station Terrace to improve shade and shelter, and to capture surface water and help trap pollutants.
- The scheme will encourage sustainable and active travel and support the Councils response to the climate emergency.

5.0 Detailed Scheme Public Consultation (July 2019) Outcomes

Leafleted Area Responses

5.1 In all, 730 consultation leaflets and questionnaires were posted to residents and businesses in the immediate area that would be impacted by the proposed changes following the earlier area-wide masterplan consultation in February / March 2018.

Responses

5.2 In all, over 86% of respondents from within the consultation area supported the proposals. No respondents expressed that they had no opinion, with 5% disagreeing with the proposed scheme.

5.3 An additional 182 responses were received for the area outside of the consulted zone, of which 75% of respondents were in support, 21% objected and 8% offered no opinion. **Appendix A** provides information on the responses received to the public consultation.

5.4 Two consultation exhibition events were hosted on Saturday 13th of July 2019 at the Moberley Centre and Tuesday 16th of July at Kensal Library where local people could speak to the design team in person. A copy of the public consultation leaflet and questionnaire can be found in **Appendix B and C** respectively.

Consultation Response

5.5 Overall, respondents responded very positively to the proposals and wanted to see change in their area.

5.6 In addition, the scheme received support from on behalf of the Kensal Businesses, Kensal Triangle Association, Alyestone Park Residents and Tenants Association, Athelstan & Brands Residents Association and in principle agreement from Queen's Park Area Residents Association, subject to review of specific design-related comments.

5.7 Some residents released a press release in the Kilburn Times in support of the project on the 4th of September 2019. **Appendix D** is an extract of a Brent and Kilburn Times article titled: 'Locals and business owners hope that street overhaul will breathe new life into the 'forgotten' Kensal Corridor.'

5.8 A selection of the positive / supportive comments received from the public consultation are summarised below:

- *'Very much looking forward to a green Chamberlayne Road and new pavements. Long over-due'*
- *'My business wholeheartedly supports the proposals'*
- *'It is fantastic, great news for my family'*
- *'The plans look very good and will undoubtedly improve the area'*

- *'An imaginative attempt to balance a variety of demands and has my full support'*
- *'With easier pedestrian walkways, [and] less pollution, the local school and community will thrive'*
- *'Any scheme that improves public transport in Chamberlayne Road would be beneficial to the area'*
- *'Investment in Kensal Rise and in enhancing the provision for the community in terms of road safety, congestion and aesthetics is welcome'.*

6.0 The consultation also attracted many constructive comments representing the challenges addressed in balancing the competing user needs and wider issues, such as corridor greening, bus numbers and traffic dominance amongst others. A selection of the concerns that were received as part of the consultation questionnaire are summarised below:

- *'Would like to see increased pedestrian areas and proposals to make better use of Station Terrace rather than leaving it as a bus depot'*
- *'There needs to be a lot more vegetation and trees planted'*
- *'Don't cut the number of buses. People without cars use them'*
- *'Please get the parking bays off Chamberlayne Road and get the buses flowing'*
- *'Please think about antisocial behaviour and violent behaviour that can be encouraged by providing seating areas'*
- *'There is far too much traffic on Chamberlayne Road, the air quality is so poor'*
- *'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'*
- *'Get rid of cars and make more green'*
- *'We are concerned about increasing crime on Keslake Road and problems with loitering near the intersection with Chamberlayne Road'*
- *'Please focus more on pedestrian and cycle access, reducing traffic and pollution'*
- *'Too many buses, less parking spaces'.*

6.1 As part of the consultation responses, there was a press release in the Kilburn Times by the secretary of the Kensal Rise Residents Association (KRRA) / and at the time chair of the Clean air for Brent Action Group (CafB), raising concerns

that the scheme did not sufficiently address the poor air quality and bus congestion. **Appendix E** is the Brent and Kilburn Times article

7.0 Petitions – Bus Stands in Station Terrace

7.1 Two petitions were received by the Council; however, though they both relate to the single issue of bus stands next to Kensal Rise station (Overground):

Petition in respect of proposal to extend existing bus stands in the station Terrace locality (1).

A petition containing more than 321 signatures was submitted, with 316 opposing the number of bus stands in the Station Terrace area, 2 supporting the proposal and 3 with no opinion. The wording of the petition is as follows; “The consultation for the Kensal Corridor scheme has been live from 1 July 2019, closing at the end of the month. Under this consultation, there is a proposal to revise the bus stands around Station Terrace – extend the existing bus stands next to the storage containers up to the area where the current parking space area will be developed into a public realm seating area. This will mean that this newly created public realm seating area will be directly fronted off by high-sided double-decker buses, all of which run on diesel. It also means that the space the extended bus stand is to occupy will only be available to buses and nothing else i.e. community events, farmers’ market etc.”

The petition was addressed to the Leader of the Council, Brent Council Highways, the Mayor for London as Chair for Transport, Will Norman (London Commissioner, Cycling and Walking) and the Managing Director for Transport for London.

Open letter from Kensal Rise Local Businesses - Petition (2)

An open letter opposing to the number of the bus stands in the Station Terrace area was also submitted from the Kensal Rise local businesses. There were 27 signatures in the petition. The main paragraph of the letter is as follows; “We the undersigned Kensal Rise local businesses object to the Council’s plans to turn Station Terrace into a de facto bus depot at the risk to the health of our staff and our patrons. There is already illegal air quality in this area due to chronic ‘bus bunching’ along Kensal Corridor, and more bus stands will clearly only mean more diesel buses congesting our area.”

8.0 Scheme Opposition Letters

Opposition letters were received by Brent Cycling Campaign, Clean Air for Brent and the Kensal Rise Residents Association. A summary of the comments and concerns is provided below:

Brent Cycling Campaign

The Brent Cycling Campaign are not in support of the scheme (see **Appendix A**). Their specific comments include:

- The scheme does not address the number of private vehicles using Chamberlayne Road
- The scheme does not allow for contra-flow cyclist access on Station Terrace
- The length of cycle lane on Chamberlayne Road and its continuity along the corridor
- The amount of parking provided along Chamberlayne Road.

Clean Air for Brent (CAfB)

- 8.1 Clean Air for Brent (CAfB)¹ remains concerned that the scheme does not do enough to address the air quality problem in the locality. However, subsequently the CafB chair has stepped down and further to discussions, CAfB have advised us that their previous response to the consultation of the masterplan remains their position. See **Appendix F** CAfB letter.

Kensal Rise Residents Association NW10

- 8.2 The Kensal Rise Residents Association NW10 did not support the scheme in the absence of any interventionist measures such as automatic number plate recognition (ANPR) traffic filter systems to address what was identified as the extreme level of traffic at the northern end of the corridor, the road widths, and the ongoing presence of bus stands within Station Terrace. A copy of the KRRRA response to the consultation can be found in **Appendix G**.

9.0 Scheme Support Letters

- 9.1 The Aylestone Parks Residents and Tenants Association provided a detailed response, in summary:

'I strongly support this scheme. As a representative of APRATA on the (Kensal) consultative group which has worked for about 3 years putting it together, I and my colleagues have been informing members of the continuing progress and I can say that in general our residents have been supportive but with queries'. These specific queries are dealt with in Section 12 of this report

- 9.2 Kensal Triangle Residents Association responded with 'Please accept this as the KTRA – Yes – support the Kensal Corridor Scheme' along with the press release in the Kilburn Times on the 4th of September 2019.
- 9.3 Athelstan and Brands Residents Association responded with 'Agree with the scheme'.
- 9.4 Kensal Businesses support the scheme, writing:

¹ CAfB focus on raising awareness about air quality, changing behaviours to improve air quality and public health outcomes in the Brent Borough

I write to state thatand 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',Business owner and resident for 37 years.

9.5 The local councillors, Councillor Southwood, Councillor Nerva and Councillor Denselow all strongly support the proposals.

10.0 Addressing the Issues and Concerns

10.1 From review of the consultation responses, support and opposition letters and petitions, the main issues and concerns identified are as follows:

- Cycle Safety
- Air Quality
- Traffic Removal / Reduction
- Bus Stands in Station Terrace
- Anti-Social Behaviour and Crime.

10.2 Other identified issues from discussions with the KCG and at the consultation events include:

- Bus Operations
- Parking and Loading Enforcement
- Waste Management
- Private Curtilages and Management
- Maintenance.

10.3 A farmers' market in Station Terrace has also been raised on several occasions including within the two but related single issue petitions received. There is some evidence that this may be supported locally but it is outside the scope of the scheme and the priority is the place function of the Kensal corridor. The scheme would not preclude exploring this option further in the future.

10.4 This section of the report is to provide a response to the identified issues and concerns, address the Farmers' Market issue and identify recommendations for moving the Kensal Corridor project forward positively in line with the agreed scheme objectives and TfL funding requirements.

Cycle Safety

- 10.5 The design team met with a representative from the Brent Cycle Campaign on-site to discuss, review and explain the scheme designs and consultation material. The design team explained how the scheme is being funded (TfL bus priority funding), aims and objectives and what measures were being introduced to help improve the cycling environment. These measures include:
- A northbound segregated cycle lane on Chamberlayne Road to help protect cyclists travelling uphill on this difficult section of the corridor
 - A bespoke secure station cycle shelter and related facilities including cycle repair facilities next to Kensal Rise station, currently absent in this location
 - Dropped kerbs will be provided on the corridor to enable cyclists to access side roads with greater ease
 - Advance stop lines will be introduced at all signalised crossing approaches
 - Parking and loading will be removed from the carriageway enabling cyclists to minimise 'weaving' on the corridor and to also minimise interaction with vehicles manoeuvring around parked vehicles
 - The extension of the 20mph zone, coupled with removal of carriageway pinch-points and supporting traffic calming measures including footway widening, additional pedestrian crossing and junction tables will help to improve driver behaviour, reduce speeding and improve road safety
 - Significant increase in number of cycle parking stands including for larger bikes on the corridor and within the pocket park areas.
- 10.6 The team explained that continuous cycle lanes for the length of the corridor had not proved achievable due to lack of sufficient road space for two carriageway lanes, two cycle lanes, bus movements, sufficient footway space and sufficient parking / loading facilities.
- 10.7 The project team also explained that removal of general traffic from this corridor was not achievable as part of this project, requiring a more strategic and very substantial review alongside TfL and neighbouring London Boroughs to achieve such a significant change.
- 11.0 In addition, and with relevance to the Brent Cycle Campaign letter, cyclists will be permitted to travel in contra-flow to access Station Terrace, however physical infrastructure will not possible due to the road widths and associated constraints. The approach to parking has been one of trying to balance the needs of residents, businesses and visitors whilst addressing the impacts of private vehicles on pedestrians, cyclists and the quality of the public realm.

Air Quality

- 11.1 The Council is aware of concerns about air quality in Kensal Rise. The scheme will provide wider pavements, cycling amenities and promote sustainable modes of travel, including walking, cycling and improving public transport accessibility. It also includes significant green infrastructure, such as an

additional 32 street trees and planting to make the area more attractive and help absorb pollutants at a local level. The council has introduced a diesel surcharge and continue to increase the number of electric charging points in the borough. The council has also an anti-idling campaign and support schools in developing travel plans and initiatives to promote shift towards sustainable travel. Anti-idling signs have been installed near Kensal Rise Overground Station.

- 11.2 Brent conducts constant air quality monitoring in the area by diffusion tube sampling and also by an automatic air quality monitoring station in the vicinity of Ark Franklin School on Chamberlayne Road. Live data from the air quality monitoring station is publicly accessible.
- 11.3 Working with TfL to provide an improved bus service is also part of Brent's strategy for sustainable travel and modal shift. There are plans by TfL to make all the buses in the area clean.
- 11.4 A major part of the area at station terrace will be a bus stand. Buses are instructed by TfL to shut their engines off at bus stands. If buses are idling while on the stand they may be issued with a fixed penalty notice under Part 6 of The Road Traffic, Vehicle Emissions, and Fixed Penalty Regulations 2002. As part of our anti-idling campaign, Brent has also installed signs at the Station Terrace bus stand to notify drivers to shut their engines off.
- 11.5 Brent's Air Quality Officer attended the Kensal Consultative Group meeting on the 16th of May 2019, at which the then Chair of the Clean Air for Brent / Secretary of the Kensal Rise Residents Association was present. A specific agenda item addressed some of the local concerns and informed the group of Brent Council's air quality actions. The following air quality statement was prepared by the Council's Air Quality Officer in response to concerns / comments received with regards to air quality, summarised as follows:

Why air quality metrics can't be measured as part of the corridor scheme

- The air quality issue is a much wider issue that this very small area in London, the fluid movement of air carrying various pollutants makes it impractical to predict specific improvement metrics for this project with regards to air quality, it is only by the synergistic efforts of various ventures and wide ranging infrastructural changes that the overall metrics of air quality in London will improve over time. The expansion of the London ULEZ to the North Circular Road in October 2021, for example, will help local air quality projects to affect a marked improvement in air quality in the local area.

How the Kensal Corridor Scheme starts to help improve air quality

- The sustainable transport and active travel Interventions proposed as part of the Kensal Corridor scheme will also contribute towards an improvement in local air quality, these include:

- Reduction in private car parking in Station Terrace. Currently there is resident permit parking adjacent to Kensal Rise Overground station.
- Replacement of standard parking bays with car club and / or electric charging points at key locations on the corridor, and where appropriate, on Station Terrace and on-side roads
- Increased footway widths along the length of the corridor to encourage more walking / enjoyment of the street
- Relocation of parking, waiting and loading and mitigation of pinch-points to improve bus journey times and reduce 'stop-start' / vehicle idling along the length of the corridor
- Creation of a cycling hub at the station and greater cycle parking facilities within the pocket parks and at key locations on the corridor
- Improved station environment including the creation of a 'station square' with supporting public realm improvements, better lighting and planting
- Reduction in bus turning movements in Station Terrace through the relocation of bus route 302 stop
- Upgrade of signal technology along the corridor including integration of SCOOT to improve traffic flow and bus reliability

Update on the Ark Franklin scheme / measures that will be introduced in the area to help improve air quality

- The Air Quality Management Scheme (AQMS) in the vicinity of Ark Franklin School will be upgraded to measure PM2.5, in addition to its current capacity of monitoring PM10 and NO2
- Ark Franklin is installing green infrastructure along the exposed parts of the school grounds facing on to Chamberlayne Road, in the form of a dense vegetation layer with a high leaf density to act as a pollution barrier
- The school is installing scooter / cycle parking spaces near the main entrance, to encourage sustainable and healthy travel behaviour and at the same time reducing staff car park provision
- The school is also reviewing building insulation and upgrading to improve energy efficiency
- There will be an investment in a ventilation system with air filtration for the school to improve indoor air quality
- Behaviour change measures include the delivery of lesson plans to raise awareness of the issue with the children. This is closely linked to the anti-idling events held at the school and to the Breathe Clean project by M P

Smarter Travel, specialist contractors commissioned by Brent to conduct indoor air quality audits of all primary schools in Brent. The Breathe Clean Project include two assembly talks about air quality at the beginning and end of the indoor diffusion tube monitoring process

- Promote Cleaner route to school to reduce exposure – ongoing
- Improve visibility of School by installing “No Idling” signs and large recognisable banners along the school border / fencing – complete
- Anti-idling campaign events have been held at the school to raise public awareness of the issue and to target drivers in the area especially at school pick up times
- As part of Brent’s planning policy, the council has re-routed construction vehicles away from the area during specific hours in term time
- As part of the Clean Van Commitment project proposed for Mayors Air Quality Funding, Brent plans to engage with local businesses to support the uptake of more sustainable vehicles, and to reduce freight and delivery emissions
- As of April 1st, 2019, Brent charge an additional £50 per annum for residential parking of diesel vehicles (this will increase to £75 per annum in April 2020 and £100 per annum in April 2021).
- As a standard part of the planning process, Brent requires all construction sites, via planning conditions, to manage dust and emissions associated with the construction.

11.6 As delivered at the KCG meeting by Brent Council’s Air Quality Officer it was explained that the community can also help to improve air quality as part of the Kensal Corridor Scheme including:

- Lobby TfL for cleaner buses along the Kensal Corridor
- Join the Air Quality Champions Scheme to participate in behaviour change events
- Apply for Play Streets to have a local road closed to vehicular traffic for a day to hold community events or just let children play
- Join the Airtext scheme to get daily information on local air quality levels via the app
- Walk, cycle/scoot or take public transportation for short journeys instead of driving
- Never leave your car engine idling when parked
- Upgrade to an low or zero emission vehicle if you need to have a car

- Respond to planning application consultations in the area to make sure they are car free.

Wider London initiatives and times (e.g. diesel buses being phased out / ultra - low emission zone etc.)

- Proposed Low emission neighbourhood for Harlesden
- Rolling out of the ANPR monitored school streets programme (trial of two local schools live in June 2019)
- London ULEZ expansion in October 2021
- Brent's Non-Road Mobile Machinery inspection scheme to target construction site emissions in the borough.

Bus Stands in Station Terrace

- 11.7 In order to achieve the desired station layout improvements i.e. wider footways, new bus stop for bus route 302, parking layouts and planting, the existing bus stands require relocation from the current arrangements and locations.
- 11.8 Due to the existing bus standing requirements which are currently not negotiable due to long standing TfL / London Bus licence agreements and the need for Kensal Rise station to operate as a transport hub, the Council is currently not able to remove or relocate the bus stands outside of Station Terrace within the project timeframe and funding arrangements for this project. Therefore there is a current need to retain the number of bus stands as proposed for this scheme.
- 11.9 However, Brent Council continues to press for TfL and London Buses to prepare a bus operations strategy to ensure that when the scheme is implemented the number and duration of stay of buses is managed to ensure:
- The number of buses entering the area is suitable for the space available
 - Bus drivers travel with care and due attention
 - Bus drivers do not obstruct pedestrians and cyclists
 - Bus drivers do not obstruct the station entrance and parking on Station Terrace
 - Bus drivers turn their engines off when stationary for prolonged periods
 - Bus drivers turn their lights off and keep noise to a minimum particularly in the early hours.

The bus operations strategy will require monitoring following implementation of the scheme by Brent Council, TfL and London Buses, and where issues arise remedial measures introduced at the earliest.

- 11.10 Brent Council will continue to champion the longer-term removal of the bus stands in Station Terrace and will work with TfL and London Buses to identify more appropriate bus stand locations and rationalise services as and when the existing bus operator agreements are due for renewal.
- 11.11 The Mayor of London's roll out of low emission buses in 2020 will also have a positive impact on the local environment. Brent Council will continue to press TfL on the timing of this roll-out in Brent and more specifically in Kilburn Lane and Chamberlayne Road / Station Terrace.
- 11.12 Concerns were also raised in relation to buses and the design not providing a controlled pedestrian crossing outside Kensal Rise Overground station. The scheme will significantly improve the pedestrian environment and an informal pedestrian crossing with a shorter crossing distance is provided and buses will no longer be able to stop outside the station. Traffic volumes are generally low and there is a one way system and 20mph speed limit in place. The road safety audit did not identify this as an issue. Officers will consider providing a controlled (zebra) crossing this in future if concerns remain post implementation.

Traffic Filters

- 11.13 Officers met with a residents group on 7th November 2019 to discuss their suggestion to introduce traffic filters in the wider area to prevent through traffic.
- 11.14 It was explained that this would require wider area modelling to understand the potential impact of traffic being displaced onto neighbouring streets, some of which are in neighbouring boroughs. These streets may already be congested and have poor air quality. The expansion of the Ultra-Low Emission Zone to the A406 North Circular Road in October 2021 is expected to reduce the number of more polluting vehicles in the area.
- 11.15 This is outside the scope of the Kensal Corridor project which would not preclude consideration of a traffic filter scheme in the future. Officers would be pleased to work with TfL and neighbouring boroughs on an area wide traffic filter scheme should there be an opportunity to do so in the future.

Anti-Social Behaviour and Crime

- 11.16 Concerns were raised with regards to anti-social behaviour and crime, with reference to existing anti-social behaviour and loitering within the proposed pocket garden at the Keslake Road junction with Chamberlayne Road.
- 11.17 The design team will be meeting with representatives from the Keslake Road area to collectively review the proposals for the Keslake Road pocket park, with the aim of addressing any issues regarding the design and making amendments. Quotations for high-mast video camera surveys have also been collated, with a view to, where appropriate, observing existing use, issues and

identify further design improvements and supporting strategies to work with local residents and reduce the impact of crime and anti-social behaviour in the area.

Parking and Enforcement

- 11.18 There is some considerable concern about the lack of parking enforcement officers in the area at the present time. The loading bay outside Tesco near Banister Road as well as the Moberley Centre were identified as particular hotspots, where currently indiscriminate parking impacts on traffic / bus flow, pedestrians and cyclists. There was also concern over the number of mopeds parked on the footways and blocking the carriageway on Kilburn Lane near the junction with the Harrow Road junction.
- 11.19 A few respondents have requested that an enforcement strategy is put in place to ensure that the proposed scheme is not impacted unduly by indiscriminate parking, loading and associated activity.

Waste Management and Private Forecourts

- 11.20 The following concerns have been raised:
- The number of wheelie bins blocking pedestrian access, notably near the Keslake Road junction with Chamberlayne Road
 - Businesses leaving their waste products on-street overnight resulting rodent issues and staining the pavements
 - General littering and concern that newly improved areas will not be looked after
 - The condition of private forecourts varies considerably. There is concern that in some areas these impact on the public highway and degrade the quality of the public realm.
- 11.21 Brent Council will work to resolve these issues, including consideration of a traders' agreement to mitigate and manage the impact of waste and private forecourts on completion of the scheme. The scheme will ensure that an appropriate number of public bins will be provided on-street to help reduce littering. The design team will work closely with residents near the Keslake Road pocket park to resolve the wheelie bin issue.

Maintenance

- 11.22 A few concerns have been raised with regards to the maintenance of the scheme on completion.
- 11.23 The proposed granite kerbs and paving materials, lighting, planting and street furniture have been identified with a view to minimising ongoing maintenance costs. The designs have also taken consideration of construction details, parking, loading and private forecourts designs to help ensure footways and carriageways are longstanding.

- 11.24 Plant and tree species have been identified that can withstand long periods of drought, rain, frost and do not require substantial pruning and minimal maintenance.
- 11.25 The council will also continue to work with residents and resident associations to champion the longer-term upkeep and activation of these spaces.

Farmers Market

- 11.26 A suggestion of introducing a farmers' market in Station Terrace was raised by a representative of the KRRRA at the last KCG meeting and within the KRRRA response to the consultation. Consideration of a farmers' market was out of scope of this bus priority funded project and as a result had not been consulted upon. The design team met with a representative from the London Farmers Organisation to discuss the project, The London Farmers Organisation are not currently or actively pursuing this area, however asked that where reasonably possible, measures are introduced within the scheme that future proof a potential farmers market in the future.
- 11.27 The design team reviewed the space available and the potential viability of a market (farmers' or other types of market) within the proposed new public space created next to the station entrance and came to the following conclusions:
- There may be insufficient space to accommodate a viable number / size of market stalls without removing the proposed bicycle shelter, planting, impacting on station access, bus stands and without changing the preferred and fully consulted and largely supported design layouts
 - For a viable market, spill-out on to the carriageway occupancy of parking bays or a road closure would be required. A road closure for a regular market may not be currently feasible due to the need for bus, emergency, business and residential access requirements.
 - Market and trading licencing arrangements would need to be considered for a market to operate on the public highway.

12.0 Summary of Other 'Design Specific' Concerns and Recommendations

- 12.1 In addition to the comments and concerns set out and addressed in Section 11 of this report, specific design-related comments have been recorded and recommendations outlined in a table below.

	Theme	Comment Description	Response, Recommendations / Actions
#	Queen's Park Area Residents' Association (QPARA) Design Specific Comments		
1	Road width	Limited chances for cars to overtake buses at bus stops, traffic will constantly move at the pace of the slowest bus loading/unloading. Delivery drivers stopping along the road will create pinch points	The aim of the scheme is to relocate parking and loading from the carriageway. This will create two clear, uninterrupted carriageway lanes improving traffic flow and bus reliability. Where parking and loading is to take place, this will no longer be possible within the carriageway and instead facilities will be provided within newly widened footways and on side roads. Whilst traffic flow will remain slow during busy periods, parking and loading will be regulated and where legal, it will be uninterrupted by parking and other blockages
2	Cycling	Sightlines from right-turning traffic and cycles from Chevening to Chamberlayne Road are already flawed and the situation should not be exacerbated by planting a tree in the line of sight	The proposed trees will be positioned so that sightlines will not be impacted at junctions
3	Parking	Loss of pay and display parking within Station Terrace	To improve station access, provide improved station, bus and cycle interchange and related facilities including bicycle hub, the relocation and rationalisation of parking is required
4	Design	Steps down to Station Terrace could be improved as part of the project	Brent Council will be in contact with TfL / London Overground Limited to highlight the issue and request that they are upgraded
Kensal Rise Residents Association NW10 (KRRRA) Design Specific Comments			
5	Road width	Narrowing Chamberlayne Road at its southern end will only cause vehicles to slow down, creating slower bus journeys, congestion and even more pollution. No dedicated cycle lane means that cyclists will be at greater risk of serious injury or death	Congestion and queuing at the moment is largely a result of the bottlenecks caused by indiscriminate parking and loading within the carriageway. The scheme removes this issue. Whilst vehicle (and bus) flows will remain slow during busy periods. The removal of these bottlenecks and other pinch-points will help smooth movement, reducing the 'stop-start' congestion, weaving and related negative impacts including road safety and air quality issues as vehicles will no longer be able to park or load within the carriageway

6	Proposals for Cyclists	Narrowing the road width makes cyclists more vulnerable to collisions	There is insufficient space to introduce corridor-wide cycle lanes. For a small section of Chamberlayne Road (approximately 300m), the carriageway lanes have been reduced to widths of 3.1m (6.2m in total), with the introduction of a 1.5m wide northbound / uphill cycle lane (approximately 150m in length) towards Kensal Rise station. As cycle lanes cannot also be introduced downhill, the narrower carriageway widths enable cyclists travelling downhill to take a more central position within the lane reducing the likelihood of vehicles trying to overtake given the reduced lane width
7	Proposals for Cyclists	Interrupted and unconnected cycling lane only in the northern region of the scheme	The northbound cycle lane is approximately 150m in length, 1.5m in width and between the Station Terrace junction and the railway bridge. It will provide cyclists travelling uphill some greater protection from traffic. The cycle lane is only interrupted for short sections at the junctions with Station Terrace, which require constant access, however the presence of cycling will be demarcated on the carriageway throughout this section
8	Parking Proposals	The scheme is focused on providing parking for non-residents, pay and display. Reducing pay and display parking provision for outsiders would certainly release more and safer road capacity for cyclists	To meet the objectives of the scheme there has been a relocation, rationalisation and rebalance of parking and loading restrictions throughout the study area, with the aim of reducing the impact of parked vehicles on pedestrians, cyclists and the quality of the public realm but at the same time supporting local businesses with greater turnover of spaces and loading facilities
9	Re-surfacing of Chamberlayne Road and its footways	Resurfacing needs to be to a suitable depth to ensure the subsiding road surface does not reoccur	The design team will provide the necessary construction details at the next stage for the road construction to be done to the needed standard
Brent Cycle Campaign Group Design Specific Comments			
10	Cycling	The unprotected, unconnected and discontinuous short one-way cycle lane on the Chamberlayne Road section	See comment provided above (no. 7)
11	Cycling	Pedestrian / cycling crossing at Ilbert street. At least one of the parking bays should be removed	Ilbert Street is within the borough of Westminster City Council. Brent Council have enquired about this suggestion, but at the present time Westminster City Council does not support the removal of a parking bay in this location
12	Cycling	Important to have a battered kerb along the cycle lane. Perhaps intermittent wand orcas might be better to allow faster riders to use the main carriageway to overtake the slower riders in the lane	The northbound cycle lane between the Station Terrace junction and the brow of the railway bridge will be segregated from the carriageway by a 50mm upstand
13	Cycling	Better indication at the start of the cycle lane on Chamberlayne Road	The design team will consider the colour of cycle lane markings
14	Cycling	Contraflow on Station Terrace to access the station directly from Chamberlayne Rd. has been dropped. Going	Cyclists will be permitted to cycle in contra-flow in Station Terrace, however physical infrastructure cannot be implemented due to insufficient space and / or without significant impact on other road users

		around the back streets is not acceptable	
15	Cycling	The persistence of “left hooks” considered as a critical issue for people cycling	Noted. The introduction of a 20mph speed limit throughout the corridor and changes to the look and feel of the area should result in safety improvements.
16	Cycling	Advanced Stop lines are often inaccessible or occupied by motor vehicles. Concerns that they encourage riders to approach junctions in the blind spot of large vehicles	The location of the Advanced Stop Lines is according to the relevant standards. Furthermore, the design team has used Swept Path Analysis for the configuration of the junctions including the Advanced Stop Lines
17	Road width	Concerns that a narrower and straightened road will make aggressive close passes more likely and motorists will go faster making it more dangerous for people cycling	See comments provided above (No.1 and No. 6)
18	Parking	Scheme reliance on driver’s compliance and enforcement of parking restrictions	It is recognised that parking enforcement is important and arrangements will be made for additional enforcement visits to improve compliance and embed the restrictions when the scheme is implemented.
19	Parking	Retained on-street parking in disfavour of cycle lanes and pedestrians	See comments provided above (No. 8)
20	Maintenance	Concerns that the maintenance of the pocket parks will be left under the responsibility of the residents	The scheme proposals include low maintenance and uses drought resistance plants
21	Furniture	The cycle parking facilities should provide inclusive facilities to accommodate non-regular cycle users	The design team will explore this possibility according to the space limitations and target number of cycle parking
22	Furniture	Concerns that the bollards will be removed from the pocket parks	The new planters will act as a deterrent. One bollard will be retained to protect emergency vehicle access
<i>Aylestone Park Residents and Tenants Association (APRATA) Design Specific Comments</i>			
23	Parking Bays / Road Width	The parking bays between Mostyn Rd. and Harvist-Mortimer intersection do not leave enough room for 2 buses to pass. Some drivers are not confident in narrow spaces	See comments provided above (No.1)
24	Road width	Bus 302 stop. Nothing could pass while a bus is loading	This is correct. Only passengers will be picked up at this stop, so delay to traffic should be minimal

25	Parking /Loading	Westminster Electric, Tile shop, Cresswell Carpets and Plumbing shop have no rear access for deliveries. Their delivery lorries will have to double park blocking one lane	The design team will consider changing a parking bay to a loading bay in this section of the corridor
26	Parking /Loading	Tesco's (near Nando's) loading bay should install rising bollards to prevent customers parking in the delivery space. When a second delivery track arrives and double parks it will block the traffic completely.	Brent Council will review and consider a revision of the restrictions
27	Parking /Loading	The new parking bays on both sides of the road on Station Terrace and Purves Rd are potentially dangerous	These bays have been provided to help reduce the overall loss of parking within Station Terrace as part of the station interchange improvements. Whilst close to existing junctions, due to the alignment, residential nature and carriageway widths, vehicles will be travelling at lower speeds reducing the potential for a collision
28	Traffic	Current raised kerb at Buller Rd creates a pinch point as buses pull to opposite side to negotiate bend	The scheme has introduced a compound kerb in this location to remove this pinch-point
29	Enforcement	Enforcement is necessary for the scheme to work especially along Kilburn lane and station terrace near Tesco	It is recognised that existing enforcement is an issue and Brent Council will ensure an enforcement strategy is in place prior to completion of the scheme
30	Enforcement	Pop-up fruit and veg stall outside Pelican news using flower beds as storage/bin	This will be considered as part of ongoing discussions with residents in relation to the Keslake Road pocket park designs
31	Furniture	Public toilet to be retained, and newly installed box next to it to be removed. Toilet is currently closed	The public toilet will be removed as part of the proposals. The toilet is currently underused, attracts anti-social use, creates a barrier to pedestrians and degrades the public realm. Brent Council is currently considering other more appropriate locations where a public toilet could be introduced
32	Furniture	Advertisement sign near Minkies should be removed	The design team has proposed the relocation of the advertisement sign. Relocation or removal will involve associated cost
General comments			
33	Parking	I can't tell if you have removed parking from the roadside at the lower end of Chamberlayne Road before Kilburn Lane	Yes, we have removed parking from this location as it interrupts traffic and bus flows, delaying movement in peak journey times
34	Parking	Remove the parking bays of Chamberlayne Road to get the buses flowing	Parking bays will be removed from the carriageway on Chamberlayne Road. Where parking and loading is provided this will be in-set within widened pavements
35	Parking	I would like to see more detail to parking plans for people coming to the	Blue badge holders will be able to park up to 3 hours free of charge within the parking bays provided. No further dedicated disabled parking bays will be provided

		area and disabled parking plans	but we can consider converting some P&D bays if necessary in the future
36	Parking	Less parking than before	See comments above (No.8)
37	Parking	The location of the echelon parking is considered a safety issue - drivers driving at high speed (restricting the carriageway will make it worse)	See comments above (No. 27)
38	Parking	The reduction of parking spaces in proximity with Kilburn Lane will increase congestion as drivers will be forced to drive around to find a free space	See comments above (No.8)
39	Parking	There is an existing 12m long loading bay frequently used by the Queens Park Tyres that has been replaced with pay and display	A 6m long loading bay outside no. 31 Chamberlayne Rd. close to Queens Park Tyres will be provided
40	Parking	The current restrictions to Tesco loading bay are applied during weekdays, however many deliveries are happening during the weekends. Can the restriction be extended?	Brent Council will consider these restrictions as part of the scheme enforcement strategy
41	Parking	Please add a drop-off point at Kensal Rise station	The design team will consider this proposal. Vehicles can stop to let off passengers or collect passengers where restrictions are in place
42	Parking	Motorbikes parking at random locations.	Brent Council will consider this issue further as part of the scheme enforcement strategy
43	Traffic	Make from 104 Kilburn Lane to Chamberlayne Rd one-way, coming up to 104 Kilburn Lane	This is outside the scope of this scheme but can be considered in future
44	Traffic	Do you have any further plans with Westminster to manage traffic and congestion as road is too busy	At present there are no further plans to manage traffic and congestion beyond the corridor. Brent Council will continue to work with neighbouring boroughs and TfL to address strategic congestion and associated negative impacts
45	Traffic	Opposing the reverse of 1-way traffic on Regent street	The reversal of the one-way on Regent Street will not be taken forward as part of the scheme
46	Traffic	The scheme does not take into account the traffic flow	See comments above (No. 1 and No. 5)
47	Traffic	Harrow road/Kilburn lane junction busy and notorious for traffic incidence not addressed	The Harrow Road / Kilburn Lane junction improvements are being progressed by Westminster City Council. Improvements include and introduction of pedestrian crossings, junction realignments and cycle infrastructure
48	Resurfacing of Chamberlayne road and its footways	The road needs to be fixed especially in front of the schools	Brent Council will be resurfacing the carriageway

49	Pedestrian crossings	Pedestrian crossing should have more responsive lights	The signal technology will be upgraded appropriately as part of the scheme
50	Furniture	Drawings do not show the old streetlight furniture on the Kensal Rise island which is a historic feature that should be retained	The historic street lighting on the Kensal Rise island will be retained
51	Furniture	Phone boxes are in poor condition and at inconsistent locations. Occasionally used as a refuge for anti-social behaviour	The design team has proposed the relocation or removal of some of the phone boxes
52	Furniture	Relocation of bus stop south of Keslake Road as it reduces visibility for drivers turning from Kempe Road into Chamberlayne Road. Can this be moved outside the school?	The relocation of the bus stop is not possible due to site constraints
53	Furniture	Concerns that the awning of Chamberlayne rd. 91-93 will clash with the new bus shelter	The bus shelter is on public footpath 0.75m away from the edge of the forecourt.
54	Furniture	Please add recycle bins/bins outside of Nando's and Moberly centre.	Brent Council will consider. Outside of the scope of the project
55	Furniture	Bicycle sheds have been provided from the council elsewhere. Do we have space to add some?	Brent Council will consider. Outside of the scope of the project
56	Lighting	Is the new lighting too bright for birds	Brent Council will consider
57	Lighting	My concern with up-lighters is that they are broken in a few years	There is only one location where the scheme includes up-lighters and those are inside a planter at Kensal Rise station
58	Keslake rd. pocket park	Limited space by veg stall outside pelican news	See comments above (No.30)
59	Keslake Rd. pocket park	Keslake Road opened to through traffic as this puts more strain on the other residential roads	This is not feasible as part of this sustainable transport-led project
60	Keslake Rd. pocket park	Concerned with the proposed design of the pocket park in Keslake Rd	See comments above (No.30)
61	Keslake Rd. pocket park	Concerned with the increased crime and loitering	See comments above (No.30)
62	Keslake Rd. pocket park	Commercial rubbish collection is an issue and often the footpath is obstructed with rubbish	See comments above (No.30)

63	Pocket Parks	Concerns with anti-social behaviour. 'No alcohol in public places' sign and enforcement of fine when not respected	See comments above (No.30)
64	Greening	More vegetation and trees planted. More green spaces	The scheme significantly increases the number of trees and planting throughout the area. Additional planting may be introduced in the future, subject to additional funding
65	Greening	Can we have more trees planned on Purves road?	Brent Council will consider Purves Road in the future. Tree planting on this street is currently out of scope of this scheme
66	Greening	Concerns about tree outside no. 77 Chamberlayne road	This tree will be planted 4.5 metres away from the building.

13.0 Harrow Road / Ladbroke Road signal junction improvement

- 13.1 Westminster City Council (WCC) have developed plans for improvements to this junction with the aim of providing a pedestrian phase on each arm of the junction. Brent have supported these improvements and residents of the Kensal Triangle area have been lobbying for safer crossing facilities for many years.
- 13.2 After various delays, WCC now plan to start work on this junction in February 2020 and it is anticipated that work will be completed in August 2020. This will require extensive traffic management arrangements at this busy junction over the duration of the work.
- 13.3 Officers have been liaising with WCC on developing the design of the section of Kilburn lane between the Harrow Road and on Kilburn Lane to the junction of Regent Streets. For logistics, it is preferable for the scheme to be implemented by WCC's highways contractor under an agreement.
- 13.4 WCC have advised us that the cost for the junction improvement is estimated at £1.495m with the value of work in Brent at £0.38m. Officers have negotiated a maximum contribution of £0.2m to be fully funded from the TfL Bus Priority Programme for the Kensal Corridor Project.
- 13.5 As the junction improvement will cause traffic congestion in the area, it is unlikely that other sections of the Kensal corridor scheme can be constructed until these works are completed.

14.0 Further Actions

- Brent Council to raise concerns to Transport for London and London Buses to about bus operations within Station Terrace and on the corridor with the aim of exploring opportunities to rationalise bus stands and bus services in the future.
- Brent Council and designers to meet with residents of Keslake Road to discuss the issues around anti-social behaviour and design proposals for the pocket park area next to the Chamberlayne Road junction

- Brent Council to liaise with TfL and London Overground with regards to the poorly maintained steps leading down to Station Terrace
- Brent Council to prepare an enforcement strategy for parking and loading as part of scheme implementation
- Brent Council to consider traders agreements and waste management plans to reduce the impacts of private forecourts and waste on the scheme
- Brent Council and designers to meet with the Kensal Consultative Group to discuss the outcomes of the consultation, issues, comments and recommendations prior to progressing scheme designs
- Brent Council to coordinate implementation with Westminster Council and the proposed Harrow Road junction improvements, which are due to start in spring 2020.

15.0 Project Delivery

- The detailed design stage is nearing completion and the first phase of the improvements will be carried out in conjunction with the Harrow Road signal junction improvements.
- Implement of the remainder to the project including Station Terrace and Chamberlayne Road between Harvist Road and Wakeman Road to commence in 2020/21, subject to funding.
- The project will be delivered by Highways term contractor or subject to tender in 2020 - 2022, when funding is confirmed.

16.0 Financial Implications

- 16.1 The Kensal Corridor Scheme has been developed using TfL Bus Priority Programme funding. For 2018/19 a budget of £0.18m was allocated under this programme for further development to detailed design stage. The detailed designs will be finalised January 2020.
- 16.2 The estimated cost of progressing and implementing the scheme is in the region of £2.5m to include design, consultation, implementation and management fees.
- 16.3 TfL have agreed funding of £0.9m through their Bus Priority Programme over 2019/20 and 2020/21. There is an allocation of £0.45m for 2019/20 which will be used to fund the first phase of implementation of the project in conjunction with Westminster City Council (WCC) planned improvements to the Harrow Road / Ladbrooke Grove signalised junction. The section of Corridor improvements from the Harrow Road to Regents Street junctions will be delivered by WCC using a £0.2m contribution.
- 16.4 Further funding of approximately £1.6m is required for the completion of the project. It is envisaged that there will be NCIL applications for the landscaping

or circa £0.3m and that the remaining £1.3m can be potentially funded from TfL Local Implementation Plan and other programmes and Brent Capital funding in future years.

17.0 Legal Implications

- 17.1 Decisions regarding implementation of highway improvements following further engagement and consultation will be considered and made by the Strategic Director, Regeneration and Environment, in consultation with the Lead Member for Regeneration, Highways & Planning, who has scope to make decisions including scheme approval for traffic management and related matters associated with the public highway.
- 17.2 Any changes identified and approved for implementation will require the amending of the existing traffic management order in the area covered by the Kensal Corridor under the Road Traffic Regulation Act 1984.
- 17.3 Section 45 of the Road Traffic Regulation Act 1984 (“RTRA 1984”) allows local authorities to designate an area or space for on street parking and charge for use of the same. Section 45(3) of the RTRA 1984 states that in determining what parking places are to be designated under this section, the local authority shall consider both the interest of traffic and those of the owners and occupiers of adjoining property, and in particular the matters to which that authority shall have regard include: (i) the need for maintaining the free movement of traffic; (ii) the need for maintaining reasonable access to premises; and (iii) the extent to which off street parking, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged by the designation of parking places under this section.
- 17.4 Section 122 of the RTRA 1984 imposes a general duty on local authorities exercising any functions under the RTRA 1984. Section 122(1) of the RTRA 1984 states that it shall be the duty of every local authority which has functions under the RTRA 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway, and as far as practicable, to have regard to the matters specified in section 122(2) of the RTRA 1984. The matters specified in section 122(2) of the RTRA 1984 are as follows:
- (a) the desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles as to preserve or improve the amenities of the areas through which the roads run;
 - (c) the national air quality strategy (i.e. the strategy prepared under section 80 of the Environment Act 1995 – the last version was prepared in 2007);
 - (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- 17.5 Section 144(1) of the Greater London Authority Act 1999 (“the 1999 Act”) states that London borough local authorities, when exercising any function, must have regard to the Mayor of London’s Transport Strategy (which the Mayor of

London must prepare pursuant to section 142 of the 1999 Act). The Mayor of London has published his Transport Strategy in March 2018 following consultation.

18.0 Equality Implications

- 18.1 The public sector duty set out at Section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic.
- 18.2 There are no specific diversity implications arising from this report and its recommendations at this time.
- 18.3 Overall the proposed improvements are expected to have a positive impact on providing a safer and more accessible environment for the community, particularly for people with mobility difficulties.

19.0 Consultation with Ward Members and Stakeholders

- 19.1 Officers have been working with Queens Park ward councillors and the local community to address their concerns in relation to transport improvements on the Kensal Corridor area for a number of years.
- 19.2 The Kensal Corridor Study commissioned in 2016 and Masterplan have been developed in collaboration with Queens Park ward councillors, who also chair and attend regular meetings with the Kensal Consultative Group.
- 19.3 Further development of the scheme will continue to be in consultation and collaboration with representatives of the local community and local councillors.
- 19.4 The Strategic Director of Regeneration and Environment, under delegated powers, will consider the results of public and statutory consultation and make a decision on whether to proceed with implementation.

20.0 Human Resources/Property Implications (if appropriate)

- 20.1 Additional staff resources (internal or external) may be required to complete the final design and deliver the scheme.

Approved



Tony Kennedy
Head of Highways and Infrastructure

Date: 23 January 2020