Westminster City Council

Kilburn Lane Traffic Management

Consultation Report

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WSP

WSP House

70 Chancery Lane

London

WC2A 1AF

Phone: +44 20 3215 1610

WSP.com

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1 Executive Summary

This report summarises the recent consultation for the Kilburn Lane Traffic Management proposals. The report outlines the project background, the approach to consultation, the key themes received in stakeholder feedback, and the next steps for the project.

Westminster City Council (Westminster) and The London Borough of Brent (Brent) are jointly proposing highway changes on Kilburn Lane between the junctions of Banister Road and Chamberlayne Road/Ilbert Street. The proposed changes include:

- Introducing one-way traffic flow northbound on Kilburn Lane
- A new cycling link on Ilbert Street to connect to Kilburn Lane
- Nine new cycle stands at the western end of Ilbert Street
- Exploration of additional greening and placemaking

A three-week public consultation took place in July 2025, where the proposals were shared online and two drop-in events were held, enabling members of the public and key stakeholders to view the proposals. An online questionnaire asked people to provide their feedback on the proposed design and answer optional demographic questions. A total of 136 responses were received, including emails submitted to council officers.

In summary, most respondents supported the proposals, suggesting that the proposed changes are needed on Kilburn Lane to improve safety for all road users, cyclists, and pedestrians. There was a mixed response in the comments regarding changes to traffic flow due to the proposals. Some respondents suggested that introducing one-way traffic flow northbound on Kilburn Lane would ease congestion. Whereas others felt this could worsen delays and pollution and displace traffic that currently uses Kilburn Lane onto the surrounding road network, such as Chamberlayne Road. Common queries were also raised over the availability of parking on Kilburn Lane and suggestions around traffic calming measures to be introduced on Kilburn Lane.

The feedback received from the consultation has been reviewed by the project team and will be used to update the design. Should a decision be made to progress the scheme, the next steps will be to finalise the design and submit for a formal Traffic Management Order consultation.

2 Introduction

2.1 Purpose of this report

Westminster and Brent are jointly proposing highway changes on Kilburn Lane between the junctions of Banister Road and Chamberlayne Road/Ilbert Street. The proposed changes include introducing one-way traffic flow northbound and a new cycling link on Ilbert Street to connect to Kilburn Lane and nine new cycle stands at the western end of Ilbert Street. Exploration of additional greening and placemaking, involving a bench are also being investigated. Two-way cycling on Kilburn Lane will be retained.

A public consultation on this design took place between Tuesday 1 July and Tuesday 22 July 2025 to gather feedback.

2.2 Background

The 190-metre length of Kilburn Lane (between numbers 30 to 104) is predominantly residential and suffers from traffic congestion, as the road is often too narrow to allow traffic to pass in both directions. This results in stand-offs, road rage and traffic fumes from idling vehicles waiting for blockages to clear which has generated complaints from residents and Ward Councillors about rat-running traffic. Three serious injuries have been recorded at the junction of Kilburn Lane and Chamberlayne Road in the last five years, one in 2021 and two in 2024.

Figure 2-1 shows the area plan where highway changes are proposed.

Figure 2-1 – Kilburn Lane proposals area plan



In 2022 Queen's Park Ward Councillors raised residents' concerns with officers at Westminster and Brent about Kilburn Lane being used inappropriately as a through route leading to congestion. A meeting was held in November 2022 to discuss these issues and potential solutions. The councillors requested that a study be undertaken to investigate the problem, with the potential for highways interventions to be considered to reduce the reported congestion and 'road rage' incidents. It was agreed that Westminster would lead a feasibility study to better understand the problem and consider options to address issues that emerged from the study.

In 2023, Westminster's transportation consultants, Norman Rourke Pryme (NRP), were commissioned to conduct a traffic study with traffic surveys and 'LinSig' traffic signal modelling to better understand the underlying traffic issues and develop recommendations to improve traffic management. The study results confirmed that this section of Kilburn Lane is used as a short-cut on east-west routes between Harrow Road / Ladbroke Grove and Kilburn Lane / Carlton Vale, and two-way traffic on the narrow carriageway was resulting in traffic jams. The road safety record evidenced two serious injury collisions in 2024. The feasibility study set out mitigation options of varying levels of intervention from passing places to full closure, with a recommendation to convert Kilburn Lane into a one-way northbound route as a the most effective measure to alleviate the traffic management issues and improve road safety, whilst reducing the impact on traffic displacement on the surrounding road network. In liaison with Transport for London (TfL) buses, it was agreed to conduct more detailed "Vissim" modelling to demonstrate the one-way would not adversely affect bus reliability or the operation of the traffic signal-controlled junction at Banister/Chamberlayne Road and the Chamberlayne Road corridor.

The scheme has two phases. Phase 1 involved the installation of double yellow lines outside 102 and 14 Kilburn Lane, as well as on the bend outside numbers 50 to 52. This phase was intended to remove pinch points for buses on Kilburn Lane, and to provide a temporary passing place on the bend, ahead of development of longer-term measures.

A three-week Traffic Management Order (TMO) consultation took place in November 2024, and the measures were implemented in March 2025. This phase involved minor line marking and signage updates and was intended as a 'quick win' short term solution. Feedback from some residents and Councillors suggested it was only partially effective in reducing the road rage and rat-running issues.

The project has now entered Phase 2, building on the feasibility study which recommended a one-way traffic flow northbound on Kilburn Lane. Phase 2 is a longer-term solution, which aims to deliver the feasibility study's recommendation to convert Kilburn Lane into a one-way route, along with some cycling and public realm improvements. TfL Network Management and Buses teams have been engaged in the scheme design process for the Phase 2 one-way traffic proposals, including reviewing Vissim modelled impacts on bus operations to ensure they are acceptable.

The Phase 2 proposals (Feasibility Design Stage 1) were publicly consulted on in July 2025. This will inform decision making and feed into the further design work currently being undertaken.

Figure 2-2 shows a timeline setting out the key milestones described above and the next steps.

Figure 2-2 – Timeline of engagement and consultation



2.3 What is being proposed: Phase 2

The current proposals for Kilburn Lane traffic management (consulted on in July 2025) are shown in Appendix B (consultation boards – scheme drawing of the proposals) and include:

- Kilburn Lane to be one-way only northbound for general traffic between Chamberlayne Road/Ilbert Street junction towards Banister Road junction. Kilburn Lane will be No Entry (except cyclists) at the junction with Banister Road.
- Two-way cycling retained along Kilburn Lane between Chamberlayne Road/Ilbert Street junction towards Banister Road junction. Cyclists will be segregated from general traffic at the southern junction of Kilburn Lane using flexible ‘wand’ bollards.
- A new clearly marked ‘off-carriageway’ cycle track providing a cycle connection between Ilbert Street and Kilburn Lane and nine new cycle stands.
- Exploration of Sustainable Drainage / greening (in-ground planting and a bench) at the western end of Ilbert Street.
- A footway (pavement) buildout constructed at the northeastern end of Kilburn Lane outside number 103, shortening the pedestrian crossing distance; and
- A yellow box painted on Kilburn Lane junction with Banister Road to keep the northbound exit clear of traffic.

The proposed improvements will enhance accessibility and safety for pedestrians and cyclists, reduce congestion, and improve the public realm.

2.3.1. Local context

The borough boundary runs down the centre of Kilburn Lane. The eastern half of the road is maintained by Westminster, while the western half is the responsibility of Brent. Westminster agreed to lead this project. The proposed cycle improvements connecting Kilburn Lane and Ilbert Street fall within Westminster's boundary.

In April 2025, Brent completed the Kensal Corridor Public Realm scheme. This was considered during the Kilburn Lane scheme option appraisal process and was included in the traffic modelling. The Kensal Corridor scheme removed some parking spaces on Chamberlayne Road, allowing for smoother southbound travel and accommodating a small increase in traffic flow. Further parking reductions on Kilburn Lane were minimised to reduce the impact on resident parking. Footway widening around the Kilburn Lane junction will complement the enhanced footway and public realm on Chamberlayne Road, reducing the crossing distance for pedestrians and improving safety.

3 Promotion and Consultation Approach

3.1 Overview

A public consultation on the Kilburn Lane Traffic Management proposals took place from 09:00am on Tuesday 1 July up to 23:59pm on Tuesday 22 July 2025.

The consultation was carried out using Westminster's consultation website, Commonplace, and included information about the proposals, responses to Frequently Asked Questions (FAQs) and a questionnaire. During the three-week consultation period, two drop-in events took place at a venue located near to the project area to allow the opportunity for members of the public to meet the project team and ask any questions.

Stakeholders were invited to review the proposals and share their views on how they felt about the proposals for Kilburn Lane, including any comments, concerns or suggestions. The questionnaire asked respondents to consider whether the proposals were likely to deliver the anticipated benefits, if they supported the idea of greening and a bench on Ilbert Street, and how they had heard about the consultation.

A package of consultation materials was developed in a style that was accessible to all audiences. These materials conveyed the technical details of the proposals that were required to make an informed response to the consultation.

3.2 Promotional approach

A range of materials were used to promote the consultation. These are detailed below. All materials were available for the duration of the consultation period.



Lamppost wraps: Lamppost wraps were produced to promote the consultation. These triangular wraps contained an image of the project area, a QR code and URL for the consultation website, consultation dates, and contact details. The wraps were installed onto 16 lampposts within 200 metres of the scheme area on 1 July and were removed on the morning on 23 July. Examples of the lamppost wraps, and their locations, are shown in Appendix A.



Letters: To promote the consultation, letters were delivered to 986 addresses in the local area on 1 July. A distribution boundary of 200 metres around the project area was agreed in advance. This is larger than the standard 25 metre radius and was set to capture the views of residents located on surrounding roads within Brent and Westminster boroughs who may be affected by the proposals. The letters were used as a call to action, encouraging people to have their say on the project by scanning a QR code that took them directly to the consultation website. A copy of the letter is provided in Appendix A.



Consultation website (kilburnlane.commonplace.is): A consultation website was created and contained information about the proposals for traffic management on Kilburn Lane. The website launched to the public at 09:00 on Tuesday 1 July 2025. If people had previously signed up to be notified of consultation launch, they then received an automatic email from Commonplace on 1 July once the site had gone

live. Brent also added a link to the site on their consultation webpages. Appendix A includes the Commonplace email sent. The consultation website contained three pages (or 'tiles') that visitors to the website could click through, including Our Proposals, Questionnaire and FAQs. Statistics of engagement from the consultation website can be seen in Figure 3-1. Appendix B includes full details of the consultation website.

Frequently Asked Questions (FAQs): 15 FAQs were produced and included on the website to answer commonly asked questions covering details about the proposals. The FAQs can be found in Appendix B.

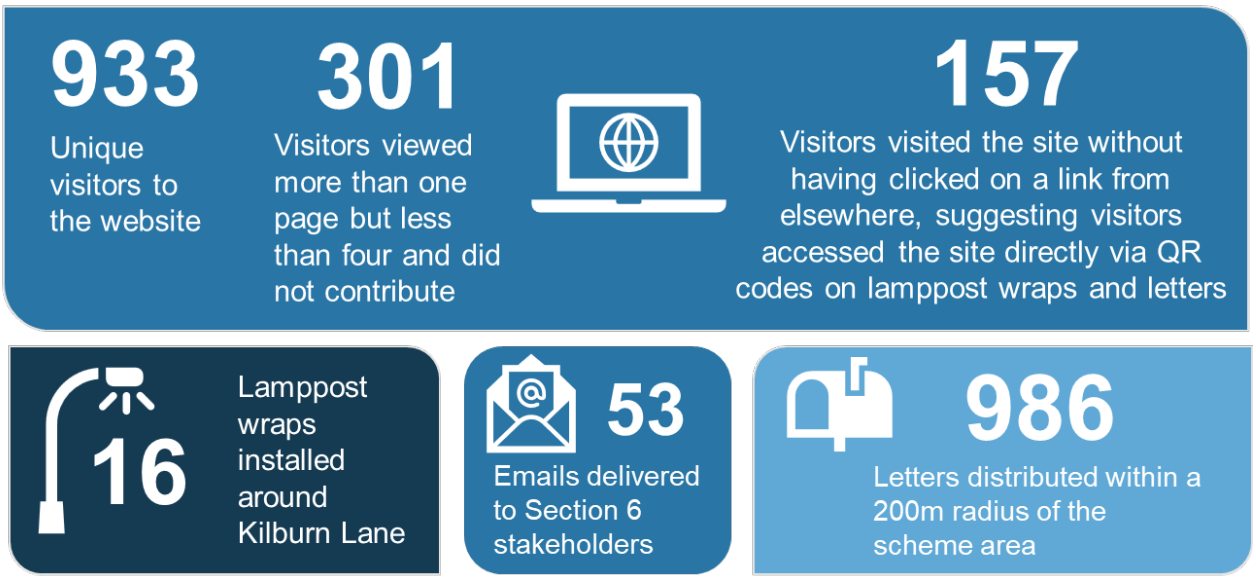
Email: Westminster sent emails to the Section 6 consultation stakeholder list on 1 July at 9:08am. A total of 61 emails were sent but only 53 delivered due to bounce-backs/invalid email addresses. The email notified stakeholders that the consultation had launched, inviting them to review proposals on the website and answer the questionnaire. Appendix A includes the Section 6 email that was sent and the delivery statistics.

Social media: Westminster's social media channels were not used in this consultation.

All promotional materials were created in a style intended to enable people to access information at a comfortable, non-technical level.

A summary of the promotion outcomes can be seen below in Figure 3-1.

Figure 3-1 – Communications outcomes summary



3.3 Consultation approach

A range of materials were used to support the consultation. These are detailed below. All materials were available for the consultation period from Tuesday 1 July up to Tuesday 22 July 2025.

Online questionnaire: A questionnaire, hosted on the Commonplace website, was designed to gather views and feedback on the proposed design. This included a total of eight questions, four of which related directly to the proposals. The first two questions asked for information about the respondent's identity, such as if they were a local resident or if they were part of an organisation. Next there were three closed questions and one open question on the proposals and a final closed question asking respondents how they found out about the consultation. A copy of the questionnaire is available in Appendix A.

Five optional questions were included to gather respondent demographic data. A hard copy of the questionnaire was available on request.

Drop-in events: Two in-person drop-in sessions were held at the Moberly Sports Centre between 3pm and 7pm on Friday 11 July and Friday 18 July. This provided the opportunity for community members and stakeholders to meet the technical project team and ask questions about the proposals. A total of 17 people attended the sessions. Appendix D includes images from the events.

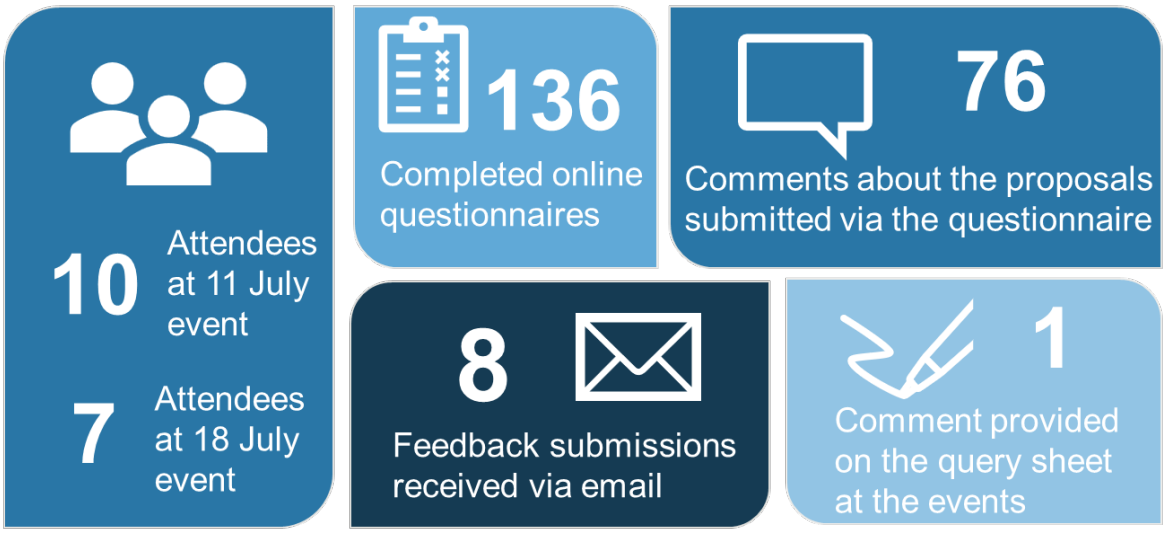
Emails: An email address was provided on the promotional letters and on the Commonplace pages, so that people could reach out to the project team if they needed further information or had enquiries. Eight feedback submissions were sent by email to Westminster and Brent.

Information boards: Four A1 Information boards were displayed during the drop-in events. These contained the scheme drawing of the proposals and traffic modelling information. Full details can be found in Appendix B.

Query sheet: Query sheets were provided at the events to record questions from stakeholders that the project team could not immediately address, allowing them to follow up with responses later. They were also used to collect stakeholder comments for those that did not wish to submit their feedback online. A total of one comment was provided at the event on 11 July.

A summary of consultation outcomes can be seen below in **Figure 3-2.**

Figure 3-2 – Consultation outcomes summary



3.4 Analysis methodology

The questionnaire consisted of open (free-text) and closed (tick-box) questions, however responses were also received via email and event query sheets. No physical letters were received by Westminster or Brent.

The analysis of responses was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process. All responses across all feedback methods were checked for duplicate submissions to ensure they were considered as one response. No duplicate submissions were identified for this consultation.

A copy of the questionnaire is available in Appendix A.

3.4.1. Closed questions

There were five closed questions on the proposals and five optional demographic survey questions which allowed respondents to choose their preferences from multiple choices. These questions provided quantitative data where preferences could be compared easily. Results of the questionnaire's closed questions can be seen in Section 3.2 and the demographic survey results can be found in Section 4.

3.4.2. Open questions (free-text)

The questionnaire included two open questions, one asking respondents to provide the name of the business or organisation they represent (if applicable) and another asking for feedback on the proposals. Open question responses were analysed to identify community perception from the data. A summary of the results is available in Section 3.3.1. The eight emails, as well as the single submission received at the event, have been analysed and summarised separately in Section 3.3.2.

4 Responses to the Consultation

4.1 Introduction

Overall, a total of 136 people responded to the consultation via the questionnaire on the Commonplace website.

4.2 Closed question analysis

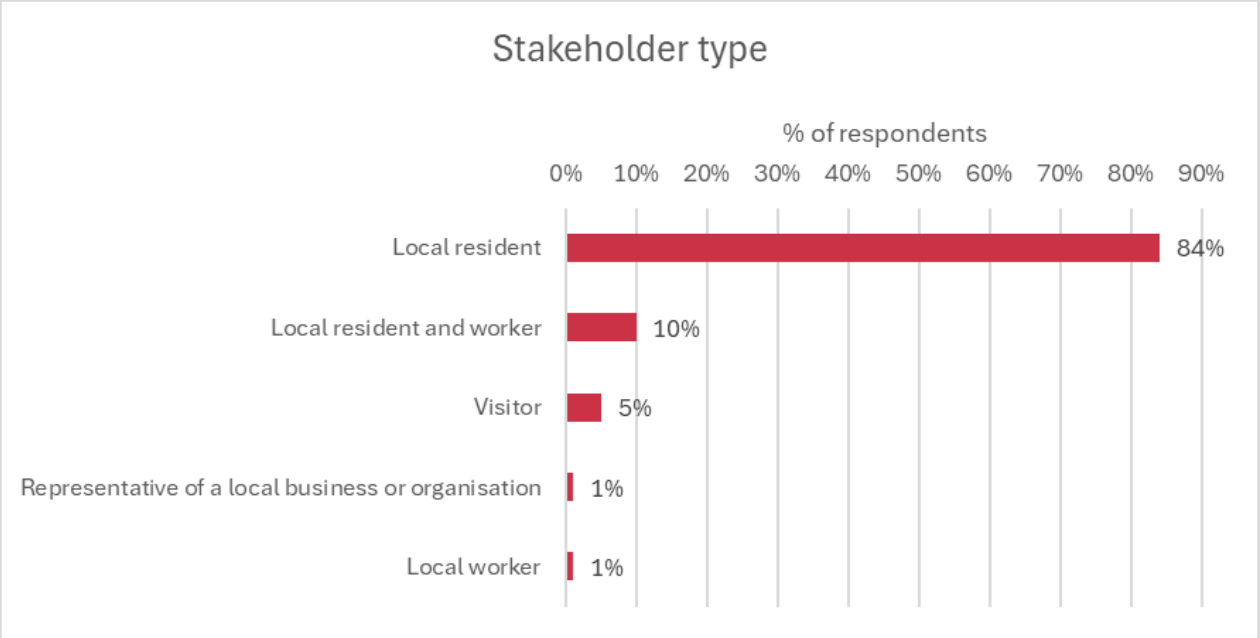
Questions 1 to 4 and question 6 in the questionnaire were closed questions and the results are analysed below. The closed questions were optional so the response rate for each question varies. Percentages are rounded to the nearest whole number, and as such totals may not equal 100. The questionnaire was followed by five optional demographic questions which gave people the option to share more information about themselves and the responses are discussed in Section 4.

4.2.1. Stakeholder type

Question 1 asked people to describe themselves and included an optional open question for respondents to provide the name of the business or organisation they represent. Respondents were able to select one option, and a total of 131 people chose to answer this question.

Full details can be seen in Figure 4-1.

Figure 4-1 – Which of the following best describes you?



Base: (n:131)

Most respondents, 84%, identified themselves as local residents (110 respondents) with 13 respondents identifying themselves as a local resident and worker.

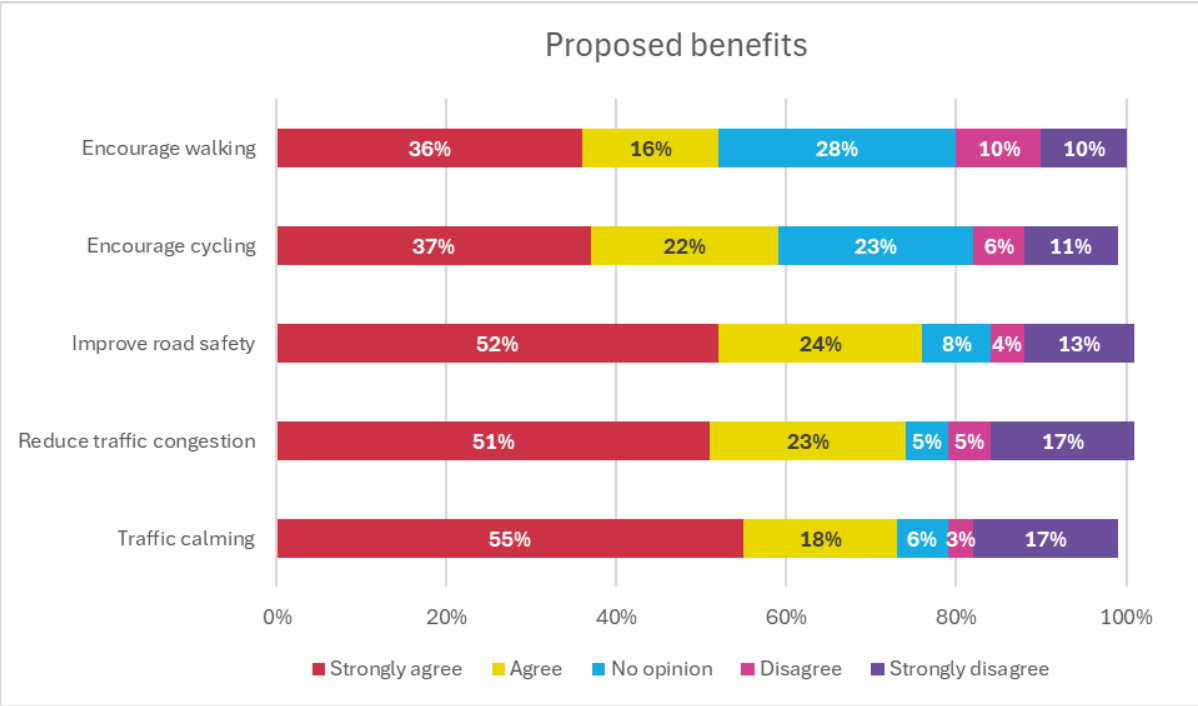
Three people provided the name of the business or organisation they represent, and one respondent commented that they are self-employed.

4.2.2. Agreement with the anticipated project benefits

Question 2 asked people to what extent they think the one-way and cycling proposals will achieve various anticipated benefits. There were five benefits to respond to and five response options to select, ranging from strongly agree to strongly disagree. Respondents did not have to select an answer for each benefit. Between 108 and 110 responses for each benefit were received.

Full details can be seen in Figure 4-2.

Figure 4-2 – To what extent do you agree the one-way and cycling proposals will achieve the following



Base: (n:108 for 'encourage walking' and 'encourage cycling' and n:110 for 'improve road safety', 'reduce traffic congestion' and 'traffic calming').

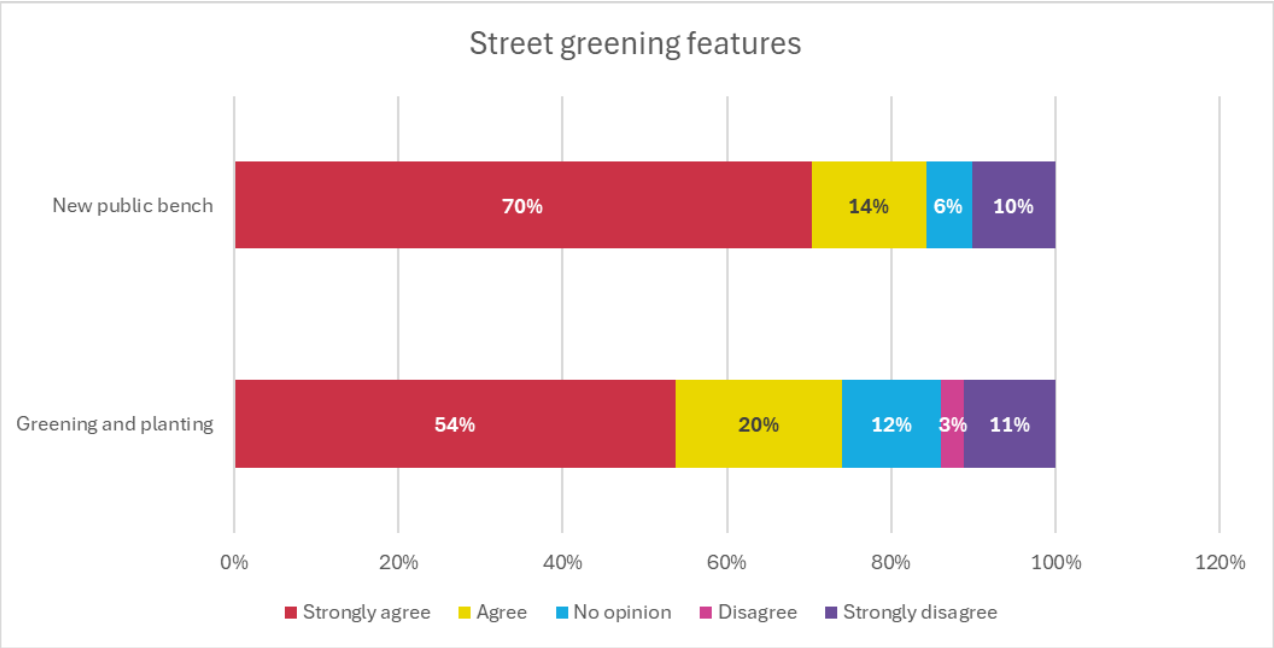
The highest proportion of respondents indicated that they either 'strongly agree' or 'agree' that the proposals will achieve improved road safety with 57 respondents 'strongly agree' (52% of responses) and 26 respondents 'agree' (24% of responses); for 'reduced traffic congestion' 56 respondents 'strongly agree' (51% of responses) and 25 respondents 'agree' (23% of responses) and 'traffic calming' in the area 61 strongly agree (55% of responses) and 20 agree (18% of responses).

'Encourage cycling' and 'encourage walking' received more of a mixed response, with most respondents in either agreement or strong agreement; 56 respondents in total for 'walking' (52% of respondents), and 64 respondents in total for 'cycling' (59% of respondents) and a relatively high number of responses with 'no opinion'; 30 respondents for 'walking' (28% of respondents) and 25 respondents for 'cycling', (23% of respondents).

4.2.3. Exploration of street greening features

Question 3 asked people to what extent they supported the idea of introducing greening or planting and a bench at the end of Ilbert Street. There were five options to select for the two features, ranging from strongly agree to strongly disagree. A total of 108 people provided a response for each feature. Full details can be seen in Figure 4-3.

Figure 4-3 – To what extent do you support the idea of greening and a bench at the end of Ilbert Street?



Base: (n:108 for each feature)

Overall, most respondents either ‘strongly agreed’ or ‘agreed’ with these proposed features (91 for greening and planting and 80 for public bench).

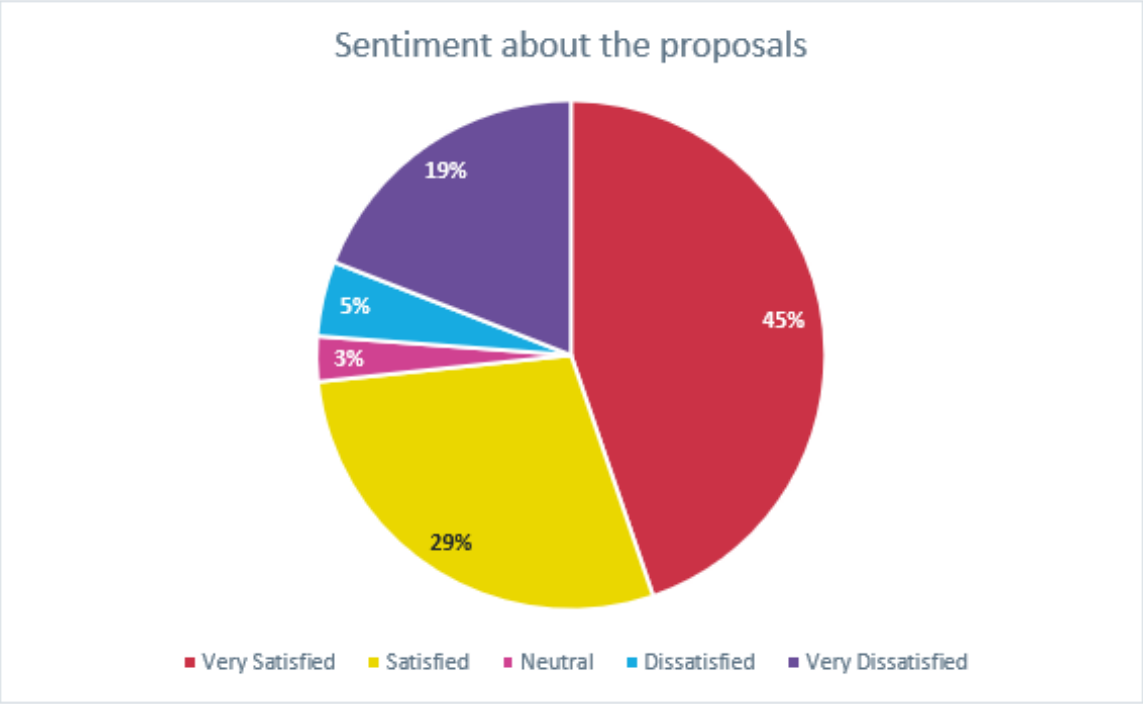
84% of respondents, (made up of 58 and 22 respondents respectively) either ‘strongly agreed’ or ‘agreed’ with the idea of introducing a new public bench, and 74% of respondents either ‘strongly agreed’ or ‘agreed’ with the idea of new greening and planting (made up of 76 and 15 respondents respectively). No respondents selected ‘disagree’ for greening and planting.

4.2.4. Sentiment about the proposals

Question 4 asked people how they felt about the overall proposals for Kilburn Lane ranging from very dissatisfied to very satisfied.

Full details can be seen in Figure 4-4.

Figure 4-4 – Overall how do you feel about the proposals for Kilburn Lane?



Base: (n:105)

A total of 105 people chose to answer to this question.

Almost three quarters (a total of 77 responses, 73% of respondents) were either very satisfied or satisfied with the proposals.

3% of respondents (3 respondents) were neutral.

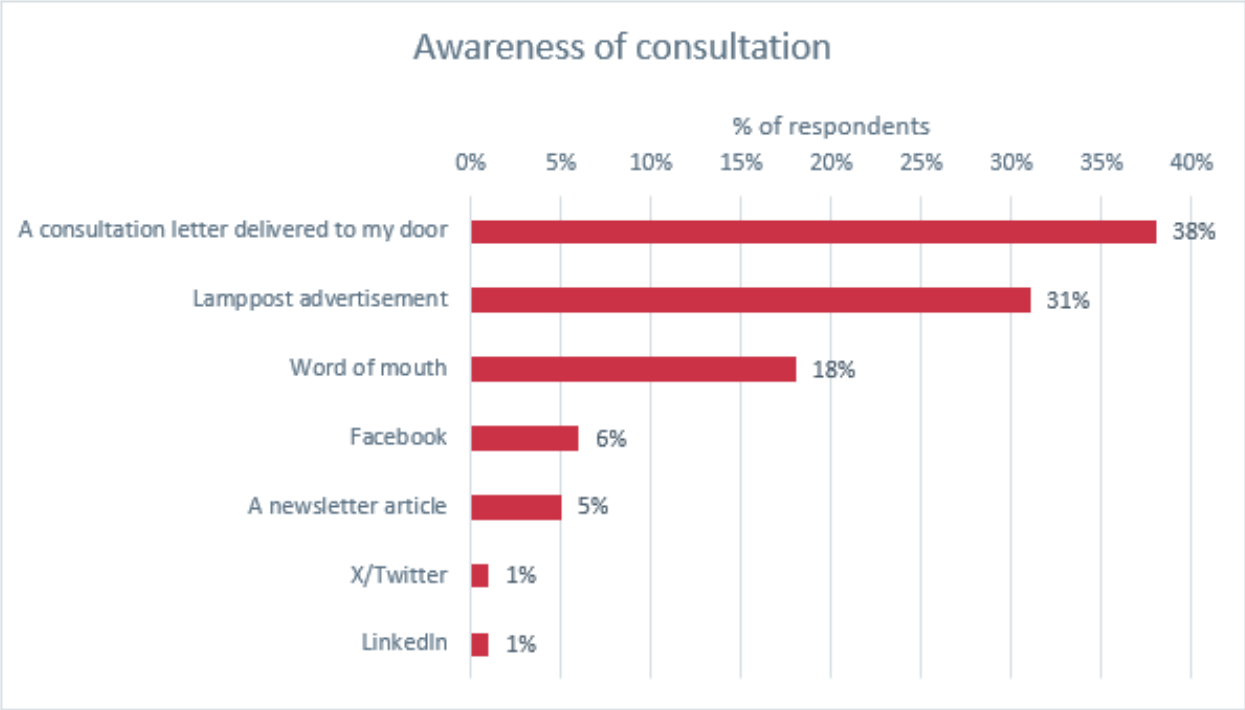
Almost a quarter of respondents (25 responses, 24% of respondents) were either dissatisfied or very dissatisfied with the proposals.

4.2.5. Awareness of the consultation

Question 6 asked people how they heard about the consultation. Respondents were asked to select one answer from the 10 options and had the option to provide an 'other' response.

Full details can be seen in Figure 4-5.

Figure 4-5 – I heard about this consultation through



Base: (N: 96)

38% of respondents (36 respondents) had heard of the consultation via a letter delivered to their door, closely followed by lamppost advertisement which was selected by 31% of respondents (30 responses).

WCC did not use social media to officially promote this consultation as it is a small scheme area, but it is likely that social media was used by individuals such as local residents, campaign groups and local residents' associations to raise awareness of the consultation amongst the local community. Of the six social media sites listed in the questionnaire, the most selected response was Facebook, by 6% of respondents (6 responses). No respondents selected the options Bluesky, Instagram or NextDoor.

Six people selected 'other' stating that they had heard of the consultation through channels including Brent Councillors, local residents' association, email, local WhatsApp group, searching local news and signs on the street.

4.3 Open question feedback

Question 5 provided an opportunity for people to express their general comments about the proposed scheme. All feedback received, via all methods, was sent to Westminster, Brent and the project technical team for consideration. In total 85 comments were received.

A summary of the common themes raised from the feedback received via the questionnaire (where 76 respondents provided open text comments) can be found in Section 3.3.1. Section 3.3.2 presents a summary of the feedback received via email and event query sheet. The full results can be found in Appendix D.



4.3.1. Questionnaire feedback

General support for the scheme

30 comments were supportive of the one-way northbound traffic flow and two-way cycling proposals in general. Respondents suggested that the project is long overdue, much needed and would improve safety in the area.

A respondent described the lived experience of crossing the roads for many years and suggested that the proposals would improve pedestrian safety. Others described their experience of Kilburn Lane being used as a rat-run and highlighted that it is often dangerous for cyclists, pedestrians and motorists.

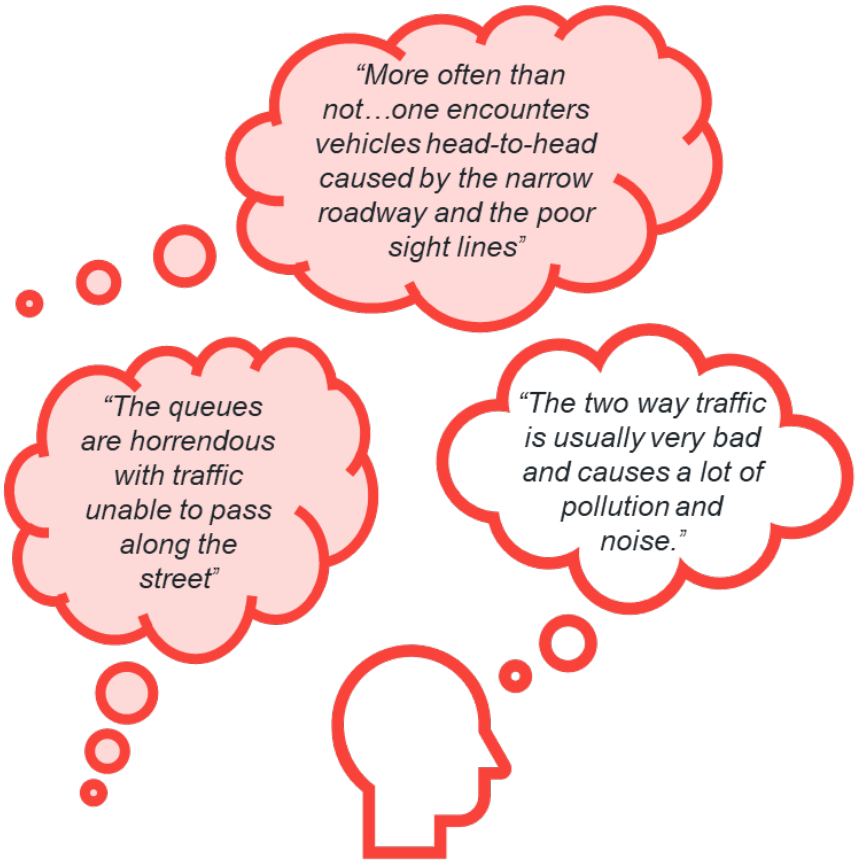
Respondents agreed that the road is currently too narrow to accommodate two-way traffic. Some suggested that the proposals would ease congestion in the areas whereas others raised concerns over traffic congestion and displacement, which are discussed below.

Existing traffic congestion

30 comments were shared about the current traffic and congestion problems on Kilburn Lane. As a two-way street, it is being used as a rat-run due to the traffic lights on Banister Road, causing cars to queue and sometimes damage residents' parked cars. This leads to poor air quality and increased noise in the area. Respondents described the poor lines of sight due to the bend in the road making it hard for all road users to see oncoming vehicles.

Some respondents stated that congestion on Kilburn Lane is caused by Moberly Sports Centre users who circulate Kilburn Lane and nearby streets searching for drop off, pick up or parking locations.

This feedback suggests the proposals are needed to ease traffic congestion on Kilburn Lane and improve safety for local residents, visitors, cyclists and motorists.

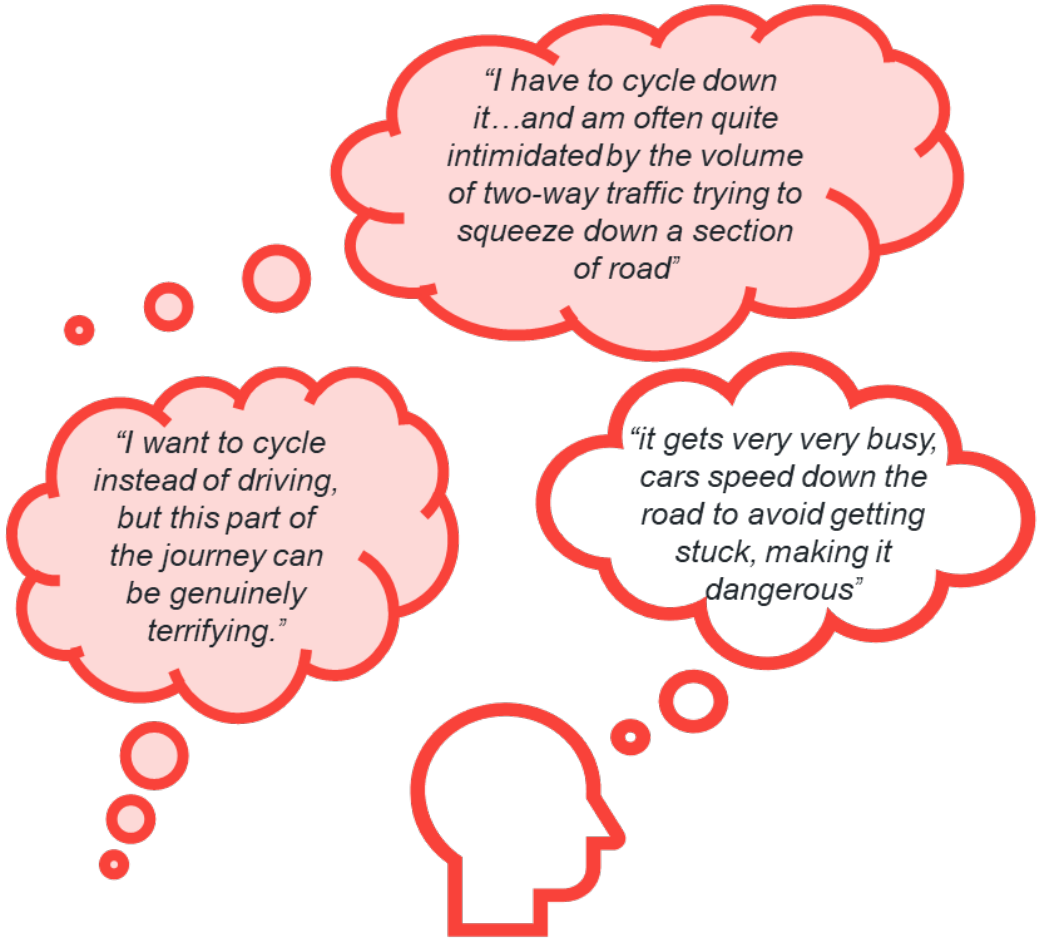


Safety concerns

23 comments were submitted that raised safety concerns about the current arrangements on the street. These included overcrowding, queueing, or speeding vehicles on Kilburn Lane and the surrounding areas which is dangerous for residents, pedestrians and cyclists. Some respondents also referred to motorists' safety citing "*unsafe driving conditions*" on Kilburn Lane.

Road rage and aggressive driving was a common theme stated by five respondents. It is perceived that cars using Kilburn Lane tend to travel at fast speeds with little regard for pedestrian safety.

Six respondents raised safety concerns that the one-way northbound proposals could encourage cars to travel at faster speeds on Kilburn Lane and increase the risk of collision with other vehicles, pedestrians and cyclists. A further five comments suggested that exploring speed calming measures will be important to preserve speed limits and increase safety for all users on Kilburn Lane.



Worsen congestion

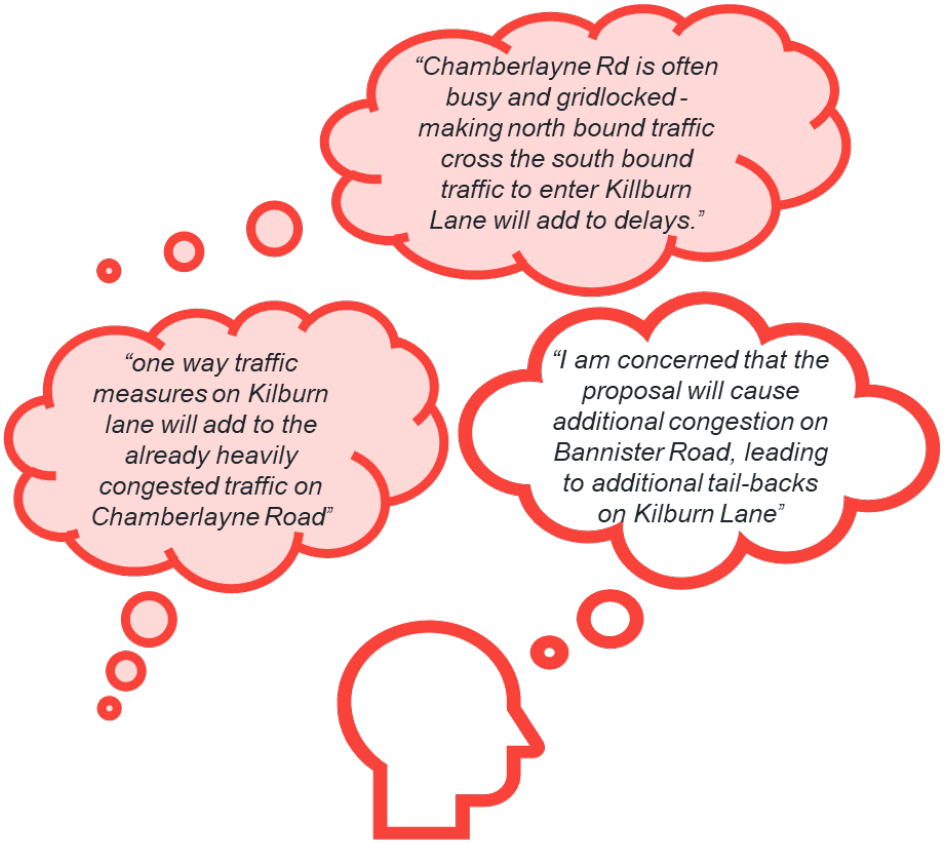
19 respondents felt that the proposals would add to the level of traffic congestion in the area which was highlighted by 30 respondents as a problem (summarised above in the *Existing traffic congestion* section).

The comments included suggestions that introducing one-way northbound traffic flow on Kilburn Lane would worsen congestion on Chamberlayne Road and Banister Road in particular. This could lead to longer journey times with a couple of respondents citing evening rush hour and the weekends as problematic.

It was also highlighted that the right turn at the top of the junction on Kilburn Lane will have to cross the traffic queuing to join Chamberlayne Road. Four respondents went on to suggest that the proposals should be for southbound only traffic, rather than northbound, to avoid cars having to cross oncoming traffic and adding to delays, and to make it safer for cyclists turning right from Chamberlayne Road onto Kilburn Lane.

Eight respondents raised queries and concerns about the impact to bus services due to the potential additional congestion.

Parking on Kilburn Lane was raised by ten respondents. Three of these suggested that longer parking permit times and more resident parking spaces being available would ease the congestion currently caused by people using the local amenities and parking on Kilburn Lane. The other six respondents raised concerns over future parking arrangements, suggesting that on street parking needs to be given sufficient space so that parked cars and cyclists using the cycle lane are protected.



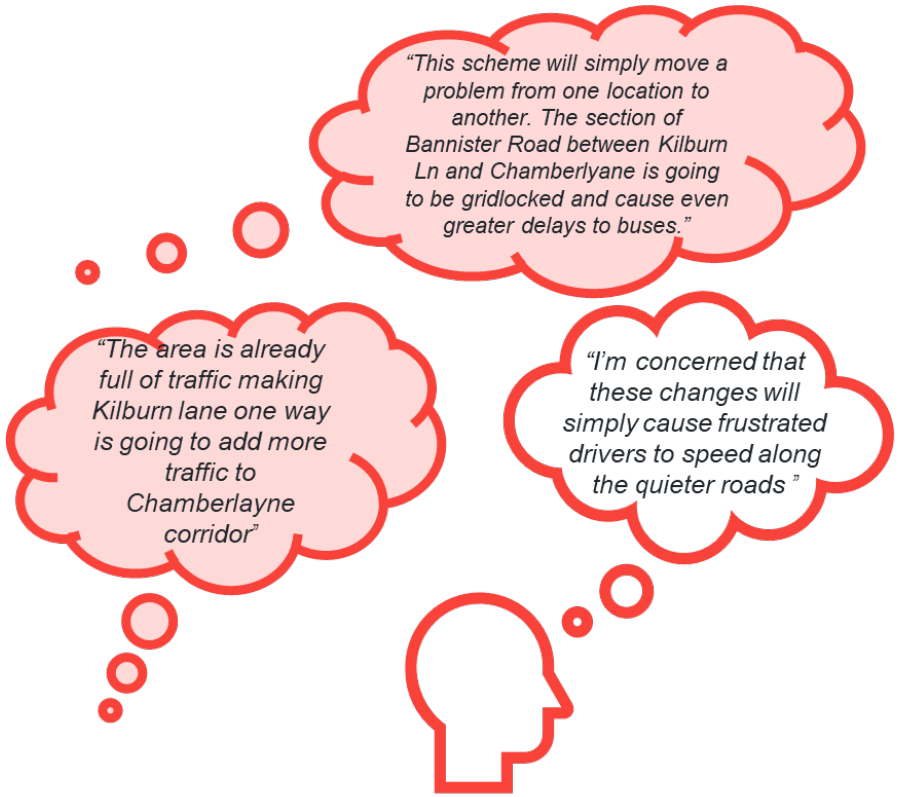
Traffic displacement

Relevant to the previous theme of the proposals potentially increasing the level of congestion in the area, 18 respondents felt that the proposals would displace the traffic from Kilburn Lane to other roads nearby.

Banister Road and Chamberlayne Road were the most mentioned roads which the respondents thought might experience more traffic due to the proposals. Four respondents elaborated by describing the impact this might have on other areas. For example, they thought this might create a backlog of traffic coming from Queens Park to Kensal Rise or Ladbroke Grove. Harvist Road, The Avenue and Salisbury Road were also suggested as alternative traffic routes to Kilburn Lane, although it was felt they are also heavily congested at present.

Three respondents referred to the current traffic signal phasing on the junction of Banister Road and Chamberlayne Road suggesting not enough time is allowed for traffic turning onto the already heavily congested Chamberlayne Road. They felt this situation would be made worse by the one-way proposals and four respondents suggested the traffic signal timing should be considered as part of this project.

To ease congestion, some respondents suggested keeping two-way traffic on Kilburn Lane and removing parking to aid traffic flow. Another respondent suggested using Priority Over Oncoming Vehicles Signs to slow the traffic and enforce giving way.



4.3.2. Other forms of feedback

Email analysis

One feedback email was sent to Brent, and seven emails were sent to Westminster. One of the emails received by Westminster was submitted a day late on 23 July 2025 after the consultation closed on 22 July 2025 but has been included in this analysis.

Six of the emails received were supportive of the proposals and two supported the principle of the new cycle lane but raised concerns over the one-way northbound traffic flow proposals which they were not supportive of.

Table 4-1 summarises the key points that emerged from the responses submitted to Westminster and Brent by email. The full results of the analysis of the comments submitted by email can be found in Appendix D.

Table 4-1 – Summary of feedback received by email

Response	Feedback
ID 138 – local resident	• Agreement with introduction of one-way northbound traffic flow to improve safety and reduce traffic. • Requested more information on the proposed cycle stands at the northern end as expressed concern over potential increased number of cycle hire bikes being left here blocking the footway. • Suggestion to reclaim parking recently removed to use as a cycle stand instead.
ID 139 – Kensal Rise Residents Association	• Support two-way cycling proposals on Kilburn Lane. • Expressed concerns over one-way northbound traffic flow on Kilburn Lane as this will displace southbound traffic onto Chamberlayne Road which is already severely congested and dangerous. • Expressed concerns over impact to bus services, emergency services and air quality. • Shared collision data analysis for Chamberlayne Road, highlighting safety concerns in the project area. • Request for further monitoring, mitigations and information to be shared by the Councils.
ID 140 – Brent Cycling Campaign	• Supportive of new cycle lane connection between Kilburn Lane and Ilbert Street and cycle protection at the Kilburn Lane / Chamberlayne Road junction to improve cycle connectivity and safety. • Raised concerns over the one-way northbound traffic flow on Kilburn Lane as likely to increase traffic speeds. • Suggested increased enforcement of the 20mph speed limit and additional parking places on Kilburn Lane (east side).
ID 141 – local resident	• Supportive of proposals as will improve safety in general. • Raised concerns over speed of vehicles on Kilburn Lane and lack of safe crossing point where Sixth Avenue and Kilburn Lane meet. • Suggestion to include speed bumps at top end of Sixth Avenue and a crossing to improve pedestrian safety.

Response	Feedback
ID 142 – Kensal Triangle Residents' Association	• Supportive of the proposals to improve safety and traffic flow on Kilburn Lane. • Raised concerns over two-way cycling on a one-way street as this can often cause confusion for cyclists and drivers, creating unnecessary conflict and safety problems. • The lamppost wraps were an effective way to promote the consultation.
ID 143 – individual	• Supportive of the proposals stating it is long overdue but suggest that the project is not likely to change the current traffic situation.
ID 144 – Queen's Park Community Council	• Supportive of the proposals suggesting that the two-way cycling will improve safety for all users. • Noted the risk that traffic will be displaced to Sixth Avenue and requested post implementation monitoring is undertaken. • Suggested that similar cycling provisions were made in other one-way streets in the area.
ID 145 – Met Police	• No objection to the proposal raised. • Noted a concern regarding the two-way cycle lane in Kilburn Lane as the available carriageway width appears narrow which could risk cycle collision with oncoming vehicles.

Query sheet analysis

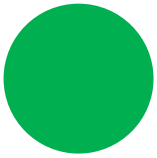
One attendee at the 11 July event requested to leave their feedback on the query sheet rather than submitting a response to the online questionnaire. This comment raised concerns about two-way cycling and pedestrian safety crossing the road, suggesting that speed reduction measures should be introduced. The comment also asked if Kilburn Lane residents can park in the Moberly Sports Centre car park. The full results can be found in Appendix D.

4.4 Feedback and sentiment summary

During the consultation events there were identified trends in sentiment among people participating. The most prominent trends have been captured and summarised below in Table 4-2.

Although not formally recorded, this summary includes general sentiment and commentary heard through direct conversations with visitors to the in-person events.

Table 4-2 – Feedback and sentiment summary

Sentiment	Feedback
Positive trends 	Acknowledgement of current safety issues in the area. For example, the crossing point at the Banister Road / Kilburn Lane junction can be dangerous as it is wide and cars turn quickly and there have been pedestrian collisions at the Ilbert Street / Kilburn Lane junction. Additional comments were that the one-way northbound traffic flow proposals are long overdue and will make a difference.
Suggestions from the community 	Some visitors to the events suggested that traffic calming measures such as road humps should be introduced to mitigate the risk of fast travelling cars, motorcyclists and cyclists and associated noise. There was a suggestion that the proposed cycle stands on the northern section of Kilburn Lane should be re-located as they are at risk of being hit by vehicles. People were interested in parking in the project area, suggesting that parking permit hours should be adjusted to avoid people using the Moberly Sports Centre parking on Kilburn Lane.
Areas of concern 	Some individuals noted the importance of enforcing proper use of the two-way cycle lane to prevent misuse by other road users, including motorcycles, and to address potential safety concerns. Queries were raised about the use of Kilburn Lane by lorries, despite the lorry ban and emergency services access with the one-way proposals.

5 About the Respondents

5.1 Demographic data

There were five optional questions which asked people to share more information about themselves and 93 people chose to provide a response. Percentages are rounded to the nearest whole number, and as such totals may not equal 100.

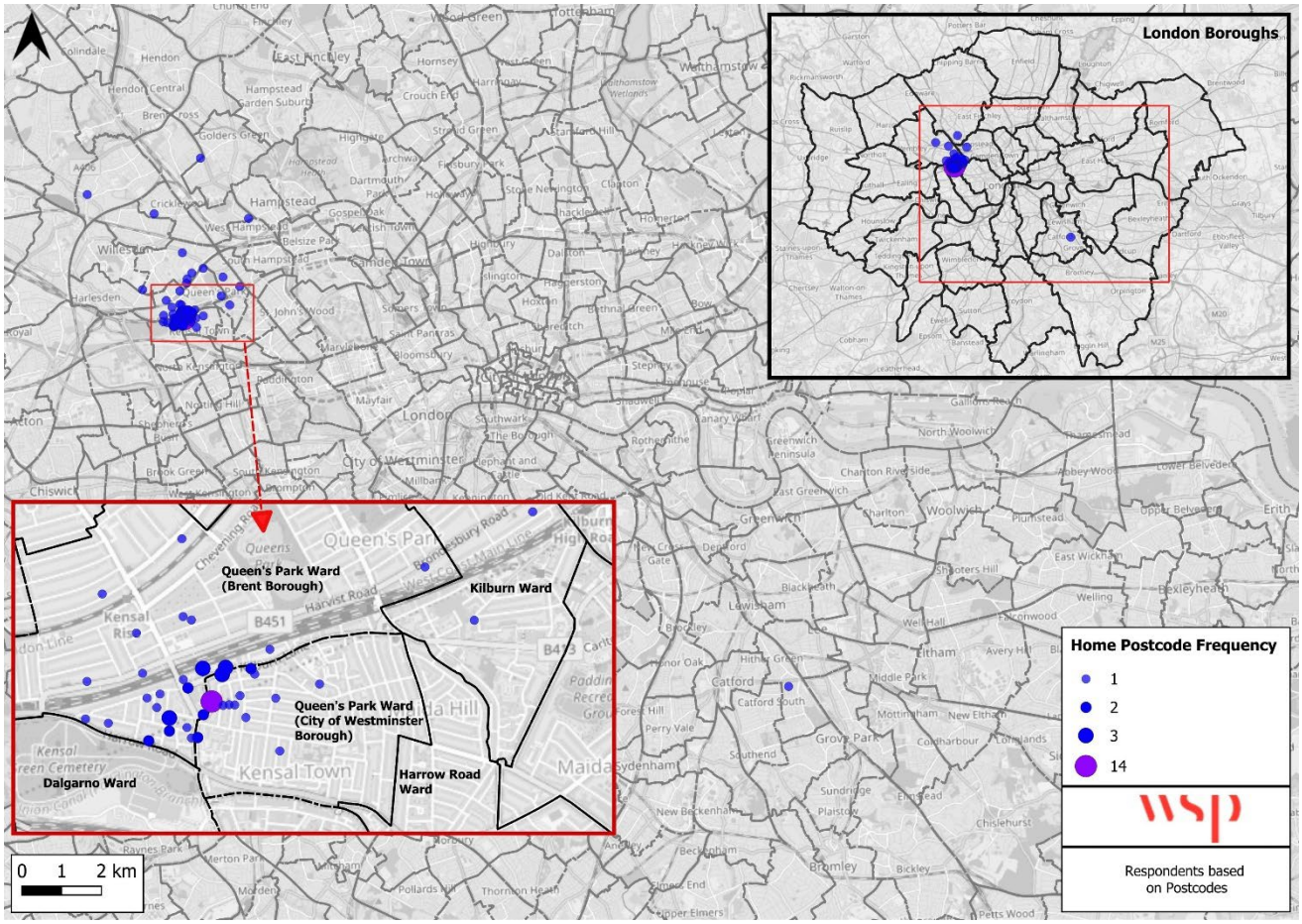
5.1.1. Location

Respondents were asked to provide their home postcode and work postcode to understand where people were responding from. 78 respondents provided their home postcode, and 42 respondents provided their work postcode.

Postcodes have been mapped to show the home location of the respondents. Out of the 78 home postcodes provided, 27 postcodes have not been included in the map due to location or invalidity.

Full details can be seen in Figure 5-1.

Figure 5-1 – What is your home postcode?



Base: (N: 78 provided, 51 mapped)

The respondents are clustered around Kilburn Lane and the surrounding streets as shown by the blue dots on the map above. The highest frequency of 14 postcodes was recorded in the project area on Kilburn Lane itself. Some responses were submitted by people living further away to the north of the project area, including Brondesbury and further afield locations such as West Hampstead, Hendon Way and near the North Circular Road.

Postcodes have also been mapped to show the work location of the respondents. Out of the 42 postcodes provided, 6 postcodes have not been included in the map due to location or invalidity.

Full details can be seen in Figure 5-2.

Figure 5-2 – What is your work postcode?



Base: (N: 42 provided, 36 mapped)

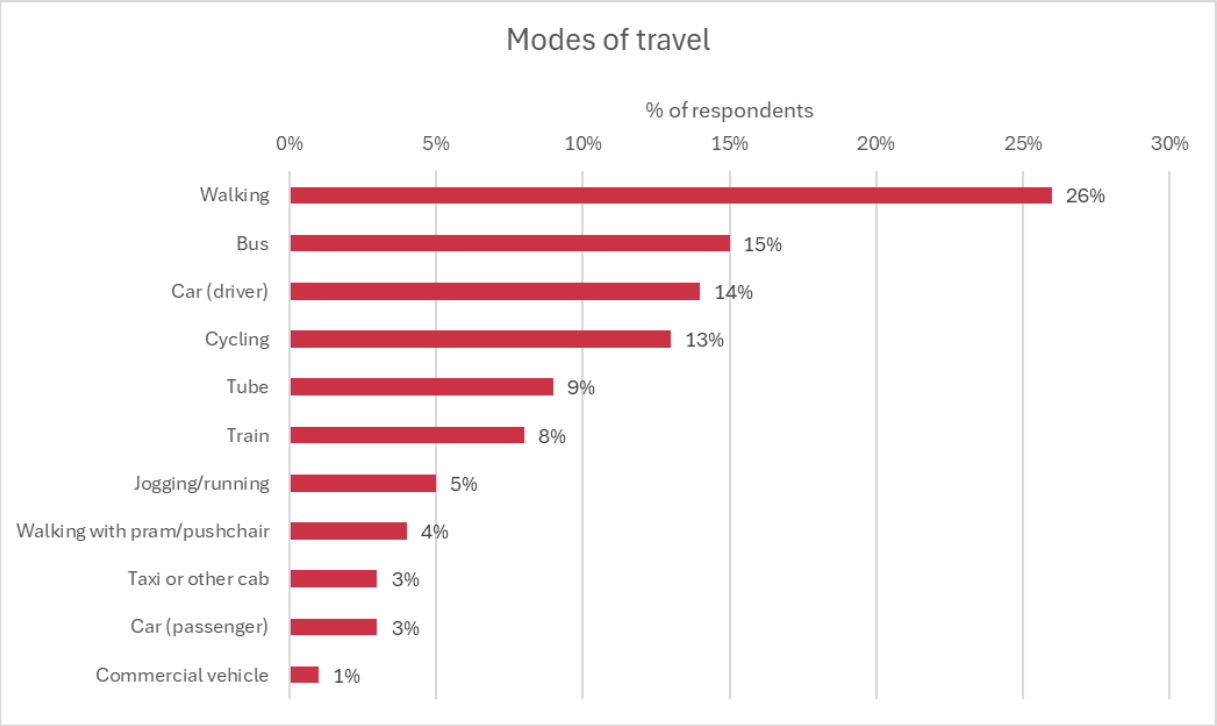
Like the home postcode data, for work location there is a cluster of responses from postcodes on Kilburn Lane and the surrounding streets shown by the red dots on the map above. The map shows that the work location of respondents is further spread across London compared to the home postcodes. For example, people working in areas such as Lewisham, Canary Wharf, Homerton and near to Brent Cross responded to the consultation.

5.1.2. Travel modes in the area

Respondents were asked to select how they travel in or around the Kilburn Lane area and respondents could select more than one option.

Full details can be seen in Figure 5-3.

Figure 5-3 – How do you usually travel in or around the area?



Base: (N: 301 options selected)

The most popular choice was walking, with 26% (79 respondents) selecting that they walk in or around the area. The next most popular choices were 15% (44 respondents) of respondents selecting bus, 14% (42 respondents) selected car (driver), and 13% selected cycling (38 respondents).

No respondents selected the options of ‘scooter’, ‘mobility scooter/wheelchair’, or ‘motorcycle/moped’.

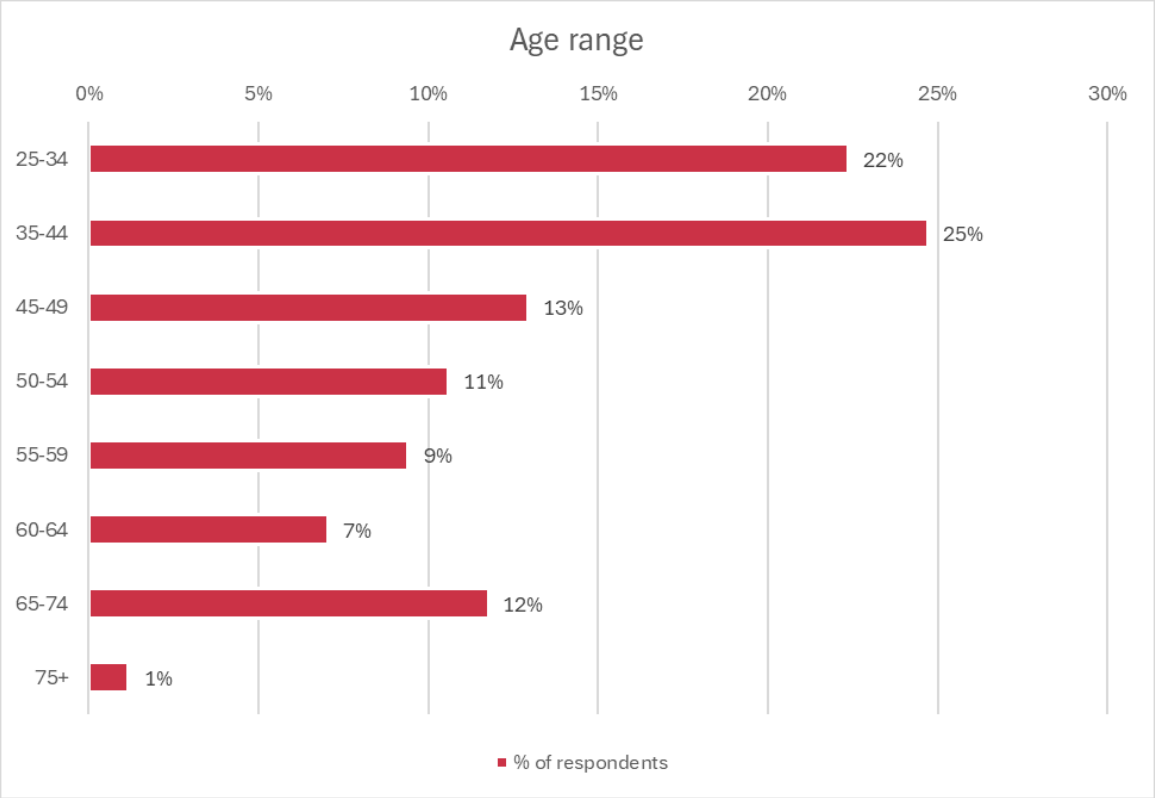
5.1.3. Representation of the community

Age

Respondents were asked to indicate their age range and respondents could only select one option. A total of 85 people provided an answer. The results have been compared to census data to illustrate the representation in responses received

Full details can be seen in Figure 5-4.

Figure 5-4 – Can you please tell us your age on your last birthday?



Base: (N: 85)

No respondents selected the age groups 13-15, 16-18 and 19-24. Almost half of the respondents were aged 25-44 (40 respondents) which is in line with wider community data from the Office for National Statistics 2021 Census which shows that the most populated age bands are aged between 25 to 34 years (22% of the population in Westminster), 35 to 44 years (15% of the population in Westminster) and 45 to 54 years (14% of the population in Westminster).

The remaining respondents were spread between the ages of 45 up to 74 (44 respondents) with one respondent over the age of 75. For the 45-49 and 50-54 age bands, the respondent data matches the wider community data meaning it is representative. However, as the age groups get older (such as 50+) more people responded to the consultation compared to the average population size in the community. For example, according to the 2021 Census 7% of people in Westminster are aged between 65 to 74 years, whereas almost double (12%, 10 respondents) of the responses were submitted by people in this age group. For those 75+, this comprised only 1% of the submissions (1 respondent) whereas there are 6% of people in Westminster are in this age group.

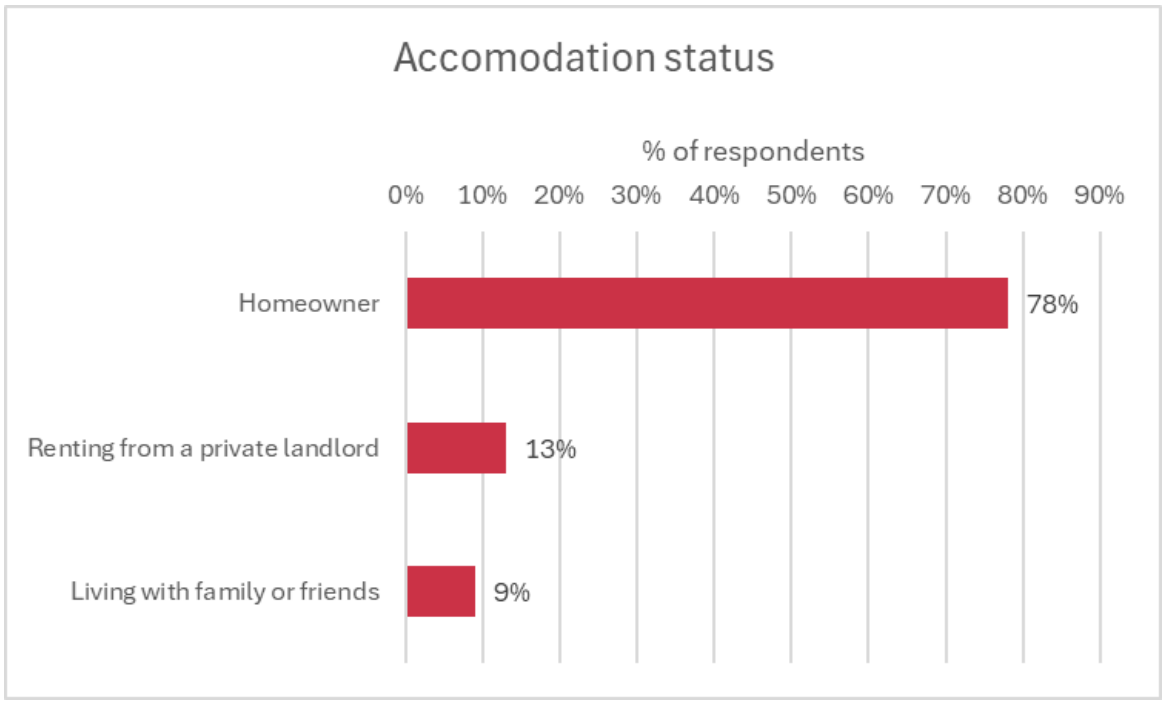
For future consultations the younger demographic could be specifically targeted with promotion such as social media, as the wider community data shows that 15% of people in Westminster are aged between 15 to 24 years and no submissions were received from this age group.

Housing arrangements

Respondents were asked whether they rented or owned their accommodation, and respondents could only select one option. A total of 64 people answered the question.

Full details can be seen in Figure 5-5.

Figure 5-5 – Do you rent or own your accommodation?



Base: (N: 64)

Most respondents (78%, 50 respondents) were homeowners, with 13% (8 respondents) renting from a private landlord and 9% (6 respondents) living with family or friends. No respondents selected the options to indicate that they are renting from a social landlord or living in temporary accommodation.

6 Conclusion

The project team has thoroughly reviewed the responses from the Kilburn Lane Traffic Management consultation which included 76 comments submitted through the questionnaire and eight further comments that were provided via email or query sheet.

6.1 Summary of feedback

Most respondents supported the proposals in the consultation. Respondents suggested that the proposals were much needed and long overdue, highlighting that safety would be improved for all road users, pedestrians and cyclists.

Many respondents referred to the existing traffic congestion on Kilburn Lane and the surrounding roads, particularly Chamberlayne Road. There was mixed sentiment from respondents with some comments suggesting that the proposals would ease traffic flow in the areas, whereas others felt the one-way northbound traffic flow on Kilburn Lane would exacerbate existing levels of congestion and pollution. Similarly, concerns were raised that the proposals could displace the traffic, which currently uses Kilburn Lane, onto the surrounding road network adding delays to journey times and potentially impacting the bus service. This highlights the importance of monitoring the traffic flows post implementation if issues are reported. Some people asked for traffic queues to be managed by improving traffic signal timings at the key junctions of Chamberlayne Road/Banister Road and Kilburn Lane/Harrow Road.

Several respondents asked questions about the availability of parking on Kilburn Lane. Suggestions were made to increase the number of resident-only parking bays in order to address the current situation where individuals using nearby amenities park or pick up and drop off on Kilburn Lane. Another suggestion involved reviewing the hours of control, so there are less hours that non-residents can park in Kilburn Lane. One resident also mentioned that residents from the WCC side of Kilburn Lane were being fined for parking on the Brent side of the road. Westminster and Brent will confirm if a reciprocal resident parking agreement between the two Councils is in place.

Many respondents suggested traffic calming measures should be introduced on Kilburn Lane. Suggestions included enforcing the proper use of the cycle lane and 20mph speed limit or the introduction of speed humps to reduce the risk of fast-moving motor vehicles or motorcycles and increase safety for all road users. If vehicles are not adhering to the 20mph speed limit following implementation of the scheme, WCC may be able to install speed monitoring systems to further investigate whether traffic calming measures are required.

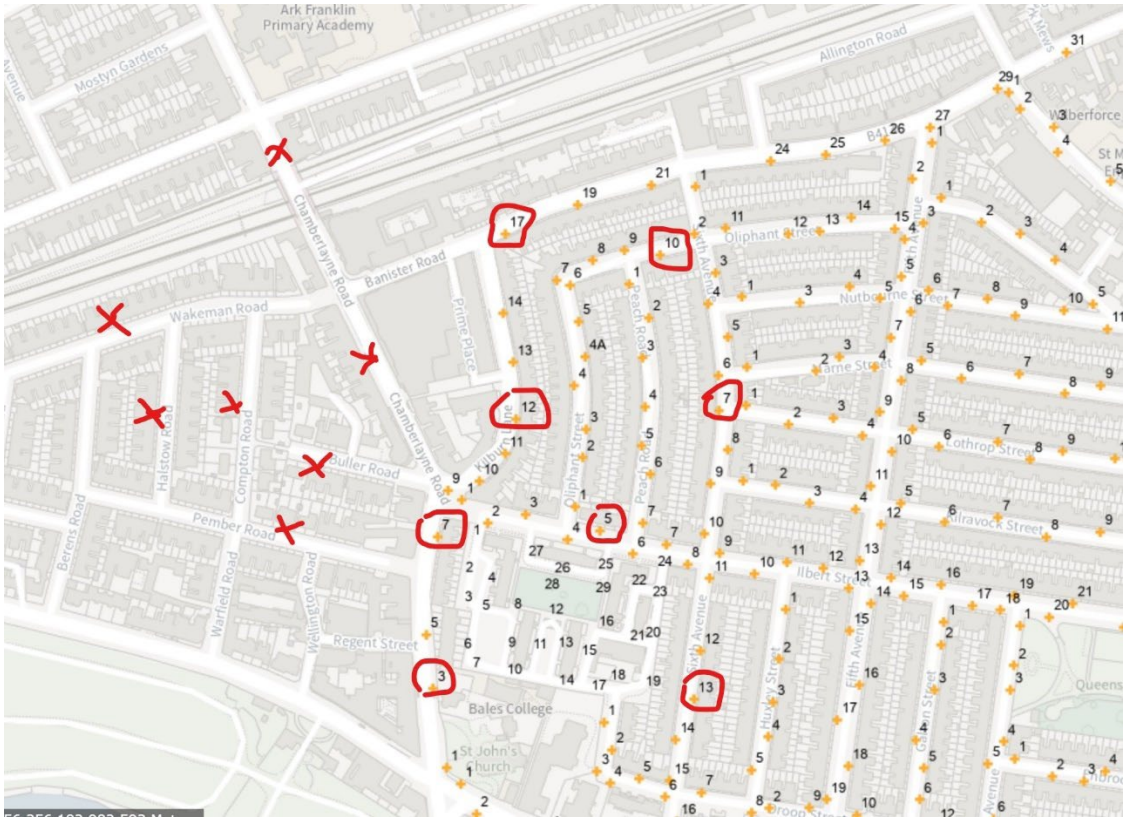
6.2 Next steps

The feedback provided throughout the consultation period has been reviewed by the project team, Westminster and Brent, and will be used to inform the Stage 2 design. Should the decision be made to progress the scheme, the next steps will be to finalise the design (including investigations into improved greening) and submit for a formal TMO consultation.

Appendix A – Promotional Materials

Lamppost wraps

Lamppost wraps location map



Lamppost wraps in situ





Letter

Strategic Transport and Connectivity
Environment & Communities
Westminster City Hall,
64 Victoria Street,
London, SW1E 6QP

20th June 2025

Have your say on Kilburn Lane Traffic Management proposals
Consultation 1st July to 22nd July 2025

Dear resident or business owner,

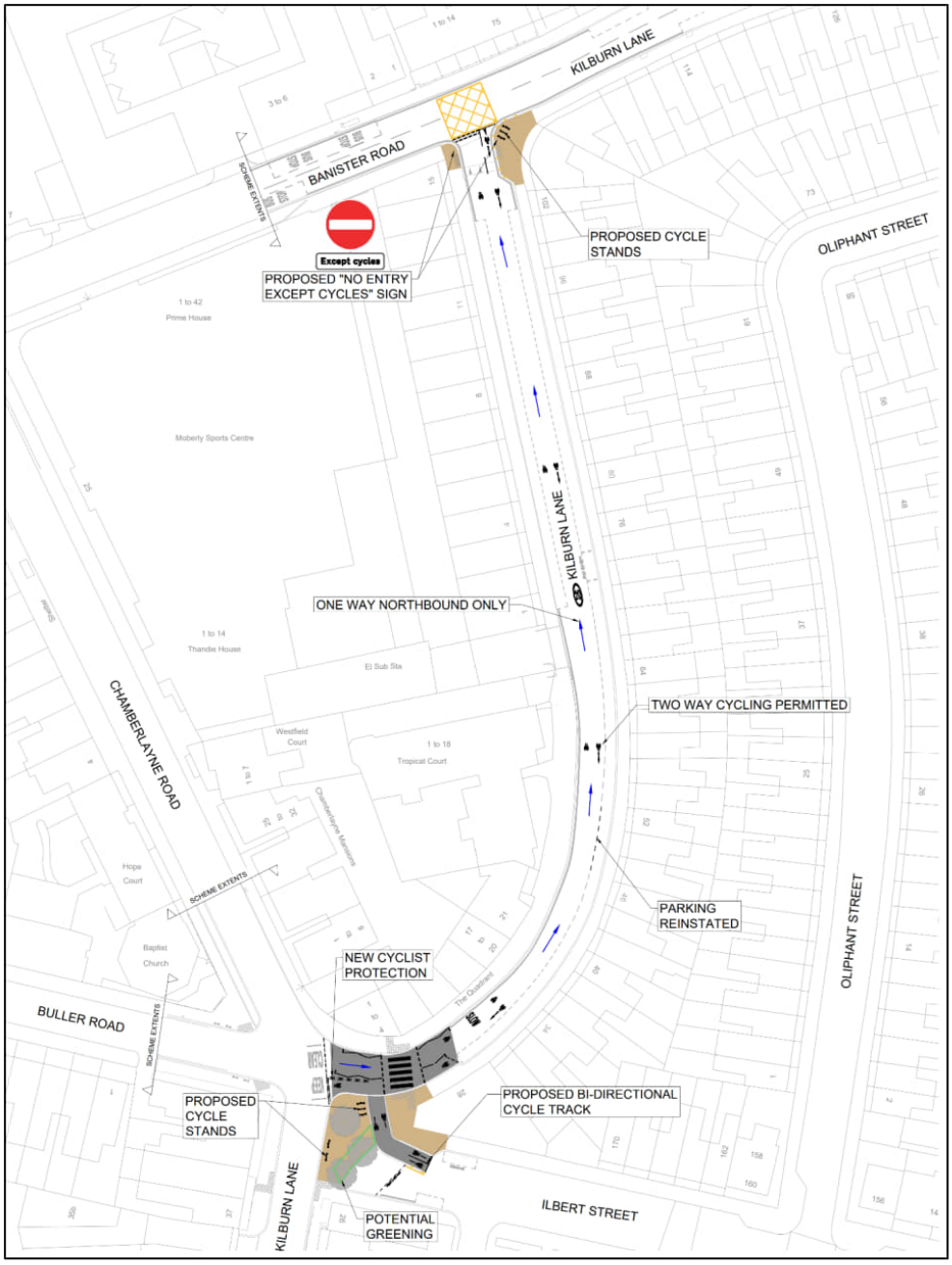
Westminster City Council and the London Borough of Brent are proposing highway changes on Kilburn Lane between the junctions of Banister Road and Chamberlayne Road/Ilbert Street to introduce one-way traffic flow northbound (with two-way cycling retained). This scheme is in response to requests by residents for intervention on traffic issues and a subsequent traffic study in 2023-4 which led to the one-way traffic flow option being taken forward.

The 200-metre length of Kilburn Lane (between numbers 30 to 104) is predominantly residential and suffers from traffic congestion, as the road is often too narrow to allow traffic to pass in both directions. Installation of double yellow lines on the bend outside Nos. 50-52 in March 2025 was only partially effective and was designed as an interim measure ahead of these one-way proposals. In terms of road safety record, three serious injuries were recorded at the junction of Kilburn Lane and Chamberlayne Road in the last 5 years, one in 2021 and two in 2024.

The following improvements are proposed to enhance accessibility and safety for pedestrians and cyclists, reduce congestion, and improve the public realm:

- Kilburn Lane to be one-way only northbound for general traffic between Chamberlayne Road/Ilbert Street junction towards Banister Road junction. Kilburn Lane will be No Entry (except cycles) at the junction with Banister Road.
- Two-way cycling retained along Kilburn Lane between Banister and Chamberlayne Road.
- A new cycle lane providing a cycle connection between Ilbert Street and Kilburn Lane.
- Exploration of greening (in-ground planting) and a bench at the western end of Ilbert Street and 9 new cycle stands.

Consultation on the proposals will take place between **Tuesday 1st July and Tuesday 22nd July 2025**. We invite you to review the proposals and share your views through an online questionnaire available on our website (until 23.59pm on 22nd July 2025) at **www.kilburnlane.commonplace.is** or scan the QR code:



Scheme plan, available to download from the website

To find out more about the proposed changes, two drop-in events will be held where you can talk to officers and share your feedback.
Location: Moberly Sports Centre Community Room, 25 Chamberlayne Road, NW10 3NB.
Dates: Friday 11th July 3pm to 7pm and Friday 18th July 3pm to 7pm.

Your feedback will help us understand community views and priorities and inform the design.

Simon Morgan smorgan@westminster.gov.uk
Programme Assurance Manager (Public Realm)
Strategic Transport and Connectivity

Commonplace email



Kilburn Lane Traffic Management is live, it's time to have your say

Good news - the Commonplace for Kilburn Lane Traffic Management has now launched. Take a look and get involved by having your say and sharing it with friends and neighbours.

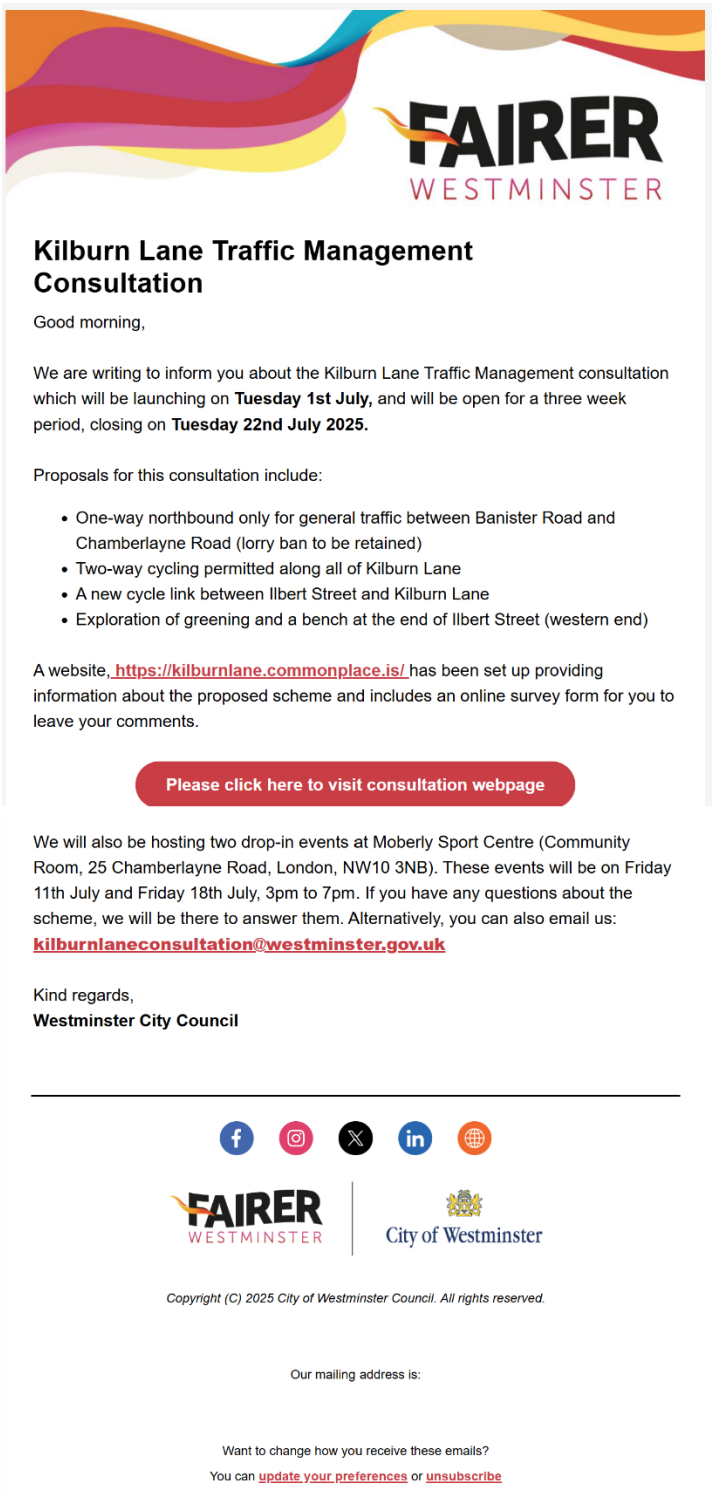
Have your say

You are receiving this email because a while ago you indicated that you would like to be informed when this Commonplace launches.

Edit your preferences | View our privacy policy

Powered by Commonplace

S6 email



FAIRER WESTMINSTER

Kilburn Lane Traffic Management Consultation

Good morning,

We are writing to inform you about the Kilburn Lane Traffic Management consultation which will be launching on **Tuesday 1st July,** and will be open for a three week period, closing on **Tuesday 22nd July 2025.**

Proposals for this consultation include:

- One-way northbound only for general traffic between Banister Road and Chamberlayne Road (lorry ban to be retained)
- Two-way cycling permitted along all of Kilburn Lane
- A new cycle link between Ilbert Street and Kilburn Lane
- Exploration of greening and a bench at the end of Ilbert Street (western end)

A website, https://kilburnlane.commonplace.is/ has been set up providing information about the proposed scheme and includes an online survey form for you to leave your comments.

Please click here to visit consultation webpage

We will also be hosting two drop-in events at Moberly Sport Centre (Community Room, 25 Chamberlayne Road, London, NW10 3NB). These events will be on Friday 11th July and Friday 18th July, 3pm to 7pm. If you have any questions about the scheme, we will be there to answer them. Alternatively, you can also email us: kilburnlaneconsultation@westminster.gov.uk

Kind regards,
Westminster City Council

FAIRER WESTMINSTER | City of Westminster

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Our mailing address is:

Want to change how you receive these emails?
You can update your preferences or unsubscribe

Email performance

1 July 2025 - 27 August 2025 • Excludes Apple MPP

Open rate	Click rate	Bounce rate	Unsubscribe rate
37.7%	15.1%	13.1%	0%
20 opened	8 clicked	8 bounced	0 unsubscribed

Additional email details

Deliveries	53 (86.9%)	Clicks per unique opens	40%
Total opens	82	Total clicks	16
Last opened	11 Aug 2025 18:45	Last clicked	09 Jul 2025 21:58
Forwarded	0	Abuse reports	0

Appendix B – Consultation Materials

Questionnaire

Which of the following best describes you?

Select one option

Local resident | Local worker | Local resident and worker | Representative of a local business or organisation | Visitor

Add something else

If applicable, what business or organisation do you represent?

To what extent do you agree the one-way and cycling proposals will achieve the following

	Strongly agree	Agree	No opinion	Disagree	Strongly disagree
Traffic calming	○	○	○	○	○
Reduce traffic congestion	○	○	○	○	○
Improve road safety	○	○	○	○	○
Encourage cycling	○	○	○	○	○
Encourage walking	○	○	○	○	○

To what extent do you support the idea of greening and a bench at the end of Ilbert Street?

	Strongly Agree	Agree	No opinion	Disagree	Strongly disagree
Greening and planting	○	○	○	○	○
New public bench	○	○	○	○	○

Overall how do you feel about the proposals for Kilburn Lane?



Very Dissatisfied | Dissatisfied | Neutral | Satisfied | Very Satisfied

Do you have any comments on this scheme?

I heard about this consultation through:

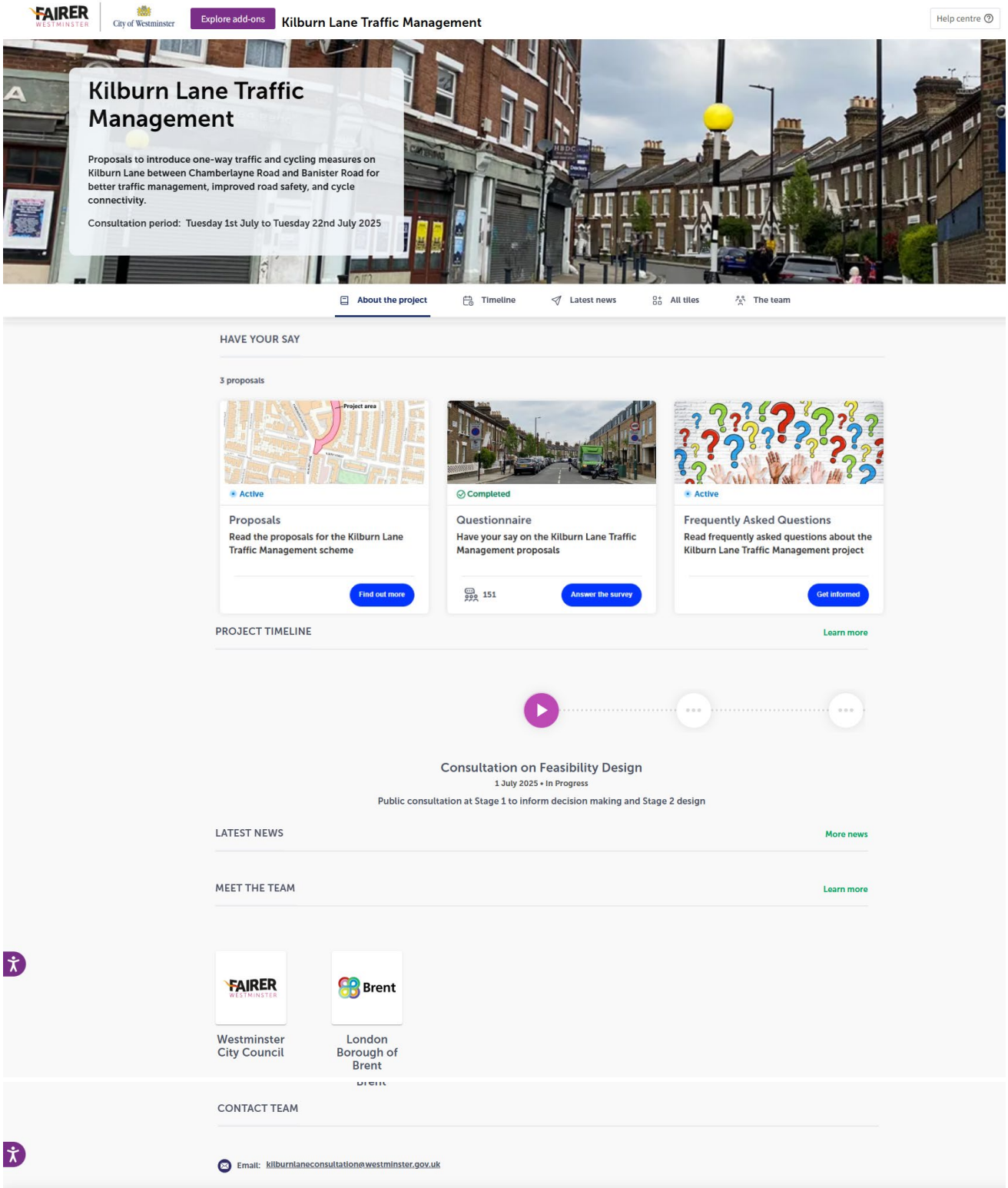
Select one option

A consultation letter delivered to my door	Facebook
X/Twitter	Instagram
Bluesky	NextDoor
LinkedIn	Lamp post advertisement
A newsletter article	Word of mouth

Add something else

Consultation website

Landing page



Proposals tile

SCHEME DRAWING



Scheme Plan.pdf pdf

Highways Proposals for Kilburn Lane

Westminster City Council and the London Borough of Brent are proposing highway changes on Kilburn Lane between the junctions of Banister Road and Chamberlayne Road/Ilbert Street to introduce one-way traffic flow northbound (with two-way cycling retained). This scheme is in response to requests by residents for intervention on traffic issues and a subsequent traffic study in 2023-4 which led to the one-way traffic flow option being taken forward.

The 200-metre length of Kilburn Lane (between numbers 30 to 104) is predominantly residential and suffers from traffic congestion, as the road is often too narrow to allow traffic to pass in both directions. Installation of double yellow lines on the bend outside Nos. 50-52 in March 2025 was only partially effective and was designed as an interim measure ahead of these one-way proposals. In terms of road safety record, three serious injuries were recorded at the junction of Kilburn Lane and Chamberlayne Road in the last 5 years, one in 2021 and two in 2024.

The following improvements are proposed to enhance accessibility and safety for pedestrians and cyclists, reduce congestion, and improve the public realm:

- Kilburn Lane to be one-way only northbound for general traffic between Chamberlayne Road/Ilbert Street junction towards Banister Road junction. Kilburn Lane will be No Entry (except cycles) at the junction with Banister Road.
- Two-way cycling retained along Kilburn Lane between Banister and Chamberlayne Road.
- A new cycle lane providing a cycle connection between Ilbert Street and Kilburn Lane.
- Exploration of greening (in-ground planting) and a bench at the western end of Ilbert Street and 9 new cycle stands.

Consultation on the proposals will take place between Tuesday 1st July and Tuesday 22nd July 2025. We invite you to review the proposals and share your views through an online questionnaire available on our website (until 23.59pm on 22nd July 2025).

To find out more about the proposed changes, two drop-in events will be held where you can talk to officers and share your feedback:

Location: Moberly Sports Centre Community Room, 25 Chamberlayne Road, NW10 3NB.

Dates:

Friday 11th July 3pm to 7pm

Friday 18th July 3pm to 7pm.

Your feedback will help us understand community views and priorities and inform the design proposals.

AREA PLAN


KILBURN LANE PROPOSALS
KILBURN LANE
BANISTER ROAD
Moberly Sports Centre
KILBURN LANE
Project area
CHAMBERLAYNE ROAD
Oliphant Street
Peach Road
Sixth Avenue
Compton Road
Buller Road
Pember Road
ILBERT STREET
KILBURN LANE
Warfield Road
Wellington Road
Regent Street
PH
PH
PH
Harrow Road
Droop Street
Day Nursery
Droop Street
Huxley Street
St John's Church
HARROW ROAD
Pine House

Frequently asked questions

How will the road layout change?

The proposed scheme will make traffic flow on Kilburn Lane one-way northbound starting at the southern junction at Chamberlayne Road, ending at the north at the junction with Banister Road. For traffic from the north, Kilburn Lane will be No Entry (except cyclists) prohibiting the southbound turn onto Kilburn Lane at the junction with Banister Road.

A new cycle access between Ilbert Street and Kilburn Lane junction will be introduced with a clearly marked cycle lane.

Cyclists will be segregated from general traffic by at the southern junction of Kilburn Lane using flexible 'wand' bollards.

A footway (pavement) buildout will be constructed at the northeastern end of Kilburn Lane outside No.103 shortening the pedestrian crossing distance.

A yellow box will be painted on Kilburn Lane junction with Banister Road to keep the northbound exit clear of traffic.

What is the expected traffic impact of the scheme?

We have carried out a review of known traffic behaviour across the area and detailed traffic modelling to understand how the proposal might affect journey times for general traffic, buses and cyclists, and to understand what alternative routes the displaced southbound traffic is likely to use. We have liaised with Transport for London to make sure the traffic modelling we have used is suitable for assessing the impacts of the scheme on traffic. Despite the sophistication of the traffic modelling, it is only ever indicative and is intended to provide a reasonable idea of the expected impacts, assuming that drivers have perfect knowledge of the network and chose their route accordingly. This is considered to be a reasonable assumption while drivers use navigation systems to plan their journey.

Traffic impact has been reviewed for the busiest weekday morning and evening peak periods to provide a "worst case" appraisal. It is considered reasonable to assume that traffic flows are unlikely to change to any significant degree over coming years in the area and that traffic data collected in 2023 and again in 2024 provides a reasonable basis for the appraisal.

The traffic modelling indicates that journey times and queues for general motor traffic across the network will not be significantly affected by the scheme proposals.

Motor traffic on Kilburn Lane itself will benefit in terms of both journey time, comfort and safety because the friction caused by two way traffic in the narrow street is removed. There would be slightly more delay for northbound traffic at the junction of Banister Road because southbound traffic would now be passing across the Kilburn Lane junction. The southbound motor traffic also benefits from avoiding the friction on Kilburn Lane, yet will pass through the Banister Road/Chamberlayne Road signal junction. This results in an overall balance of journey time impacts.

Traffic journey times will be monitored and any traffic queues can be managed effectively using appropriate traffic signal timings at the key junctions of Chamberlayne Road/Banister Road and Kilburn Lane/Harrow Road.

What are the proposed routes to/from properties and impacts on motor vehicle journey times?

The scheme proposals mean that motor traffic from the north of the area or from within Kilburn Lane itself will no longer be able to access or leave properties along Kilburn Lane in a southbound direction. The quickest and easiest alternative route towards properties will be to travel southbound on Chamberlayne Road and turn left onto Kilburn Lane from the south, which is expected to take no more than an extra 30 seconds, depending on your destination. When leaving properties on Kilburn Lane, the quickest and easiest alternative route towards Harrow Road requires vehicles to turn left onto Banister Road and left onto Chamberlayne Road, which is expected to take no more than an extra 1-2 minutes, depending on your start point and how quickly the lights change at the Chamberlayne Road/Banister Road junction.

Will motor traffic find alternative routes on surrounding residential streets?

The highest southbound flow on Kilburn Lane was found to be less than 100 vehicles/hour in the evening peak period. A review of the alternative southbound routes that traffic might use has shown that most traffic will transfer to the Chamberlayne Road corridor. A small amount of traffic heading south from the Queen's Park area might be tempted to use Sixth Avenue and Fifth Avenue to reach Harrow Road/Ladbroke Grove junction, however this route is longer, passes through multiple junctions and narrow roads requiring traffic to give way and will be slower in busy conditions. Traffic modelling shows that no more than 1 vehicle every 2 minutes in the evening peak period might choose this route.

What is the impact on pedestrians and cyclists?

The improved footway widening and modified Zebra crossing on Kilburn Lane, aligned with the recent changes to Chamberlayne Road, will make walking more attractive and comfortable. Removing southbound traffic from Kilburn Lane means pedestrians mix with far fewer motor vehicles at the crossings and along Kilburn Lane, which reduces risks and improves safety. Pedestrian average wait times at the signal crossings at the key junctions of Chamberlayne Road/Banister Road and Kilburn Lane/Harrow Road may be moderately affected from time to time because of the need to manage bus journey times effectively, but only by a few seconds and so would not be noticeable.

All existing cycle movements will remain, including two way cycling on Kilburn Lane (in contra-flow to the northbound motor traffic). Additionally a new cycle link between Ilbert Street and Kilburn lane is proposed. Traffic modelling demonstrates that cycle journey times along the Chamberlayne Road corridor are unlikely to be affected to any significant extent. Cyclists using Kilburn Lane will benefit significantly from the removal of southbound motor traffic and the friction this causes, making the route smoother, quicker and less hazardous.

How does the scheme affect road safety?

Collision data for the most recent, post-Covid pandemic period for which data is available (Dec 2021-Dec 2024) shows there have been 54 collisions (resulting in 58 injuries, 9 serious) in the local area on streets that might experience traffic flow changes from the scheme. Within the immediate study area of Kilburn Lane, Banister Road and Chamberlayne Road there have been 17 collisions (resulting in 18 injuries, 2 serious). Traffic collisions around the Banister Road/Chamberlayne Road junction tend to involve motorcycles, resulting in slight injury to either the rider or the cyclist or pedestrian also involved in the collision. On Kilburn Lane, 2 recent collisions resulted in serious injury to a cyclist and a vehicle occupant respectively.

The scheme will result in low increases in motor vehicle flow along Banister Road and Chamberlayne Road as traffic seeks an alternative southbound route to Kilburn Lane. This increase is unlikely, in itself, to have any effect on the type and severity of the collisions along this route.

The scheme will result in a halving of the traffic flow on Kilburn Lane and pedestrians and cyclists will, as a consequence, interact with far fewer vehicles, all travelling in the same direction. Vehicle speeds are not expected to increase under the proposed one way (due to the curvature of the road and the narrow space between parked vehicles). Where vehicles turn into Kilburn Lane from the Chamberlayne Road junction and emerge onto Banister Road at the northern end of Kilburn Lane, there will be fewer turning movements for road users to negotiate. It is considered likely that all these factors will reduce risk to road users along the corridor.

On balance, it is therefore considered likely that the proposed scheme would be, at worst, neutral in terms of collision risk across the wider area and, at best, provide safety benefits to road users along the Kilburn Lane corridor. In addition, the removal of motor conflict means vehicles will no longer have to squeeze through narrow gaps and so damage only collisions are far less likely to happen.

What are the impacts to bus operations?

The decision to propose one way northbound operation on Kilburn Lane for general traffic was, in part, based on an objective to avoid impact on bus operations and journey times as much as possible.

The TfL Network Management and Buses teams have been engaged as part of the scheme design process, to assess impacts on bus operations and to ensure that any impacts are acceptable. There are 7 bus services using the roads in the area and traffic modelling indicates that most bus journeys will not be significantly affected, with some journeys experiencing minimal impact of less than a 1 minute increase in journey time. This is because there will be a small increase in traffic using the Chamberlayne Road corridor as an alternative to Kilburn Lane. Bus journey times will be monitored and delays can be managed effectively using appropriate traffic signal timings at the key junctions of Chamberlayne Road/Banister Road and Kilburn Lane/Harrow Road.

What other options were considered? Why is one way northbound preferred?

A key objective of the scheme is to reduce the considerable friction between motor vehicles travelling northbound and southbound along Kilburn Lane, which cannot pass smoothly through the road because of parked vehicles on either side. There are very few passing and waiting places along the route and so vehicles queue or have to reverse back on occasion, which can cause anti-social and unsafe behaviour, as well as causing delays to journeys.

Options to keep two-way traffic but create more and better managed passing places were considered. These would be relatively simple to implement and would aim to accommodate current levels of traffic demand. However, large areas of parking would need to be removed to achieve the full benefits and this would also create longer delays to traffic choosing to use the route, which may still result in traffic seeking alternative routes.

An option to retain two-way operation yet prohibit entry from Banister Road for motor traffic was considered, yet this would have similar impacts to a full one way option and might result in traffic attempting to carry out hazardous U-turns within the narrow road so that they could leave and head towards Harrow Road.

An option to make Kilburn Lane one way southbound was considered. In principle, this is simpler because northbound traffic could travel along Chamberlayne Road as an alternative and turn right at Banister Road, where it is already permitted and managed using traffic signals. However, increasing the volume of right-turning traffic puts a greater amount of pressure on the junction and would mean much longer queues and delays for all traffic, including buses. It was also found that the northbound traffic flow is slightly higher than the southbound traffic flow in peak periods, so any impacts would be experienced by fewer vehicles.

An option to create a cul-de-sac on Kilburn Lane using a closure at Banister Road (except for cyclists) was considered. This would remove through traffic entirely. However, this would result in considerable impact at the Chamberlayne Road/Banister Road signal junction, with much longer queues and delays, especially for buses and pedestrians who would need to wait much longer. This could result in higher numbers of motorists seeking alternative routes on neighbouring residential roads. This would also require a turning area to allow vehicles to leave the road, while still maintaining passing places even though the traffic flows would be much lower and would also have similar accessibility impacts to the proposed scheme.

The proposed northbound one way option avoids significant impact at the Chamberlayne Road/Banister Road junction with very little impact on bus operations, affects fewer and benefits more motor vehicles than other options, results in very little traffic seeking alternative routes (if any), has similar impacts on local accessibility than other options while keeping all parking spaces along Kilburn Lane.

What public engagement has been done to date and what other engagement is planned?

Traffic Management Order consultation on passing places was held in November 2024. Of the 17 responses, 7 responses expressed the opinion that the proposals did not do enough to address issues of congestion and requested additional measures, including one-way working.

As well as this consultation (July 2025), a further statutory Traffic Management Order consultation setting out the parking amendments and traffic direction changes will be required and is planned to take place at the end of Stage 2 design later in the year where residents will have another opportunity to provide their feedback.

Why is this a joint Westminster and Brent project?

The borough boundary runs down the centre of the road on Kilburn Lane and so the eastern half of the highway is Westminster City Council's to maintain and the western half is London Borough of Brent's. Westminster is leading on the project. The proposals for highways cycle improvements on Ilbert Street are all within Westminster.

How does this align with Brent's highways corridor schemes?

The Brent Council Kensal Corridor Public Realm scheme, which has been completed recently, along with measures to enhance bus priority along the corridor, were considered throughout the Kilburn Lane scheme option appraisal process.

The Kensal Corridor scheme required a small reduction in the amount of parking on Chamberlayne Road and so any further reductions in parking on Kilburn Lane would make it much more difficult for residents to find a space close to their home.

The removal of the parking means that travelling along Chamberlayne Road in a southbound direction becomes smoother and more capable of accommodating a small increase in traffic flow.

Bus priority is not affected to any great degree and increases in traffic queues along the improved corridor are avoided.

Footway widening around the Kilburn Lane junction will complement the enhanced footway and public realm on Chamberlayne Road.

What is the equality impact and accessibility for disabled people?

The scheme proposals provide enhanced pedestrian and cycling facilities on Kilburn Lane which will benefit all users, particularly those with protected characteristics (Equality Act 2010) and disabilities. Making the journey by motor vehicle along Kilburn Lane will be easier and calmer, benefitting those who are neurodivergent.

Journey time and travel route impacts are identical for all road users and so are not expected to disproportionately impact those with a disability or protected characteristic.

Is greening is being introduced?

There is potential to introduce greening at the western end of Ilbert Street on the pavement area, subject to site investigations and additional funding. The idea for the greening is that it would be planted in the ground and prioritise bio-diverse planting and drought tolerant plants. The potential for Sustainable Drainage will be investigated where surface water run-off is captured within the planting area to help reduce discharge to the sewer network, especially in times of high rainfall. A bench could also be included in the design. The feasibility design for this element will be taken forward after the consultation.

What changes are there to parking and loading?

There will be no net loss of parking bays: two resident parking bays will be removed from Ilbert Street, and two will be installed in Kilburn Lane. Residents will be formally consulted on all parking changes at the Traffic Management Order (TMO) consultation later in the year.

What are the next steps for the project?

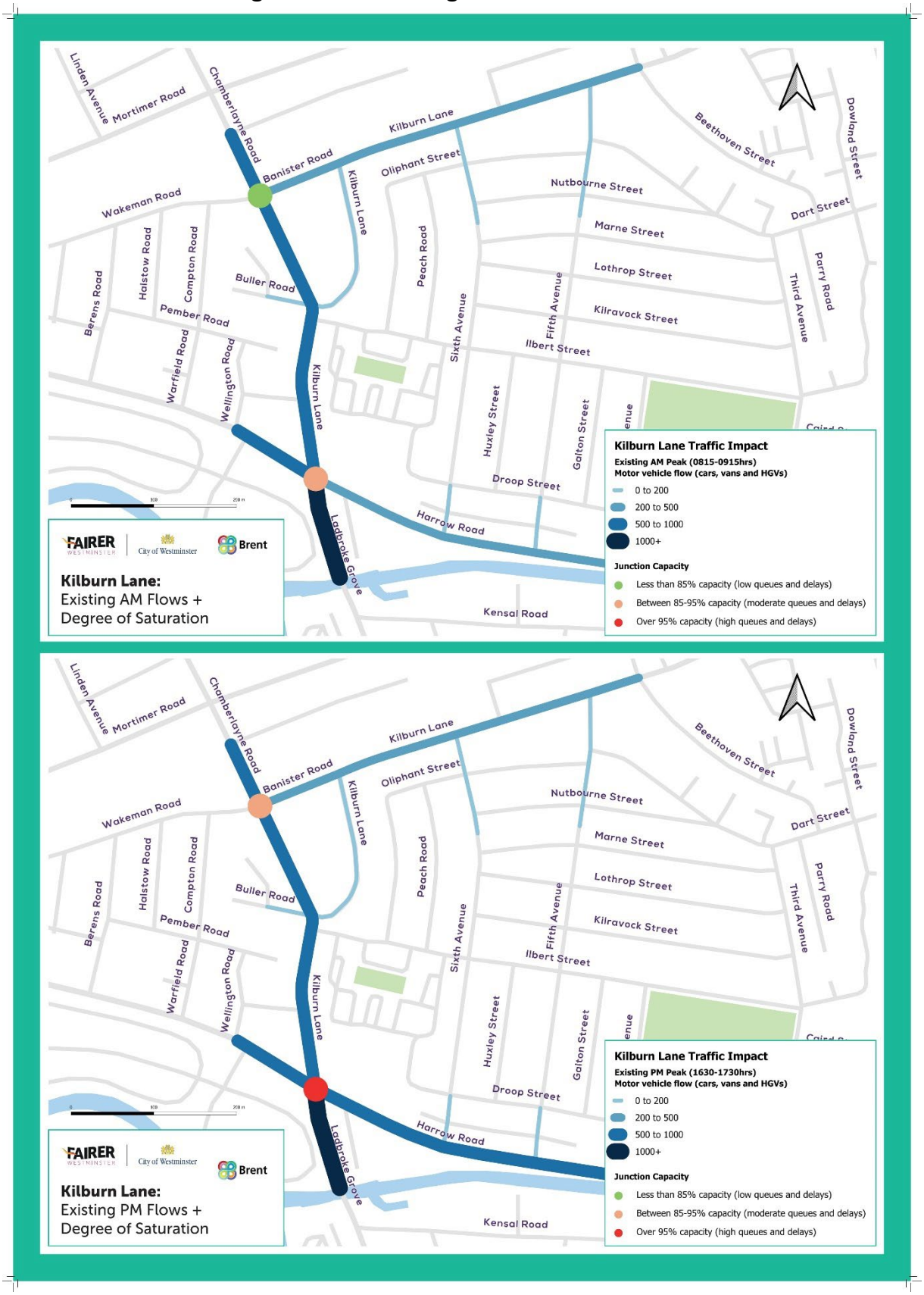
Following this consultation, the next stage of design including a statutory Traffic Management Order consultation will need to be undertaken ahead of approval to proceed to construction. Dates for subsequent project stages will be published on the website as the scheme progresses.

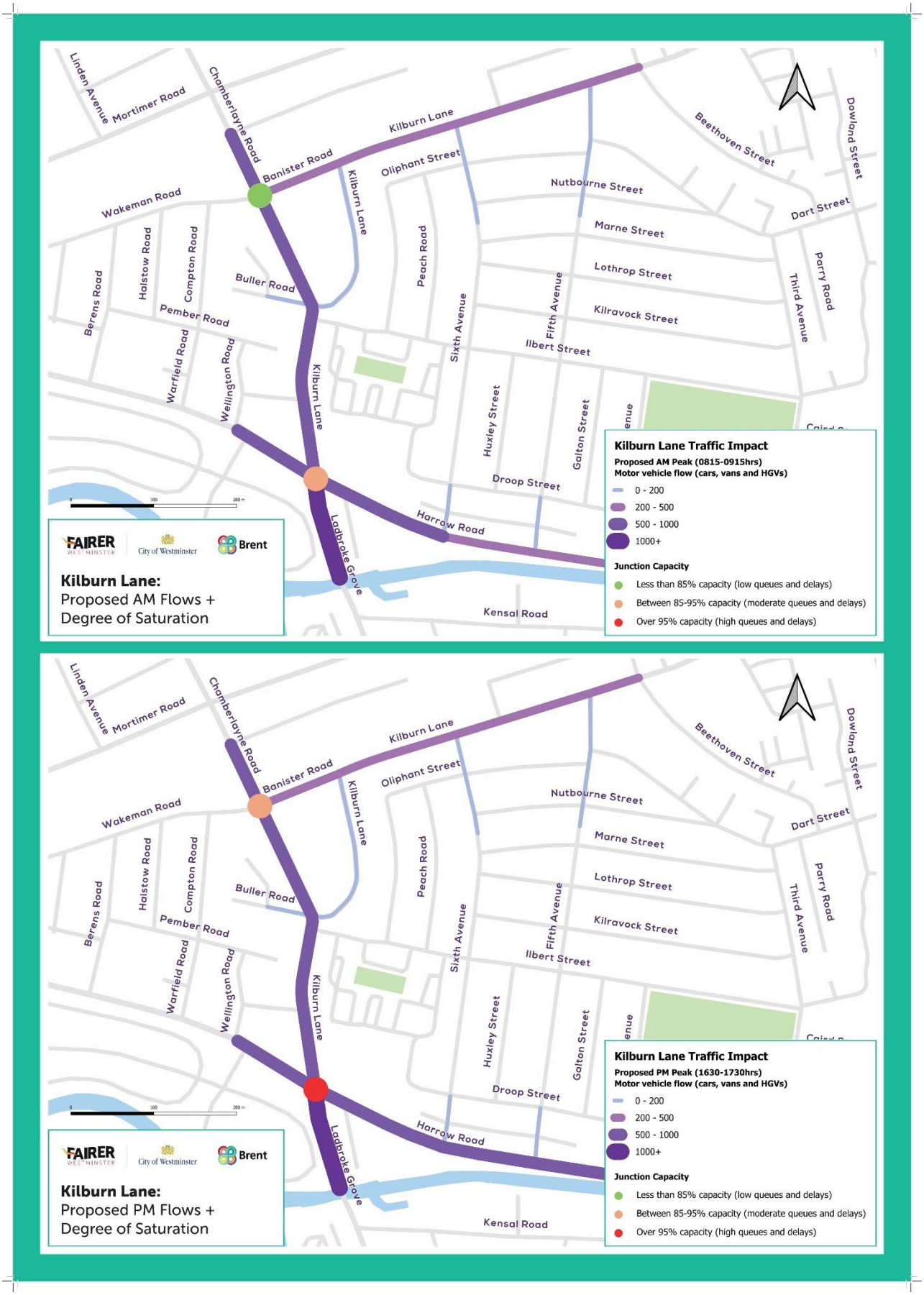
Consultation boards

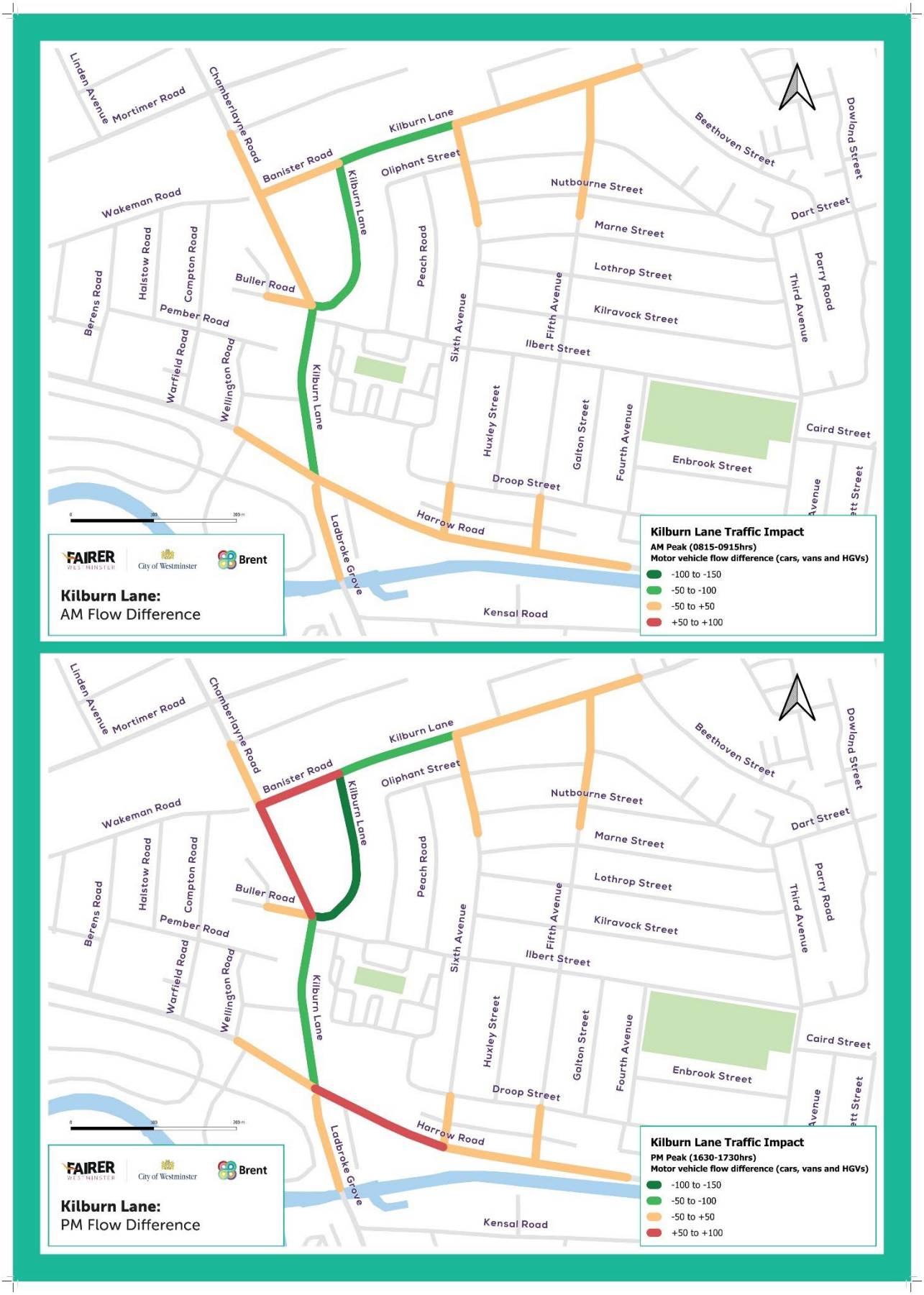
Scheme drawing of the proposals



Three A1 boards showing traffic modelling




Linden Avenue
Mortimer Road
Chamberlayne Road
Banister Road
Kilburn Lane
Oliphant Street
Beethoven Street
Dowland Street
Nutbourne Street
Dart Street
Wakeman Road
Marne Street
Lothrop Street
Kilravock Street
Ilbert Street
Berens Road
Halstow Road
Compton Road
Buller Road
Pember Road
Warfield Road
Wellington Road
Peach Road
Sixth Avenue
Fifth Avenue
Third Avenue
Parry Road
Huxley Street
Galton Street
Droop Street
Harrow Road
Ladbroke Grove
Kensal Road
FAIRER WESTMINSTER
City of Westminster
Brent
Kilburn Lane:
Proposed AM Flows +
Degree of Saturation
Kilburn Lane Traffic Impact
Proposed AM Peak (0815-0915hrs)
Motor vehicle flow (cars, vans and HGVs)
0 - 200
200 - 500
500 - 1000
1000+
Junction Capacity
Less than 85% capacity (low queues and delays)
Between 85-95% capacity (moderate queues and delays)
Over 95% capacity (high queues and delays)
Kilburn Lane:
Proposed PM Flows +
Degree of Saturation
Kilburn Lane Traffic Impact
Proposed PM Peak (1630-1730hrs)
Motor vehicle flow (cars, vans and HGVs)
0 - 200
200 - 500
500 - 1000
1000+
Junction Capacity
Less than 85% capacity (low queues and delays)
Between 85-95% capacity (moderate queues and delays)
Over 95% capacity (high queues and delays)


Linden Avenue
Mortimer Road
Chamberlayne Road
Banister Road
Kilburn Lane
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Beethoven Street
Dowland Street
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Marne Street
Lothrop Street
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Ilbert Street
Berens Road
Halstow Road
Compton Road
Pember Road
Buller Road
Peach Road
Sixth Avenue
Fifth Avenue
Third Avenue
Parry Road
Warfield Road
Wellington Road
Huxley Street
Galton Street
Fourth Avenue
Caird Street
Enbrook Street
Droop Street
Harrow Road
Ladbroke Grove
Kensal Road
FAIRER WESTMINSTER
City of Westminster
Brent
Kilburn Lane:
AM Flow Difference
Kilburn Lane Traffic Impact
AM Peak (0815-0915hrs)
Motor vehicle flow difference (cars, vans and HGVs)
-100 to -150
-50 to -100
-50 to +50
+50 to +100
Kilburn Lane:
PM Flow Difference
Kilburn Lane Traffic Impact
PM Peak (1630-1730hrs)
Motor vehicle flow difference (cars, vans and HGVs)
-100 to -150
-50 to -100
-50 to +50
+50 to +100

Appendix C – Consultation Event

Event 1: Friday 11July Moberly Sports Centre community room





Event 2: Friday 18 July Moberly Sports Centre community room



Appendix D – Analysis Full Results

Overall results of the analysis

Table D-1 - Results of comments received via the questionnaire

Number	Theme	Number of respondents
1	General support for the scheme	30
2	Current traffic / congestion problems	30
3	Existing safety concerns - traffic	23
4	Proposals will worsen congestion	19
5	Traffic impact to nearby areas as a result of the proposals	18
6	General opposition to the scheme	15
7	Impact to buses as a result of the proposals	8
8	Design suggestion	7
9	Future safety concerns - traffic	6
10	Future parking	6
11	Support for greening at Kilburn Lane / Ilbert St junction	5
12	Current noise/air pollution is poor	5
13	Proposals will improve pedestrian safety	5
14	Support one-way northbound traffic flow	5
15	Suggest introducing speed calming measures	5
16	Other comments not relevant to the scheme	4
17	Proposals will increase safety (general)	4
18	Direction of traffic on Kilburn Lane should be southbound only	4
19	Oppose benches at Kilburn Lane / Ilbert St junction	4
20	Proposals will improve congestion / traffic flow	4
21	Support two-way cycling	4
22	Opposition to two-way cycling	4
23	Project is a waste of money / money should be used elsewhere	3

Number	Theme	Number of respondents
24	Project is unnecessary / not needed	3
25	Proposals will improve cycle safety	3
26	Proposals will worsen cycle safety	3
27	Too much priority given to cyclists	3
28	Proposals will promote cycling / encourage more people to cycle in the area	3
29	Enforcement of correct use of cycle lane	3
30	Current parking	3
31	Parking permits	3
32	Cycle lane layout	3
33	Proposals will not promote cycling / encourage more people to cycle in the area	2
34	Poor road quality	2
35	Suggestions that proposals like this are needed in neighbouring streets	2
36	Proposals will increase noise/air pollution	2
37	Proposals will decrease noise/air pollution	2
38	Proposals will worsen pedestrian safety	1
39	Oppose greening at Kilburn Lane / Ilbert St junction	1
40	Further information requested	1
41	Comments regarding the consultation length, timing, area	0
42	Consultation – events	0
43	Consultation – materials	0
44	Consultation – promotion	0
45	Consultation – questionnaire	0
46	Support for benches at Kilburn Lane / Ilbert St junction	0

Table D-2 - Results of comments received via email

Number	Theme	Number of respondents
1	General support for the scheme	6
2	Proposals will increase safety (general)	4
3	Design suggestion	4
4	Further information requested	3
5	Future safety concerns - traffic	3
6	General opposition to the scheme	2
7	Proposals will improve cycle safety	2
8	Existing safety concerns - traffic	2
9	Suggest introducing speed calming measures	2
10	Traffic impact to nearby areas as a result of the proposals	2
11	Cycle lane layout	2
12	Proposals will improve congestion / traffic flow	2
13	Support two-way cycling	2
14	Suggestions that proposals like this are needed in neighbouring streets	1
15	Too much priority given to cyclists	1
16	Other comments not relevant to the scheme	1
17	Current noise/air pollution is poor	1
18	Proposals will increase noise/air pollution	1
19	Proposals will worsen cycle safety	1
20	Enforcement of correct use of cycle lane	1
21	Current traffic / congestion problems	1
22	Proposals will worsen congestion	1
23	Support one-way northbound traffic flow	1
24	Future parking	1
25	Impact to buses as a result of the proposals	1

Number	Theme	Number of respondents
26	Opposition to two-way cycling	1
27	Consultation – events	1
28	Consultation – promotion	1
29	Consultation – questionnaire	1
30	Project is a waste of money / money should be used elsewhere	0
31	Project is unnecessary / not needed	0
32	Proposals will promote cycling / encourage more people to cycle in the area	0
33	Proposals will not promote cycling / encourage more people to cycle in the area	0
34	Poor road quality	0
35	Proposals will decrease noise/air pollution	0
36	Proposals will improve pedestrian safety	0
37	Proposals will worsen pedestrian safety	0
38	Direction of traffic on Kilburn Lane should be southbound only	0
39	Current parking	0
40	Parking permits	0
41	Support for greening at Kilburn Lane / Ilbert St junction	0
42	Oppose greening at Kilburn Lane / Ilbert St junction	0
43	Support for benches at Kilburn Lane / Ilbert St junction	0
44	Oppose benches at Kilburn Lane / Ilbert St junction	0
45	Comments regarding the consultation length, timing, area	0
46	Consultation – materials	0

Table D-3 - Results of comments received via Query Sheet

Number	Theme	Number of respondents
1	Proposals will worsen cycle safety	1
2	Suggest introducing speed calming measures	1
3	Future parking	1
4	Opposition to two-way cycling	1
5	General support for the scheme	0
6	General opposition to the scheme	0
7	Project is a waste of money / money should be used elsewhere	0
8	Project is unnecessary / not needed	0
9	Suggestions that proposals like this are needed in neighbouring streets	0
10	Too much priority given to cyclists	0
11	Proposals will promote cycling / encourage more people to cycle in the area	0
12	Proposals will not promote cycling / encourage more people to cycle in the area	0
13	Poor road quality	0
14	Other comments not relevant to the scheme	0
15	Current noise/air pollution is poor	0
16	Proposals will increase noise/air pollution	0
17	Proposals will decrease noise/air pollution	0
18	Proposals will increase safety (general)	0
19	Proposals will improve cycle safety	0
20	Proposals will improve pedestrian safety	0
21	Proposals will worsen pedestrian safety	0
22	Existing safety concerns - traffic	0
23	Future safety concerns - traffic	0

Number	Theme	Number of respondents
24	Enforcement of correct use of cycle lane	0
25	Current traffic / congestion problems	0
26	Proposals will worsen congestion	0
27	Traffic impact to nearby areas as a result of the proposals	0
28	Direction of traffic on Kilburn Lane should be southbound only	0
29	Support one-way northbound traffic flow	0
30	Current parking	0
31	Parking permits	0
32	Impact to buses as a result of the proposals	0
33	Design suggestion	0
34	Cycle lane layout	0
35	Proposals will improve congestion / traffic flow	0
36	Support two-way cycling	0
37	Support for greening at Kilburn Lane / Ilbert St junction	0
38	Oppose greening at Kilburn Lane / Ilbert St junction	0
39	Support for benches at Kilburn Lane / Ilbert St junction	0
40	Oppose benches at Kilburn Lane / Ilbert St junction	0
41	Comments regarding the consultation length, timing, area	0
42	Consultation – events	0
43	Consultation – materials	0
44	Consultation – promotion	0
45	Consultation – questionnaire	0
46	Further information requested	0



3rd Floor, WSP House
70 Chancery Lane
London
WC2A 1AF

wsp.com