

Better Safer Kilburn - Milestones



- 2012** Kilburn identified as priority area for improvement in Council-wide consultation
- 2018** Community workshops with stakeholders and local groups. Pop-up events on-street for public engagement before Liveable Neighbourhood bid
- 2019** Stakeholder workshop with 15 groups represented
- 2021** Formal consultation on lower Kilburn High Road trial scheme
- 2022** Formal consultation on lower Kilburn High Road permanent scheme.
Establishment of One Kilburn Community Improvement District.
Updated traffic modelling for scheme starts (Nov 2022 – March 2024)
- 2023** Establishment of One Kilburn Transport sub-group.
Healthy Streets 'on the pavement' survey and Accessibility Audit of Kilburn High Road.
- 2024** Traffic modelling completed with TfL. Public consultation launched (July – August)



Better Safer Kilburn - Frequently Asked Questions



What will happen to bus traffic?

Eight bus routes currently operate along Kilburn High Road. Moving loading and servicing onto side roads would reduce congestion, improve the experience of driving and traveling on buses, and make it easier for people to choose to travel sustainably. To maintain bus journey time reliability, we'd like to make the southbound lanes available for longer periods of time, particularly in the middle of the day. Wider pavements will make it easier for waiting passengers to wait, with new countdown displays at the stops.

How would the safety of pedestrians improve?

The introduction of enhanced pedestrian facilities such as new crossings and raised junctions would improve the experience of safety crossing Kilburn High Road. At side road junctions, pedestrians would be given priority using the continuous pavements - an example is in our photo guide. On the streetscape itself, the introduction of new benches and trees and cleaning up of street furniture would make it smoother and easier to walk and wheel through the town centre.

How would the safety of cycling improve?

There are no existing cycle facilities on Kilburn High Road and cyclists are currently sharing the traffic lane with buses and general traffic. New provisions would include cycle crossings that would better link up journeys from Kilburn High Road onto new Cycleways, improving the experience of making East-West journeys in a less congested and polluted road environment. Along Kilburn High Road itself, a variety of changes – including road markings and strips of protected lanes – would work within the constrained road space to create more legibility for cyclists. These changes would be supported by a less chaotic road environment, facilitated by the shifting of a bulk of loading and servicing activity onto side roads.

How would the scheme benefit local residents and local businesses?

The scheme would increase opportunities for walking and cycling by widening pavements, introducing new crossing points and new cycle facilities. Reducing traffic on the high street would provide a safer environment and ensure the safety of the people who live, work and visit Kilburn High Road. Enhancing the aesthetic of the pavement's surface and providing rest areas would attract more shoppers and help local economic growth.

How would anti-social behaviour be deterred?

There are a series of community safety cameras along Kilburn High Road. Enhancing the high street environment and improved lighting throughout the high street will reduce the likelihood of criminal behaviour. We continue to work closely with the Met Police and the Safer Neighbourhood Team.

What's active travel and how do these improvements encourage it?

“Active travel” is the experience of getting somewhere by an active way like walking, wheeling or cycling. This is proven to bring numerous benefits for both physical and mental health, while also fostering more social connections on our streets. An inactive lifestyle is a leading cause



of disease and obesity; the UK Government's Chief Medical Officer recommends that adults do a minimum of 150 minutes of physical activity a week, and that children do one hour. Active travel is the main way that Londoners meet their physical activity needs and is therefore important for significantly increasing physical activity and wellbeing levels in our communities. The Mayor's Transport Strategy has set ambitious active travel targets: it seeks for 80% of trips in London to be made by sustainable and active modes by 2041. These improvements fall in line with the Mayor's goals, and those of our three boroughs. By making the experience of walking, wheeling or cycling safer and less chaotic, these proposals seek to nourish active travel uptake – fostering a healthier local High Road.

Why are we suggesting changes to loading on the high road?

The two main issues driving these proposals are safety and bus reliability. The casualty rate on Kilburn High Road is high and continues to rise. 165 casualties were sadly reported on the High Road between July 2020 and June 2023 – a 37% increase from the previous three-year period. Servicing activity increases competition for already busy road space, adding to chaotic streets. Shifting loading predominantly onto side roads will reduce conflicts between servicing vehicles and other road users such as those walking, wheeling and cycling. As well as wanting to provide a better visitor experience for customers, we also want to maintain bus journey times for the 8 major bus routes that use Kilburn High Road. Reliable buses are also an important way for customers to reach Kilburn town centre. So the proposals include longer bus lane hours, with no loading during the day time. At the bus stops, longer bus cages (yellow boxes) are proposed to allow multiple buses to pull up at the same time.

What are the plans for disabled parking?

We propose to increase the provision of Blue badge parking as part of this scheme, adding three new spots in Kilburn town centre. The broader ambition for these proposals includes widened pavements, raised junctions, more obvious edges of the pavement, fewer trip hazards and more benches. These changes would make Kilburn High Road a more accessible experience designed with vulnerable users in mind to make the Town Centre more navigable for all.

Would there be a loss of parking on Kilburn High Road?

We want to create a high street to prioritise sustainable travel options and improve the look and feel and walking environment for shoppers. To create more space for walking, there will be a small reduction of on-street parking provision.

What would happen to loading on the high road?

Significant changes to waiting and loading are being proposed as part of the plans. This includes the shifting of significant loading activity onto designated side roads. Some loading areas would be kept accommodating articulated lorries servicing large supermarkets, cafes and restaurants. The proposals were directly informed by a business engagement exercise in which businesses told us how frequently they get deliveries, at what time, what size and type they are, and how long they need to load/unload. All this data has fed into the proposals, to ensure the proposals are viable for local business needs.

How do we know these proposals would actually calm town centre traffic, and not just displace traffic onto the side roads?

As part of the process of developing these proposals, a Freight and Servicing Action Plan (FSAP) was produced. This was informed by research obtained through a business engagement exercise (2023), undertaken to produce a detailed assessment of local

servicing needs, alongside a traffic survey (2022). The FSAP specifically analysed “side road stress” – calculated by subtracting the existing side road demand from the existing side road capacity, and then adding a proportion of relocated demand from Kilburn High Road. This helped us establish which side roads would require additional loading bay provision to accommodate the loading activity that would be shifted from the high road. We’ve factored those streets into the plans. What this means is that the proposed plans have accommodated for the loading space that is proposed to be shifted from Kilburn High Road, which reduces risk of any queueing or unnecessary idling.