

Better Brackenburg

Recommendations Report



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Chair's Introduction

The Better Brackenburg Project was initiated by a combination of the Brackenburg Residents Association, Hammersmith Grove Residents Association and the Safer Brackenburg Parents group.

This was the direct result of a series of ongoing prior meetings with senior officers of Hammersmith and Fulham Council and the Council Leader, Cllr Stephen Cowan, to discuss traffic and other issues affecting our local community.

Concerns about traffic volumes, speeding, pollution, noise, rat-running and road safety had featured large in dialogues with our members.

We also wanted to act on issues raised with us about improving the public realm, creating more public spaces and greening the area, together with better protecting the Conservation Area in which we live.

This led us jointly, at the end of 2019, to explore changes which had been made in Walthamstow Village to reduce through-traffic and improve the local environment. What we saw there was a real inspiration, quiet streets and a revived village centre having attracted in new businesses.

There were more social spaces for people to play and relax in and, with widened pavements, greater opportunities for the local pubs and restaurants to have more outside seating with more trees and greening in the streets and at entrances to the area. It made us think we could do the same in Brackenburg.

Plans to investigate more were held up by the Covid-19 pandemic but by the early Autumn of 2021 we were ready to get stuck-in to devising some conceptual designs and plans for the area. A walk around the local streets with the Council Leader helped us to identify some particular locations for a Working Party to start to work on.

I was asked to Chair this initiative and to set up a Working Party comprised of local volunteers drawn from the community.

The Working Party

Having advertised our intentions, sought and found volunteers, the Working Party was formed of a diverse mix of committed local residents and business and school representatives.

This included a number of members with architect training, people with experience in the media, school governors, parents, cyclists and people who have had extensive experience of public service in one form or another, an award-winning garden designer, plus a number of other individuals committed to greening the local environment and other varied professionals.

The outcome is that we have been able to draw on a wide cross-section of interests and experience in developing our proposals for the area.

Not everyone agrees entirely on what we are proposing but there has been the opportunity for an active debate at each stage of the process. Ultimately, this has led to improved proposals.

I have noted where some views differ and the particular issues which concern people most in the comments relating to the individual locations.

The members of the Working Party are listed in Appendix A.

I should like to thank all those who volunteered to take part in the Working Party and dedicated their time to this initiative.

I should also like to thank Cllr Stephen Cowan, the Leader of Hammersmith and Fulham Council, for his encouragement and continuing interest in our project.

Brendan Smith

Chair, Better Brackenbury

Aims, Themes and Considerations

Our vision, as communicated to the community, is as follows:

Our Vision: *“We want to deliver a new vision for our village to make Brackenburg a greener oasis in the city, a peaceful place where friends, families and neighbours come together to live, work, learn and play.”*

We identified a number of locations around the Brackenburg Village which presented challenges in some way or other and which we believed require some action to resolve.

School Traffic

One of the key issues identified was volumes of school-run traffic, and, more specifically, uncontrolled drop off and pick up by vehicles at the school gates. We have three schools within the area and there are more on the periphery. A significant number of parents also walk their children to school or cycle on a daily basis through the area and beyond and we wanted to improve their experience. This led us to look at Iffley Road, Banim Street and Bradmore Park Road (from which parents can cut through) and Dalling Road, together with the top end of Brackenburg Road. It has also led us to look at the pedestrian route through the Trussley Road railway arch and the lack of pavement space in Wellesley Road on the approaches to Ravenscourt Park. We also factored in changes to relevant junctions at a number of locations to improve safety at relevant junctions.

High Traffic Volumes and Rat Running

Rat-running and excess traffic volumes, including unwanted HGV traffic, was another issue we want to deal with. Rat-runs through the village had been identified previously but there were major issues with traffic on Hammersmith Grove and that coming through Trussley Road to avoid Shepherds Bush Green and the Hammersmith gyratory, positioned as Brackenburg is at the centre of the borough. We want to change this but also want to protect the interests of the local businesses who operate in these roads. We set an in-principle target of reducing traffic numbers on Hammersmith Grove by 50% which would make a significant difference to the residents living there.

Supporting the Local Economy

We also want to encourage existing local businesses and to attract new businesses to our two village hubs, on Hammersmith Grove and Brackenbury Road. We want to stop the conversion of retail to residential property so that a vibrant village community, peppered with a wide range of local shops, can thrive.

Improved Public Space and Outdoor Dining and Seating

During the pandemic the Council had encouraged local pubs to apply for temporary outside seating and dining space in the roadway and a number of local landlords had taken up this opportunity. We thought it would be good to maintain this arrangement and create permanent spaces for outside dining, especially as the effect of global warming leads us to expect hotter summers.

This has featured in our designs for a number of locations, including Overstone Road, outside the Dartmouth Castle, Adie Road, next to The Grove and Dalling Road, adjacent to the Thatched House.

We were keen to consider all of these businesses together, rather than focussing on the benefit to any particular one. Others could be considered in due course, if wanted, such as in the road spaces outside the Stonemason's Arms in Cambridge Grove and the Anglesea Arms in Wellesley Avenue.

Issues with Speeding

Speeding is another issue we wanted to resolve. A number of streets have speed cushions and some speed bumps. A number of streets where this is a concern have none, Wellesley Avenue for example. We identified a number of junctions that have poor sightlines or that encourage cars to take the corners too rapidly and we want to incorporate traffic-slowing measures when designing changes at those locations.

Parking Pressures in the Village

Parking is a concern we want addressed particularly in those streets near King Street at the south of the area where parking pressure is felt most (and could be made worse by the newly opened IKEA), but also at the north of Hammersmith Grove.

One of the greatest concerns throughout has been to ensure that residents can continue to park near their homes, even if some spaces are removed as part of the redesigns we propose. The Council will need to continue to survey our streets to find ways to better manage residents parking.

A Lack of Greening and Trees

A major tree-planting initiative of 129 trees took place through the Brackenbury Residents Association, around 12-15 years ago, led by one of our Working Party, Rosemary Mortimer, and Claire Harris.

We have set up a Tree Planting Sub-group to recommend further planting, as another of our key objectives is to increase the green canopy across the area, both in the public realm and, if we can, on private property. Associated with this we want to see SuDs (Sustainable urban Drainage) schemes, and rain gardens specifically designed to absorb rainwater and to ameliorate the risks of sewer flooding, a frequent and unwelcome occurrence across the area.

Protecting the Village and Conservation Area Status

We also want to ensure that the quality of the Conservation Area doesn't deteriorate any further and indeed to suggest to residents how improvements could be made to their homes and properties to redress some of the incongruous changes made previously.

To that end we also set up a Conservation Area Sub-group to investigate the issues that had been reported to us and make recommendations for improving the process for making and monitoring planning applications.

One of our other key ambitions is that we also want this group to continue to work with the Council on issues of sustainability and climate change and retrofitting homes to meet net zero targets, and to work with the Council to provide better guidance and advice to residents.

Our Methodology

How We Devised Our Recommendations

A series of nine fortnightly Working Party meetings were held between September 2021 and March 2022.

The Working Party agreed which locations we would initially consider and for which we would develop plans, building on the list of those identified previously, and adding new ones such as Trussley Road.

Smaller groups of interested individuals then went on site to review specific locations and identify issues, and make recommendations to bring back to the wider group. Members of the Working Party discussed the details of each location and made suggestions for change. This worked well especially in the case of Hammersmith Grove and Trussley Road, but also at other locations. Members of the Working Party also engaged with businesses on the aspirations of our proposals, including some pub landlords, prior to drawing up plans.

The recommendations which the Working Party devised were used to design an illustrative plan and artist's view of what the area could look like.

These plans were further refined and then shared and presented to the wider community at a series of four drop-in events held at two locations, the Grove Neighbourhood Centre and the Brackenbury Wine Rooms so as to attract the widest reach of residents to the events.

The events were also extensively publicised, with letter-box leaflet drops, emails to member of the local area's residents associations and other local groups. Posts were also created for Nextdoor and other social media platforms.

These community events were held to share our initial concept designs but also to obtain valuable feedback from those who attended these public sessions. They were very much intended as a listening exercise to gather the views of the community at large.

Comments were invited in some detail on each proposal and these were noted and analysed and summarised for the Working Party and for sharing the results at a subsequent event.

In general, this process worked well, and the community response to our initiative was eminently favourable. At the last drop-in session on 18th January 2022, however, it became apparent that community views about changes to Aldensley Road, adjacent to the Andover Arms public house, making Cardross Street a no-through road were more greatly polarised than at other locations.

As a consequence, the Working Party undertook a comprehensive street-wide consultation on Cardross Street, visiting every house on the street and receiving views from some others nearby. We knew that views were divided on this as we had received some extreme reactions to the proposal, and these were confirmed.

We revised our plans at this location subsequently to keep access to the road open at both ends - as a consequence of listening to residents and taking their views on board - even though opinions on the proposals remain finely balanced.

There is the potential to also consider other sites around the village and we have indicated where some of these might be. We note that there is much more work to be done by the Council in terms of finding ways to meet residents' objectives for traffic reduction and other traffic-calming measures once more data has been analysed. I have commented on this in the section 'Future Consultations'.

Included below in the Report are the summarised community responses for each developed location, as are the concept plans, drawings and recommendations for change.



Figure 1: Better Brackenburg Proposed Methodology

Background and Commonplace Consultation

During the 2019 public consultation, responses were gathered online via the Commonplace platform, where 963 visitors viewed the consultation website.

From these 963 visitors, a total of 806 contributions were received. These contributions consisted of the following:

- **194 Comments** (a contribution where an individual expresses an opinion)
- **612 Agreements** (an agreement with an existing comment)

The results of the public consultation led to residents identifying what they perceived to be the top 10 issues and top 10 potential interventions for Brackenbury Village. The top 10 issues are shown in **Figure 2**, many linked to 'rat running' through the village.

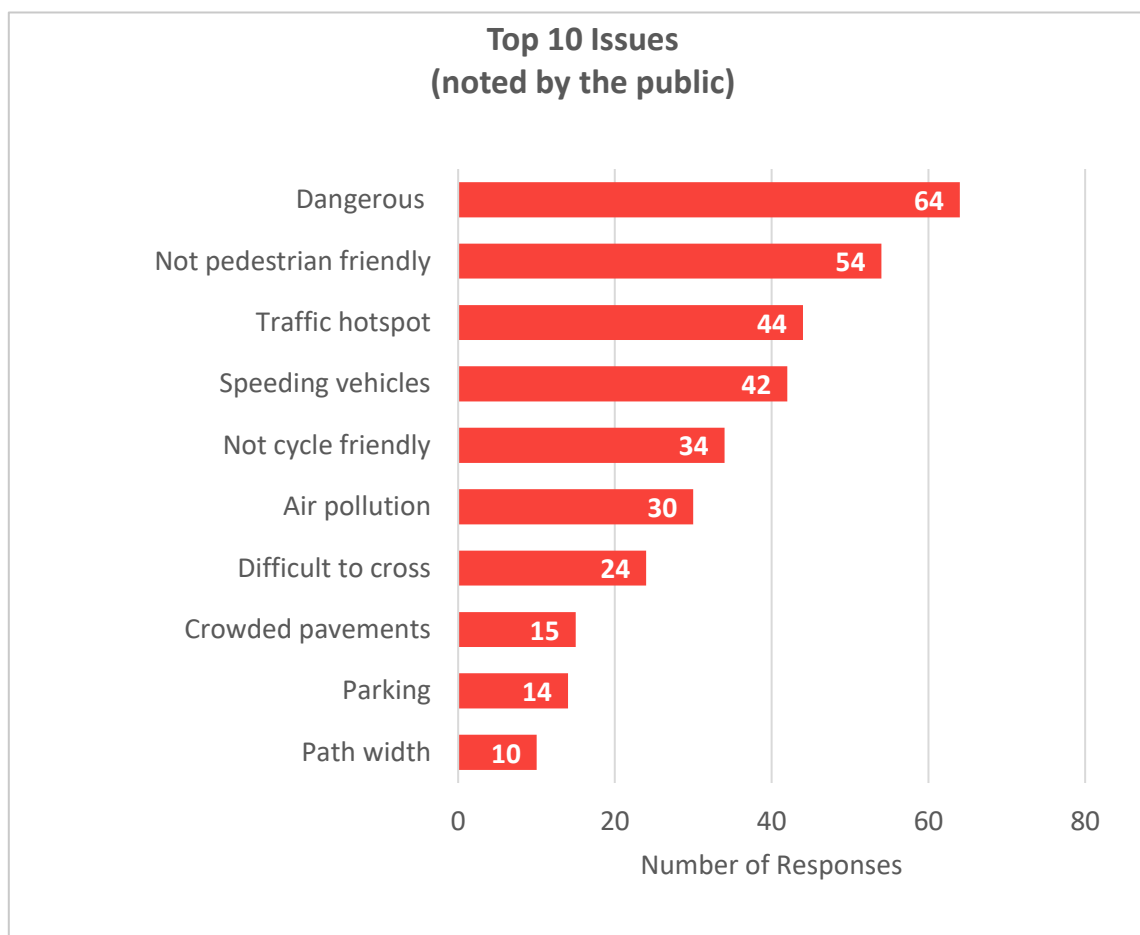


Figure 2: Top 10 Issues Identified in 2019 by Residents via Commonplace

The results of the public consultation led to the top ten potential interventions being identified.

The top 10 interventions are shown in **Figure 3**.

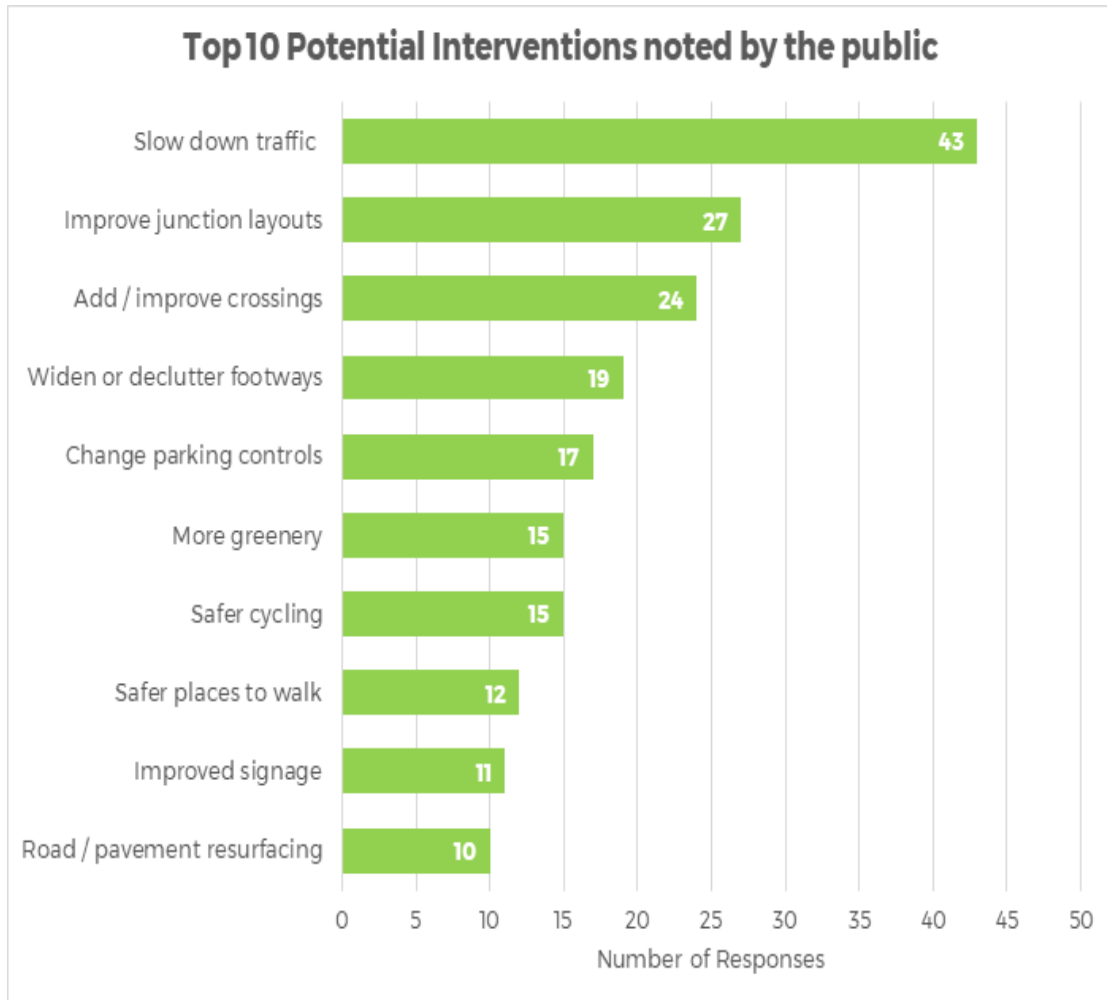


Figure 3: Top 10 Potential Interventions Identified in 2019 by Residents via Commonplace

Other relevant possible interventions identified included:

- **Enhancement of public spaces**
- **Provision of Electric Vehicle Charging Points**
- **Cycle parking**
- **Improvement to dropped kerbs provision**

Our Designs Influenced by Best Practice Examples

The Working Party identified best practice examples of possible features and design concepts which could be implemented in Brackenbury. Some pictorial examples are provided below and include in-person observations from a group visit to Walthamstow Village.

Walthamstow Village

Waltham Forest secured funding to develop 'Mini-Holland' - a programme to help enhance public spaces and improve walking and cycle routes across the borough. The programme has been regarded as a success by local residents and has led to a measurable reduction in traffic and an increase in walking and cycling within the borough. The programme resulted in the following key outcomes:

- Improved footway space prioritised pedestrians
- Increased greening improved air quality
- Increased safety and independence for children
- Traffic significantly reduced through the village
- Traffic speeds and noise reduced
- Encouraging active travel, additional cycle parking and wider footways
- Increased outdoor dining spaces for local businesses



Figure 4: Example images of Waltham Forest's Mini-Holland scheme

SuDs / Rain Gardens

SuDs and rain gardens have the benefit of slowing and absorbing surface water run-off to help mitigate against flooding, improving air quality and the environment and providing more greening opportunities.



Figure 5: Example Images of SuDs and Rain Gardens

Pocket Parks

These provide pleasant spaces for local residents to socialise and congregate, and additional green spaces in an area will improve air quality.



Figure 6: Example Images of Pocket Parks

Cycle Parking & Storage

Increasing cycle parking and secure bike storage can encourage bicycle ownership and active travel amongst residents and bring benefits in increasing visitors to local businesses.



Figure 7: Example Images of Cycle Parking and Storage

Identifying Key Locations

During the 2019 public consultation, the local community was invited to identify issues and provide feedback on an interactive map of Brackenbury Village (using the online Commonplace platform). Using this information, the key locations pinpointed by respondents for improvement were identified. These locations are shown on the map below.

The consultation specifically asked residents to highlight their issues. The feedback given has provided us with some insight as to how to shape our proposals. Each response is shown in a different colour, based on the response given when asked: 'How does this issue make you feel'? The number indicates how many issues were identified for a particular location.

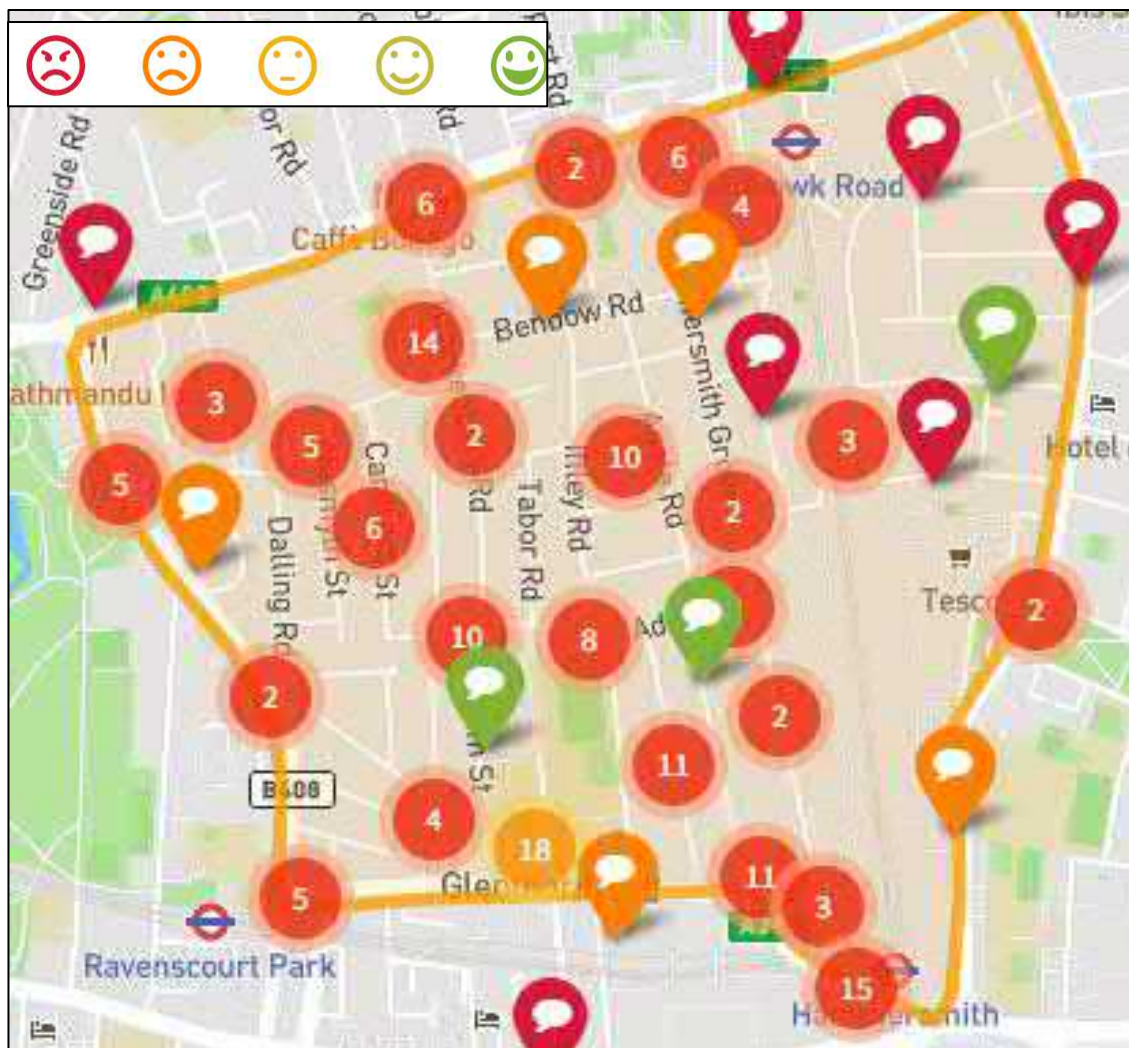


Figure 8: Key Issues and Locations Identified on Commonplace

The 16 locations the Working Party selected from those pinpointed by residents represent a good coverage of all areas within Brackenbury Village, including two village hub locations where retail, services and hospitality businesses are clustered:

- Brackenbury Road (Location #08)
- Hammersmith Grove (Location #09)

We have devised and developed detailed recommendations for 10 of these locations. The other 6 locations remain to be developed, but we have included these below, to be further explored by the Council, together with our outline recommendations for what we believe needs to be done at each one.

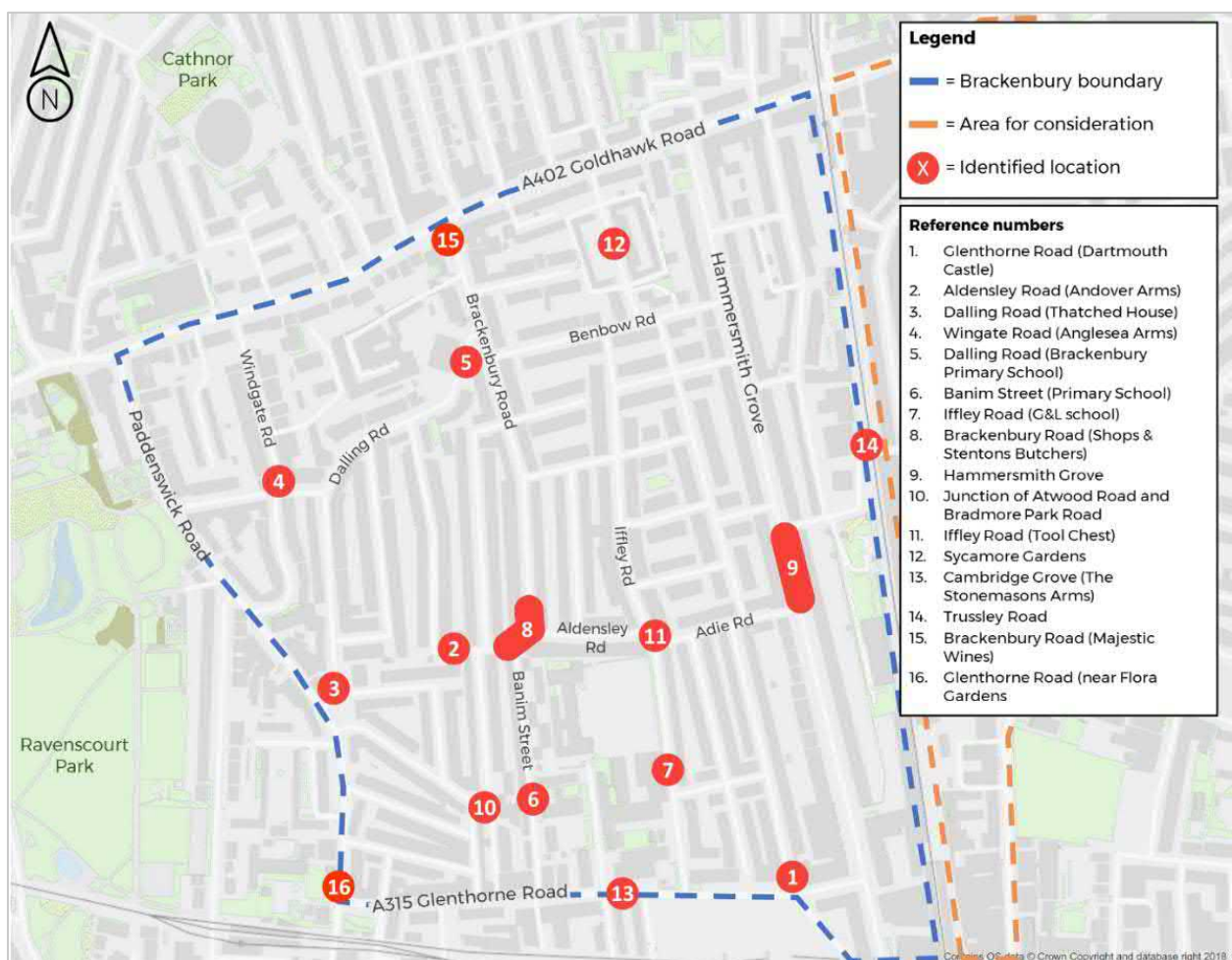


Figure 9: Key Initial Locations for Improvement

Community Events

The Working Party agreed to hold a series of community events to share ideas and plans as the project developed, with residents invited to help refine the issues, interventions, and proposals.

Community Event 1

The first community event was held at the Grove Neighbourhood Centre, on Tuesday 5th October, from 14:30 to 19:30. The aim of the event was to gain feedback on the scope of the initiative and to confirm we were on the right track. We shared:

- The vision and objectives of the project
- Existing issues perceived within Brackenbury
- Examples of improvements made elsewhere as precedents we could adopt
- The locations identified for local area improvements

Approximately 80 people in total attended the event. Attendees were given the opportunity to sign-in to the event and provide their contact details to receive updates from Better Brackenbury as the project developed. A further three events were held to gather feedback on the plans the Working Party had developed with visualisations of potential improvements. Details of these events are given below:

Community Event 2

- Grove Neighbourhood Centre on 16/11/2021 (15:00 to 20:00)
- Approximately 150 people in attendance

Community Event 3

- Brackenbury Wine Rooms on 22/11/2021 (17:00 to 20:00)
- Approximately 50 people in attendance

Community Event 4

- Grove Neighbourhood Centre on 18/01/2022 (15:00 to 20:00)
- Approximately 150 people in attendance (75% were new attendees)

Attendees were asked to sign-in to the events and provide their street of residence. The aim was to see what reach across the area was achieved. The results are shown in **Figure 10**.

Overall Reach and Community Reaction

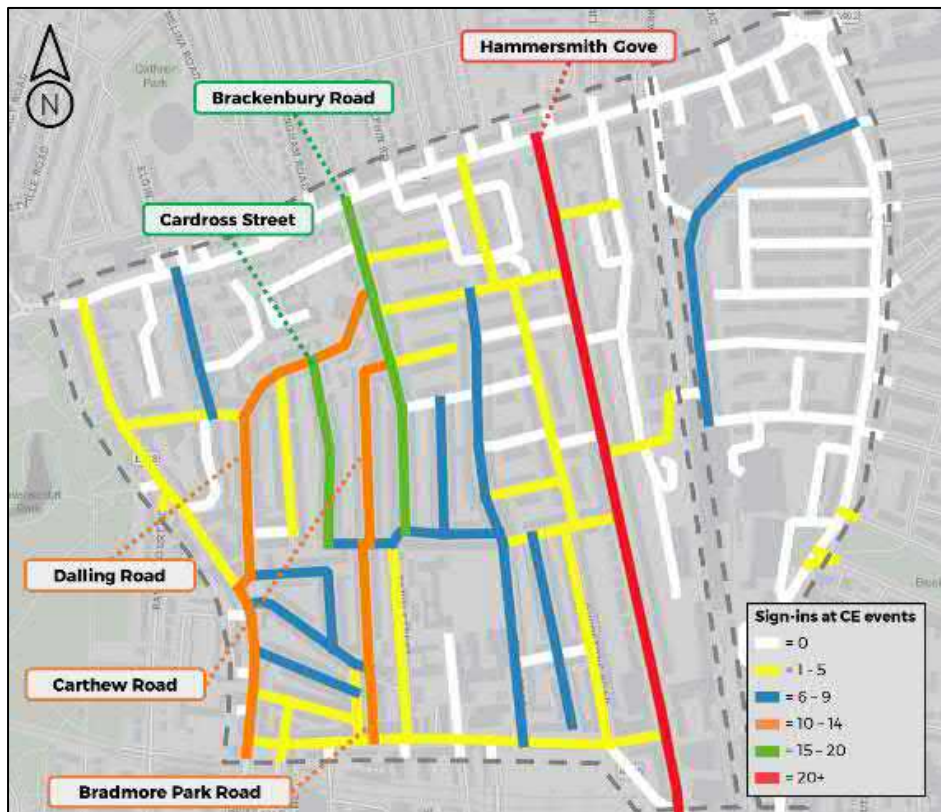


Figure 10: Overall Reach and Community Reaction - Streets Represented at Engagement

Attendees were also asked to provide detailed feedback on the initial sketches and visualisations shown for the 10 selected locations, using survey questionnaires. The results from these surveys (taken across all locations) indicated that out of those who responded, **81% of respondents liked the designs being shown at the events, while 15% of respondents disliked the designs.** A breakdown is provided below, where we detail the proposals for each individual location with the relevant survey responses for those specific sites.

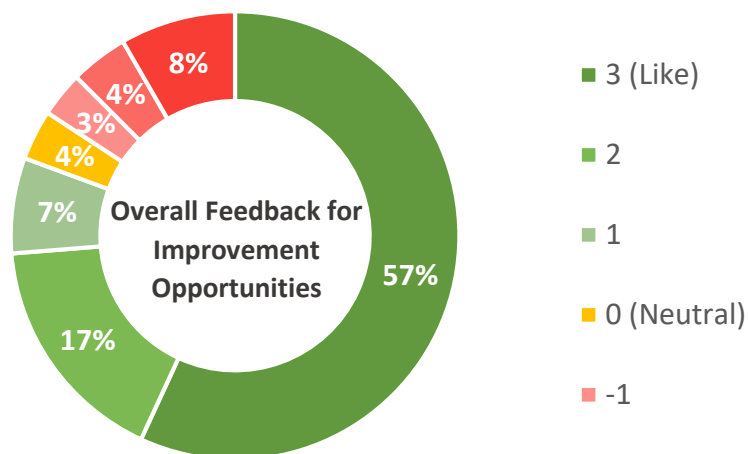


Figure 11: Overall support for improvement opportunities taken from surveys (of those who responded to this question) at community events 2, 3, and 4

Walking and Cycling Routes

Using the feedback received at the first community event, and to help us develop our plans, residents were also invited to share their regular walking and cycling routes through the village. The results are shown in **Figure 12**.



Figure 12: Residents Regular Walking and Cycling Routes through the Village

Figure 12 depicts busier routes as thicker arrows, and less busy routes as thinner arrows. Most of these walking and cycling routes have also been identified as vehicle rat-running routes and highlight the perceived conflict between various road users and pedestrians. Roads which featured on many routes include:

- Benbow Road
- Adie Road
- Aldensley Road
- Trussley Road
- Wellesley Avenue
- Banim Street
- Hammersmith Grove
- Glenthorne Road

Sketches and Visualisations for Developed Locations

Glenthorne Road (Dartmouth Castle) – Location #01

Before



Figure 13: Photo of Glenthorne Road (Dartmouth Castle) Before

Issues

Issues identified at this location include:

- Narrow footways
- Further pedestrian crossing to access Kings Mall rear entrance
- Vehicles speeding along Glenthorne Road often dangerous for pedestrians
- Bus standing is often oversubscribed and waiting buses block the junction
- Bleak and neglected public realm
- Untidy and limited cycle parking

Recommendations

We recommend that the Council should:

- Reduce the speed of vehicles coming through this corner junction and prioritise pedestrians
- Widen footways and provide additional pedestrian crossing points
- Increase the number of trees and low-level planting, including SUDS
- Introduce new seating, surfacing material, cycle parking and greenery to create better defined areas of public space
- Raise the roadway level with footway to make temporary outside dining permanent
- Ensure bus standing is limited to existing bays

Sketch - After



Figure 14: Sketch of improvement opportunities at Glenthorne Road (Dartmouth Castle)

Visualisation - After



Figure 15: Visualisation of improvement opportunities at Glenthorne Road (Dartmouth Castle)

Community Response

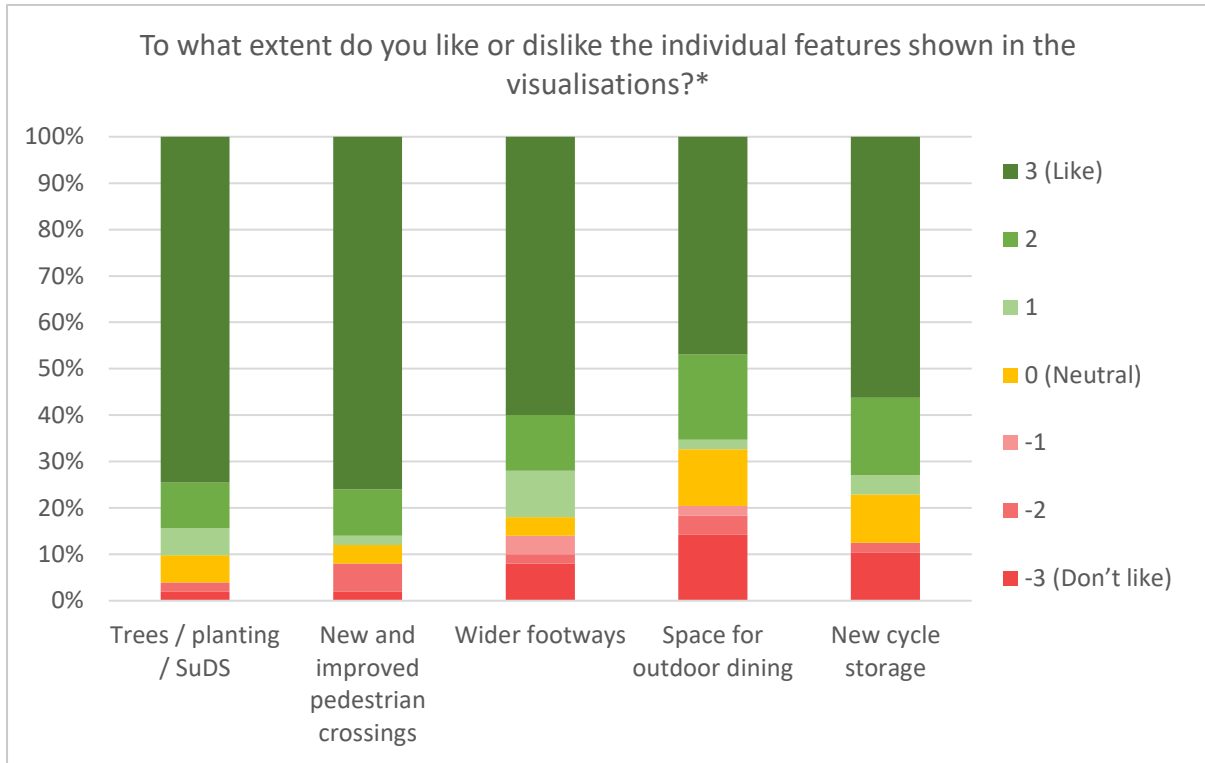


Figure 16: Support for individual features at Glenthorne Road (Dartmouth Castle)

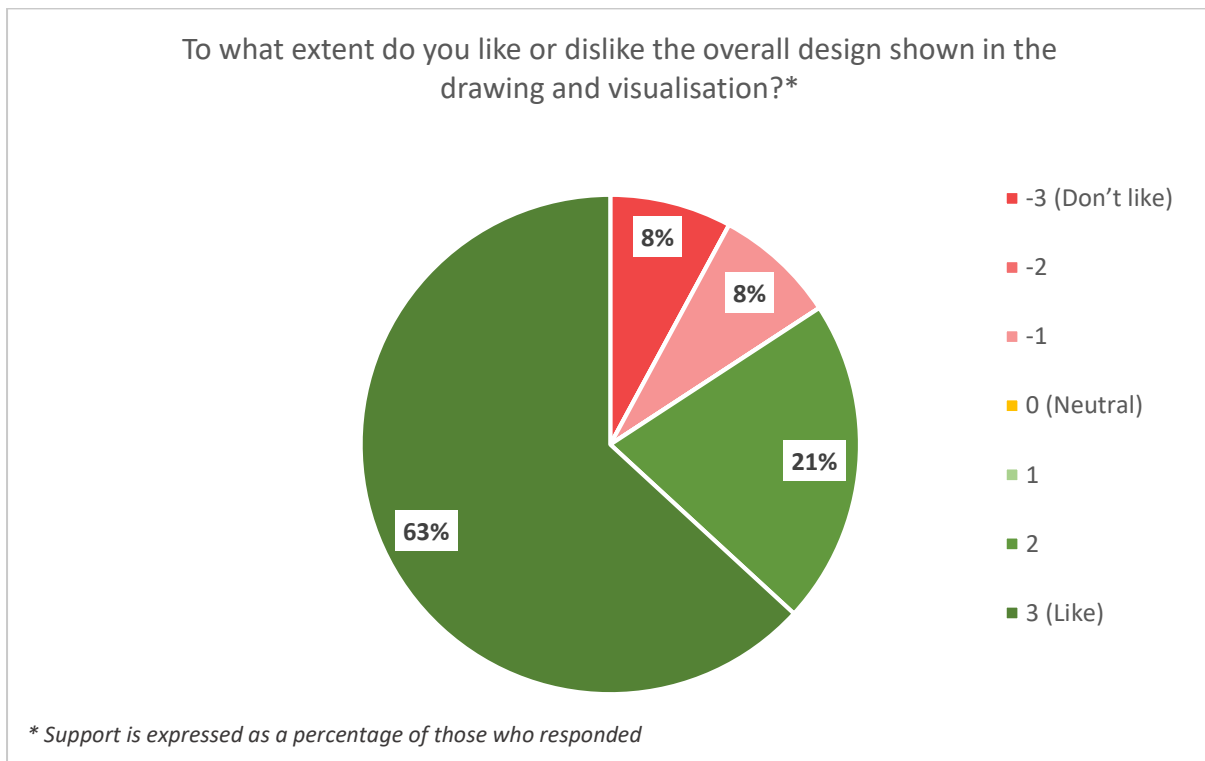


Figure 17: Support for the overall design at Glenthorne Road (Dartmouth Castle)

Aldensley Road (Andover Arms) – Location #02

Before



Figure 18: Photo of Aldensley Road (Andover Arms) Before

Issues

Issues identified at this location include:

- Neglected and uninviting street scene
- Narrow footways which are encroached on by parked vehicles
- Lack of clear priority for pedestrians and cyclists
- Minimal greening and trees
- Lack of cycle parking
- Current temporary seating highly unattractive
- Potential rat-run for school run traffic

Recommendations

We would like the Council to improve this stretch of street by;

- Introducing more trees and greening into the area
- Creating the look and feel of an urban square while retaining access
- Widening footways and replacing temporary pub seating with a permanent option
- Creating a safer environment for pedestrians and cyclists
- Installing new crossings for pedestrians at nearby junction

NB These proposals were significantly revised in light of local opposition to closing the road. We have summarised below both the community response received from our drop-in events and again after the subsequent street-wide consultation. Some residents living nearby continue to have concerns about the potential for noise from the pub.

Sketch - After

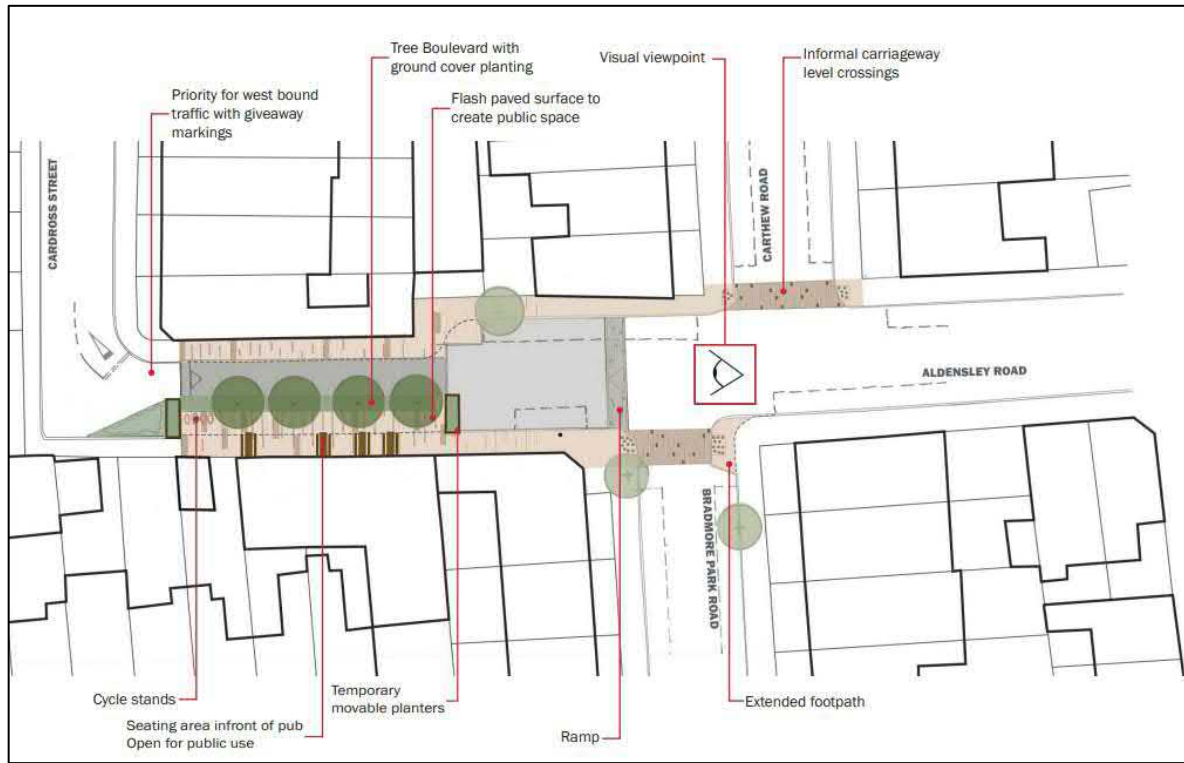


Figure 19: Sketch of Improvement Opportunities at Aldensley Road (Andover Arms)

Visualisation - After



Figure 20: Visualisation of Improvement Opportunities at Aldensley Road (Andover Arms)

First Community Response from Events

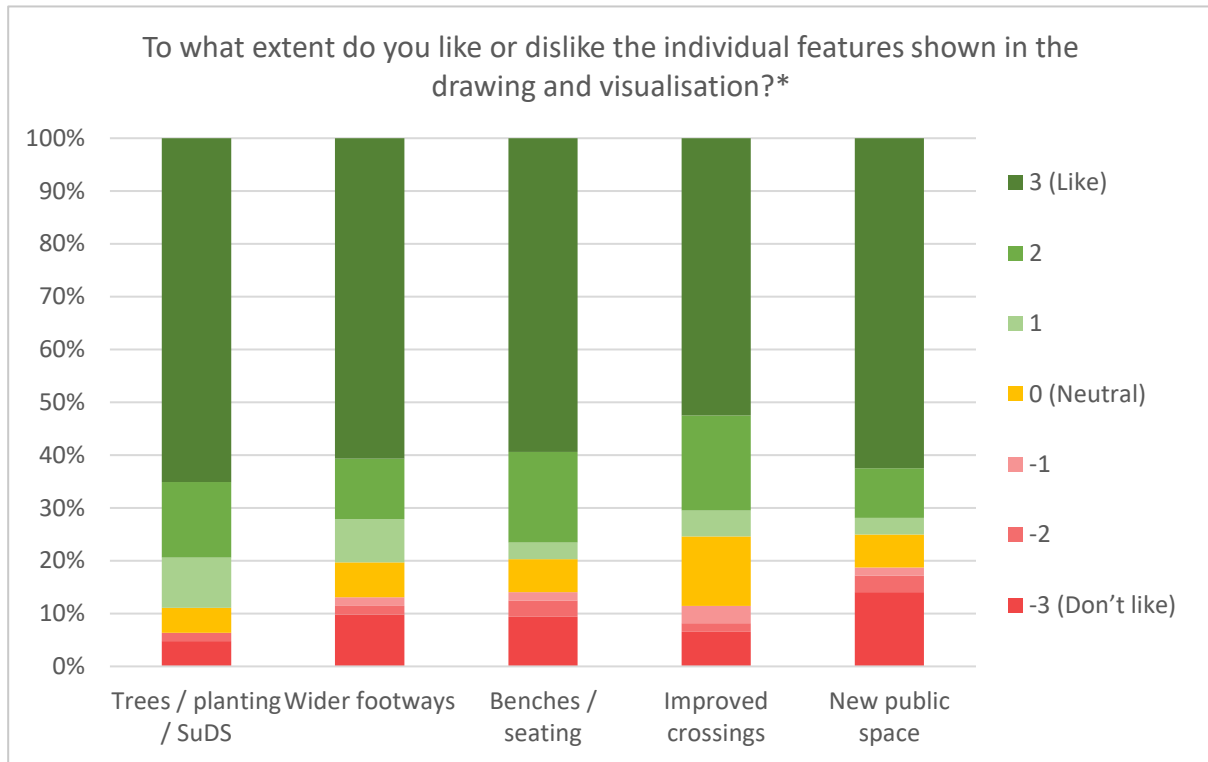


Figure 21: Support for Individual features at Aldensley Road (Andover Arms) from Community Events

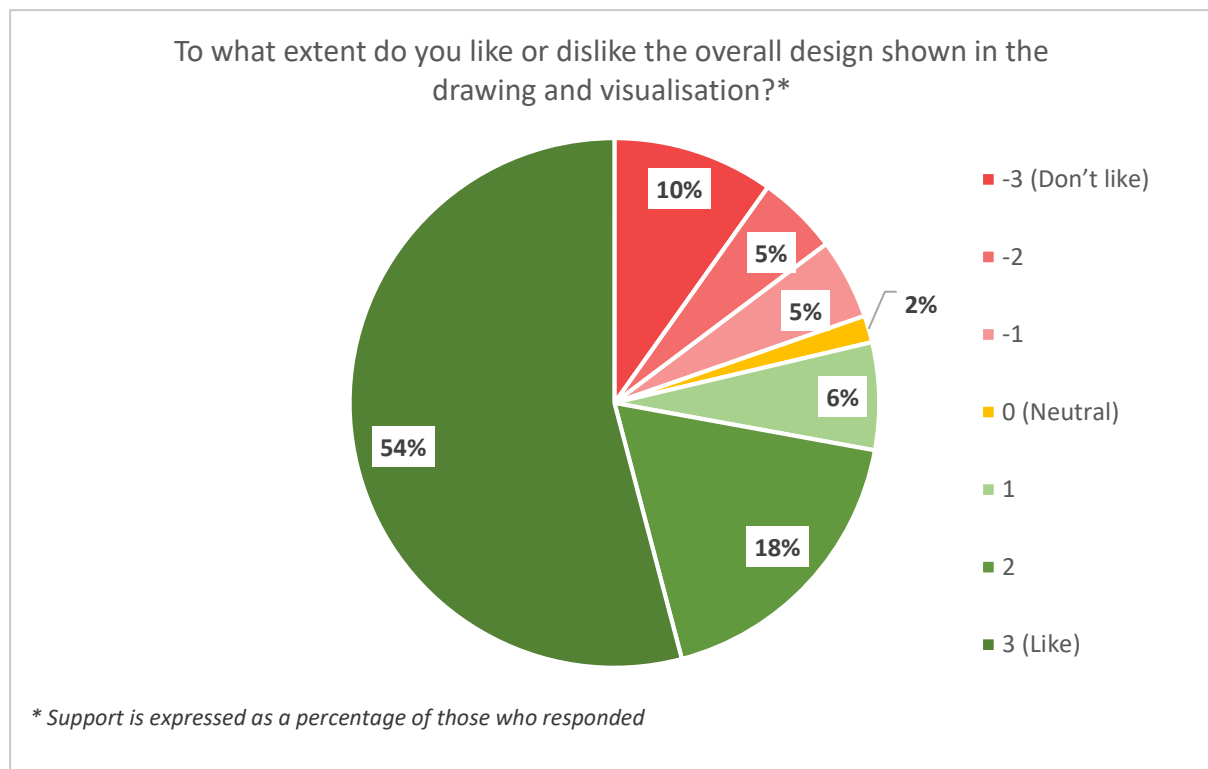


Figure 22: Support for the Overall Design at Aldensley Road (Andover Arms) from Community Events

Further Community Response from Cardross Street Door-to-Door Consultation

All 89 residences on Cardross Street were visited by members of the Working Party, and survey responses were received from 51 households (57%). A further four surveys were submitted from properties adjacent to the Andover Arms pub.

A total 25 households (46%) liked the proposal, 27 (49%) did not, and 3 (5%) were neutral. **Figures 23 and 24** summarise the results.

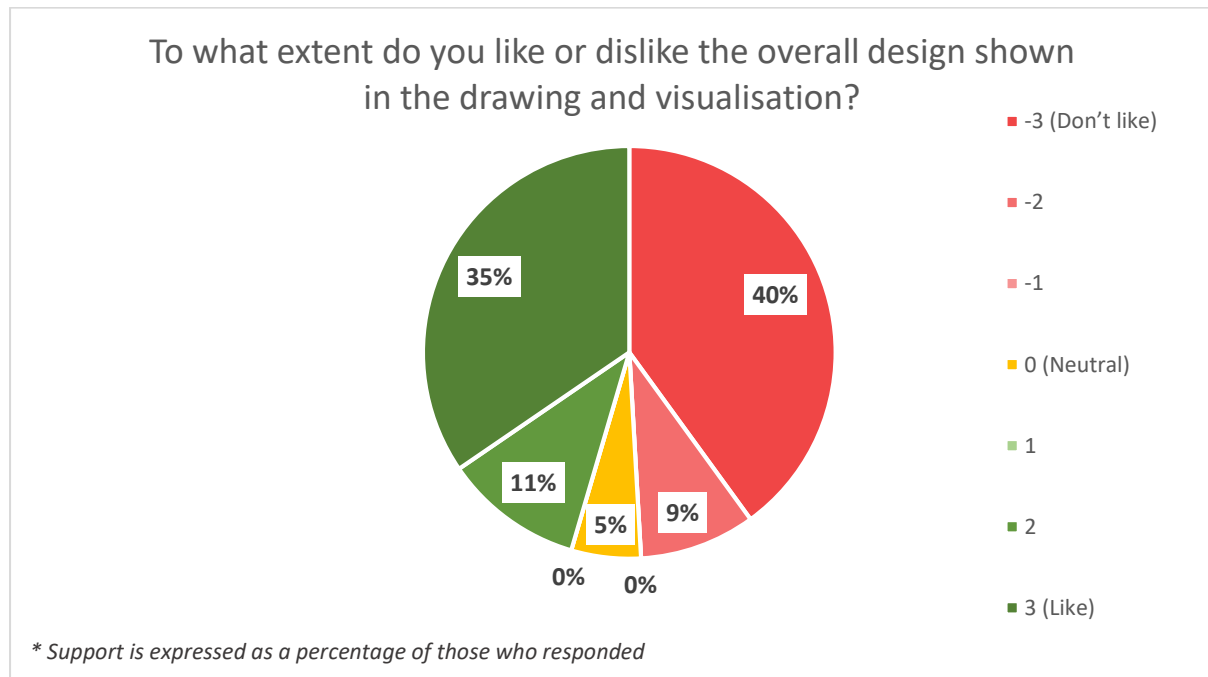


Figure 23: Support Overall Design at Aldensley Road (Andover Arms) from Door-to-Door Consultation



Figure 24: Support for Individual Features at Aldensley Road (Andover Arms) from Door-to-Door Consultation

Dalling Road (Thatched House) – Location #03

Before



Figure 25: Photo of Dalling Road (Thatched House) Before

Issues

Issues identified at this location, which is a popular walking route for parents with school children going to nearby schools, include:

- Poorly maintained and designed traffic island feature
- Seating faces a busy polluting road
- Lots of unused space around existing planting
- Narrow footways around some parts of the junction
- Existing crossings could be improved, and further crossings introduced to improve safety

Recommendations

We believe there are opportunities for improvement at this site which could include:

- Raising tables around the junction to reduce vehicle speed
- Widening footways to increase pedestrian space, providing new crossing points to better match walking routes, particularly to the nearby John Betts School
- Introducing low-level planting and rain gardens into the area
- Installing an outdoor play area and better public space to create a central focal point and / or an urban square
- Making permanent space for outdoor dining

NB Concerns exist about the priority to change the existing island layout and crossings and whether there is a real need for more external pub dining (expressed mainly by residents living opposite)

Sketch - After



Figure 26: Sketch of Improvement Opportunities at Dalling Road (Thatched House)

Visualisation - After



Figure 27: Visualisation of Improvement Opportunities at Dalling Road (Thatched House)

Community Response

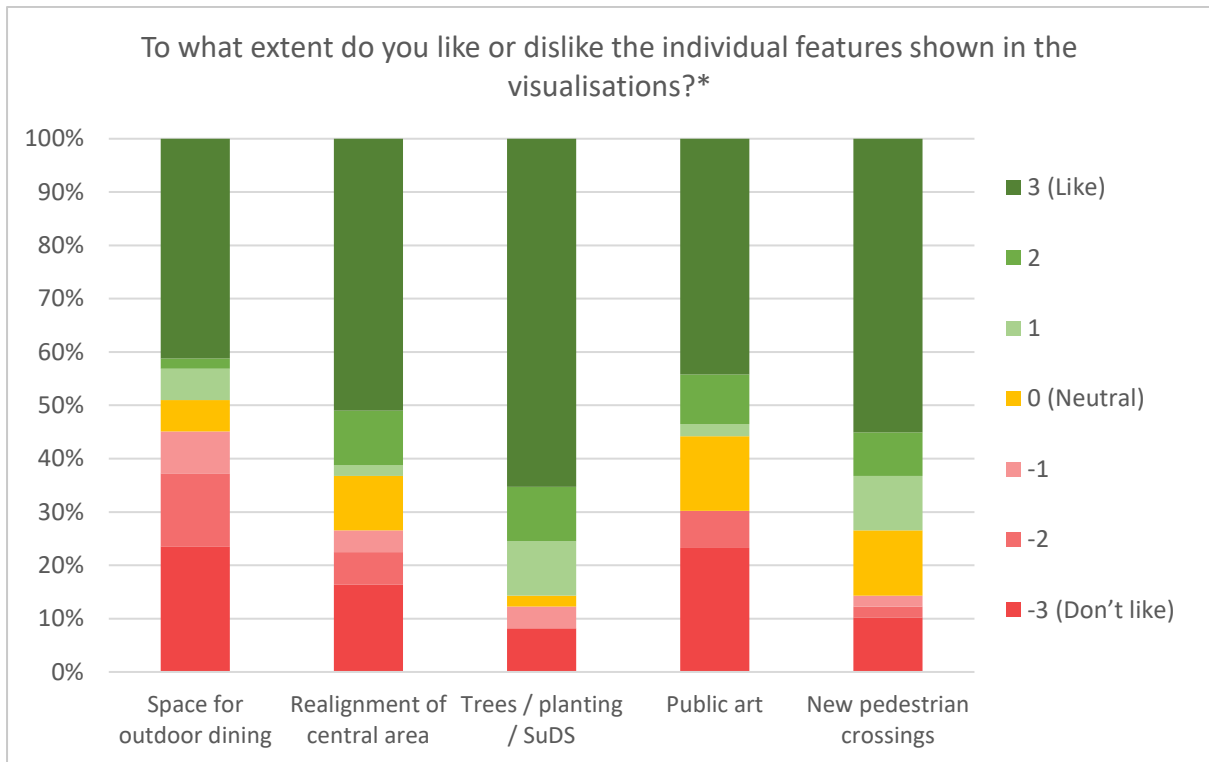


Figure 28: Support for Individual Features at Dalling Road (Thatched House)

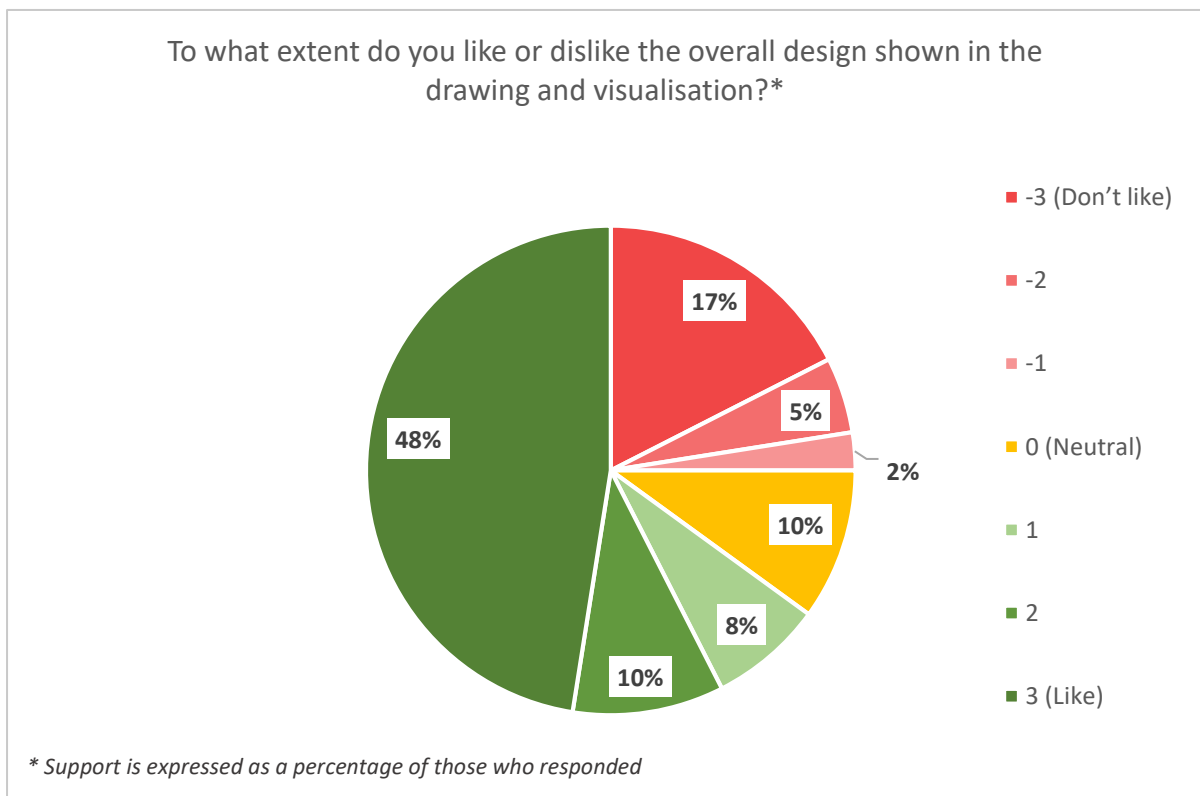


Figure 29: Support for the Overall Design at Dalling Road (Thatched House)

Wingate Road (Anglesea Arms) – Location #04

Before



Figure 30: Photo of Wingate Road (Anglesea Arms) Before

Issues

Issues identified at this location include:

- Vehicles speed through without impediment as there are no speed humps
- Wingate Road is a rat-run used to avoid the Seven Stars roundabout
- No priority for pedestrians or cyclists at junctions
- Narrow pavement with trees interspersed is often too small for the volume of pedestrians walking to Ravenscourt Park
- Lack of greening and trees

Recommendations

We would recommend the Council should:

- Install traffic calming measures to reduce vehicle speeds
- Increase pedestrian priority at junctions, with road narrowing where necessary
- Widen footways through to Ravenscourt Park as this is popular family walking route
- Plant new trees and low-level plants
- Consider similar adjustments to the ends of Wellesley Avenue where it joins Paddenswick and Dalling Roads
- Enclose areas of additional pub seating to provide further space to socialise

NB Further external seating for this public house could be desirable but has not been specifically requested. Concerns exist also at this location about a potential loss of parking.

Sketch - After



Figure 31: Sketch of Improvement Opportunities at Wingate Road (Anglesea Arms)

Visualisation - After



Figure 32: Visualisation of Improvement Opportunities at Wingate Road (Anglesea Arms)

Community Response

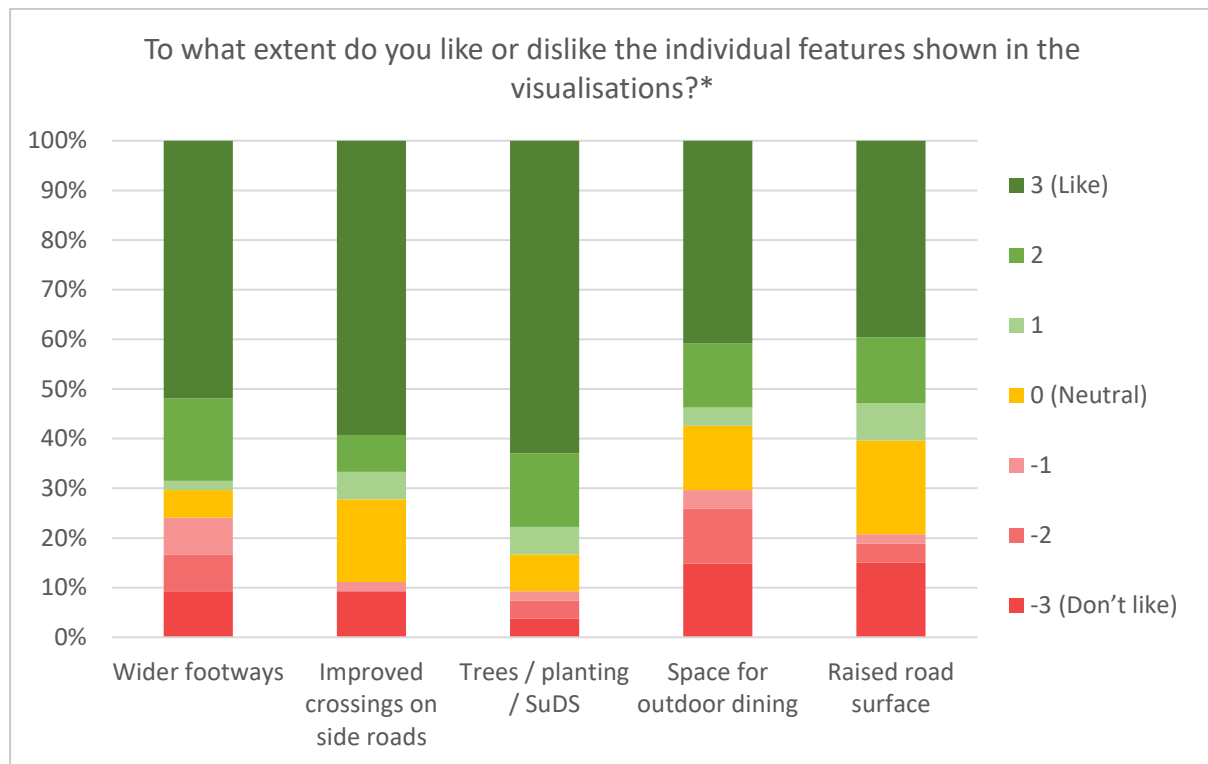


Figure 33: Support for Individual Features at Wingate Road (Anglesea Arms)

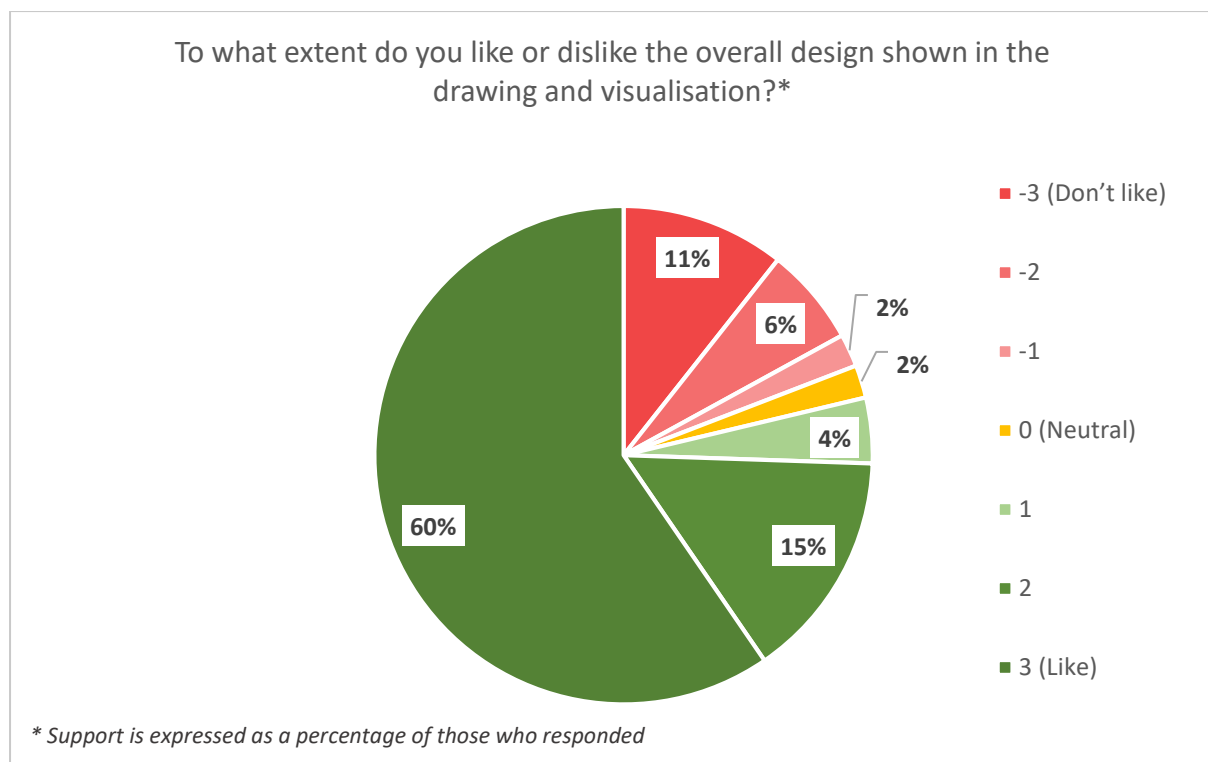


Figure 34: Support for the Overall Design at Wingate Road (Anglesea Arms)

Dalling Road (Brackenbury Primary School) – Location #05

Before



Figure 35: Photo of Dalling Road (Brackenbury Primary School) Before

Issues

Issues identified at this location include:

- Dalling Road forms part of a rat-run through the Village
- Large volumes of traffic during school pick-up and drop-off periods
- Parking on-street makes two-way traffic flows outside the school increasingly difficult, resulting in conflicts, congestion, noise and air pollution
- No formal crossing provision directly to school entrances
- Lack of greening or trees makes for a bleak street scene

The Council's Healthy School Streets programme has developed, and is implementing, a scheme which improves safety and poor air quality at Brackenbury Primary School, shown in **Figures 36 and 37**.

Recommendations

Better Brackenbury would like the Council to consider a much more ambitious scheme, than currently planned, to:

- Restrict through traffic during school pick-up and drop-off periods
- Remove improper parking in Dalling Road and prevent its dispersal into nearby streets
- Widen the footway all along the school frontage joining access points for all the school entrances
- Improve air quality directly outside the school and on nearby walking routes through new trees and fully planted areas, with SuDs underneath.

Visualisation - After



Figure 36: Visualisation of improvement opportunities at Dalling Road (Brackenbury Primary School)

Visualisation - After



Figure 37: Visualisation of improvement opportunities at Dalling Road (Brackenbury Primary School)

Community Response

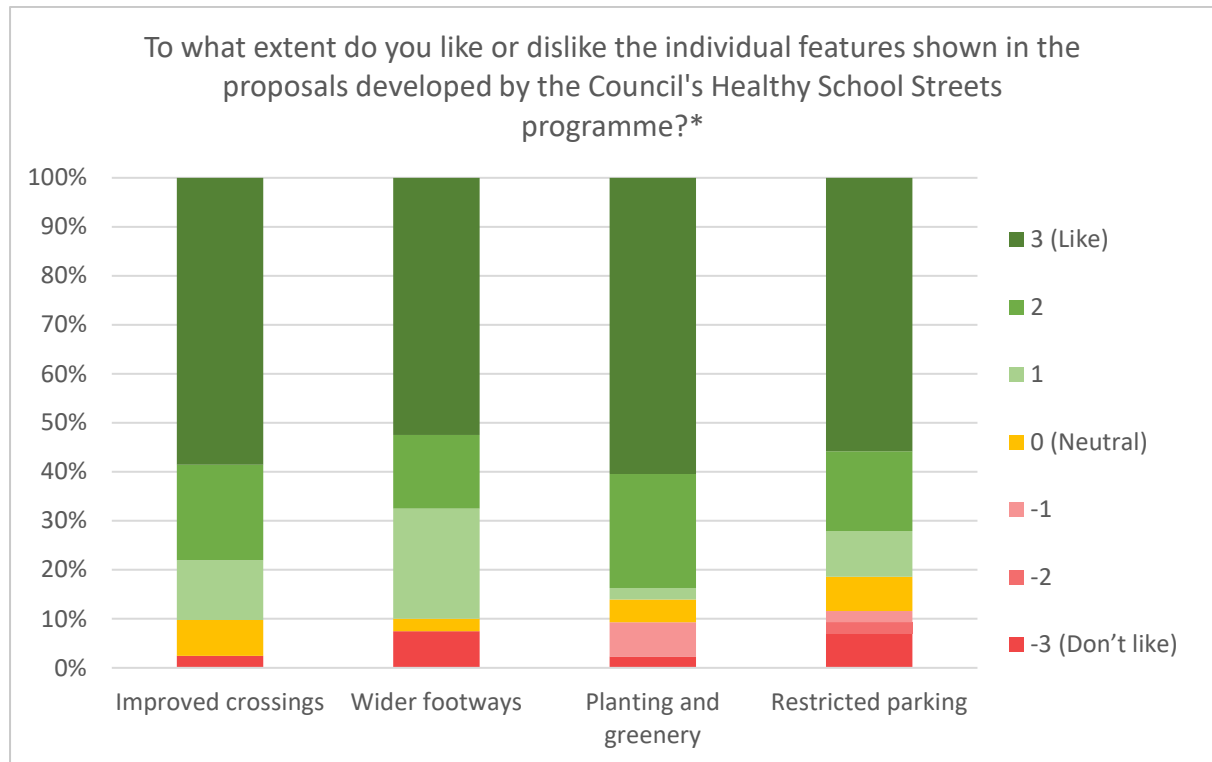


Figure 38: Support for Individual Features at Dalling Road (Brackenburg Primary School)

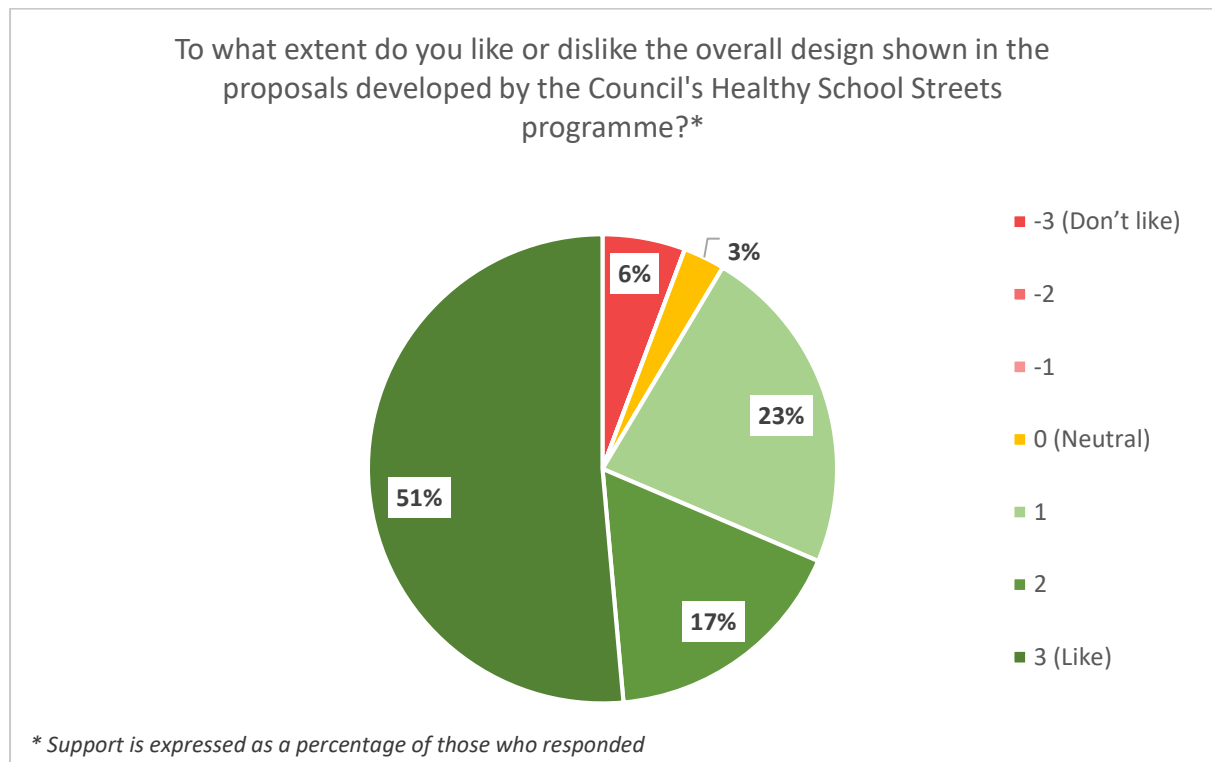


Figure 39: Support for the overall design at Dalling Road (Brackenburg Primary School)

Brackenburg Road (Shops) - Location #08

Before



Figure 40: Photo of Brackenburg Road (Shops) Before

Issues

Local residents think of this area effectively as the village centre. Issues identified at this location include:

- Lack of a feature to define this as the village centre
- Speeding vehicles coming through Aldensley Road, used as a rat-run
- Narrow footways
- Lack of space or priority for pedestrians and cyclists.
- Space primarily used for parking rather than space for residents to enjoy
- Lack of greening and trees
- No formal crossing points for pedestrians

Recommendations

We would like the Council to take steps to:

- Enhance the centre of the Village to revitalise opportunities for existing businesses
- Prevent any further change of use at this location from shops to homes
- Reduce the speed of vehicles coming through this area and prioritise pedestrians
- Widen footway spaces and improve and introduce more outdoor dining space, replacing the temporary parklet with a more permanent alternative
- Increase the number of trees and low-level planting, including SUDS.

NB Concerns have been expressed with these proposals about a loss of parking spaces.

Sketch - After



Figure 41: Sketch of Improvement Opportunities at Brackenburg Road (Shops)

Visualisation - After



Figure 42: Visualisation of Improvement Opportunities at Brackenburg Road (Shops)

Community Response

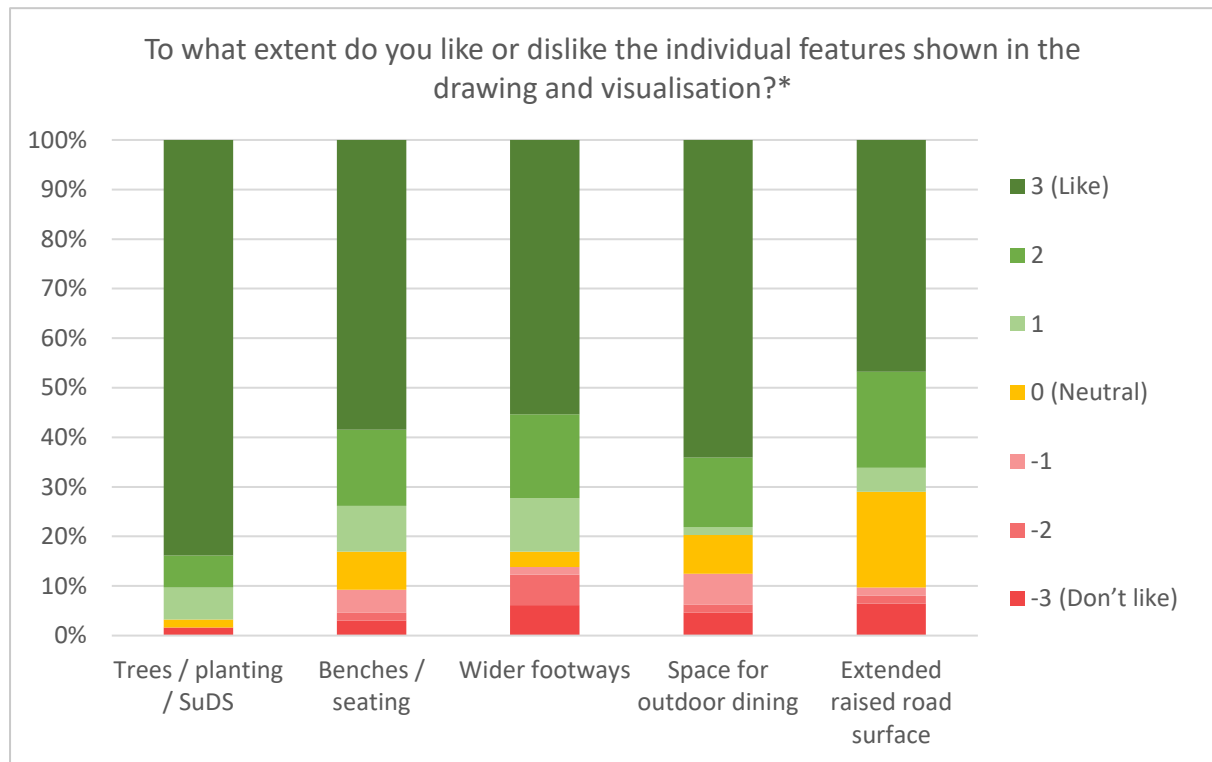


Figure 43: Support for Individual Features at Brackenburg Road (Shops)

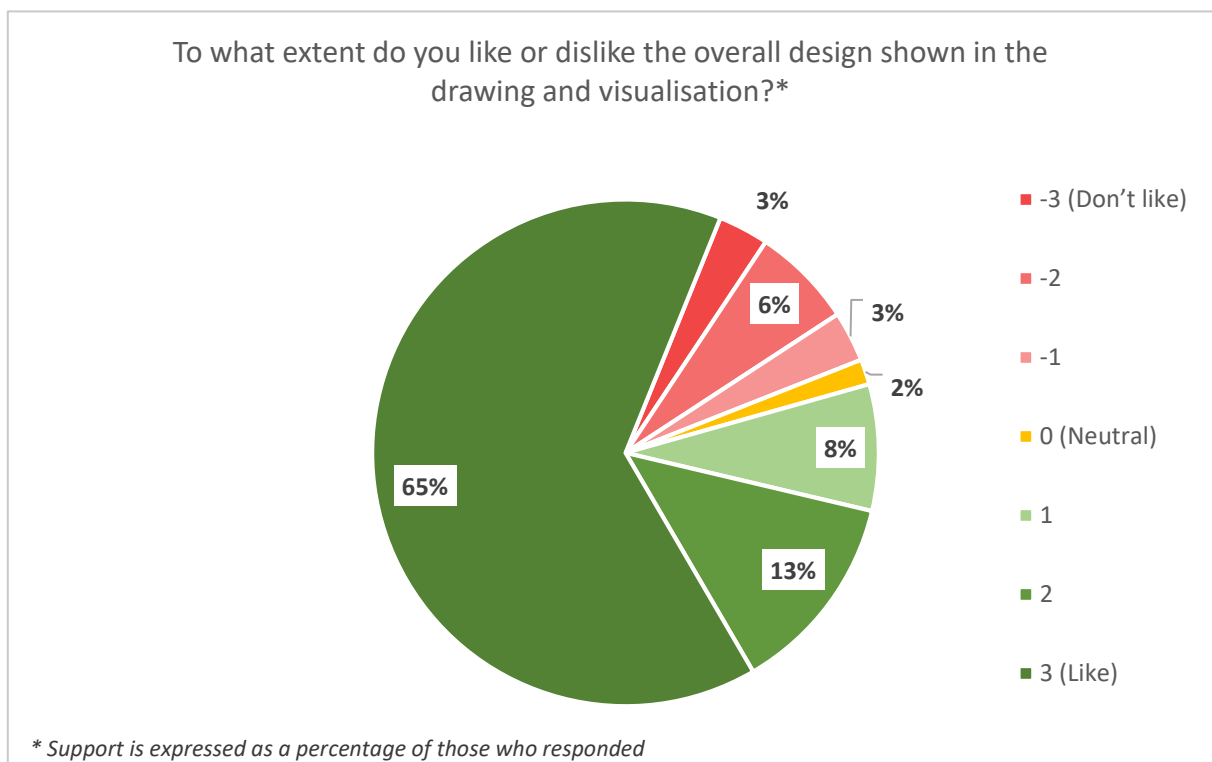


Figure 44: Support for the overall design at Brackenburg Road (Shops)

Hammersmith Grove – Location #09

Before



Figure 45: Photo of Hammersmith Grove Before

Issues

The Parade of shops at this location is another important Village hub. Issues identified include:

- Width of usable footway is currently reduced due to existing street clutter
- High traffic flows, particularly HGVs
- Speeding vehicles (existing speed cushions are not a sufficient deterrent especially for motorcycles). Other traffic calming measures needed
- Lack of space or priority for pedestrians and cyclists
- Lack of a sense of public space for people to enjoy (e.g. no seating and lack of cycle parking and greening)

Recommendations

We would recommend the Council should adopt measures to:

- Reduce vehicle speeds through the area and introduce improved traffic calming
- Remove street clutter, widen footways and relocate bike parking
- Replace new temporary parklets and street-side dining with permanent options
- Improve air quality by planting new trees and low-level plants
- Better demarcate demised forecourts from public realm with planters
- Consider new gateway treatments at either end of the residential parts of the road
- Create further pedestrian crossings, near to Astrop Terrace and Adie Road
- Install large scale SuDs tanks as part of the work to reduce local flood risk

NB. Concerns remain about the potential impact of the removal of parking spaces outside the parade of shops and how best to provide on-street storage for household waste linked to the homes above the shops and to avoid fly-tipping.

Sketch - After



Figure 46: Sketch of Improvement Opportunities at Hammersmith Grove

Visualisation - After



Figure 47: Visualisation of Improvement Opportunities at Hammersmith Grove

Community Response

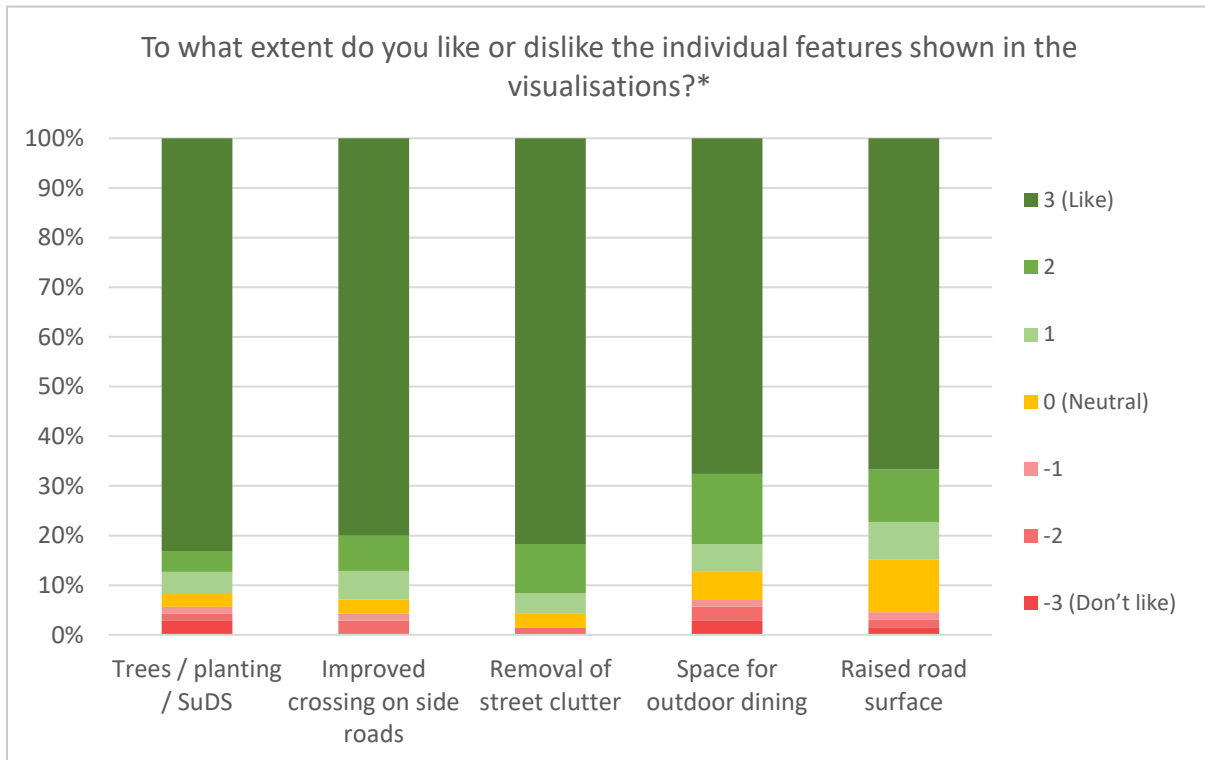


Figure 48: Support for Individual Features at Hammersmith Grove

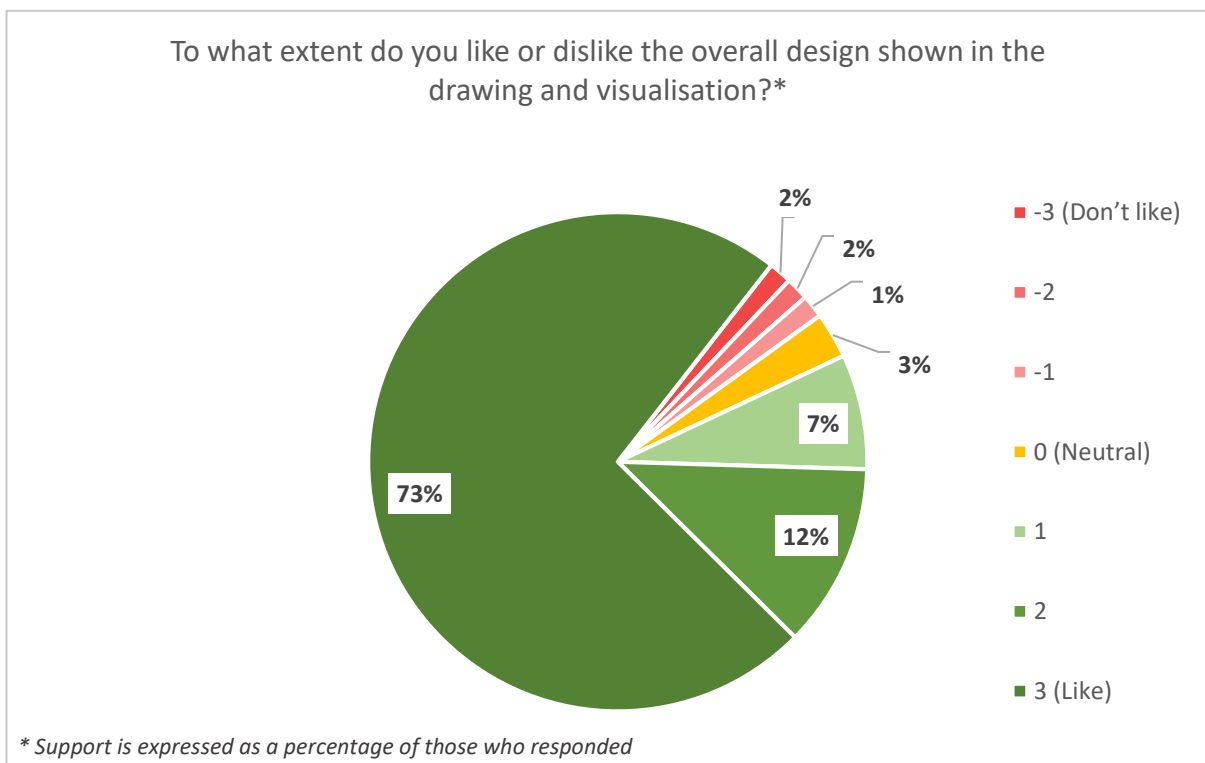


Figure 49: Support for Overall Design at Hammersmith Grove

Atwood Road / Bradmore Park Road – Location #10

Before



Figure 50: Photo of Bradmore Park Road Before

Issues

Issues identified at this location include:

- Safety of road users compromised due to junction configuration
- Reduced visibility for all road users and vehicles speeding through
- High volume of parents / pupils to school drop-off / pick-ups both by car and on foot
- Lack of formal crossing points for pedestrians
- Scarce greening and trees
- Significant amount of road space is unused

Recommendations

We recommend the following to the Council at this location;

- Reduce the current space for vehicles and reallocate to pedestrians
- Improve visibility for all road users and slow traffic through the junction
- Introduce defined crossings at each leg of the junction
- Review need for two-way traffic where Bradmore Park Road narrows
- Discourage school drop offs and pickups by car within this area
- Provide a safer environment for parents and children to walk to school
- Introduce greening including Sustainable Urban Drainage Systems (SUDS)
- Provide seating for waiting parents

Sketch - After



Figure 51: Sketch of Improvement Opportunities at Atwood Road / Bradmore Park Road

Visualisation - After



Figure 52: Visualisation of improvement opportunities at Atwood Road / Bradmore Park Road

Community Response

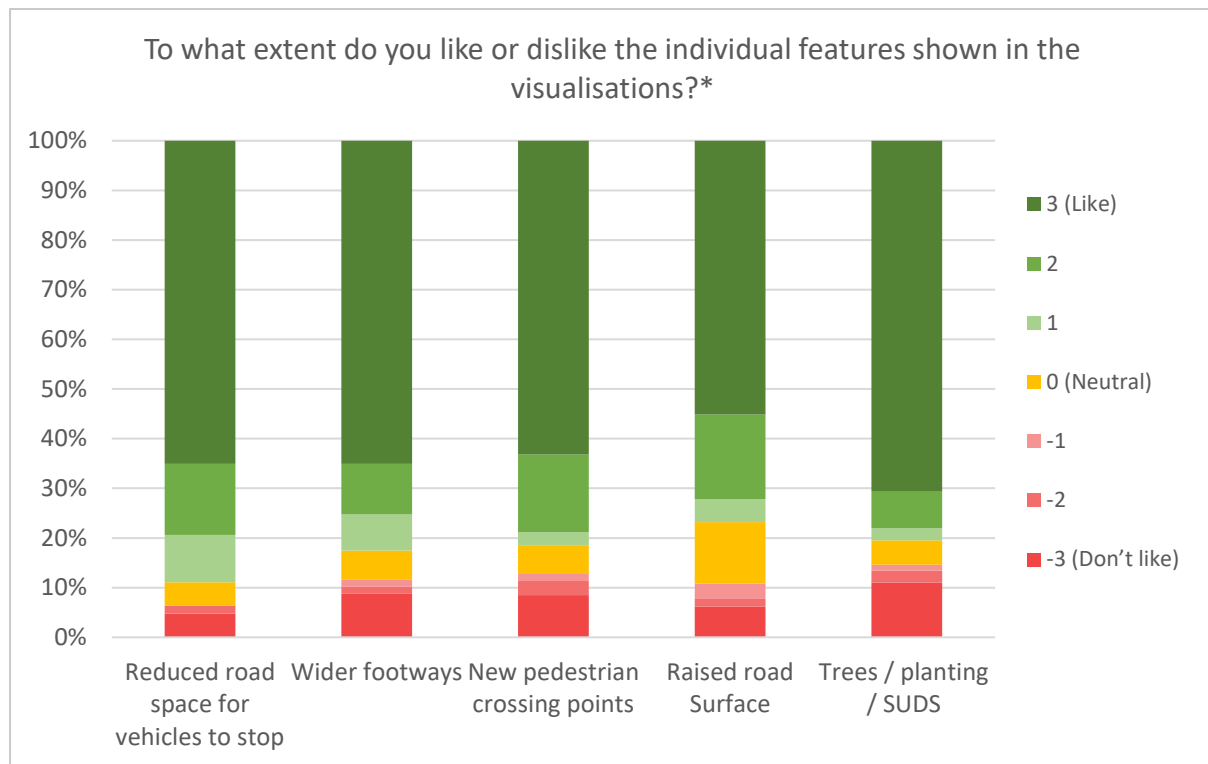


Figure 53: Support for Individual Features at Atwood Road / Bradmore Park Road

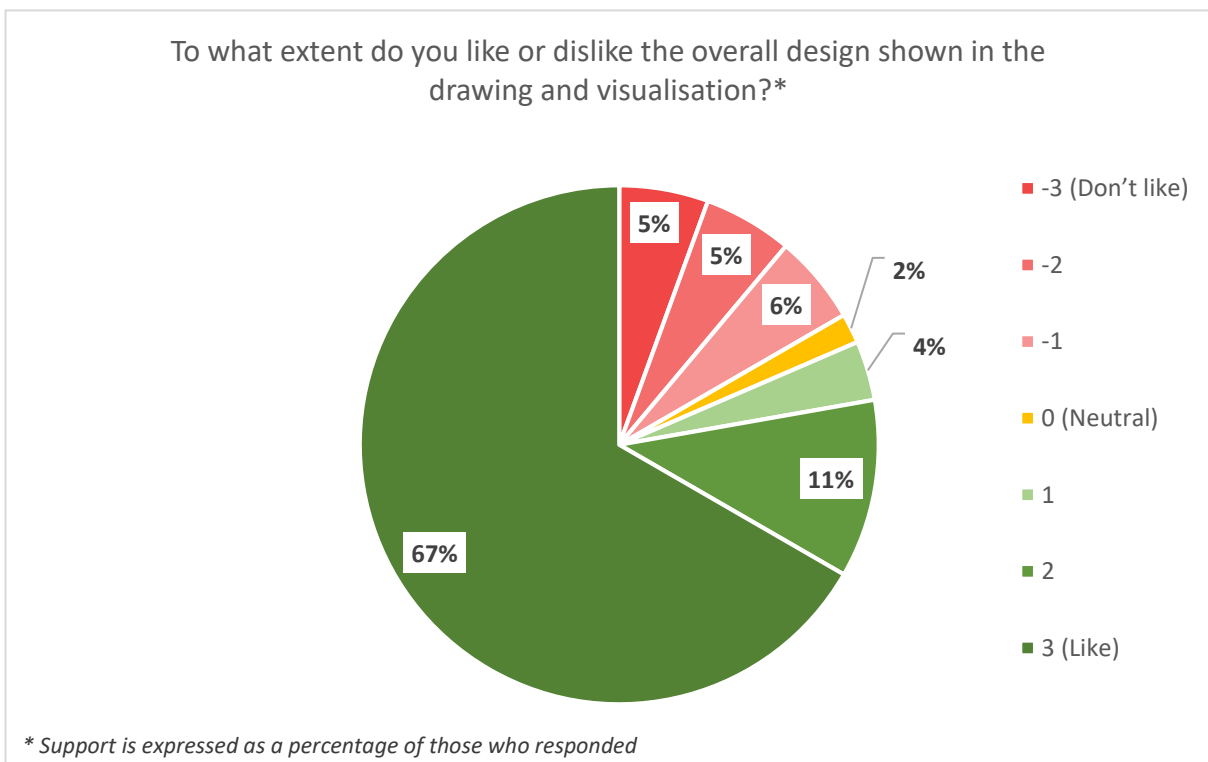


Figure 54: Support for Overall Design at Atwood Road / Bradmore Park Road

Trussley Road – Location #14

Before



Figure 55: Photo of Trussley Road Before

Issues

This is the main rat-run into the area from the east but also a key pedestrian and cycling route to and from the Village from Brook Green. Issues identified at this location include

- High traffic flows, particularly by HGVs / LGVs.
- HGVs turning after delivery to Jewsons. Vehicles too big for the street.
- Frequent log jams approaching the tunnel with head to head cars due to poor visibility
- Pinch point for pedestrians / cyclists / vehicles under the tunnel.
- No pedestrian or cyclist priority on footways through the tunnel
- Footways obstructed by parking and loading vehicles
- Lack of greening and trees
- Street frequently floods due to surface water run-off from Hammersmith Grove.

Recommendations

Now identified as a major pedestrian and small vehicle route into and out of the Village, we recognise this is one of the most difficult locations to resolve due to the restricted street scape, but we believe this requires:

- Reallocating road space to create wider footways for pedestrians
- Changing how traffic flows are controlled through the railway arch to prevent log jams and better separation of pedestrians and cyclists
- Prioritising safer access for pedestrians and cyclists by reconfiguring junctions and introducing raised tables
- Working with the businesses to improve the look and use of demised space
- Rearranging and consolidating street furniture
- Planting new trees, wall creepers and low-level plants to improve air quality.
- Improving lighting and drainage under the arch.

NB The Council could consider leasing the next adjacent railway arch if it becomes available to create a separate parallel through route for pedestrians.

Sketch – After

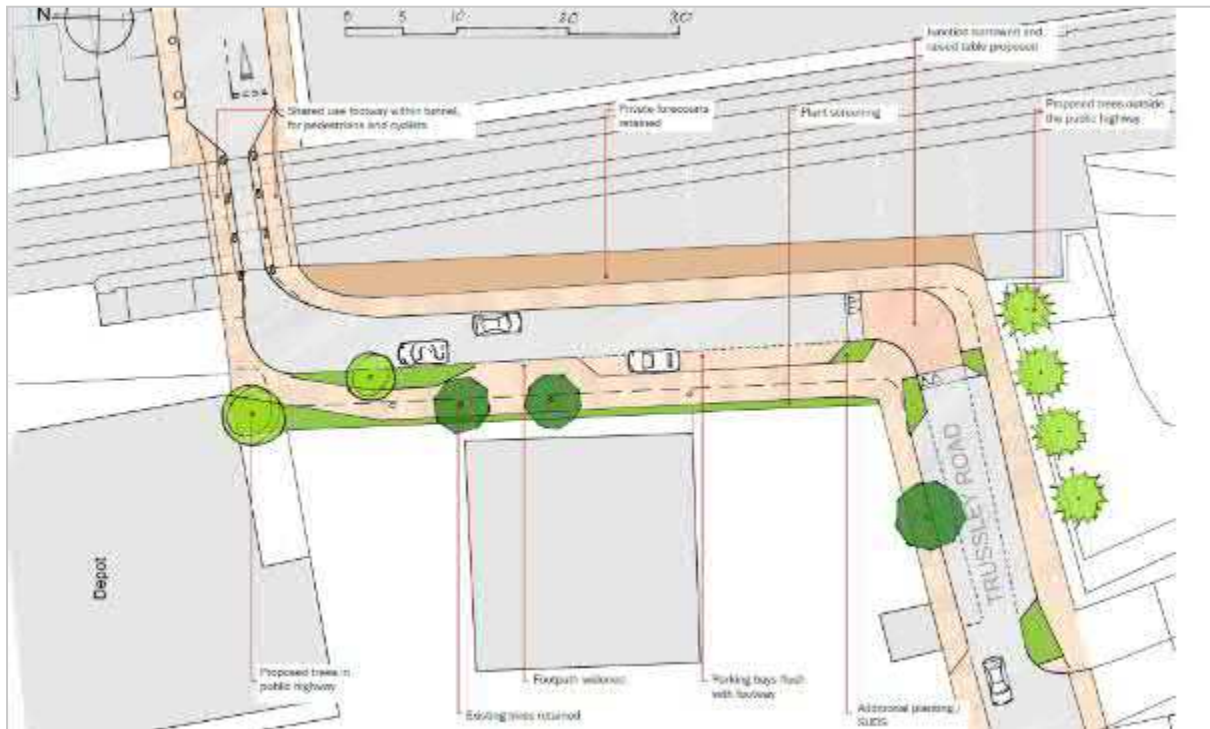


Figure 56: Sketch of Improvement Opportunities at Trussley Road

Visualisation - After



Figure 57: Visualisation of Improvement Opportunities at Trussley Road

Community Response

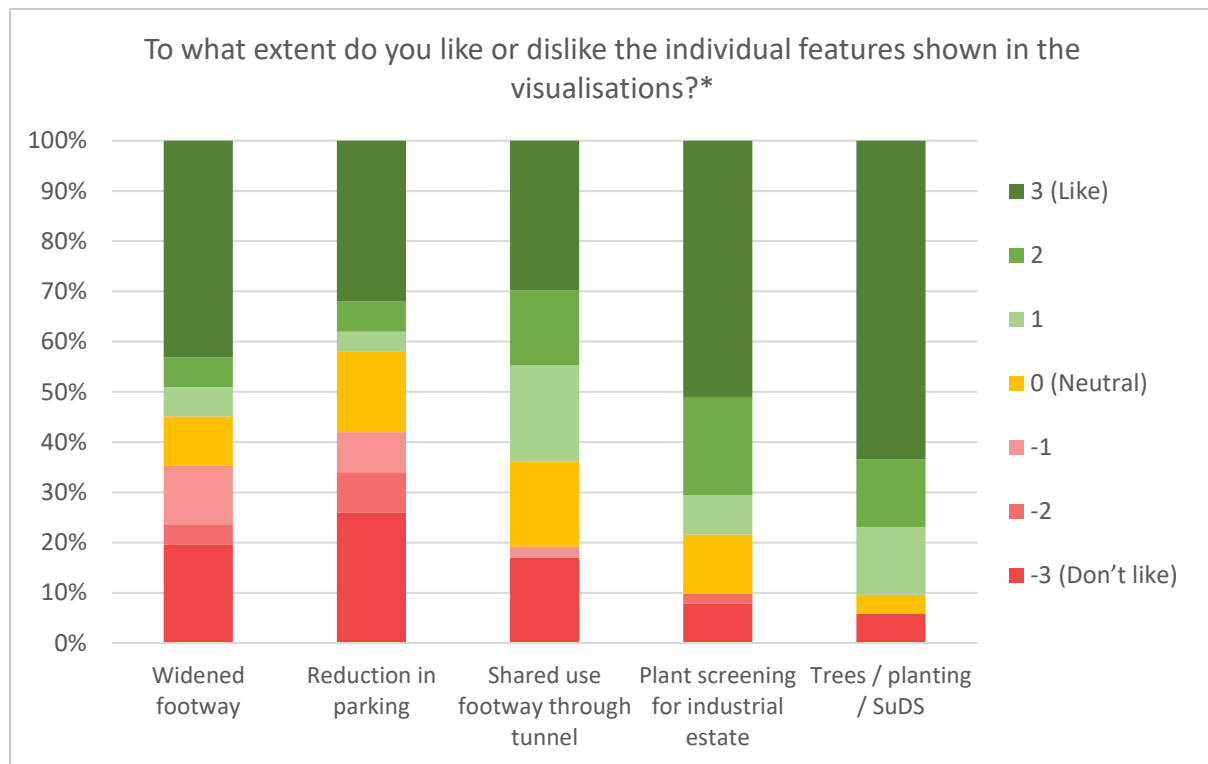


Figure 58: Support for Individual Features at Trussley Road

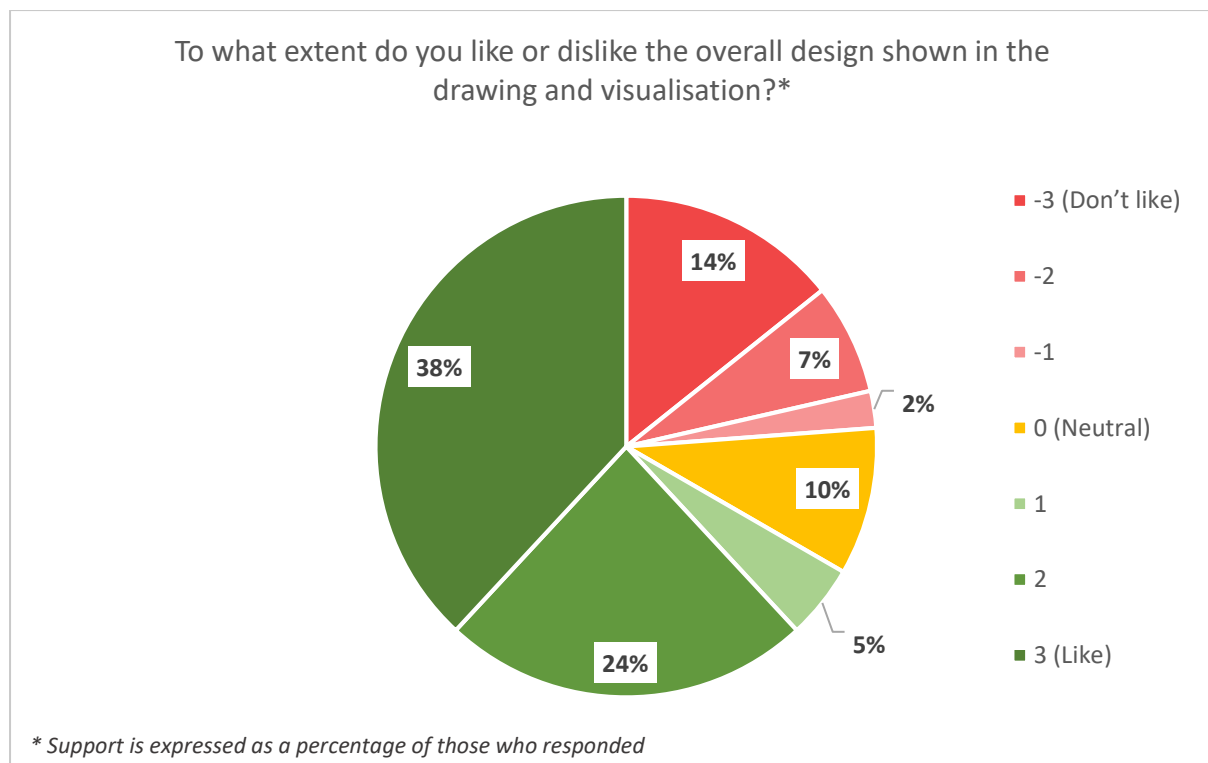


Figure 59: Support for the Overall Design at Trussley Road

Brackenbury Road (Majestic Wines) – Location #15

Before



Figure 60: Photo of Brackenbury Road (Majestic Wines) Before

Issues

Issues identified at this location include:

- Untidy and unattractive entrance to street and the Village
- No priority for pedestrians or cyclists at junctions.
- Too much street clutter which could be removed and/or consolidated
- Lack of cycle parking
- Fly tipping and issue with overflowing recycling / collection bins
- Minimal greening and trees
- Wide carriageway space which can be difficult to cross

Recommendations

We would like the Council to treat this location as a key entry point into the village and to:

- Review and change the junction layout with Goldhawk Road to provide safer cycle access in both directions
- Redesign cycle and pedestrian provision to improve the route to Brackenbury Primary School
- Rearrange and consolidate existing street furniture to create more footway space
- Widen footways to accommodate new rain gardens, tree planting and outdoor seating
- Provide new cycle storage
- Remove and relocate unsightly recycling bins which attract fly tipping

Sketch - After



Figure 61: Sketch of Improvement Opportunities at Brackenbury Road (Majestic Wines)

Visualisation - After



Figure 62: Visualisation of Improvement Opportunities at Brackenbury Road (Majestic Wines)

Community Response

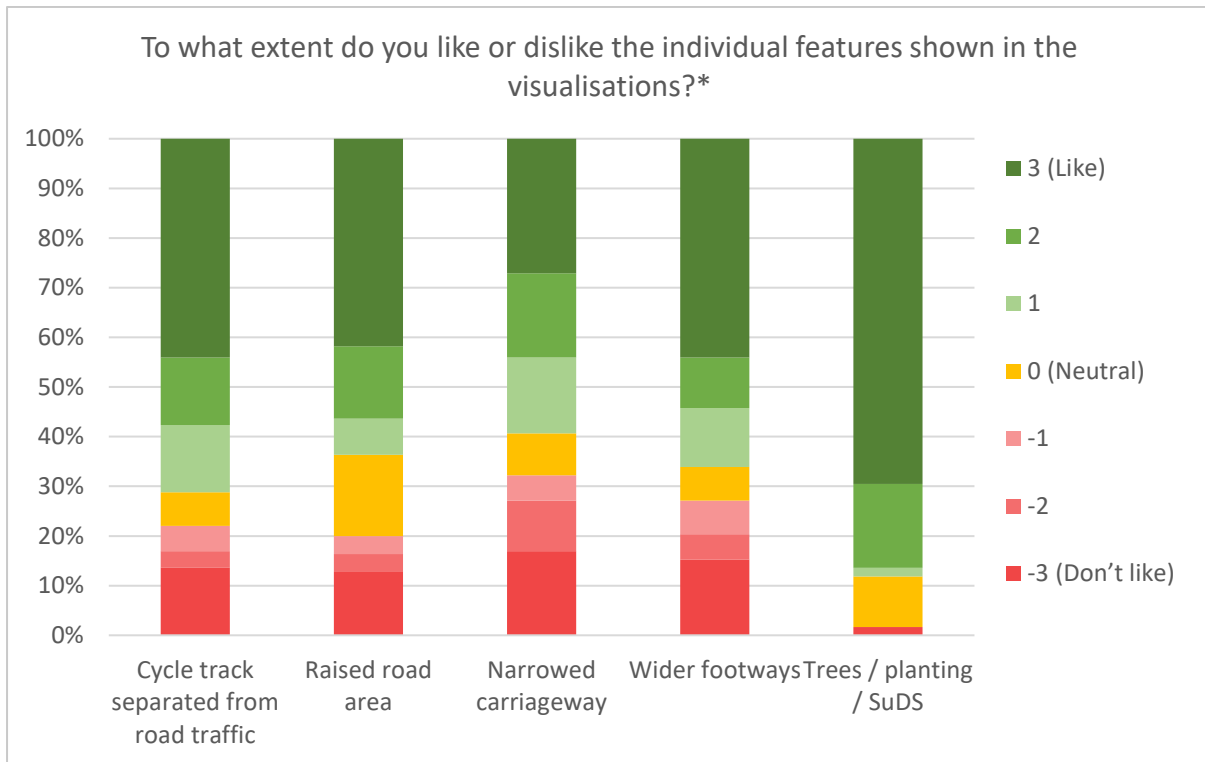


Figure 63: Support for Individual Features at Brackenburg Road (Majestic Wines)

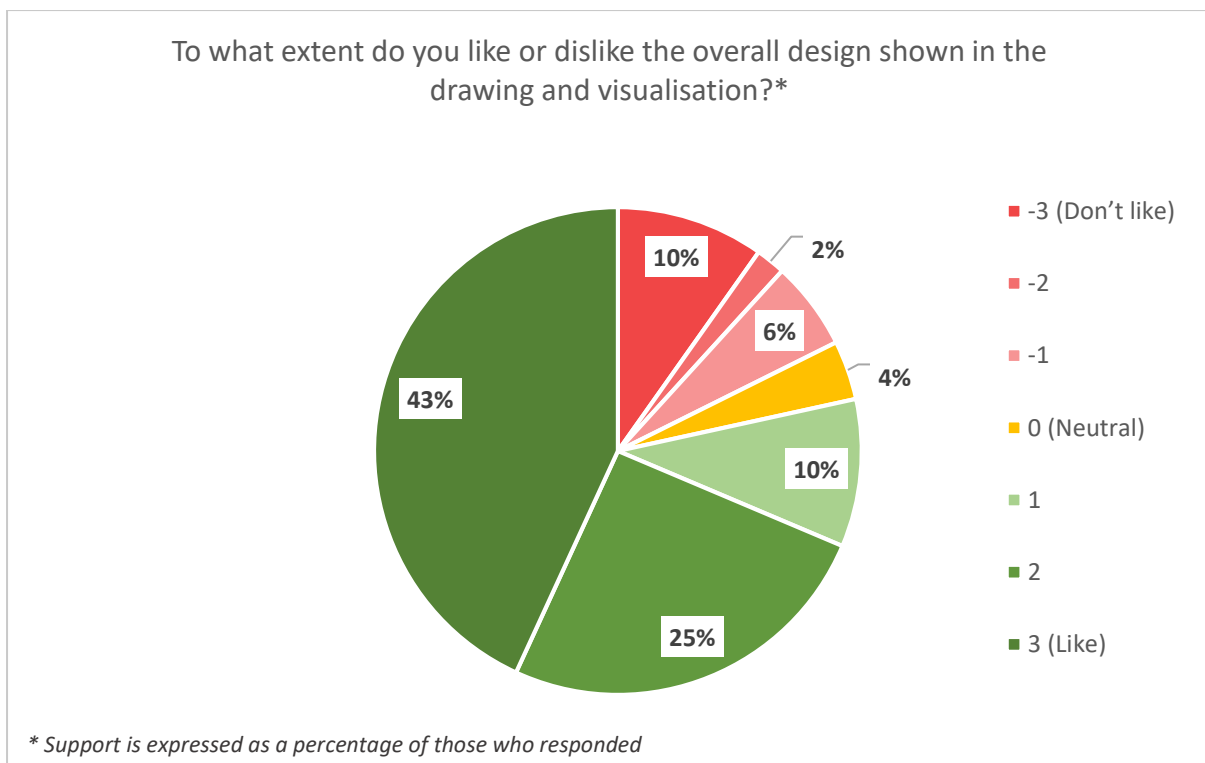


Figure 64: Support for the Overall Design at Brackenburg Road (Majestic Wines)

Further Locations

There are 6 further locations which the Working Party identified and surveyed and provided suggestions for improvement but for which there was no opportunity to develop detailed proposals within our planned timeframe. We would like the Council to look at these locations as well as the ones above when they are considering detailed plans for the Brackenbury Village

Iffley Road – the Tool Chest (Location #11)



Figure 65: Image of Existing Junction at Iffley Road (Tool Chest) showing 'dog leg' and Van Parking Obstructing View

Existing Issues

Issues identified at this location include:

- Poor visibility at 3-way junction of Iffley, Adie and Aldensley Roads for both vehicles and pedestrians crossing
- Tool Chest business vans parked on corners further obscures junction sightlines
- Vans and vehicles sometimes parked on yellow lines, further compromising visibility

Preliminary Recommendations

- Council to study junction and improve safety and sightlines from all directions
- Review parking restrictions on junction corners
- Consider dedicated loading bays for business premises
- Where possible, include rain gardens and/or corner build outs in junction redesign

Iffley Road – Outside Godolphin and Latymer School (Location #07)



Figure 66: Image of Existing Issues outside Godolphin and Latymer School showing congestion outside the school at pick-up time (top-left), congestion around the junction of Kilmarnish / Southerton (top-right) and pupils spilling off narrow pavements at school finishing times (bottom)

Existing Issues

- Traffic congestion, illegal parking and polluting idling at school drop off and pick up
- Mitigation measures have been implemented by the school on Iffley Road in front of the school, but waiting cars have been displaced onto adjacent streets
- Pavements by school entrances too narrow to accommodate number of children.
- Houses on Iffley have suffered from severe flooding.

Preliminary Recommendations

- Review parking restrictions and identify measures to reduce illegal parking.
- Study pavement widening outside school entrances down to Glenthorne Road to ensure safer environment for children.
- Additional trees, greening and SuDs within scope of pavement widening to mitigate flooding.
- Consider widening pavements along Glenthorne Road to complete a safer walking route to and from Hammersmith Stations.

Sycamore Gardens (Location #12)



Figure 67: Image of Existing Sycamore Gardens Location

Existing Issues

- Quiet one-way street permitting access into Village from Goldhawk Rd.
- Home to sheltered housing owned and managed by Hammersmith United Charities.
- Already attractive but could be further improved.
- Wide roadway could be difficult to cross for some pedestrians

Preliminary Recommendations

- Narrow roadway and widen pavement to allow for tree and green planting and public seating.
- Consider raised road platform to slow traffic and protect residents crossing
- Consider location for large SuDs to absorb excess rainwater and alleviate stress on sewers, as preventative measure for flooding on adjacent streets such as Benbow Road and Hammersmith Grove.

Glenthorne Road /Cambridge Gardens – Stonemason’s Arms (Location #13)



Figure 68: Images of Existing Issues at Glenthorne Road / Cambridge Gardens showing a general view of the Cambridge Grove / Glenthorne Road junction (left) and school pupils spilling off the narrow pavement opposite (right)

Existing Issues

- Existing pub not previously considered for outside seating on the roadway.
- Unsafe and narrow pavements heavily frequented by children on school run to West London Free School and Flora Gardens nursery. Residents and Parents have complained.

Preliminary Recommendations

- Consider pavement and junction design options to allow for this pub to benefit from outdoor seating opportunities that other pubs have benefitted from in the area.
- Include additional planting as part of any design scheme.
- Investigate provision of safer pedestrian school route including considering junction design, pedestrian crossings and locations of bus stops.
- Thought should also be given to providing a safer cycling route along Glenthorne Road for parent/children access to the schools

Glenthorne Road/ Junction with Dalling Road (Location #16)



Figure 69: Images of Existing Issues at Glenthorne Road / Dalling Road junction showing a view looking west of the junction with Studland Street (top-left), a view of Glenthorne Road / Dalling Road junction (top-right), and a view of the zebra crossing and layout looking east (bottom)

Existing Issues

- Locations of pedestrian crossings too close to junction and considered unsafe.
- Considered an accident hot spot
- Busy, high-traffic junction where cars move at speed with poor visibility of crossing.
- Unconventional road layout with part two-way traffic
- Pavements are heavily used by families to walk to local schools.

Preliminary Recommendations

- Review junction and improve safety of crossings.
- Consider making them controlled crossings
- Consider widening pavement on north side of Glenthorne road to accommodate high pedestrian volumes.
- Opportunity for landscaping a more attractive and usable public green space in front of railway arches, potentially to include a small urban forest.

Banim Street (Location #06)



Figure 70: Image of Existing Arrangement on Banim Street

Existing Issues

- Changes have already been made to slow traffic and improve safety of families in relation to school drop off/ pick up.
- Pavements remain too narrow at peak times for volume of pedestrian traffic.
- Traffic congestion at peak drop off/ pick up times diverted onto adjacent roads (particularly Bradmore Park Road).

Preliminary Recommendations

- Some parents at West London Free School Primary (WLFSP) and Earls Court Free School Primary (ECFSP) have raised the possibility of reinstating Banim Street as a designated 'School Street' with relevant restrictions. The goals of reducing car journeys and air pollution align with Better Brackenbury objectives.
- However, if this is considered, it should include an assessment of the wider implications, particularly of traffic diverting into adjacent streets

Remaining Area Wide Issues

There are a number of issues which are not location specific but which again we would like the Council to look at in Brackenbury.

Street Lighting

There is a case for enhancing the provision of better street lighting in the area to improve personal safety, but also to introduce heritage-style lighting in key locations, such as the Village hubs and adjacent to pubs with outdoor seating.

Yellow Lines

Issues have emerged in relation to comments made about parking that some single yellow lines, which permit parking outside restricted hours, should be reviewed across the entire area; also the proximity of parking bays to junctions which can obscure sight lines for approaching vehicles. Increasingly we live in a world with 7-day shopping, working and recreation and the existing restrictions haven't moved with the times.

Street Signage

We believe that it may be timely to review this across the area. There is a belief that there is significant duplication of signage and some signs also appear to be redundant or have been overtaken by more recent developments, such as the 20mph signs at all entrances to the Village now that most of the peripheral streets are also 20mph and the speed limit applies almost universally.

Car Passing Places

Most of our streets are too narrow for two cars to pass when there is parking on both sides of a street. Drivers frequently come head to head, and one will need to reverse. Speeding can be encouraged as some drivers want to assert their priority. Several streets have kinks and bends so oncoming traffic can't be seen until it is too late. There is an argument for long streets, currently with uninterrupted parking, to have passing places specified at convenient intervals to allow vehicles to pass. Cardross Street, which is particularly narrow, is a case in point.

EV Charging and Cycle Parking

The Working Party has also been working with the Council throughout this process to encourage a faster roll-out of charging points for electric vehicles and to increase the provision of more secure cycle parking, installing additional bike hangars and bike stands across the area, the latter particularly associated with new temporary cycle parklets on Hammersmith Grove. Maps which show where these installations will be delivered are below.



Figure 71: Map of Proposed Cycle Hangars

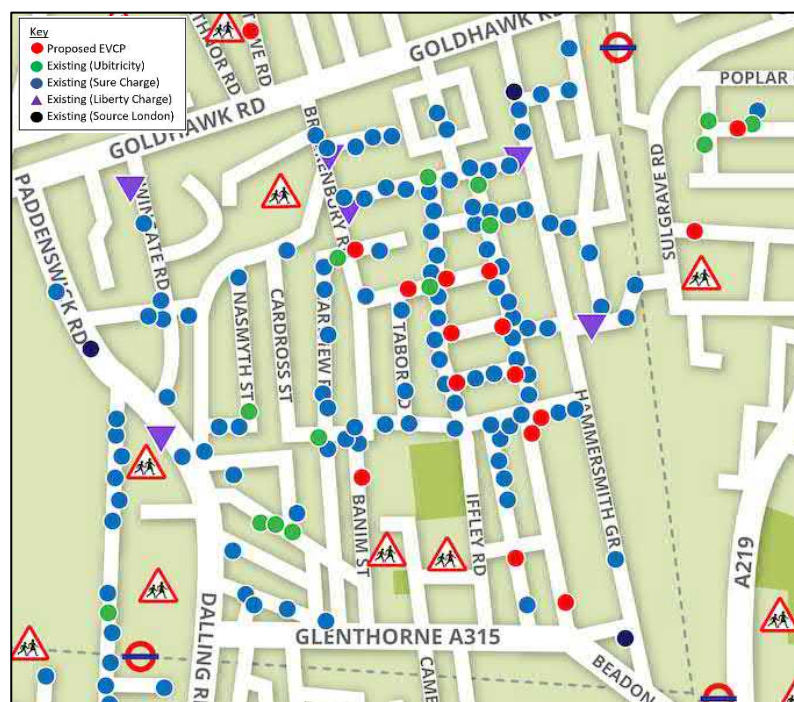


Figure 72: Map of Existing and Proposed Electric Vehicle Charge Points (EVCPs)

Ongoing Aspects of our Work

We anticipate that certain aspects of our work will have a life after the project has been completed. We hope that it may be possible for the Working Party to reconvene from time to time to take this work forward or it may prove better to hand this back to the committees of the residents associations to pursue.

The following sub-sections provide an overview of work undertaken to date regarding our:

- Tree Planting Sub-group
- Conservation Sub-group
- Flooding in Brackenbury

Community Volunteers who form part of the Better Brackenbury Working Party are listed in **Appendix A**. Members who have been involved with the Tree Planting sub-group have been identified with 'TP'. Those who have been involved with the Conservation sub-group have been identified with 'CG'.

Tree Planting Sub-group

Tree Planting and Greening the Streets

In each of the locations we have developed plans for we have incorporated trees, plantings and rain gardens in pavement build-outs wherever possible.

Looking broadly across the area, our tree planting group surveyed all the streets in Brackenbury and suggested locations where more trees could be planted along the roads and pavements and added these onto an area-wide map which has been shared with the Council for consideration. The map produced by the group has been provided at **Appendix B** and identifies potential locations for additional trees. Some, if planted in the roads in a way similar to the tree planting in Overstone Road, could incorporate SuDs crates underneath.

When funding is available, we would like the Council to dig to investigate underground services in the pavements and roads where we have suggested more trees are desirable and, if these don't prevent trees being placed in those locations, we would wish the Council to undertake a planned programme of tree planting in these streets.

It may be desirable to prioritise those streets for treatment which don't currently have any trees, plus those with small gaps which could easily be infilled. The Group has suggested that some streets could have different but consistent species of trees as the effect could be more generally amenable and allow for flowering over a longer period of time in the village.

The Group intends to move on to consider other greening options for the village, such as a working with residents to encourage the creation of green and permeable front gardens, green roofs and walls, SuDs planting and a sustainable maintenance plan for any communal greening solutions.

There is also an ambition to help people with greening their gardens by working with local gardening companies and offering support and advice. The idea was to start this via a weekend community event in Spring 2022.

Conservation Sub-group

Conservation Area Controls and Climate Saving Initiatives

Improving the Built Environment

The whole of Brackenbury now falls within a conservation area, but the south part of the village was only fairly recently included (in 2014). Hammersmith Grove also has further special Article 4 conditions which apply. The sub-group has surveyed all streets in Brackenbury to identify properties where there were perceived infringements of the Conservation Area code.

Members of the group identified dozens of properties with satellite dishes and TV aerials on front facades, properties which had changed their windows for non-conforming replacements (including PVC windows in varying non-original styles), houses with obtrusive bin stores, bicycle sheds, paved over front gardens, and gas meters poorly and visibly located on street frontages.

We also took note of good and bad examples of these issues and identified homes where best practice had been observed, those with original railings or good replacements, where bins were placed unobtrusively behind hedges and where cycle and bin stores had been well concealed from the street. The Group is logging more examples to share with the community.

We initiated a discussion with the Council about these issues and will need to have an ongoing dialogue. Clearly some of the things we identified are historic and nothing can now legally be done to alter what we see, but we want to discourage any further deterioration and ensure that residents have the right information and tools to raise objections when there are new infringements.

Patently a lot of local residents care about maintaining their properties and improving them appropriately. However, historically, a lot of unfortunate changes have been made which deflect from the original character of the area. We would like to encourage residents over time, when undertaking renovations, to adopt high design standards and, where appropriate, replace brick garden walls with railings as well as replacing hard-surfaced gardens with green planting to prevent water run-off and improve the environment.

One difficulty is that a significant number of properties in the area are tenanted and many rented from social landlords. The social landlords have an unfortunate reputation for poor maintenance and low standards when it comes to the upkeep of their properties.

We would like the Council to engage more with social landlords on these issues and to ensure high standards are maintained in their own property portfolio.

The intention is for the group to move on next to make recommendations on redundant and inappropriate street signage to inform a process for the Council to de-clutter the street scene.

Keeping the Area Clean

The sub-group intends to produce some additional advice and guidance for local residents as to who to contact for issues such as street cleaning, fly tipping, graffiti and refuse collection about which many residents persistently complain. There are well established routes, including Apps and Council helplines, for people to raise these issues directly with the Council which is generally motivated to act swiftly once problems have been brought to their attention.

Sustainability and Net Zero Targets

We consider this to be a very important part of our continuing initiative, working in conjunction with the Council's Climate Change team.

We have opened discussions at a first meeting with the Council Planning Department about how Better Brackenbury can assist the Council in meeting their net zero targets. This will mean encouraging residents to retrofit their homes and to install further climate-saving features, including triple-glazed windows, roof and wall insulation, solar panels and air source heat pumps.

We believe they need more continuous feedback to improve the advice they are giving to residents on their website and elsewhere.

There is a strong motivation from within our team to find ways to improve the information available to support residents in making these changes. We want to work with the Council on this to ensure that any changes that may be made are appropriate for the Conservation Area as well as achieving beneficial change.

We fully expect this dialogue to be ongoing as technologies develop and people gain more direct experience which can then be passed on to others.

At further meetings we wish to discuss two separate streams, firstly what residents can do to retrofit their homes for energy efficiency and to make carbon reductions to help the Council meet its zero carbon targets and secondly how residents can be encouraged to increase greening and composting within their demesnes and attenuate rainwater to help the council meet its green infrastructure vision.

Other greening initiatives within the public domain are important but are covered elsewhere in this report.

Flooding in Brackenbury

Flood Prevention and SuDs

There is an ongoing dialogue with Thames Water about how to protect properties against sewer flooding. Basements in over 150 properties in 27 streets in Brackenbury were badly affected in July 2021 by flooding. Many properties were rendered uninhabitable and are still undergoing repairs. Not all the residents had insurance to cover the costs of reinstating their properties or to replace damaged contents and, with the history of flooding, more are now finding it difficult to secure flood cover at an affordable cost. The consequences are that whole sections of Hammersmith that have flooded will be unattractive to home buyers and prospective tenants making the area a less desirable place to live. The social and economic impact could be considerable.

Whilst conversations have been centred around Thames Water protecting individual properties through the installation of FLIPs and / or NRVs these will only offer protection to a limited number of properties. Also they haven't yet agreed to take these measures fully on board and residents remain concerned about a recurrence of flooding as we are getting close to another summer with potential excess rainfall.

Other actions would appear to be required for the long term such as the building of a relief sewer (along the lines of the cancelled Counter's Creek project) or enlarging existing street sewers to take the increased flows likely from heavier rain caused by climate change. Thames Water's Independent Review which is underway is intended to recommend longer term solutions, but won't report for some months. The solutions could then take decades to implement.

Another action for the Council would be to install SuDs more comprehensively across the area. Where we have identified locations for improvement in this report we have generally indicated a desire to install SuDs under trees and new street gardens. However, to make the level of impact necessary to divert sufficient surface water away from overloaded sewers a much bigger and more ambitious programme of SuDs will be needed, with whole street solutions, starting perhaps in the worst affected streets. However, this will only work if it can be proven that the flooding isn't caused from excess wastewater downflow which originates in other boroughs, particularly in Kensington and Chelsea. This needs to be investigated further.

Future Considerations and Lessons Learnt

There are some lessons to be drawn from our experience.

Robust Traffic Data is Needed

Traffic data is still being collected from across the area and needs to be analysed. We have been unable to include in our plans, as we had first hoped, more specific area-wide proposals for reducing traffic numbers, speeding, pollution and road noise. Unfortunately, the Covid-19 pandemic had so affected traffic patterns that previous data could be considered unreliable. More recent Council data was patchy as the pandemic waxed and waned. Broadband roadworks in the area also distorted traffic flows. During the pandemic there appeared to be a marked reduction in traffic across the local area and this is still influencing people's views on the necessity for future interventions. Opinions may change again once vehicle movements return more closely to pre-pandemic levels.

The Council will need to factor in some of our ideas for traffic reduction in their consideration of our proposals going forward. This was always a key objective.

What this has meant, as we have been demonstrating our ideas for improving road junctions and the street scene generally, is that residents have raised questions about meeting the challenges of existing traffic levels, which we have found we were unable to answer clearly, rather than us being able to allow for the hoped for reduced traffic flows. In an ideal world we would have considered traffic measures together with the amenity improvements we are seeking.

If the Council is embarking on a similar exercise elsewhere in the borough I would suggest that this is prefaced by a significant period of data collection and a detailed analysis of recent traffic data to allow traffic measures and amenity improvements at selected locations to be considered together. Hopefully another pandemic won't be a factor next time.

What is also clear is that there is a divergence of views on traffic issues, with strong feelings on both sides. That would need to be carefully considered to meet the objectives set for us by the community previously to deal with rat-running, speeding and issues around unruly school-run traffic.

The advantages of traffic reduction need to be clearly demonstrated to the community by example and with reference to schemes now deemed to be highly successful such as those implemented in Walthamstow and South Fulham. Time may also need to be allowed for people to accept a step change in car ownership, car-sharing and such like other initiatives intended to reduce reliance on carbon fuels.

What we have also found is that many routes through the village, including to to Ravenscourt Park and through Trussley Road to Brook Green and back are heavily used by pedestrians, including a significant number of parents and children primarily walking to local schools. These groups have been underrepresented in previous road planning and traffic schemes and need prioritising as walking becomes more desirable together with cycling for the health of the community. If the Council truly wants to be seen to be encouraging walking and cycling, then it needs to find funding to improve pedestrian routes.

Communication is the Key to Engagement

This initiative has only been going for some six months and we have found that the community has taken quite a long time to wake up to our existence despite our best efforts to communicate at various junctures via repeated letter-box drops across the entire Brackenbury area, emails to members of the residents associations and other groups and through posting information on social media and elsewhere. This was evidenced as we had more interest at our final drop-in event than we had at some of the earlier ones. The word had got around, but quite late in the day.

It takes some time for a community to become aware of the activities of a collective initiative such as ours. My advice in the future would be for a longer timescale to establish a consultative group and for it to have more time to be able to come up with and communicate its proposals. It might also be useful to try some other wider means of communication. We were lucky to have strong residents associations in our area, but it would be much more difficult to replicate our initiative in an area where these aren't as active, or such memberships don't exist.

Conclusion

The Better Brackenbury Initiative was intended originally to take no more than four months, but in the event has taken us nearly six months. Despite it taking somewhat longer, we have only managed to cover a proportion of our locations and aspirations, but this has enabled us to develop plans in more substantial detail and, where necessary, to revise them in the light of feedback from residents. All of the feedback we have received has been captured and logged if needed for future reference.

Considerable support has been shown for the aims of the project as a whole.

This work has brought us together as a community group and we will have the potential to continue to work together in the future if needed.

Our work has galvanised real interest from the community in the potential for improving the area, as shown at our community events, although opinions can differ when it comes to the detail.

It has revealed differences in levels of engagement and some disagreement including over road safety and pedestrian and cycling priorities.

We recognise that proposals such as those we are making will never suit everyone, but we have tried hard in our recommendations to achieve a fair balance, reflecting as best we can means to deal with the issues raised with us by the community as a whole.

Also, although most on the Working Party recognise that we are in a period of changing priorities, with increasing pressures on car ownership in particular, together with the potential for considerable change to meet climate change targets, the community needs to be better informed so that it can recognise the pace of the challenge that we all need to be facing.

We are handing over our work completed so far to Hammersmith and Fulham Council whom we hope will adopt as many of our recommendations as are practicable, together with implementing the additional measures needed to meet our original aims of reducing traffic, rat-running, speeding and pollution across the Village. Further work also needs to be done to reduce parking stress, potentially prioritising residents over others, to improve air quality via tree planting and further greening, and on the implementation of significant measures to ameliorate sewer flood risk across the area.

It will be no small task for the Council to devise appropriate solutions to deal with these issues, but we are optimistic that at the end of this process we will indeed have a 'Better Brackenbury'.

Brendan Smith

Chair, Better Brackenbury

Appendices

A – Members of the Working Party

B – Tree Planting Plan

Appendix A – Members of the Working Party

Better Brackenburg Working Party Members – Community Volunteers

- Brendan Smith (Chair of Better Brackenburg) (TP &CG)
- Malcolm Carpenter (Chair of Brackenburg Residents Association)
- Sally Bissondialsingh (Chair of Hammersmith Grove Residents Association)
- Honor Mercer (representative of Safer Brackenburg Parents Group)
- Helen Dell (Climate Change Commissioner for LBHF)
- Dee Purdy (Coordinator of Tree Planting Sub-group) (TP&CG)
- Patrick Inglis (Coordinator of Conservation Area Sub-group) (TP&CG)
- Priya Narayan (TP & CG)
- Joanne Hilditch (TP)
- Barney Stringer
- Rosemary Mortimer (TP)
- Christopher Road (TP)
- Thor Gudmundsson (Business Owner in Brackenburg)
- Flora Duguid
- Rickie Jungman (TP & CG)
- Lisa Gormley
- Julia Bojko
- Morag Carmichael (TP)
- Nicola Lesbirel (TP & CG)
- Antonia Khayatt (CG)
- Lucy Graham (Godolphin and Latymer School Representative)
- David Collins (Brackenburg Primary School Representative)

Appendix B – Tree Planting Plan

Better Brackenbury Possible Tree Planting & SUDS Locations

Sheet 1

Key
Possible Tree Location & ID No.:



Possible build outs?

Possible build outs?

Remove Cross over?

Missing trees

SUDS in cross over?

Remove Cross over?

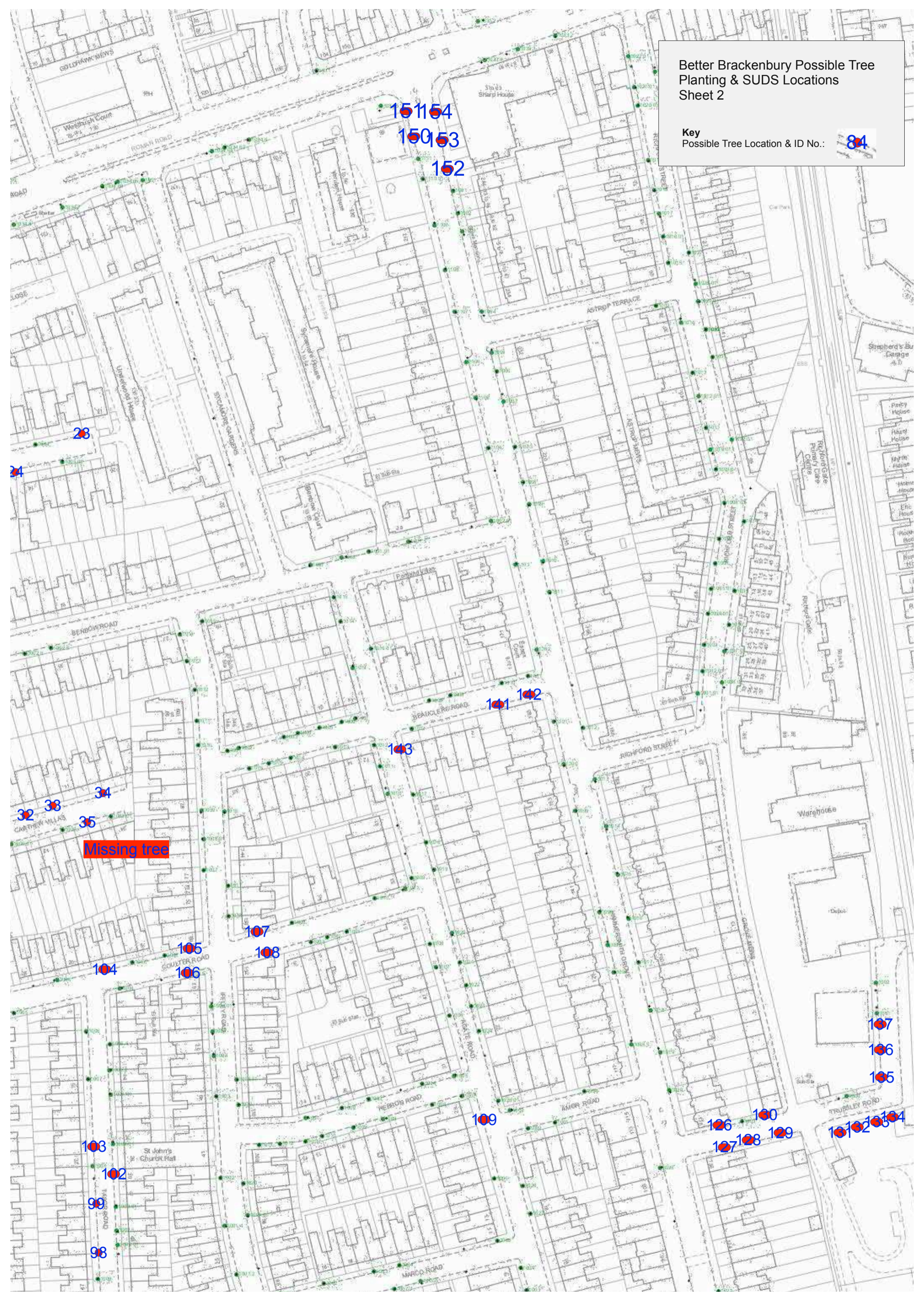
Possible build outs?

Possible build outs?

move ss over?

Better Brackenburg Possible Tree Planting & SUDS Locations
Sheet 2

Key
Possible Tree Location & ID No.:



151154
15053
152

28

24

32

38

34

35

Missing tree

104

105

106

107

108

143

141

142

109

106

100

107

108

109

103

102

99

98

107

106

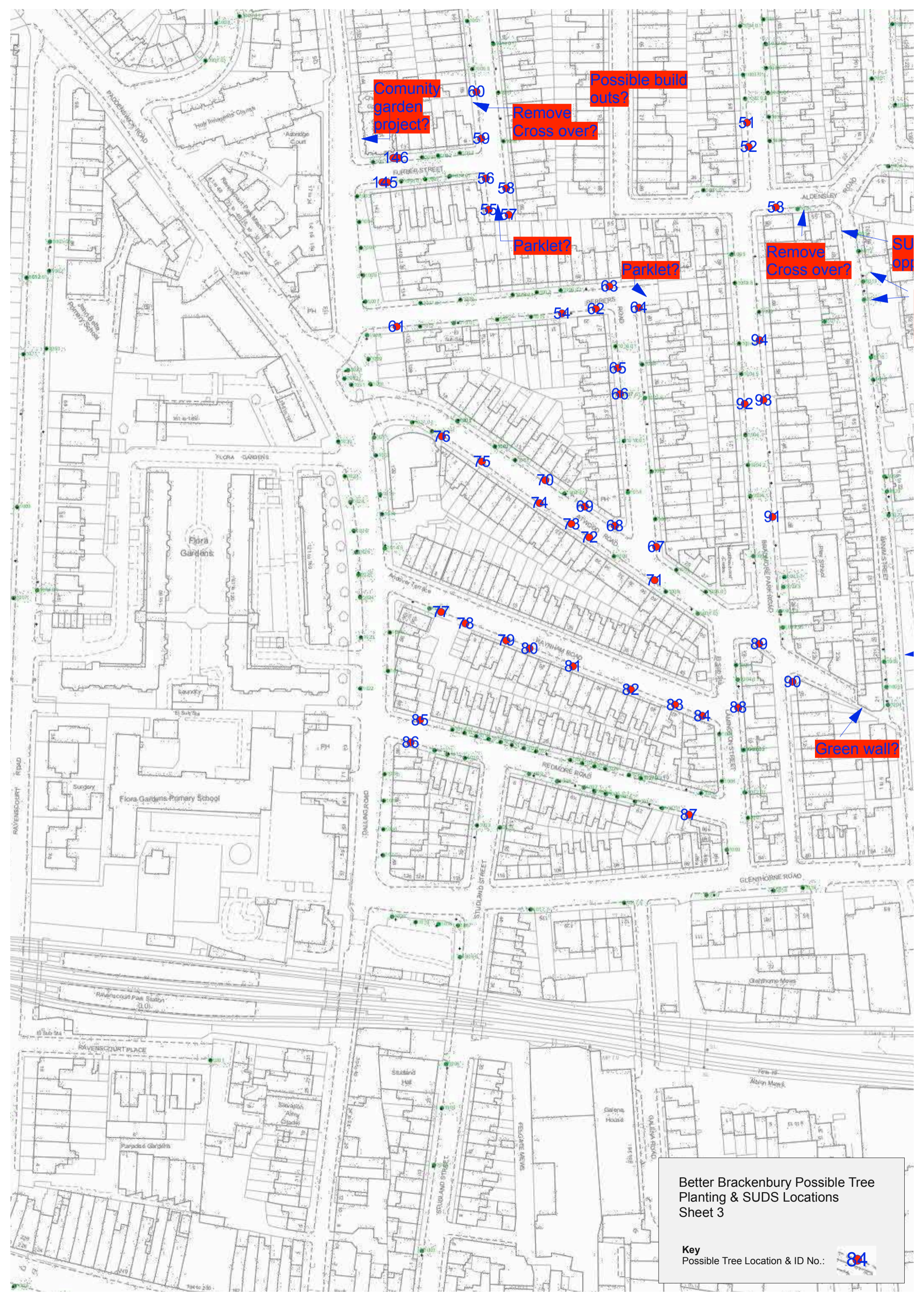
105

101

102

103

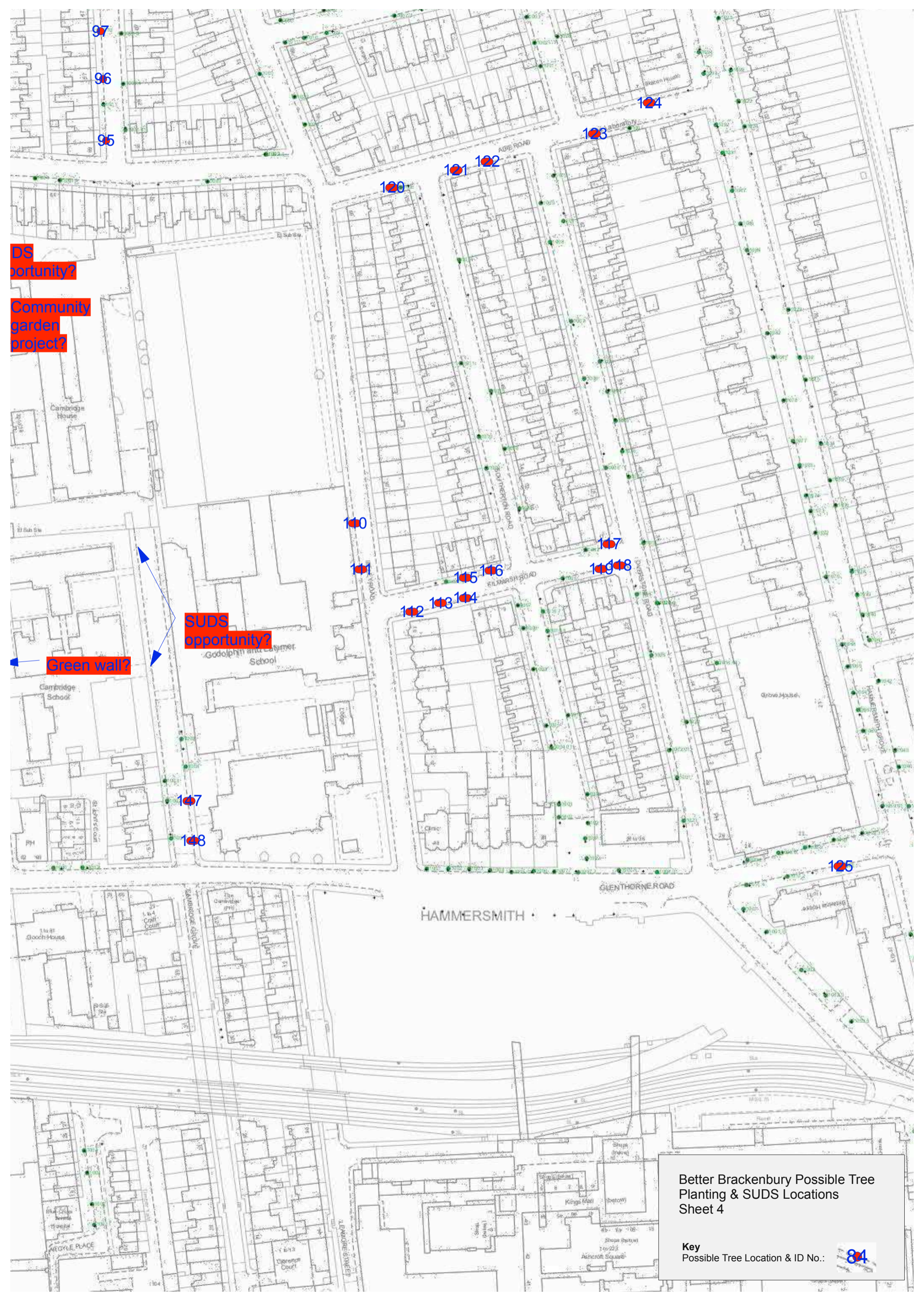
104



Better Brackenbury Possible Tree Planting & SUDS Locations
Sheet 3

Key
Possible Tree Location & ID No.:





SUDS opportunity?

Community garden project?

Green wall?

SUDS opportunity?

Better Bracknbury Possible Tree Planting & SUDS Locations Sheet 4

Key
Possible Tree Location & ID No.:

TO RECEIVE UPDATES

on Better Brackenburg, please email
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TO COMMENT AND PROVIDE FEEDBACK

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info@betterbrackenburg.com

Our Vision: *“We want to deliver a new vision for our village to make Brackenburg a greener oasis in the city, a peaceful place where friends, families and neighbours come together to live, work, learn and play.”*

