Brent	**Healthy Streets and Parking Service** Projects Development Delegated Approval Report Report for the Head of Healthy Streets and Parking
Wards Affected: Queens Park	
Proposed School Street Scheme Manor School	

Approved by:

Title	Date Submitted	Name	Date Approved
Principle Engineer (Author)	30/04/2024	Padideh Asgari	30/04/2024
Team Leader Safety & Travel Planning	30/04/2024	Debbie Huckle	28/05/2024
Head of Healthy Streets and Parking	06/06/2024	Sandor Fazekas	29/07/2024

1.0 PURPOSE OF REPORT

1.1 This report summarises the outcome of the public consultation pertaining to the provision of a School Street Zone scheme near Manor School, NW10.

1.2 The report seeks approval to progress with the implementation of the proposed school street, as detailed in the drawing attached as Appendix A. The proposed changes encompass:

- Implementation of a pedestrian, cycle-only zone (school street) during pick-up and drop-off times in the morning and afternoon. This restriction will operate Monday to Friday (term-time only) from 8:30-9:30 am and 2:30-3:30 pm. Exempt vehicles will be able to access the street during the closure times, but all other vehicles will be prohibited. This will improve road safety by reducing the volume of cars and improving visibility for all road users.

- Introduce a bus parking bay outside the school gates on Okehampton Road. Operating Monday to Friday (term time only) from 8:30 -9:30 am and 2:30-3:30 pm. KS permit holder only operation times- Mon-Fri 9:30 am -2:30 pm.

- Reduce operational hours of the existing school bus parking bays on Okehampton Road and Crediton Road. Operating Monday to Friday (term time only) from 8:30 -9:30 am and 2:30-3:30 pm. KS permit holder only operation times- Mon-Fri 9:30 am -2:30 pm and 3:30 pm to 6:30 pm or pay and display.

1.3 Furthermore, this report proposes the advancement of Traffic Management Orders essential for implementing the experimental traffic order for 12 months, facilitating term-time restrictions for the Pedestrian and Cycle Zone (as detailed in paragraph 1.2).

2.0 BACKGROUND

2.1 In September 2020, the council initiated 30 pilot schemes for pedestrian and cycle zones in the vicinity of schools, designating them as school streets. Following a review of the pilot schemes, 27 of them have become permanent fixtures. Additionally, four more school streets have recently been implemented and there is now a total of 31 School Street Zones within Brent.

2.2 A school street is typically a road adjacent to a school that has a temporary restriction for motorised traffic during school arrival and dispersal times. The purpose is to create a safer and more pleasant environment for students and pedestrians, reducing the risk of accidents and encouraging active travel such as walking and cycling. Some exemptions apply which include:

- Residents that live within the zone
- Blue badge holders that live within the zone
- Emergency services
- Deliveries
- Carers
- Licensed taxis
- School transport & taxi card transport services
- Council operational vehicles (statutory services)
- Medical appointment transport
- Dial-a-ride
- Royal Mail
- Medical practitioner

2.3 In July 2023, Brent commissioned Project Centre Ltd Consultants to conduct a feasibility study and undertake a site review to identify a potential area for a pedestrian and cycle zone near Manor School.

2.4 This scheme is in response to safety concerns raised by the school community. Manor School provides a specialist teaching environment for pupils with a range of special educational needs for children as young as four. The school contacted the Council to provide a safe space for their pupils during school pick-up and drop-off sessions.

2.5 With the safety and well-being of all pupils from this school in mind, the council has proposed a school street scheme directly outside the school's main entrance on Okehampton Road. The proposal also includes some changes to parking arrangements on Okehampton Road, Hanover Road, and Crediton Road, NW10 to facilitate a safe place for the school minibuses to park.

3.0 Project Development

3.1.1 In July 2023, The London Borough of Brent commissioned Project Centre Ltd to look at the feasibility of implementing a school street in Okehampton Road outside Manor School, between the junctions with Chamberlayne Road and Hanover Road.

3.1.2 Manor School is located on the southeastern side of this section of Okehampton Road and the northwestern side there is a parade of business premises (Kings Parade) on the ground floor with residential properties above.

3.1.3 The proposed school street was envisaged to operate between the hours of 08:15-09:30 and 14:30-16:00 Monday to Friday during term time. As with school streets generally, the restrictions will be indicated by the use of 'pedestrian and cycle zone' signs (with a supporting traffic management order) which prohibit entry to all motorised vehicles, during the operational period, unless an exemption applies (e.g. residents living within the zone, commercial vehicles for deliveries, other exempted vehicles, etc.).

3.1.4 Following analysis of the parking data set, the school indicated that a shorter restriction period would be sufficient and therefore reduced the hours to 08:30-9.30am and 14:30-15:30pm Monday to Friday. The parking survey results in section 3.3 of this report generally cover the initial proposed hours of operation of the School Steet.

3.1.5 Okehampton Road, along with neighbouring Hanover Road and Crediton Road (i.e. to the northeast of Chamberlayne Road), is located within the KS Controlled Parking Zone (CPZ) which operates Monday to Friday between 10:00am and 15:00pm. Chamberlayne Road, and roads to the southwest, are in the KL CPZ which operates Monday to Friday 08:30am to 18:30pm.

3.1.6 A pay & display (P&D) parking bay, with space for around six vehicles, is situated on the northern side of Okehampton Road and operates between 10:00am and 15:00pm, Monday to Friday with one-hour maximum stay, no return for two hours. Before and after this period the bay can be used without restriction.

3.1.7 The proposed school street controls (08:30-09:30am and 14:30-15:30pm Monday to Friday) overlap with the operational times of the P&D bay for thirty minutes between 14:30 and 15:00. In addition, the school street controls in the morning period of 08:30-09:30am would prevent access to Okehampton Road for those visiting the retail/business premises on Kings Parade, or possibly those businesses on Chamberlayne Road, and who can currently park on-street before the P&D bays become operational. There are, however, shared-use parking bays (permit holders or pay-at-machine) on Chamberlayne Road at the junction with Leighton Gardens, as well as in Leighton Gardens at the junction with Chamberlayne Road. Additionally, shared-use parking bays are available on Hanover Road, all within a two-minute walking distance.

3.1.8 A series of options for school street operations and controls of adjacent parking bays was prepared by Project Centre and reviewed of Brent officers.

3.1.9 Exemptions to the school street restrictions will not extend to those residents living outside of the zone, i.e. the section between Chamberlayne Road and Hanover Road. These residents will therefore need to find an alternative route for access and egress which is likely to be via Wrentham Avenue and Crediton Road. This extra journey distance, between the junction of Okehampton Road and Chamberlayne Road and

the junction of Okehampton Road and Crediton Road is approximately 630m, with a suggested estimated additional journey time of around two minutes.

3.2 Parking Survey Results

3.2.1 In order to determine usage of the Pay & Display bay on Okehampton Road, within the limits of the proposed school street, a video survey was carried out over five midweek days in July 2023. Before the summer holidays began. The video survey results were analysed for the morning (08:15-09:30) and afternoon (14:30-16:00) periods of the proposed school street restrictions to identify the frequency and duration of parking in the marked parking bay, and the adjacent double yellow lines (DYLs).

3.2.2 The results recorded the arrival and departure times along with an indication of the purpose of parking (e.g. visiting the business premises, delivering a package, visiting the school etc.). In some instances, it was not possible to determine the reason for parking. In these cases where people were headed in the general direction of the school these are listed as ‘unclear.’ Similarly, where people headed towards the businesses or came from them these are listed as ‘other.’ The results are further broken down to indicate vehicles parking within the parking bay and those on the DYLs. Where vehicles double parked (i.e. in the middle of the road next to a parked vehicle) they do so illegally and have therefore been excluded from the analysis.

3.2.3 Tables 1 to 1.5 below show the number of vehicles parked in the morning and afternoon period for each day along with the location they parked in, the bay or on the DYLs (the figures shown bracketed relate to motorcycles/scooters).

3.2.4 Tables 1.6 show the maximum number of vehicles parked in the P&D bay, identified as attending the businesses on Kings Parade or the residential properties above (i.e. excluding school access), at any time during the morning and afternoon periods. Table 1.7 includes the same vehicles parked in the P&D bay but also includes those vehicles parked on the DYLs.

3.2.5 The results indicate that the use of the bays, and parking on the DYLs, is fairly evenly split between those attending the business / residential premises and those to the school.

3.2.6 Table 1.6 indicates that during the am and pm periods there are on average three vehicles parked in the P&D bay concurrently who access the businesses / residential properties. Table 1.7 indicates that including those vehicles observed parked on DYLs there are on average four vehicles parked concurrently attending the businesses / residential properties.

3.2.7 The surveys indicated that some vehicles remained parked in the bay in excess of the two-hour maximum stay period. It could not be determined from the survey whether these were Blue Holders, and therefore able to park here without time limit, or whether there may be a need for additional enforcement patrols.

3.2.8 If the school street proposal is introduced, parking bays within the proposed zone may be restricted to visitors to the businesses. However, alternative parking spaces are

available nearby within a 2-minute walk, totaling approximately 20 spaces. Currently, there are 5 pay-and-display machine spaces within the proposed school street zone. Visitors can also find parking in nearby roads, such as shared-use parking bays (permit holders or pay-at-machine) located on Chamberlayne Road at the junction with Leighton Gardens, and in Leighton Gardens at the junction with Chamberlayne Road. Additionally, shared-use parking bays are accessible on Hanover Road, all within a two-minute walking distance.

P&D Parking Bay		**Double Yellow Line**		
Period	**Reason for Stopping**		**Reason for Stopping**	
School Related / Unclear	**Business/Property Related and Other**	**School Related / Unclear**	**Business/Property Related and Other**	**Total**
AM	6 (2)	2 (1)	3 (0)	1 (0)	12 (3)
PM	11 (1)	1 (0)	1 (0)	9 (0)	22 (1)
Table 1.1: Okehampton Parking Survey - Tuesday 11th July				

P&D Parking Bay		Double Yellow Line		
Period	**Reason for Stopping**		**Reason for Stopping**	
School Related / Unclear	**Business/ Property Related and Other**	**School Related / Unclear**	**Business/ Property Related and Other**	**Total**
AM	3 (1)	5 (0)	7 (0)	4 (0)	19 (1)
PM	10 (0)	7 (0)	6 (0)	11 (0)	34 (0)
Table 1.2: Okehampton Parking Survey - Wednesday 12th July				

P&D Parking Bay		Double Yellow Line		
Period	**Reason for Stopping**		**Reason for Stopping**	
School Related / Unclear	**Business/Property Related and Other**	**School Related / Unclear**	**Business/Property Related and Other**	**Total**
AM	4 (1)	6 (0)	7 (0)	4 (0)	21 (1)
PM	12 (1)	13 (2)	3 (0)	4 (0)	32 (3)
Table 1.3: Okehampton Parking Survey - Monday 17th July				

P&D Parking Bay		Double Yellow Line		
Period	**Reason for Stopping**		**Reason for Stopping**	
School Related / Unclear	**Business/Property Related and Other**	**School Related / Unclear**	**Business/Property Related and Other**	**Total**
AM	9 (1)	7 (0)	6 (0)	5 (0)	27 (1)
PM	8 (2)	11 (0)	4 (0)	7 (0)	30 (2)
Table 1.4: Okehampton Parking Survey - Wednesday 19th July				

P&D Parking Bay			Double Yellow Line		
Period	**Reason for Stopping**		**Reason for Stopping**		
School Related / Unclear	**Business/Property Related and Other**	**School Related / Unclear**	**Business/Property Related and Other**	**Total**	
AM	11 (1)	4 (0)	7 (0)	5 (0)	27 (1)
PM	10 (2)	5 (0)	4 (0)	3 (0)	22 (2)

Table 1.5: Okehampton Parking Survey - Thursday 20th July

Tuesday 11th July	2	1
Wednesday 12th July	4	4
Monday 17th July	4	3
Wednesday 19th July	3	5
Thursday 20th July	1	2
Average	3	3

Table 1.6: P&D Bay Use – Business / Property Access

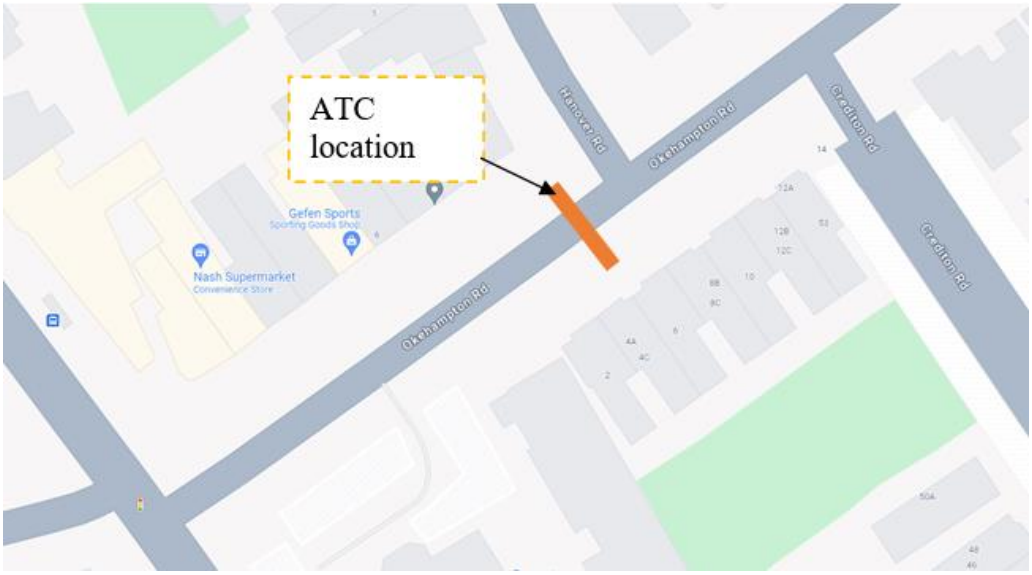
	AM	PM
Tuesday 11th July	2	2
Wednesday 12th July	5	5
Monday 17th July	5	4
Wednesday 19th July	4	7
Thursday 20th July	2	3
Average	4	4

Table 1.7: P&D Bay + DYLs Use – Business / Property Access

3.3 Traffic Survey Results

3.3.1 In order to determine the volume of traffic using Okehampton Road a two-way traffic survey was conducted (using pneumatic tubes) for a one-week period between 31 October and 6 November 2023, during school term dates.

3.3.2 Traffic counts where collected from the location highlighted in the map below.



3.3.3 Tables 2.1 below highlights the volume of traffic recorded Monday to Friday between the hours of 8am-10am and 2pm to 4pm.

Time	Mon 6th Nov	Tue 31st Oct	Wed 1st Nov	Thurs 2nd Nov	Fri 3rd Nov	Average daily no.	Total
EAST Bound							
8am	224	375	285	320	292	**299.2**	**726**
9am	114	107	139	193	111	**132.8**	
2pm	104	127	106	100	120	**111.4**	
3pm	160	170	222	166	195	**182.6**	
WEST Bound							
8am	143	174	170	206	19	**142.4**	**534**
9am	99	114	112	139	102	**113.2**	
2pm	83	99	99	124	100	**101**	
3pm	179	150	202	159	196	**177.2**	

Table 2.1 ATC data weekday

3.3.4 Table 2.2 below highlights the volume of traffic recorded on Weekends between the hours of 8am-10am and 2pm to 4pm.

	Saturday	Sunday	Average weekend no.	Total
EAST Bound				
8am	47	33	40	**342.5**
9am	112	73	92.5	
2pm	128	80	104	
3pm	132	80	106	
WEST Bound				
8am	49	31	40	**297**
9am	79	58	68.5	
2pm	114	80	97	
3pm	109	74	91.5	

Table 2.2 ATC data, weekend

3.3.4 Automatic classified traffic counts (ATCs) were conducted on Okehampton Road east of Chamberlayne Road in May 2024, spanning seven days and 24 hours. The results

indicated that the 85th percentile speed recorded was 18.34 mph, which complies with the existing 20 mph speed limit on Okehampton Road.

3.4 Personal Injury Accident Data

3.4.1 A review of collision data for Okehampton Road, between the junctions with Chamberlayne Road and Crediton Road, for the five-year period to 31 December 2022 show one incident, classified as 'slight,' reported during that time.

3.4.2 The collision occurred at the western end of Okehampton Road near the junction with Chamberlayne Road on Wednesday 6 March 2019 at 16:35. The collision involved a car and a motorcycle and resulted in slight injuries being sustained by the motorcyclist.

3.4.3 Factors contributing to the collision were recorded as it was raining, and the road surface was wet.

4 Proposed Local Road Safety Improvements

4.1.1 The results of the survey of use of the P&D parking bay on Okehampton Road indicates that the split between those vehicles parking to access the school or the businesses / residential properties on Okehampton Road are fairly even.

4.1.2 Table 1.7 indicates that during both the am and pm periods there are on average three vehicles parked in the P&D bay at the same time who are accessing the businesses / residential properties, and it is anticipated that these can be accommodated in available spaces in adjacent roads, such as Hanover Road flank of Kings Parade, Chamberlyne road and Leighton Gardens.

4.1.3 The traffic surveys indicate fairly moderate flows on Okehampton Road which peak in the morning between 08:00-09:00 with average flows at 441 vehicles. Around 68% (i.e. 300 of the 441 vehicles) were recorded travelling eastbound (i.e. from Chamberlayne Road). It is likely to be a significant reduction in traffic on this section of Okehampton Road during the proposed controlled periods.

4.1.4 Given the limited impact on vehicles requiring access to the P&D bays during the proposed controlled periods, and the information above and the characteristics of traffic using the roads further mitigation measures were identified to improve road safety around Manor School, NW10.

4.1.5 The proposed scheme is shown graphically in **Appendix B** and included the following provisions:

- Introduction of a pedestrian, cycle-only zone (school street) during pick-up and drop-off times in the morning and afternoon. This restriction will operate Monday to Friday (term-time only) from 8:30-9:30 am and 2:30-3:30 pm. Exempt vehicles will be able to access the street during the closure times, but all other vehicles will be prohibited. This will improve road safety by reducing the volume of cars and improving visibility for all road users.

- Bus Parking Bay outside the school gates on Okehampton Road. Operating Monday to Friday (term time only) from 8:30 -9:30 am and 2:30-3:30 pm. KS permit holder only operation times- Mon-Fri 9:30 am -2:30 pm.

- Introduce Bus Parking Bay on Hanover Road. Operational Monday to Friday from (term time only) 8:30 -9:30 am and 2:30-3:30 pm. KS permit holder only operation times- Mon-Fri 9:30 am -2:30 pm.

- Reduce operational hours on the existing Bus Parking Bay on Okehampton Road and Crediton Road. Operating Monday to Friday (term time only) from 8:30 -9:30 am and 2:30-3:30 pm. KS permit holder only operation times- Mon-Fri 9:30 am -2:30 pm.

5.0 CONSULTATION AND RESULTS

5.1 Consultation Procedure

5.2 Public consultation was carried out in January 2024 for 21 days.

5.3 A consultation letter, questionnaire, and plans showing the proposals were distributed to 135 addresses within the area.

5.4 The consultation documents were also emailed and posted to the local ward Councillors, interested groups, and statutory authorities including the emergency services.

5.5 Copies of the documents sent out are included in **Appendix B**.

6 Consultation Results

6.1.1 Table 3 shows the number and percentage of questionnaire responses received from the consultation and Table 4 shows the numbers and percentage of respondents who are supportive of or objected to the proposed measures.

	Number	Percentage
Questionnaires Sent Out	**135**	**100**
Questionnaires Returned	**25**	**19%**

Table 3 – Questionnaire Response Rate

Q1) Overall, do you support the proposals highlighted in the drawing leaflet titled Overview?		
Yes	**14**	**56%**
No	**9**	**36%**
No Opinion	**2**	**8%**

Table 4 – Responses to the consultation questionnaire.

6.1.2 Table 3 shows that a total of 25 questionnaires were returned which represented a response rate of 19%. This is higher than average compared to a 10% average response to similar consultations by the Healthy Streets and Parking service.

6.1.3 The results of the questionnaire indicated that:

- 56% were supportive of the proposals, 36% objected. 8% had no opinion.

6.1.4 This shows that the majority of the respondents supported the overall scheme.

6.1.5 Section 7 below addresses all comments and objections received in more detail. While the majority of responses were from residents and the school community, only one business formally responded to the consultation document, and this business expressed support for the proposal.

6.1.6 Paragraph 7.7 below, addresses all the comments and provides justification for the proposal to be progressed.

7 CONSULTATION RESPONSE SUMMARY/ MITIGATION

7.1 This section summarizes all the responses received during the consultation period. All comments and objections are highlighted below, and in paragraph 7.7, the officer's comments and justification for the scheme are provided.

7.2 Response from other groups

Family and Friends Association - Support the scheme and submitted a petition on behalf of parents, careers, family and friends of Manor School with 31 signatures. Below is a copy of the wording of the petition.

Petition on Behalf of Manor School 'Family and Friends Association' ; (FFA) in support of the proposed School Street Scheme- consultation February 2024

As a group of parents, careers, family, and friends of the school we are writing in full support of the scheme to ensure our children and young people can be kept safe. Sadly many of us have witnessed on more than one occasion, 'near misses' and the results had it not been for fast-acting staff from Manor School would have been unimaginable. As parents and carers, we believe the council needs to make sure these most vulnerable students (all of our children have EHCPs and complex needs and many have very little sense of danger) should be able to transition safely into and out of the school. We bring them/ send them to school and expect them to be safe. This is our first priority as we are sure it would be for any parent/carer. Unforunatly cars and vans etc drive at speed around the corner and around the buses when our children are being dropped off and collected. Very often (most mornings) there is some gridlock and then often arguments and shouting too. There have been many instances of road rage and abuse directed at the bus staff, us as parents/carers, and sometimes school staff. All we want to do is make sure children are safe. Making sure the road is closed for just 2 short parts of the day would go a long way to ensuring this. And surely this minor inconvenience to the public would be outweighed by the great peace of mind in helping to ensure all our children are safe.

Further to this many of us local residents have noticed local schools already have this designation and these are mainstream schools. Our children are without a doubt more vulnerable due to not always understanding road safety and surely as deserving to be kept safe as others. We would argue more in fact as we feel the likelihood of them running into the road and possibly the path of a moving vehicle is much greater.

Please note we the undersigned would like to take into serious consideration these views.

**As many of our parents/carers do not come in to drop off as their children will be using buses and taxi transport provided by the boroughs you will not see all the names below, but we are sure we speak for the vast majority if not all the families who value safety as the 1st property of their children. In awarding us with a 'school street' you would be helping to ensure this.*

London Ambulance Service – Agreed with the scheme.

Councillor [redacted] Queens Park Ward– Supports the scheme.

QPARA: Agreed with the scheme.

Transport Serves Manager- Expressed Full Support

Manor School- Expressed full Support

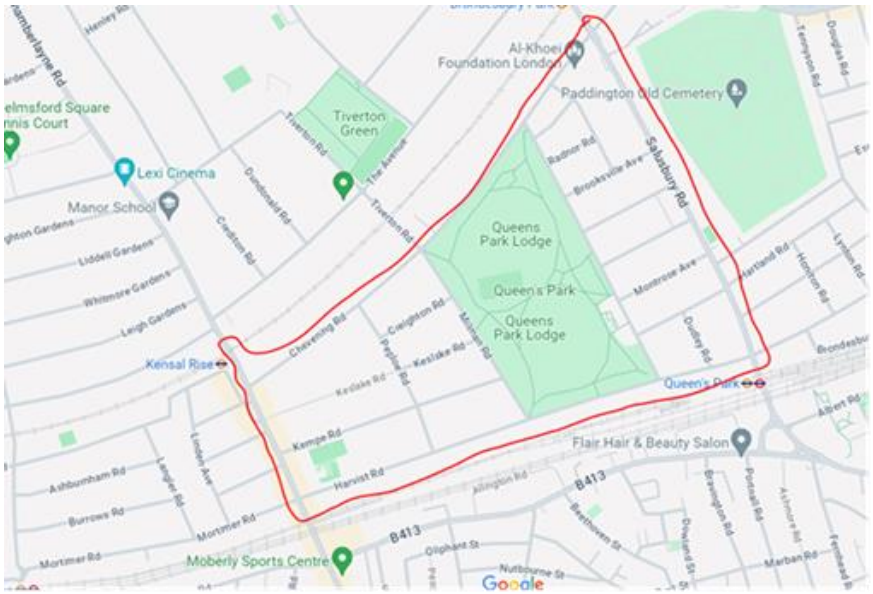
Kensal Rise Business Association – Did not support the scheme. (Comment – unnecessary)

Kensal Rise Residents Association (Chair) – Objected to the scheme with the following comments

While the KRRA fully supports traffic restrictions aimed at enhancing road safety, provided they are substantiated by evidence and data, we have reservations regarding the proposed traffic restrictions for Okehampton Road. These restrictions could severely impede the mobility of Kensal Rise residents seeking access to eastern roads and sections of the Queens Park Ward for the following reasons:

1) Many of our residents reside outside Zone KS and would consequently face prohibitions and penalties for using Okehampton Road during the proposed restriction periods—Monday to Friday (term time only) from 8:30-9:30 am and 2:30-3:30 pm.

2) Brent Highways along with Councillors are concurrently considering additional traffic restrictions on roads situated beyond Chamberlayne Road, which our residents typically utilize to travel to or through the east of the Queens Park Ward. Are you aware of this? The map that illustrates the proposed scope is provided below. It is highly probable that these proposals will proceed, given the appointment of an independent consultant.



3) If the aforementioned proposal in 2 materialises, the proposed restrictions on Okehampton Road would compel Kensal Rise residents to divert to Wrentham Avenue. However, accessing Wrentham Avenue is already challenging due to heavy congestion on Chamberlayne Road, often resulting in standstill traffic.

Considering the abovementioned points, the KRRA reluctantly objects to the Manor School/Okehampton proposal. We believe that further consideration is necessary to prevent an unfavorable outcome where residents are unable to exit Kensal Rise due to prevailing traffic restrictions on most roads beyond Chamberlayne Road.)

APARTA – Objects to the scheme with the following comments;

1. Why is this needed? When so-called school streets were first introduced in this area, the question was asked why the Manor School was not included in the proposals. The answer was that the main purpose was to keep motor traffic away from the schools, but in the case of the Manor School most of the motor traffic was the mini-buses and parents' cars delivering and collecting pupils, and that could not be reduced, so a school street was considered superfluous.

2. Residents have advised us that the current arrangements cause problems, but that these proposals are more likely to exacerbate the problems rather than alleviate them. They also expressed concern that the consultation area is extremely limited while the issues for residents extend far beyond that area.

3. It appears that access to disabled bays, one of which is a personalized bay, is compromised by the unlawful occupation by mini-buses or other vehicles unable to find a parking space elsewhere.

4. Residents have received PCNs for legal parking in shared buses and permit holder bays during school holidays, presumably because the parking attendant doesn't know when the school holidays are.

5. The current signage for shared bus and permit holder bays is confusing and actually unlawful. The bottom part of the sign indicates that a permit is required to park during the hours of 9:30am - 2:30 pm. The natural assumption is that

parking without a permit is allowed outside those hours. A further assumption is that the top half of the sign indicates that buses are permitted to park there during the hours of 8:00 - 9:30am and 2:30 - 4:00pm. That assumption is incorrect because the Traffic Signs Regulations and General Directions 2016 state that the sign means a place reserved for buses, however most drivers will be unacquainted with the TSRGD, their knowledge of road signs coming from the Highway Code, which does not include an example of this kind of sign. Further, the legend "School Term times only" is not prescribed by the TSRGD and prohibited by the Traffic Signs Manual, and therefore its use invalidates the sign and makes it unenforceable. Independent parking adjudicators will overturn a PCN issued against signage or road markings that are not compliant with the regulations.

6. So having shared bus and permit holder bays is a bad idea and we would want to see that removed. Even if residents are made aware of the rules, circumstances may prevent them from returning to their vehicle to remove it during the times that buses can park there, or they simply forget, particularly if distracted by other matters. Bays that are shared between buses, permit holders and P&D as well just make matters worse.

7. The shops in King's Parade have issues with loading/unloading as the entire kerbside outside the existing parking bays is marked as "No loading at any time". Attempts to receive deliveries can then result in PCNs being issued for what should be a normal operation for shop premises.

8. The loss of parking spaces by proposed changes to a parking bay in Hanover Road to shared bus and permit holders is considered unacceptable by residents in what is classified as a heavily parked area. In addition the concerns about the issues with this kind of shared use as detailed above also apply.

9. The proposal does not give any indication as to the number of buses (or children) that are involved in the delivery to, and collection from, the school, so it is difficult for us to assess the actual needs and whether this could be addressed without going as far as a school street, with all the issues that bring with it.

10. Two bus parking bays are shown outside the school, but why are they of different sizes, one being 10m and the other only 7.62m in length? What is the significance of this? There appears to be space in front of the school entrance for about four bus parking bays replacing the existing double yellows.

11. The problem with school streets is that they do not currently exist in traffic law and therefore there is no lawful signage specific to a school street. Using Pedestrian & Cycle Zone signage brings problems. Such signage is intended for shopping streets and precincts where access is only required for short periods early and late in the day for loading and unloading, the rest of the time being pedestrianised. It is not intended for residential streets that have quite different access requirements. The proposal lists exemptions, but that is not complete as it does not include tradesmen and workmen engaged in decorating, restoration, or other building work on properties within the area. There are others who may require access, such as piano tuners, electricians, and domestic appliance repairers. The list is almost endless, but because these signs are not intended for residential streets, the only exemptions permitted are those listed in the TSRGD Schedule 8, Part 2 Sign Table, Item 1 or 2, Column 4.

12. Likewise, there is no approved signage for a "school street advanced warning sign". Nor is there any dedicated signage for a Pedestrian (& Cycle) Zone, however there are ways of lawfully achieving that, but the proposal for two advanced signs in each direction in Chamberlayne Road is excessive and just adds to street clutter.

13. One other thing that irritates residents is that the school has a car park that could be used by buses for delivering and collecting pupils if it wasn't full of cars, presumably belonging to the staff. The question raised is why, in an area of good public transport, both rail and bus, at a time when the council are trying to encourage people to walk, cycle or use public transport instead of private cars, is it necessary for the staff to arrive by car?

14. It seems clear that a re-think of this proposal is required, but for local residents and the residents' association to make a sensible input, more information as to the process of delivering and collecting SEN children and the issues attendant thereon, including the number of minibuses involved, is required.

7.3 Response from other stakeholders

7.3.1 A number of comments were also received from local residents and other stakeholders regarding the proposal. The most frequently received comments are summarised in this section.

7.3.2 The consultation resulted in a number of positive comments from the local residents. These include:

1. As headteacher of Manor School, I am deeply worried about the safety of our wonderful pupils / young people. Over 170 pupils attend our Chamberlayne Road site and the vast majority have a diagnosis of autism (all have an EHCP). We've had a number of near misses in recent years and I'm aware of local resident's concerns about the local authority minibuses double parking all the way up to Tiverton Green because there is not enough space for them to wait safely next to the school gate. I feel this scheme will make things safer for our pupils with complex needs, for the pupils of QPCS and for the general public.

2. Safety for the school children is important. We agree with the proposal.

3. You should consider restricting traffic flow in Chamberlayne Rd junction with Okehampton Rd area. Apart from Manor School, pupils from Queens Park Com School using the bus stop needs protection. It’s a dangerous area for young people. Traffic should be diverted to Wrentham Ave and/or Old Souls which is much wider and does not have schools or stops.

4. This seems to me to be the right thing to do, given the traffic congestion and the difficulty the school buses have when dropping off children at the school. It is also safer for the children.

5. Worried it will cause lots of new through traffic on Crediton Rd, but it makes sense for the well-being of school pupils.

6. Any plans you have to minimise the parking restrictions would help as the current restrictions are too wide and excessive. Most people on the street have cars and the current restrictions cause a lot of misery for drivers. Manor School have too many spaces it is also a real hazard, as due to the size of their transport vans, they restrict the views when trying to cross the road which is dangerous.

7. Okehampton Rd is full of commuters driving through much too fast. Anything that stops them is good. I'd like to have it from 8am if we could.

8. Sounds a like a good way to look after Brent's children. It will cause little inconvenience to residents.

9. Crediton Rd parking is already impacted and it's a car heavy street.

10. I am writing to express my strong opposition to the proposed introduction of a school street on Okehampton Road and other associated changes. As a resident of this area, I am deeply concerned about the potential impact that this scheme could have on road pollution and traffic congestion on surrounding roads. My concerns are as follows:

    1. **Increased Road Pollution:** Implementing a school street on Okehampton Road will lead to increased congestion and idling of vehicles on nearby roads such as Crediton Road, as drivers seek alternative routes. This would result in higher levels of air pollution, posing significant health risks to residents, particularly children and vulnerable individuals. My [redacted] is particularly vulnerable as a [redacted] with a life-shortening chronic respiratory disease called Primary Ciliary Dyskinesia (PCD). The school street would affect [redacted] directly as [redacted] leaves the house to go to [redacted]l.

       Motile cilia are like microscopic hairs that beat throughout the body, including in the airways and sinuses, clearing out secretions and infections. In PCD, the cilia are abnormal and unable to move in the usual way, such that secretions and infections affect the lungs, sinuses, ears and nose.

       People with PCD face huge challenges from living with the disease. Treatment causes an enormous burden in terms of the required hours of daily chest physiotherapy. In addition, patients are subject to frequent courses of antibiotics in an attempt to reduce the rate of lung function decline. Despite this, some people with PCD will still need a lung transplant. [redacted] with PCD have been found to have worse lung function than those with cystic fibrosis (CF). While for people with CF, there has been an active program of research, that has now led to breakthrough drugs that almost cure CF, sadly these drugs are not suitable for people with PCD.

       2. Traffic Displacement: Diversion of traffic away from Okehampton Road may alleviate congestion in the immediate vicinity of the school but will result in displacement of traffic into other residential roads in the area such as Crediton Road, further inconveniencing residents. Any parent dropping their child at Manor School will park instead on Crediton Road. There are already buses double parked on Crediton Road, and this will only be worse with people unable to access Okehampton Road. School streets might reduce pollution on the street during the enforced hours, but all it does it push the

traffic and thus pollution to surrounding areas instead. My [redacted] is one of the most vulnerable people as identified in Brent's Air Quality Action Plan 2023-20271, both as a [redacted] and as someone with a serious chronic respiratory condition.
In December 2020, a landmark ruling by a London Coroner concluded that Ella Adoo-Kissi-Debrah died, aged nine in 2013, from a combination of acute respiratory failure, severe asthma and air pollution exposure. My [redacted] already has reduced lung function, and an increased risk of premature death. My concerns have already been ignored previously, and Brent's failure to act in line with their Air Quality Action Plan1, puts my son's health at further increased risk. This isn't working to "engage with communities".

1 https://legacy.brent.gov.uk/media/16420960/aqap-strategy-2023-to-2027-accessible.pdf?_ga=2.179605602.733939251.1707750368-497335129.1702296511

3.**Changes to Controlled Parking Hours:** Parking for residents is at a premium and I oppose changing the hours to 10-3pm at the northern end of the road. It does not seem sensible to be inconsistent with the rest of the road 8-6.30pm. Furthermore, reducing the hours of control will encourage diversion of traffic onto Crediton Road.

4.**Lack of Proper Consultation:** I am disappointed by the lack of meaningful consultation with local residents on this matter. It is crucial that residents have the opportunity to provide input and raise concerns about proposals that directly affect their daily lives and wellbeing. As a resident of [redacted], I was disappointed to see that despite being a short road, only a minority of people at the northern most end were contacted for their views. Any changes will clearly affect the entire road, and thus all residents should have their views considered. To only contact the minority of residents at the northern most end of Crediton Road, instead of the entire road is disingenuous.

In 2018, I previously opposed changing the residents bays to school bus bays when this was introduced. Since this time, I have spoken to both Tulip Siddiq MP and also Brent to raise my numerous concerns that still hold: The signage is not clear and is thus illegal. It should not be for the motorist to check the school term dates.

I am unable to park in these bays with my disabled [redacted], who has a blue badge. It is unjustifiable why a bus carrying disabled people would take precedent over a disabled resident.

The buses persistently idle at all times of the year. When I've spoken to the drivers, they claim it is too hot, or too cold. Despite clear no-idling signs along Crediton Road including directly outside our house, buses still double park and idle outside. This poses a meaningful risk to the health of my [redacted]

The school buses frequently block our drive.

Residents of Crediton Road have been substantially inconvenienced by the change of use from resident parking to school bus parking.

These changes and the creation of school bus parking on Crediton Road are contrary to Brent's Clean Air Policy which states:

“Clean air for everyone living in, working in, or visiting Brent. The core aims we have set to help us achieve this vision are to: Reduce pollution concentrations, striving for World Health Organisation (WHO) guidelines; Raise awareness of the health impacts; Influence change and lead by example.”

Brent claims to have “*tackled unnecessary idling by taxis, coaches and other vehicl*es2” however this remains an on-going problem with the polluting school buses on Crediton Road. Brent has a number of initiatives in place including No Idling Campaign, March 2017 (LRSC, 2017), however, idling by school buses is a persistent and unwavering problem despite clear signage.

(2) https://legacy.brent.gov.uk/media/16420960/aqap-strategy-2023-to-2027-accessible.pdf?_ga=2.179605602.733939251.1707750368-497335129.1702296511
(3) https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution
(4) Walton, H., Dajnak, D., Beevers, S., Williams, M., Watkiss, P. and Hunt, A. (2015) Understanding the Health Impacts of Air Pollution in London. Available from: https://www.london.gov.uk/sites/default/files/HIAinLondon_KingsReport_14072015_final_0.pdf

Brent also claims to have worked with schools to reduce pollution, however there is no evidence of this with regards the Manor School buses. I’ve contacted Manor School directly and they express no interest on the impact for local residents. The school buses are diesel, known to be a substantial pollutant. Diesel road traffic is responsible for around 40 per cent of London’s nitrogen oxide and nitrogen dioxide (known collectively as NOx) emissions as well as its PM10.

Air pollution, specifically particulate matter (PM) and NOx, is widely renowned for its negative associations with human health, such as cardiovascular disease, respiratory diseases and lung cancer. It has been estimated that the impacts of PM2.5 and NOx cause an average loss of life expectancy by 9 and 16.25 months respectively, leading to 40,000 premature deaths in the UK annually4, costing in excess of £20bn3. Brent Borough has seen repeated exceedances of NO2 and PM10 in recent years.

A far more environmentally friendly and safe scheme, that would also have reduced any impact on local residents would have been to convert the large foreground of Manor School into a bus drop off/pick up zone. There are ample grounds on the school forecourt to create a drive in/out drop off area for the school buses. This would mean that the children could be safely dropped off in the school grounds, buses could switch their engines off, thereby reducing pollution, and it would reduce substantially the impact on surrounding residents.

I have previously been informed by Brent that this was not considered because it would have sacrificed the Manor School staff parking. I fail to understand why that was of a higher priority than the local residents who already have to pay to park outside their own property. In 2018, when Brent refused to consider disrupting the staff parking at Manor School, the air

quality on Chamberlayne Road, situated at the Ark Franklin Academy on was named as one of 50 worst polluted schools on London's most polluted roads in the Mayor of London's Air Quality Audit. The Brent Cycle Strategy 2016-2022 laid out plans to improve cycling connectivity within Brent and across neighbouring boroughs so that the population sees cycling as “a good option for everyday travel”, why isn’t this adequate for the Manor School staff?

Additionally, school hours are not antisocial. As a [redacted], parking was not provided at the hospitals I’ve worked at across London, despite working very anti-social hours, frequently finishing late at night or in the early hours of the morning. Manor School is very well served with public transport (Kensal Rise Overground, Queens Park, Kensal Green and Kilburn underground stations, London Cycle Guide cycle routes, and a large number of buses on Chamberlayne Road (6, 52, 302, 187).

Furthermore, Manor school, Okehampton Road, and Crediton Road, are all within one of Brent's designated 'Air Quality Management Areas', where air quality objectives are not being met. It does not seem logical therefore, that the staff of the school drive to work when the area is well served by public transport links.

Brent should be working with Manor School to:
1. reduce air pollution by encouraging the Manor School staff to travel by public transport.
2. stop idling outside residents’ properties by converting the school forecourt to a drop-off/pick up zone.
3. reduce the emissions from the council fleets (school buses).
4. provide walking and cycling infrastructure for Manor School staff instead of parking.

These are all missing from the proposed changes, but are in-line with Brent’s action over the next 5 years for air pollution. I note that the Brent Air Quality Action Plan 2023-2027 is a statutory document, so it is concerning that Brent is proposing a scheme that does not align with this plan. Instead, none of Brent’s proposed changes will reduce air pollution on Crediton Road, but instead will increase pollution from displaced traffic.

https://legacy.brent.gov.uk/media/16420960/aqap-strategy-2023-to-2027-accessible.pdf?_ga=2.179605602.733939251.1707750368-497335129.1702296511

https://www.eea.europa.eu/en/topics/in-depth/air-pollution

Brent Council (2015b). Good Health? Health and Well-being in Brent. Brent Joint Strategic Needs Assessment. Available from: https://www.brent.gov.uk/media/16404324/d210-brent-jointstrategic-needs-assessment.pdf

Air pollution continues to be the biggest environmental health hazard in Europe, according to the European Environment Agency, and is a major cause of premature death and disease. Nitrogen dioxide emissions, largely produced by diesel vehicles, have been estimated to result in 64,000 early deaths every year6.

Additionally, respiratory diseases (including asthma) are the third major killer in Brent, responsible for about 15% of deaths in the borough7. I myself have “difficult to treat asthma” and am also particularly affected by pollution. Increased diverted traffic onto Crediton Road, combined with the persistent problem of the idling school buses also has an impact on my health, and that of my children.

Brent has already fettered its discretion by failing to consider the impact of the original 2018 scheme on residents, road safety and air pollution, by refusing to consider transforming the school forecourt into a drop-off/ pick up zone. Changing Okehampton Road into a school street will affect all the residents of Crediton Road, so all should have been contacted for their views. This will have a deleterious effect on the road pollution on Crediton Road, and puts my [redacted] health at risk. Brent should be working to reduce air pollution, not increase it on Crediton Road, risking harm for the most vulnerable.

In light of these concerns, **I urge the council to reconsider the proposed school street scheme on Okehampton Road and explore alternative solutions that prioritise road safety without exacerbating road pollution and traffic congestion in the surrounding roads, and align with the Brent Air Quality Action Plan 2023-2027. I also request that the council engage in transparent and inclusive consultation with all residents of the affected roads to ensure that their voices are heard and their concerns addressed.**

11. We cannot manage any more changes to parking as it is already very difficult for the residents to park on Hanover Road at any time of the day or night and you will only charge for any breach. This is a revenue generating change, nothing more.

12. I live on [redacted], and have [redacted] who walk to and from school along the road. I know how busy the junction between Hanover Road and Okehampton Road gets at around 8:30 am and 3:30pm, and how dangerous it is for school children crossing the road there. I don't approve of the plan, because by closing off that section of Okehampton Road, more traffic will inevitably travel down Hanover Road and turn left into Okehampton Road, making that junction more unsafe for all children crossing at that point - not just Manor Park pupils, but also children walking to QPCS, local primary schools or to Kensal Rise overground station. Creating a bus bay on Hanover Road will have the adverse effect of making that junction even more congested, defeating the plan's purpose of providing 'a safe space for the pupils of Manor School to access their school minibus during drop off and pick up times'. A more suitable place for this bay would appear to be on the pay and display bays outside the line of shops opposite Manor School, as Okehampton Road is a wider street and there will be less traffic at that section of Okehampton if it is closed to other traffic. The bay in Crediton Road is safer as it doesn't require any road crossings. If a bus parking bay is placed on Hanover Road, then Hanover Road should be made a 'school street' from the junctions of Henley Road to Okehampton Road, otherwise the crossing between Hanover Road and Okehampton Road will be more unsafe than it is now. The plan as it stands fails to provide a safe crossing for school children over Okehampton Road, and will have negative unintended

consequences to the surrounding streets, including increased congestion, noise, and pollution. I would like Brent to reconsider the details of the plan to address these serious concerns.

13. Can you please leave resident parking bays on Crediton as they are 8-6:30? I totally appreciate the provision of school buses but resident aslo contribut to the payent of pays and to reduce the time slots will make it harder for those of us returning home after 2:30pm.

14. Why do the school bus have to stop in Hanover Rd? At this moment in time when I arrive home there is no parking available as the schoool allows parents to park on Okehampton Rd to take their children swimming instead of parking on school grounds. I have to get up everyday to make my vehicle to save not getting a parking ticket. The proposed warning sign is warranted but its impact might be something else. The school has enough parking now without any further impact on the residents.

15. Okehampton Road is a long road with QPCS at the other end - it has lots of residents living on the road. The school buses for Manor School already make our lives a misery taking up parking spaces down the road and in surrounding roads twice a day - why should this now also give rise to misery with tradespersons and caters unable to easily access the people who live on Okehampton Road and surrounding. Roads in this time without huge detours. This is quite simply not needed - the Manor School buses should be properly phased and park only by the school two at a time - not double parking as they so often do - which is what causes the traffic chaos and danger.

16. I currently reside beside manor school and a vehemently disagree with the proposed changes. Several years ago, the school bus parking bays were introduced, much to our detriment. There are a very few number of bays available at all times on Okehampton Road, hanover Road and crediton road. This is in part due to many of the properties having their own drives, kings parade being pay and display only and the school bus parking only scheme implementation. The ‘term time only’ disclaimer is redundant as term time is 39 weeks of the year, and most residents who are still in the workforce don’t have the luxury of being able to move their vehicles from that zone and back to it, twice a day, Monday to Friday to accommodate it. If you took the time to study the area you will see residents don’t park there at all during Monday-Friday because of how inconvenient it is. And to want to expand this area is genuinely so cruel. It’s challenging enough finding parking near your residence, to restrict us further for 75% of the year is cruelty.

17. There is already limited parking on Okehampton Rd. The school has a large car park which could be converted to accommodate the school buses. The buses are what cause the traffic. Why cant they stagger their arrival. There is a disabled bay there what happens to it? My neighbour is unable to walk long distances and relies on the parking bay. This is totally unfair & unjust to us as residents. The buses are never full to capacity. This also needs to be reviewed.

7.7 Justification and Officer Response

7.7.1 All positive responses received have been noted. Additionally, officers agree that the implementation of a school street will assist in reducing congestion directly

outside Manor School by restricting unauthorised vehicles from using the road as a cut through route. A decreased number of vehicles will also enhance road safety by improving visibility for all road users.

7.7.2 Manor School caters for pupils with special education needs, with approximately 142 pupils enrolled. Harrow Transport Hub oversees the transportation logistics, arranging 15 buses for the pupils commute to and from the school. Concerns have been raised by both the school and Transport Officers regarding the disembarkation process, highlighting the potential risk of serious accidents. Each bus is assigned one additional assistant, and teachers or teacher assistants also contribute to the process. However, despite these efforts, the staffing remains insufficient, and not all pupils receive individual assistance.

7.7.3 Implementing a school street on Okehampton Road aims to reduce the volume of traffic passing through, thereby enhancing road safety, especially for vulnerable individuals such as children attending Manor School. This will also support modal shift towards greener travel.

7.7.4 Bus drivers lack radio services for communication between drop-offs, which poses a safety risk and could potentially distract the drivers.

7.7.5 Reports of inconsiderate parking by bus drivers have been forwarded to Harrow Transport Hub, and they are committed to collaborating with the drivers to ensure they park in designated safe areas.

7.7.6 Officers have also worked with the school to see if the option of buses disembarking into the school car park can be considered, there is no feasible way for turning a bus around in the car park after or before disembarkment of the pupil, even with consideration for losing parking spaces within the site. This encompasses safety concerns as there are no kerb distinctions or designated footway for the pupils to safety transit into the school site, whilst buses are actively driving in, turning around and existing the car park. Thus, this option is not feasible, and any modifications to the site will necessitate funding. It's important to note that the funding allocated for this scheme is specifically designated for a school project on highways adopted land and cannot be reallocated to onsite improvements for the school.

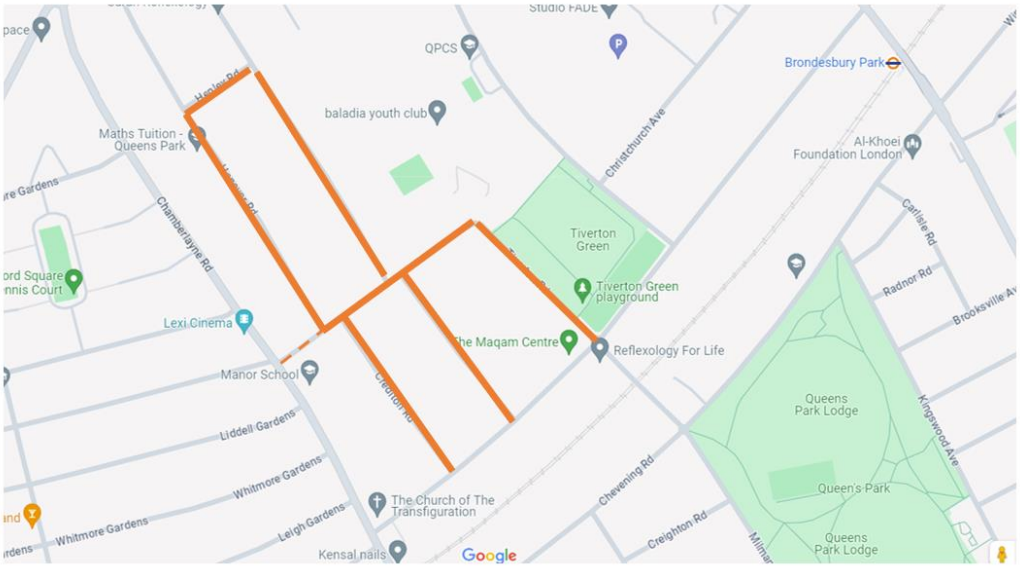
7.7.7 Furthermore Manor School is actively working towards Transport for Londons STARS awards, they actively promote car sharing and use the use of public transport and have been signed up to the cycle to work scheme which enables staff to purchase cheaper bicycles. The vast majority of staff walk or cummute on public transport and Manor School is a Green Flag accredited Eco School. Despite this some staff have to travel to school via a car for different reasons.

7.7.8 When the first batch of School Streets was introduced in 2020, Manor School was not included in the proposals. This initial batch primarily involved barrier-controlled implementations, and at the time, Manor School lacked the resources to manage these barriers. However, since 2020, funding has become available to enforce these restrictions using CCTV surveillance.

7.7.9 In July 2022, Sustrans completed a study titled "Monitoring the impact of School Streets: safety and traffic displacement." This study showed that at both school streets, overall traffic volumes, across the school and surrounding roads, fell during the school time windows. However it was noted that a raise to traffic was recorded

in the main perpendicular access road to the school street, as expected with any key road were traffic would be displaced. This displacement was notably low with a 5% traffic rise recorded. https://www.sustrans.org.uk/media/10843/school-streets-and-traffic-displacement-technical-report.pdf

7.7.10 The research from Sustrans indicates that School Streets result in overall reductions in traffic volume. While some traffic is diverted to surrounding streets, there are no significant road safety risks that cannot be effectively managed. Officers do not expect the implementation of a school street in Okehampton Road to lead to increased idling or significant traffic overflow onto Crediton Road. This expectation is based on the fact that the majority of students attending the school are transported via a dedicated bus service. Although officers acknowledge the health concerns raised by a resident on Crediton Road, the anticipation of traffic displacement and pollution at this stage is yet to be assessed. The council plans to monitor traffic counts and assess air quality data to evaluate the impact of the scheme and address any emerging issues. This will include traffic and parking displacement and potential deterioration in air quality on Crediton Road and neighboring streets. If the data indicates a negative impact directly from the school street scheme, officers have prepared a contingency plan and option for the potential expansion zone and will consider consultation and implementation, if necessary. The contingency proposed expansion zone encompasses the entire length of Okehampton Road, Crediton Road, Dundonald Road, Tiverton Road, Mount Pleasant, and Hanover Road up to the junction of Henley Road, as indicated on the map below.



7.7.11 Furthermore as part of the Councils Air Quality Action Plan 2023- 2027 we will continue to tackle unnecessary idling and will ensure effective enfocement is taken place on surrounding roads.

7.7.12 Officers are aware of the ongoing area-wide study, known as the Queens Park Healthy Neighbourhood Project, being conducted by an independent consultant, MP Smarter Travel. We have informed MP Smarter Travel about the proposals for a School Street near Manor School, and the proposed school street will be taken into account as part of their study.

7.7.13 Officers have considered the feedback regarding parking pressures on Hanover Road and have opted not to move forward with the proposed bus bay on this route.

7.7.14 Exemptions to the School Street controls will not extend to those residents living on Okehampton Road and neighbouring roads i.e. outside of the section between Chamberlayne Road and Hanover Road. These residents will therefore need to find an alternative route for access and egress which is likely to be via Wrentham Avenue This extra journey distance, between the junction of Okehampton Road and Chamberlayne Road and the junction of Okehampton Road and Crediton Road is approximately 630m, estimated to be a journey time of around two minutes.

7.7.15 The signage for the school buses has been reviewed by Project Centre and changes will be made to ensure TSRGD and TMO compliance.

7.7.16 Based on the feedback provided and the comprehensive officer response, it is recommended to move forward with the proposed School Street while making amendments to remove the proposed school bus bay on Hanover Road. Additionally, adjustments to the existing restricted hours in the KS zone on Crediton Road will be implemented as part of the detailed design.

7.7.17 This proposal aims to diminish traffic congestion around the school, thereby enhancing safety and creating a more enjoyable environment for pupils and the broader pedestrian community who utilise this road. We will closely monitor the situation to identify any potential issues elsewhere and will be open to considering necessary changes as needed.

8.0 EQUALITIES ANALYSIS

8.1 Out of the 25 questionnaires returned, 18 respondents completed either all or part of the equality monitoring questionnaire. The total number for each question may not be the same as the total responded because some respondents have not answered every question. A breakdown of the equality data is shown below along with a commentary on any significant variations to the average demographic profile for the affected wards.

Asian or Asian British	Black or Black British	Mixed Background	White or White British	Prefer not to say	Other Ethnic Background
1	2	2	10	2	1

Table 5 – Responses to "What is your ethnic group?"

Do you consider yourself to have a disability?	Gender	Sexual Orientation

Yes	No	Prefer not to say	Male	Female	Prefer not to say	Heterosexual	Bisexual	prefer not to say
3	14	0	5	11	2	15	1	2

Table 6 – Number of Responses to "Do you consider yourself to have a disability?", "What is your gender?" and "What is your sexual orientation?"

Religion					
Buddhist	Christian	Hindu	Jewish	No Religious Belief	Prefer not to say
1	6	1	1	4	4

Table 7 – Number of Reponses to "What is your religion?"

	Age group				
Prefer not to say	35-44	45-54	55-64	65+	25-34
0	3	5	3	5	2

Table 8 – Number of Responses to ''which age group do you belong?"

8.2 Table 5 shows that 72% responded to the equalities question. From this 5.5% are Asian or Asian British, 11.11% are Black or Black British, 11.11% are Mixed Background, 55.5% are White or White British, 5.5% are Other Ethnic Background and 11.1% preferred not to say. This is similar to the overall ward profile where 11.6% were black or Black Other.

8.3 Table 6 shows that 88.8% responded to the gender question, of these 61.1% are female, 27.78% male and 11.11% preferred not to say. Overall, the gender distribution among the respondents to the equality analysis does not fully reflect the gender distribution of the population in Queens Park. There are more female respondents compared to the female population in Queens Park, and fewer male respondents compared to the male population in Queens Park. This shows that a higher proportion of female residents responded to the consultation than average.
In relation to disability, 16.6% considered themselves to have a disability and 77.7% do not consider themselves with any disability, 0% preferred not to say. This shows

that a higher proportion of disabled people responded to the consultation than that of the ward profile (11.4%).

8.4 Table 7 shows that 22.2% of respondents had no religion, 22.2% preferred not to say, 33.3% Christian, 5.5 % Buddhist, 5.5% Hindu and 5.5% are Jewish. The distribution of respondents' religious affiliations in the equality analysis appears to broadly align with the census data for Queens Park Ward, with some differences noted.The percentage of respondents with no religious belief is slightly lower in the equality analysis compared to the census data. The percentage of respondents identifying as Christian is notably lower in the equality analysis compared to the census data. The percentages of respondents identifying as Hindu, Jewish, and Buddhist are somewhat similar to the census data, with variations in specific numbers. The census data provides additional insights, such as the increase in certain religious groups, which are not reflected in the equality analysis.

8.5 Table 8 indicates that 11% of respondents are 25-34 years old, 16.6% 35-44 years old, 27.7% 45-54 years old, 16.6% are 55-64 years old, 27.7% are 65 and over, % preferred not to say. The age distribution of respondents in the equality analysis broadly aligns with the age distribution reported in the census data for Queens Park Ward.

8.6 Overall, the equality analysis indicates that the diversity profile of respondents to the consultation is broadly representative of Queens Park ward. Whilst there are some variations, these differences could be attributed to the relatively small small sample size of the consultation responses.

9 Project Equality Analysis

Protected Characteristic	Positive	Neutral	Negative	Comments	Mitigation if required
Age		X		The scheme will improve safety for all road users alike.	N/A
Disability	X			Positive impact on disability as the scheme will assist the spcial education need pupils who attend Manor School. The scheme will also improve road safety in the vicinity of the school street for all road users.	N/A
Gender reassignment		X		No reason to believe this group will be disproportionally affected	N/A
Pregnancy and maternity		X		No reason to believe this group will be disproportionally affected	N/A
Race		X		No reason to believe this group will be disproportionally affected	N/A
Religion or belief		X		No reason to believe this group will be disproportionally affected	N/A
Sex		X		No reason to believe this group will be disproportionally affected	N/A

Sexual orientation		X		No reason to believe this group will be disproportionally affected.	N/A

Table 9 – Project Equality Analysis

9.1 As shown in Table 9, officers have no reason to believe any protected characteristics groups will be disadvantaged by the scheme. A detailed equalities analysis has been produced for the Brent Active Travel Programme, which did not identify that any groups with protected characteristics would be disproportionally disadvantaged.

10.0 FINANCIAL IMPLICATIONS

10.1 The scheme will be funded from the 2024/25 Transport for London allocation for Brent School Streets Development/ Expansion Scheme. A total of £75,000 has been allocated to these projects including surveys, design, consultation, and management fees. The estimated cost for the work is around £5,000. The funding allocation is adequate to cover both the Traffic Management Order and the Signage. Subject to additional funding we will look to deliver cameras for this scheme, at a later date.

11.0 RECOMMENDATION

11.1 After duly considering all the factors set out in this report, the Head of Healthy Streets and Parking is therefore recommended to approve the advertisement of the Traffic Management Orders for Term-time Pedestrian and Cycle Zone on Okehampton Road. Monday to Friday from 8:30-9:30 am and 2:30-3:30 pm.

Bus Parking Bay outside the school gates on Okehampton Road. Operating Monday to Friday (term time only) from 8:30 -9:30 am and 2:30-3:30 pm. KS permit holder only operation times- Mon-Fri 9:30 am -2:30 pm.

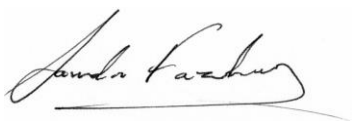
Reduce operational hours on the existing Bus Parking Bay on Okehampton Road and Crediton Road. Operating Monday to Friday (term time only) from 8:30 -9:30 am and 2:30-3:30 pm. KS permit holder only operation times- Mon-Fri 9:30 am -2:30 pm and 3:30 pm to 6:30 pm or Pay at machine and display.

11.2 Subject to the consideration of any representations received during the traffic order consultation, approve the subsequent implementation of the proposals.

12.0 APPENDICIES

Appendix A – Detailed Design
Appendix B – Consultation Documents

AGREED / ~~REJECTED~~

Signed: 

Date: 29/07/2024

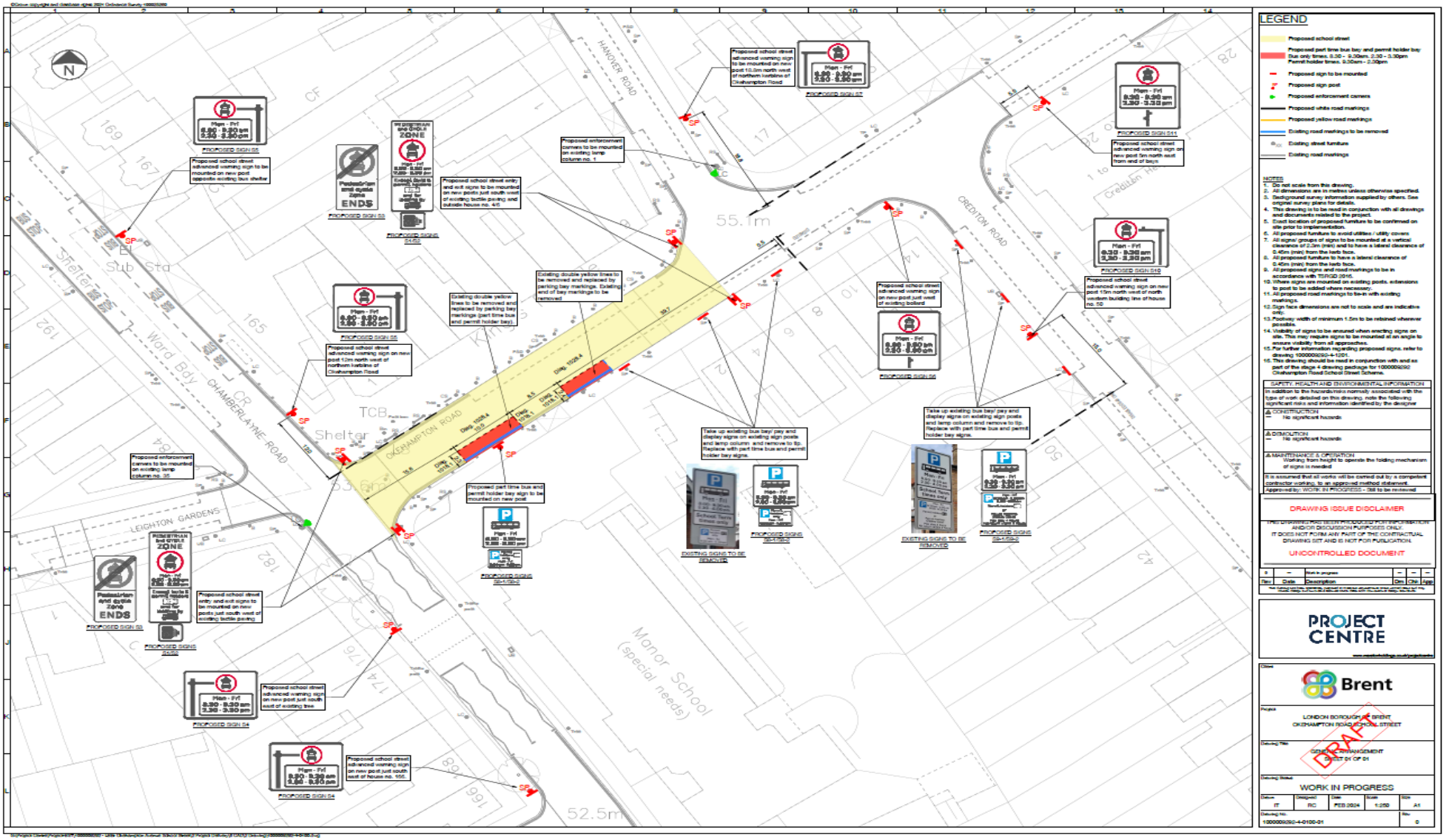
Sandor Fazekas
Head of Healthy Streets and Parking

Local Government Act 1972 – Access to Information
The following items were used in the preparation of the report:

1. Consultation responses and analysis
2. The above documents may be inspected / copied by contacting:
   Contact Officer: P Asgari, Principle Engineer, Healthy Streets and Parking,
Telephone: 0208 937 5600
Email: transportation@brent.gov.uk

Appendix A – Detailed Design
Appendix B - Consultation Document

Appendix A- Detailed Design



Appendix B- Consultation Documents

Our ref: Manor School
Jan/Feb 2024

Brent

Public Consultation
Proposed School Street Proposal
Manor School

This document outlines our proposals for a local school safety scheme near Manor School on Okehampton Road, NW10. Please read through the information in this document and then complete and return the enclosed questionnaire - **postage is free**. Alternatively this document is also available for completion online at https://haveyoursay.brent.gov.uk responses from within the consultation area will only be considered. The closing date for the return of the questionnaire is: 19th February 2024.

Why are we proposing this change?

Manor School provides a specialist teaching environment for pupils with a range of special educational needs for children as young as four. The school has contacted the Council to provide a safe space for their pupils during school pick up and drop off sessions.

To assist with the safety and wellbeing of all pupils from Manor School, the council is proposing a School Street scheme directly outside the school's main entrance. The proposal also includes some changes to parking arrangements on Okehampton Road, Hanover Road and Crediton road, NW10 to facilitate a safe place for the school minibuses to park up.

Details of the proposed scheme and the area affected are shown on the enclosed drawings.
The aim of the scheme is to:

- Provide a safe space for the pupils of Manor School to access their school minibus during drop off and pick up times.
- Prevent obstructive and dangerous parking near the school gates, by allowing the school minibuses to have their own dedicated parking spaces.

What are the proposed improvements?

The proposed scheme is shown in detail in the attached drawing and includes the following provisions:

- Introduction of a pedestrian, cycle only zone (school street) during pick up and drop off times in the morning and afternoon. This restriction will operate **Monday to Friday (term-time only) from 8:30-9:30am and 2:30-3:30pm**. Exempt vehicles will be able to access the street during the closure times, but all other vehicles will be prohibited. This will improve road safety by reducing the volume of cars and improving visibility for all road users.
- **Bus Parking Bay** outside the school gates on Okehampton Road. Operating Monday to Friday (term time only) **from 8:30 -9:30am and 2:30-3:30pm**. KS permit holder only operation times- **Mon-Fri 9:30am -2:30pm.**
- Introduce **Bus Parking Bay** on Hanover Road. Operational Monday to Friday from (term time only) 8:30 -9:30am and 2:30-3:30pm. KS permit holder only operation times- Mon-Fri 9:30am -2:30pm.
- **Reduce** operational hours on the existing Bus Parking Bay on Okehampton Road and Crediton Road. Operating Monday to Friday (term time only) **from 8:30 -9:30am and 2:30-3:30pm**. KS permit holder only operation times- **Mon-Fri 9:30am -2:30pm.**

What is a School Street?

A School Street is a term-time restriction of motorised traffic on a road by a school during the school's pick-up and drop-off period. School term dates can be found here:
https://www.brent.gov.uk/services-for-residents/education-and-schools/term-dates/

Appendix B- Consultation Documents

Residents and blue-badge holders who live within the zone, and emergency vehicles will be exempt from these restrictions. The road also remains open to pedestrians and cyclists. The main principle is to make the route to school safer for pupils by reducing the volume of cars, reducing air pollution, and enabling more walking, and cycling.

The full list of exemptions are as follows:

- Residents that live within the zone
- Blue badge holders that live within the zone
- Emergency services
- Deliveries
- Carers
- Licensed taxis
- School transport & taxi card transport services
- Council operational vehicles (statutory services)
- Medical appointment transport
- Dial-a-ride
- Royal Mail
- Medical practitioner

Residents and businesses located outside of the zone are not exempt from the restrictions, therefore, we ask that you do not drive through the zone during the hours of operation unless one of the above exemptions applies.

The proposed changes are shown in the attached drawing

What will happen next?

At this stage of the process, we are seeking for your initial views. I would therefore be most grateful if you would consider the proposals and then complete and return the attached questionnaire to Brent Council using the freepost facility by **19th February 2024**.

The results of this consultation will then be used to decide on whether to implement the proposals in the area and you will be notified of the outcome in due course.

We will also be holding a public exhibition to provide the opportunity for consultees to review the proposed plans and ask our project managers any questions, this will be held at Manor School, Okehampton Road on the 5th February from 4pm until 5:30pm.

Please see the back of this document for further details on how to respond to this consultation.
Sandor Fazekas – Head of Healthy Streets and Parking

Appendix B- Consultation Documents

Our ref: Manor School

Jan/ Feb 2024

Brent

Questionnaire

Proposed School Street
Manor School

Dear Sir or Madam,

Your views are important to us - please therefore take the time to read and respond.

The information you provide will be treated confidentially and will be used solely by the London Borough of Brent.

Sending back this form

Please complete this questionnaire and return it in the **FREEPOST** envelope enclosed, to reach us by **XXXXXXXXXXXXXXXXXX**. Alternatively, post it to **London Borough of Brent, Healthy Streets & Parking, Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ.**

Details on-line

This consultation document will be available on our website. Please go to **https://haveyoursay.brent.gov.uk** Results will generally be available within one month of the closing date.

Only one reply per household or business will be accepted.
Healthy Streets & Parking

If you require this document in larger print, please call 0208 937 5230

Transport for London

LTA 2019 WINNER EXCELLENCE IN CYCLING AND WALKING

Brent Building a better borough

Question

Q1- Do you agree with the proposal as detailed in the drawing attached?

Yes ☐ No ☐ No Opinion ☐

Comments

Translation Request

We want all of our customers to be able to understand the information we provide. If you need to receive this information in your own language or in an alternative format (e.g. large print, Braille), please contact the Consultation Officer on 020 8937 5230

ENGLISH

[illegible] 0208 937 5127 [illegible]

TAMIL

Queremos que nossos clientes entendam todas as informacoes que fornecemos. Se precisarem receber essa informacao em seu proprio idioma ou em outro formato (ex: letras maiores Ou Braille) por favor contate o funcionario de consulta no Telefone 020 8937 5230

Portuguese

Chcemy, aby wszyscy nasi klienci byli w stanie zrozumieć przedstawiane przez nas informacje. Jeśli potrzebuje Pan(i) uzyskać te informacje w swoim języku lub w innej formie (np. dużą czcionką, alfabetem Braille'a), prosimy skontaktować się z urzędnikiem ds. konsultacji Consultation Officer pod numerem 020 8937 5230.

POLISH

Waxaanu rabnaa in dhamaan macaamiishayadu fahmi karaan warbixinta aanu siino. Haddii aad u baahatid in warbixinta aad ku hesho luqadaada ama hab kale (-sida qoraal balaadhan, taabasho akhris) fadlan lasoo xidhiidh xafiiska talo bixinta ee 020 8937 5230.

SOMALI

અમે જે પૂરી પાડીએ છીએ તે માહિતીમાં અમારા બધાં જ ગ્રાહકોને સમજણ પડે એવું અમે ઈચ્છીએ છીએ. જો તમને આ માહિતી તમારી પોતાની ભાષામાં અથવા બીજા કોઈ સ્વરૂપમાં (દા.ત. મોટા અક્ષરોમાં છાપેલી, બ્રેઈલમાં) મેળવવાની જરૂર પડે, તો કૃપા કરીને કન્સલ્ટેશન ઓફિસરનો 020 8937 5230 પર સંપર્ક કરો

GUJARATI

ہم چاہتے ہیں کہ جو معلومات ہم دیں وہ ہمارے تمام کسٹمرز سمجھ سکیں۔ یہ معلومات اگر آپ کو اپنی زبان یا کسی دیگر شکل (بڑے حروف کی چھپائی، بریل) میں درکار ہو تو برائے مہربانی کنسلٹیشن آفیسر سے نمبر 0208 937 5127 پر رابطہ کریں۔

URDU

हम चाहते हैं कि जो सूचना हम दें वह हमारे सब कस्टमर्स समझ सकें। यह सूचना यदि आपको अपनी भाषा या किसी अन्य रूप (बड़े अक्षरों, ब्रेल) में चाहिये तो कृपया कंसल्टेशन ऑफीसर से नंबर 0208 937 5127 पर संपर्क करें।

HINDI

ਅਸੀਂ ਚਾਹੁੰਦੇ ਹਾਂ ਕਿ ਸਾਡੇ ਸਾਰੇ ਗ੍ਰਾਹਕ ਸਾਡੇ ਵਲੋਂ ਪ੍ਰਦਾਨ ਕੀਤੀ ਜਾਣ ਵਾਲੀ ਜਾਣਕਾਰੀ ਸਮਝ ਸਕਣ। ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਜਾਣਕਾਰੀ ਆਪਣੀ ਬੋਲੀ ਵਿਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਰੂਪ ਵਿਚ (ਮਸਲਨ ਵਡੇ ਅੱਖਰਾਂ ਵਿਚ ਛਪੀ ਜਾਂ ਬਰੇਲ) ਲੋੜੀਂਦੀ ਹੈ ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਕੌਨਸੱਲਟੇਸ਼ਨ ਅਫਸਰ ਨਾਲ 0208 8937 5600 ਤੇ ਸੰਪਰਕ ਕਰੋ।

PUNJABI

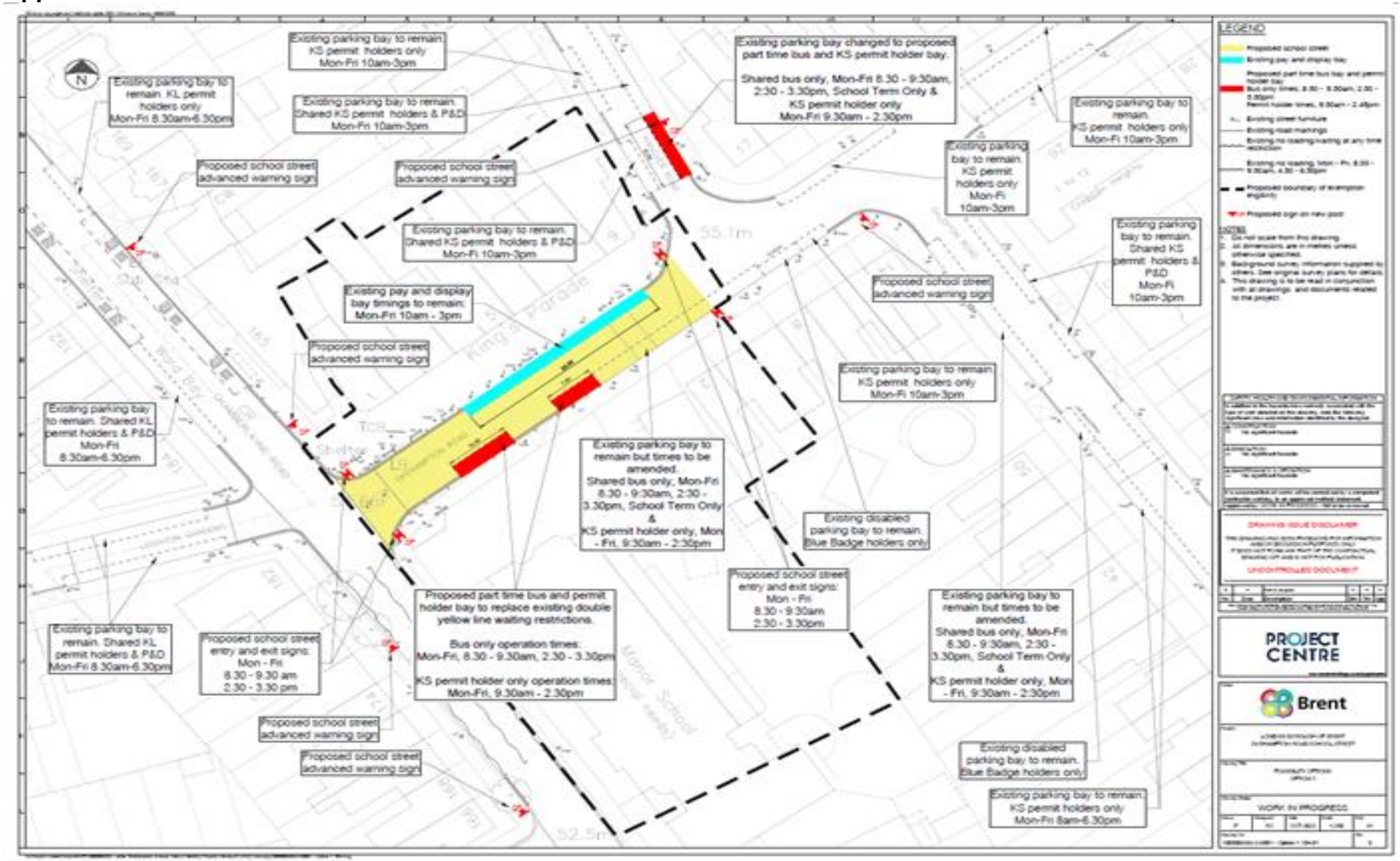
Appendix B- Consultation Documents

Privacy statement

You are providing your information to Brent Council, Healthy Streets & Parking Department.

The Council's Data Protection Officer can be contacted via dpo@brent.gov.uk or 020 8937 1402.

Your information is collected for the purpose of analysis, as required to fulfil the council's duties under the statutory consultation process.
The information will be shared within Brent Council for consultation analysis only and used by the Healthy Streets & Parking Department to gain insight in to the opinions of those consulted. The information shall be retained for 7 years and shall be processed in adherence to your legal rights, including but not limited to the right to withdraw consent, right to copies of your information and right to be forgotten. You have a right to lodge a complaint with the Information Commissioner's Office (www.ico.org.uk).
Further information can be found at www.brent.gov.uk/privacy

Thank you for taking the time to complete this questionnaire.
If you require any additional information or would like further explanation
Please contact Debbie Huckle by emailing highwaysconsult@brent.gov.uk

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