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| Brent | Healthy Streets and Parking Delegated Approval Report<br><br>Report for Head of Healthy Streets and Parking |
| **Wards Affected: Preston Ward** | |

# Proposed School Street Proposal
# Preston Manor Primary & Preston Manor High School
# SZ33

**Approved by:**

| Title | Date Submitted | Name | Date Approved |
|---|---|---|---|
| Principle Engineer (Author) | 18/06/2024 | Padideh Asgari | 16/06/2024 |
| Team Leader Safety & Travel Planning | 18/06/2024 | Debbie Huckle | 20/06/2024 |
| Head of Healthy Streets and Parking | 20/06/2024 | Sandor Fazekas | 15/07/2024 |

## 1.0 PURPOSE OF REPORT

1.1 This report provides a summary of the outcomes derived from the public consultation for a proposed school street scheme in Carlton Avenue East, Princess Avenue, Bowling Green Ct, and Elmstead Avenue as part of Brent Council's broader initiative to reduce traffic and parking congestion and encourage sustainable travel to create a safer environment for children to walk and cycle, enhance air quality, promote children's health, and address the climate emergency.

1.2 The primary objective of this report is to seek approval for implementing the proposed school street, outlined in detail in the attached drawing labelled as Appendix A. The proposed changes encompass:

- 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 am- 9 am and 2:30- 4 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.

1.3 The proposal aims to establish a safer and more enjoyable environment for all road users. The designated zone is anticipated to promote active

commuting to and from school, fostering healthier and more active lifestyles for children. Moreover, it seeks to reduce overall motor usage in the vicinity of the school, thereby mitigating congestion, curbing air pollution, and lowering carbon emissions. This comprehensive approach aligns with our commitment to fostering a cleaner and greener Brent and improving road safety for all road users.

1.4 Furthermore, the School Street Zone will enhance road safety by decreasing the number of motor vehicles, thereby improving visibility and overall road safety conditions. This multifaceted approach addresses both environmental concerns and the safety of road users in the designated area.

1.5 This report proposes the advancement of Traffic Management Orders essential for implementing the **experimental traffic order for 18 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 the evaluation of the pilot schemes, 27 of them have been made permanent. Additionally, four more school streets have 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 October 2023 an e-petition was received with 98 signatures. In accordance with the councils Constitution Standing Order 66 (f). petitions with 51 or more signatures should be referred to the relevant strategic Director and Lead Member for further consideration in the decision-making process and response to the petitioner. In addition, petitions with 51+ signatures not concerning specific decisions planned to be made can be

referred to Cabinet or the committee within whose terms of reference the matter falls for further discussion and consideration. This petition was forwarded to Sandor Fazekas, Head of Healthy Streets and Parking. The petition stated the following:

*"We the undersigned petition the council to design and consult upon the introduction of a school street outside Preston Manor High School and Lower School".*

*Justification:*

*Local roads have become gridlocked by school traffic. This has led to a rise in ASB (anti-social behaviour)and dangerous driving. A school street would prevent unregistered cars from entering the area between 8 am to 9 am and 2:30 pm to 4 pm.*

2.3 This proposal is in response to safety concerns raised by the school community, ward councillors, and residents in addition to addressing concerns raised by the petition. The proposed school street will encourage and support people to adopt greener, more active forms of transport.

2.4 Subsequently, the proposed scheme recommended in this report was developed to improve road safety for all road users.

**3.0 Project Development**

3.1 In November 2023, Project Centre Ltd (PCL) was awarded a contract to conduct a feasibility study and detailed designs for a proposed school street on Carlton Avenue East from its junction with Forty Avenue to the junction with Preston Road. It also involves adding a School Street restriction partially along the northeastern section of Princess Avenue up to the entrance to St Erconwald RC Church Car Park.

3.2 There was also evidence presented to the Council via a video showing vehicles driving over the pavements on Carlton Avenue East, which endangers pedestrians. Some images are presented below.

3.3 The feasibility report concluded to include Elmstead Avenue within the School Street controls. It was suggested that the proposed School Street controls on Elmstead Avenue be extended from its junction with Forty Avenue at its southeastern end, up to just east of the existing vehicular accesses to properties fronting Preston Road (approx. 35m from Preston Road).

3.4 The proposed School Street timings were discussed with the school and the suggested time was between 8 am to 9 am and 2.30 pm to 4 pm.

3.5 Figure 1 below shows the recommended proposed School Street arrangement for consultation from the Project Centre.

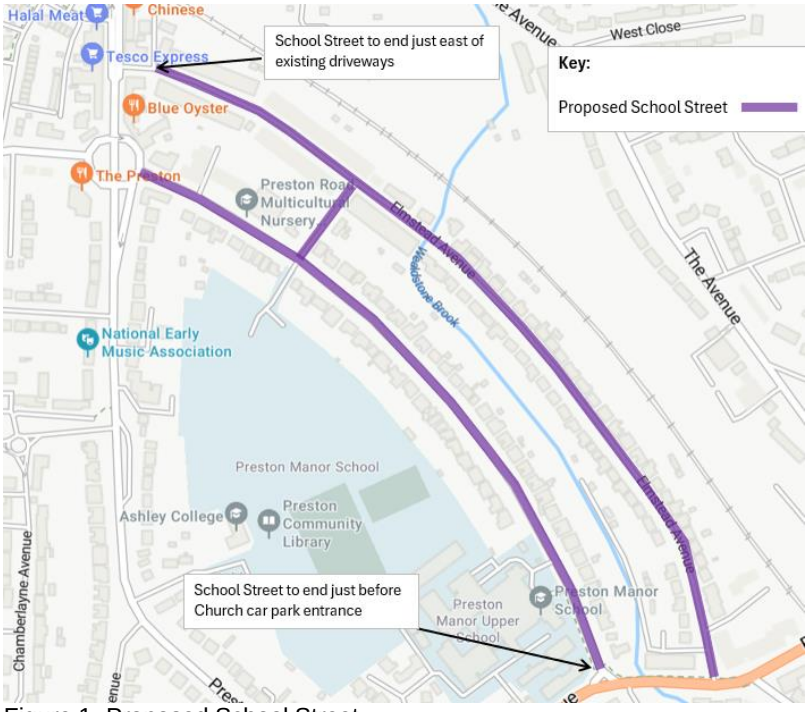

Figure 1- Proposed School Street

3.6 Elmstead Avenue is mostly residential, with the exception of the car wash (and neighbouring businesses) and a church (Wembley Christian Fellowship) on the northwestern end of Elmstead Avenue. The proposed School Street should therefore have limited impact on stakeholders. Access to the car wash etc., and vehicular access for properties fronting Preston Road, has been maintained by proposing the School Street extents just to the west of these vehicular accesses. The existing Pay and Display bays along this section of Elmstead Avenue are also outside of the proposed School Street controls and can therefore be accessed.

3.7 The provision of a School Street on Elmstead Avenue, Princess Avenue, and Carlton Avenue East will prevent “rat run” journeys on these roads during the operational times of the School Street from Preston Road to Forty Avenue and vice versa.

### 3.8 Collision Data Review

The project centre reported that no PI collisions were recorded on Carlton Avenue East or Princess Avenue. Five were recorded on Elmstead Avenue, all slight. Four of the collisions involved vulnerable road users (1 pedestrian, 1 cyclist, and 2 powered two-wheelers).

3.9 Project Centre surveyed and reviewed Automatic Traffic Counts for the proposed school streets at Preston Manor Schools. The locations are listed below:

ATC 3 - Carlton Avenue East, between Preston Road and Princess Avenue
ATC 4 - Carlton Avenue East, north of Forty Avenue
ATC 5 - Elmstead Avenue, north of Forty Avenue
ATC 6 - Princess Avenue, between Elmstead Avenue and Carlton Avenue East
ATC 7 - Elmstead Avenue, between Preston Road and Princess Avenue
ATC 13 - Forty Close, south of Forty Avenue
ATC 14 - Brook Avenue, south of Forty Avenue
ATC 15 - Carlton Avenue East, west of Preston Road
ATC 16 - Grasmere Avenue, west of Preston Road
ATC 17 - Logan Road, west of Preston Road

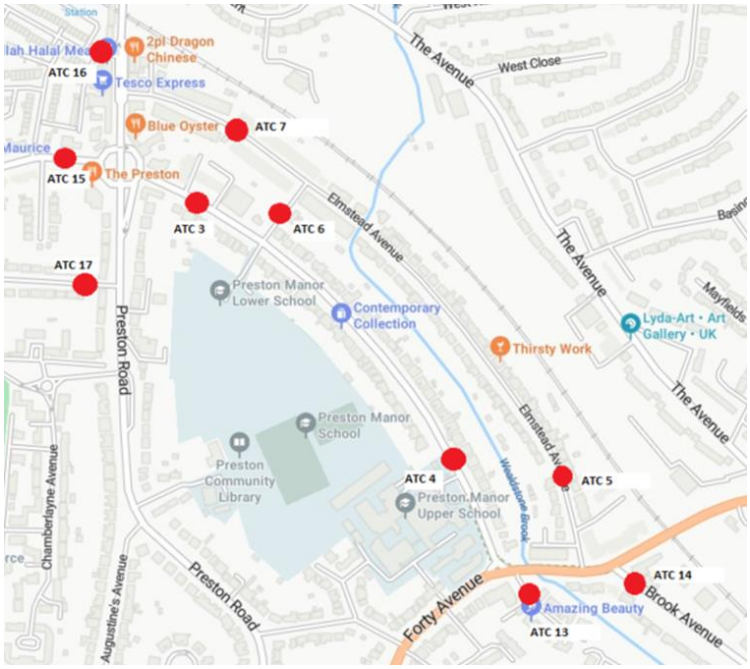

Figure 2 ATC Locations (School Street Area- Preston Manor School)

3.10 Tables 1 and 2 below show the average weekday two-way traffic flows for ATC sites within the SZ33 Preston Manor School site (ATCs 3, 4, 5, 6 and 7) during the proposed school street operational times. ATCs 13, 14, 15,

16 and 17 are on neighbouring roads, outside the proposed School Street, for monitoring post-implementation.

The results from the ATC data shows that the morning and afternoon volumes are similar. The traffic volume for Carlton Avenue East (ATCs 3 and 4) is higher than most of the other roads surveyed with a volume of 295 and 307 for ATC 3 and 4 respectively during the morning drop off period, and 309 and 300 during afternoon pick up times. The only other ATCs that had higher traffic volumes was ATC 14 and 15, which were on Brook Avenue and Carlton Avenue East (west of Preston Road), both outside of the proposed School Street area.
The ATCs on the other parts of the proposed school street have lower traffic volumes than Carlton Avenue East, with Elmstead Avenue having traffic volumes of 97 and 119 in the morning, and 145 and 142 in the afternoon (ATC 5 and 7 respectively). Traffic volumes on Princess Avenue (ATC 6) is lower compared to most of the other ATCs, with a traffic volume of 71 in the morning drop off period and 80 in the afternoon pickup period.

This indicates that Carlton Avenue East has higher flows compared to most of the other roads, most likely due to Preston Manor Primary and High School being located here. The flows on Elmstead Avenue are lower than those on Carlton Avenue East in both morning and afternoon periods but there is potential for traffic to be displaced to Elmstead Avenue should the school street controls only be introduced on Carlton Avenue East, leading to rat-running and therefore further justifying the inclusion of Elmstead Avenue within the controls.

| Average Weekday Volume (08:00 - 09:00) (Veh) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | ATC 3 | ATC 4 | ATC 5 | ATC 6 | ATC 7 | ATC 13 | ATC 14 | ATC 15 | ATC 16 | ATC 17 |
| Northbound / Eastbound | 163 | 133 | 11 | 32 | 76 | 7 | 156 | 231 | 95 | 41 |
| Southbound / Westbound | 132 | 174 | 86 | 39 | 43 | 7 | 270 | 186 | 31 | 36 |
| 2-Way total | 295 | 307 | 97 | 71 | 119 | 14 | 426 | 417 | 126 | 77 |

Table 1- Traffic Volumes During Proposed Morning School Street operations Times

| Average Weekday Volume (14:30 - 16:00) (Veh) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | ATC 3 | ATC 4 | ATC 5 | ATC 6 | ATC 7 | ATC 13 | ATC 14 | ATC 15 | ATC 16 | ATC 17 |
| Northbound / Eastbound | 142 | 152 | 55 | 42 | 69 | 13 | 231 | 208 | 90 | 30 |
| Southbound / Westbound | 167 | 148 | 90 | 39 | 73 | 14 | 221 | 274 | 64 | 45 |
| 2-Way total | 309 | 300 | 145 | 80 | 142 | 28 | 451 | 482 | 155 | 76 |

`Table 2- Traffic Volumes During Proposed Afternoon School Street operaton Times.

3.11 A speed survey was conducted in May 2024 over a seven-day period. The highest 85th percentile speed recorded was 22.4 mph traveling westbound on Carlton Avenue, which is within the acceptable range for a 20-mph zone. However, on Elmstead Avenue, the 85th percentile speed was recorded at 25 mph traveling westbound, which is slightly higher than the acceptable range. Speed monitoring will continue during the experimental order period. If additional speed-reducing interventions are required, these can be reviewed and subject to funding and consultation, implemented at a later stage.

## 4 Proposed Local Road Safety Improvements

4.1 Considering the recommendations from the consultants, input received from the schools along with observed traffic patterns, a school street zone was identified to enhance road safety and improve air quality around the school.

4.2 The proposed scheme consulted on is shown graphically in Appendix A 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 am- 9 am and 2:30-4 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.

## 5 CONSULTATIONS AND RESULTS

### 5.1 Consultation Procedure

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

5.3 A consultation letter, questionnaire and plans showing the proposals were distributed to 464 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 In addition to the public consultation the Council also held a drop-in session at Preston Manor School, on the 25th of March from 4:30 pm until 6 pm. Providing those consulted with an opportunity to ask questions relating the proposals.

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

## 6 Consultation Results

6.1 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** | **464** | **100%** |
| **Questionnaires Returned** | **111** | **24%** |

*Table 3 – Questionnaire Response Rate*

| Q1) Overall, do you support the proposals highlighted in the drawing leaflet titled Overview? | | |
|---|---|---|
| Yes | 83 | 75% |
| No | 27 | 24% |
| No Opinion | 1 | 1% |

*Table 4 – Responses to the consultation questionnaire.*

6.2 In Table 3, it is indicated that a total of 111 questionnaires were returned, representing a response rate of 24%. This response rate is significantly higher than those observed in other consultations conducted by the Healthy Streets and Parking Services.

6.3 The results of the questionnaire indicated that:

- 75% were supportive of the proposals, 24% objected, whilst 1% had no opinion.

6.4 Given the information provided, it appears that the majority of the respondents supported the overall scheme. A breakdown of road-by-road response is presented in the table below.

| Road Name | Questionnaires delivered | Questionnaires returned | Percentage Response | Percentage Yes | Percentage No | Percentage No opinion |
|---|---|---|---|---|---|---|
| Carlton Avenue | 132 | 57 | 43 | 84 | 16 | 0 |
| Elmstead Avenue | 225 | 47 | 21 | 64 | 34 | 2 |
| Forty Avenue | 94 | 6 | 6 | 67 | 33 | 0 |
| Preston Road | 13 | 1 | 8 | 100 | 0 | 0 |
| | 464 | 111 | 24 | 75 | 24 | 1 |

6.5 Section 7 below, considers comments, and objections received in more detail.

## 7.0 CONSULTATION RESPONSE SUMMARY/ MITIGATION

7.1 This section has summarised all the responses received during the consultation period. All comments and objections are addressed in paragraph 7.6 with officer comments and justification.

7.2 Responses from key stakeholder groups:

**Hillcroft Crescent Res Assoc**: Agreed with the proposal.

**London Ambulance Service**: Agreed with the proposal.

**Black Disabled People's Association**: Agreed with the proposal.

**Forty Farm Residents Association:** Agreed with the proposal. Members consider the proposal to be long overdue as the situation in school run times has got out of hand regarding air pollution, road safety and residents' accessibility to and from their properties. However, we have a concern about the pickup and drop-off times even now before any possible

restrictions. Vehicles arrive before 8 am with engines running until the children are allowed in the school. So far as the pickup times is concerned the arrival time in many cases appears to be 14:10 with again engines running, the blocking of dropped kerbs and parking on zig-zag markings. If not on the zebra crossing. These vehicles are often there until 4 pm. This practice will become more frequent as will the appearance of blue badges.

**Brent Cycling Campaign**: Agreed with the proposal. This is a response on behalf of the Brent Cycling Campaign. We support these proposals as they will improve safety for children and their parents traveling to school. It will also reduce congestion and antisocial driving/parking on these roads. They will also enable children to walk/cycle to school and improve local air quality. We would also recommend that future consideration is also given to filtering one or both of Carlton Avenue East and Elmstead Avenue to prevent them being used as short-cuts for drivers and provide a safer active travel corridor outside of the school safety scheme enforcement times.

7.3 **Response from other stakeholders**

7.3.1 A number of positive comments were also received from local residents and other stakeholders regarding the proposal. The most frequently received comments from stakeholders that supported the scheme are summarized below:

- **Children's Safety**: Essential for children's safety as reckless driving on pavements endangers them.
- **Daily Congestion**: Residents experience daily gridlock, trapping them in their homes and making it impossible to drive or walk safely during school drop-off and pick-up times.
- **Emergency Access**: Emergency vehicles often get stuck in traffic, posing significant risks.
- **Air Quality and Health**: High pollution levels affect residents, especially those with respiratory conditions like asthma and COPD.
- **Reckless Driving**: Drivers frequently use pavements to escape traffic, endangering pedestrians, including children and the elderly.
- **Blocked Driveways**: Residents' driveways are frequently blocked, causing inconvenience and sometimes requiring confrontations with drivers.
- **Parental Behaviour**: Parents display aggressive behaviour, including honking and verbal abuse, further contributing to an unsafe environment.
- **Environmental Impact**: High traffic volumes and idling engines increase pollution, negatively affecting health and the environment.

- **Support for Walking**: Encouraging walking to school could reduce traffic and improve health.

- **Inadequate Enforcement**: Current measures, such as traffic lights and zigzag lines, are ignored, and enforcement is insufficient.

- **Traffic Diversion**: Proposals should include speed limits and measures to prevent dangerous driving on nearby streets.

- **Noise and Disruption**: Continuous honking and noise during peak times disrupt the community.

- **The restricted cars will be pushed elsewhere**- The slip road onto Preston Rd (behind the bus stop) and the Preston Pub will become dangerous places- likewise so will Brook Avenue and Ashley Gardens. Please consider this in the design.

- **Controlled Parking Zone-** resident recommends introduction of a Controlled Parking Zone

- **The zone on Carlton Avenue East** should start right on the border with Forty Ave. The small triangle outside the border will act like a roundabout and cause a lot of traffic

- **Extended restriction hours** - a few residents suggest extending the restriction hours.

- **Resident Suggestions**: Suggestions include implementing a 20 mph speed limit, more traffic enforcement officers, speed cameras, and no right turn from Princess Avenue to manage traffic better. Including suggestions to open up Preston Car Park.

- Whilst comments support the proposal one comment was made in regard to displacement on Forty Avenue and congestion increasing.

These comments reflect the significant daily challenges faced by residents due to school-related traffic and support the proposed scheme as a means to improve safety, reduce pollution, and restore a more peaceful residential environment.

7.4 The consultation also yielded several concerns and objection comments from those consulted. These comments are summarised below:

- Concerns about increased traffic congestion and pollution on surrounding roads, especially Preston Road and Forty Avenue.

- Issues with accessibility for residents, visitors, tradespeople, and deliveries during restricted times.

- Potential safety hazards due to displaced traffic and illegal parking.

- Difficulties for parents and grandparents involved in school runs, especially those relying on car shares.

- Negative impact on elderly residents who depend on visits from family and friends for assistance.
- Insufficient information was provided to residents about the proposal and its implementation.
- Financial implications for residents, including potential impacts on house prices and increased costs for work/traders.
- Suggestions for alternative solutions, such as staggered school times, better enforcement of existing rules, infrastructure improvements, and creating a dedicated parking/drop-off zone for schools.
- Specific mention that the proposal prioritizes Preston Manor children at the expense of other schools like Ark Academy, which might suffer from worse air quality due to increased traffic on Forty Avenue.
- Calls for resident permits and clear guidelines on how the scheme would be enforced.
- Doubts about the effectiveness of the proposal in improving air quality and reducing traffic, with concerns that it merely shifts the problem to other areas.
- Comments regarding LTN being removed previously, asking to for the school to promote walking, rather than placing restrictions on the road.
- Suggestion to provide a parking zone for parents.
- Questions were raised regarding the number of accidents.
- Brent to consider the Schools Travel Plan before making a decision on this scheme.
- People may miss the signage.
- No evidence to suggest air quality will be improved.
- Brent's goal is to make money by PCN.
- Problem for the new library, by restricting access.
- Suggestion to put double yellow lines on one side of Carlton Avenue East to improve traffic flow while still allowing parking on one side of the street.

These points encapsulate the primary concerns and suggestions from the residents regarding the proposed traffic changes.

7.5 **Officer Response and Justification:**

The proposed school street scheme on Carlton Avenue East, Princess Avenue, Bowling Green Ct, and Elmstead Avenue was consulted on and received majority support from the community. The feedback has been considered and the following points provide a thorough justification for advancing the scheme.

1. **Enhanced Safety for Children and Pedestrians**:

   The primary goal of the school street scheme is to improve safety for children walking and cycling to school. By restricting vehicular access during peak school hours, we can significantly reduce the risk of accidents and dangerous manoeuvres such as 3-point turns and reckless driving that we have witnessed such as driving over the pavements. This aligns with the council's commitment to creating a safer environment for all road users.

2. **Positive Community Feedback**:

   The consultation yielded a 24% response rate, with 75% of respondents expressing support for the scheme. The overwhelming positive feedback highlights the community's recognition of the scheme's potential benefits in terms of safety, air quality, and reduced congestion.

3. **Addressing Environmental Concerns**:

   The scheme is designed to reduce vehicle emissions in the vicinity of the school, thereby improving air quality. This initiative is crucial in addressing the climate emergency and promoting healthier lifestyles among children by encouraging walking and cycling to school.

4. **Managing Traffic and Reducing Congestion**:

   The implementation of the school street will help alleviate the daily congestion experienced by residents and improve traffic flow during peak hours. The restrictions are strategically planned to balance the needs of residents, businesses, and the school community. The restriction will be enforced when the school is open using CCTV cameras. The restriction will not be in place during school holidays or inset days. All signs will be flappable and will be closed outside term dates. In addition to this, officers have provided advanced warning signs to be installed, giving drivers prior notice of the approaching restrictions. The advanced warning signs enhance overall driver awareness and preparedness, in advance of these restrictions and will help improve compliance.

5. **Mitigating Displacement Effects**:

Concerns about traffic displacement have been taken into account. Advanced warning signs and careful monitoring will be implemented to manage traffic flow effectively. Additionally, exemptions for residents, blue badge holders, emergency services, and other essential vehicles ensure that the scheme does not unduly inconvenience the community.

6. **Provision for Exemptions**:

The scheme includes specific exemptions for residents and their visitors, ensuring that those living within the designated zone retain necessary access. This addresses concerns about accessibility for residents and essential services during restricted hours.

7. **Ongoing Monitoring and Adjustments**:

The scheme will be implemented on an experimental basis for 12 months, allowing for continuous monitoring and adjustments based on real-time feedback and observations. This flexible approach ensures that any unforeseen issues can be addressed promptly, enhancing the scheme's effectiveness and community acceptance.

8. **Alignment with Broader Goals**:

The proposed school street scheme aligns with Brent Council's broader objectives of fostering a cleaner, greener, and safer community. By promoting sustainable transportation and reducing traffic congestion, the scheme supports the council's commitment to enhancing the well-being of residents and the environment.

**9. Promoting Active Travel**

When designing school streets, we consider the Travel Plan as it is one of the requirements for schools to have an active travel plan. We will continue to work with schools to promote active travel. Our efforts will focus on encouraging walking, cycling, and other forms of sustainable transportation among students and staff, fostering a healthier and more environmentally friendly community.

**Conclusion:**

The proposed school street scheme is a well-considered initiative that addresses key concerns about road safety, traffic congestion directly outside the schools, and environmental impact. The significant support from the community, coupled with strategic planning and provision for exemptions, underscores the scheme's potential to create a safer and more sustainable environment for children, residents, and all road users.

Therefore, it is recommended that the scheme progresses to the implementation phase, with a review after 18 months to assess its impact and make any necessary adjustments.

## 9.0 EQUALITIES ANALYSIS

9.1 Out of the 111 questionnaires returned, 51 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 | Other ethnic background | Prefer not to say |
|---|---|---|---|---|---|
| 21 | 1 | 0 | 14 | 7 | 4 |

*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 | prefer not to say | Bisexual |
| 10 | 32 | 5 | 20 | 28 | 3 | 38 | 6 | 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 | | | | | | |
|---|---|---|---|---|---|---|
| Muslim | Christian | Hindu | Sikh | No Religious Belief | Prefer not to say | Other |
| 2 | 15 | 17 | 2 | 5 | 4 | 2 |

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

| Age group |
|---|

| Prefer not to say | 16-25 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 |
|---|---|---|---|---|---|---|
| 3 | 0 | 3 | 6 | 0 | 5 | 19 |

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

9.2 46% of the respondents have completed the equality questionnaire. Among them, 41.1% identify as Asian or Asian British, 1.96% as Black or Black British, 0% as having a Mixed Background, 27.4% as White or White British, 13.73% as Other Ethnic Background, and 7.8% preferred not to disclose their ethnicity. The sample size for the questionnaire makes it difficult to definitively conclude that it broadly represents the ethnic composition of Preston Ward as per the 2011 Census. The representation of Asian or Asian British respondents is fairly similar, though slightly lower.

9.3 Table 6 shows that 19.6% of those who responded considered themselves to have a disability and 62.7% do not consider themselves with any disability, and 9.8% preferred not to say.,. Consultation data suggest that 39.2% of the respondents are Male, whilst 54.9% are female. The questionnaire indicates a high percentage of respondents reporting disabilities compared to the census data. It also shows a high percentage of female respondents compared to the balanced gender distribution in the census. The small sample size of the equality questionnaire and its potentially non-representative sample might explain the discrepancies. Larger, more representative samples would be needed to draw more reliable comparisons.

9.4 The breakdown of religious affiliation among these respondents is as follows: 3.92% identified as Muslim, 29.41% as Christian, 33.3 % as Hindu, 3.92% as Sikh, 9.8% as having no religious belief, 7.8% preferred not to disclose their religious affiliation, and 3.92% identified as belonging to other religious groups. While some similarities exist between the questionnaire results and the Preston Ward Census (such as the presence of Christian, Hindu, and Muslim as significant groups), there are also notable differences:

The questionnaire suggests higher percentages for Hindu and Christian groups compared to Preston.

Therefore, while there are overlaps, the questionnaire results are not broadly similar to the detailed demographic breakdown provided by the Preston Ward Census. Larger, more representative samples would be needed to draw more reliable comparisons.

9.5 Table 8 indicates that 5.88% of respondents prefer not to disclose their age, 0% are 16-25 years old, 5.88% are 25-34 years old, 11.76% are 35-44 years old, % are 45-54 years old, 9.8% are 55-64 years old, and 37.25% are 65-74 years old. While there are similarities in some age groups (such as the significant proportion of older adults in Preston), the specific percentages from the questionnaire do not align precisely with the

detailed age breakdown provided in the Preston Ward Census. The census data provides a broader and more detailed view of age demographics, including age brackets not covered in the questionnaire results.

## 10.0 Project Equality Analysis

| Protected Characteristic | Positive | Neutral | Negative | Comments | **Mitigation if required** |
|---|---|---|---|---|---|
| Age | X | | | The scheme will improve safety for all road users alike, but will particularly benefit children and older people who may have mobility difficulties. | **N/A** |
| Disability | X | | | The scheme will improve safety for all road users alike, but will particularly benefit people with disabilities who may be more vulnerable. | **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 | | X | | No reason to believe | **N/A** |

| | | | | | |
|---|---|---|---|---|---|
| orientation | | | | this group will be disproportionally affected. | |

***Table 9 – Project Equality Analysis***

10.1 As shown in Table 9 the scheme will have no reason to believe any protected characteristics groups will be disadvantaged. 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.

## 11.0 FINANCIAL IMPLICATIONS

11.1 This scheme is funded by Transport for London, which has allocated £75,000 for this financial year. The costs of the Traffic Management Order (TMO) and signage will be covered by this funding. Additionally, the cameras required for the scheme will be provided by our Parking Team, who will redeploy CCTV cameras from high compliance sites in the borough which have been identified and ring fenced for this scheme.

**Commented [FS1]:** Is this correct? we have 4 new TES CCTV cameras on order.

## 12.0 RECOMMENDATION

12.1 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 in Carlton Avenue East, Princess Avenue, Bowling Green Ct, and Elmstead Avenue.

12.2 The School Street would be in operation during Term Time only, from Monday to Friday, with the morning hours set from 8:00 am to 9:00 am and the afternoon hours to be 2:30 pm to 4:00 pm.

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

## 13.0 APPENDICES

**Appendix A –** Detailed Design Drawing
**Appendix B-** Consultation Documents

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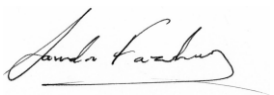
**AGREED / ~~REJECTED~~**

**Signed:** 

**Date:** 29 July 2024

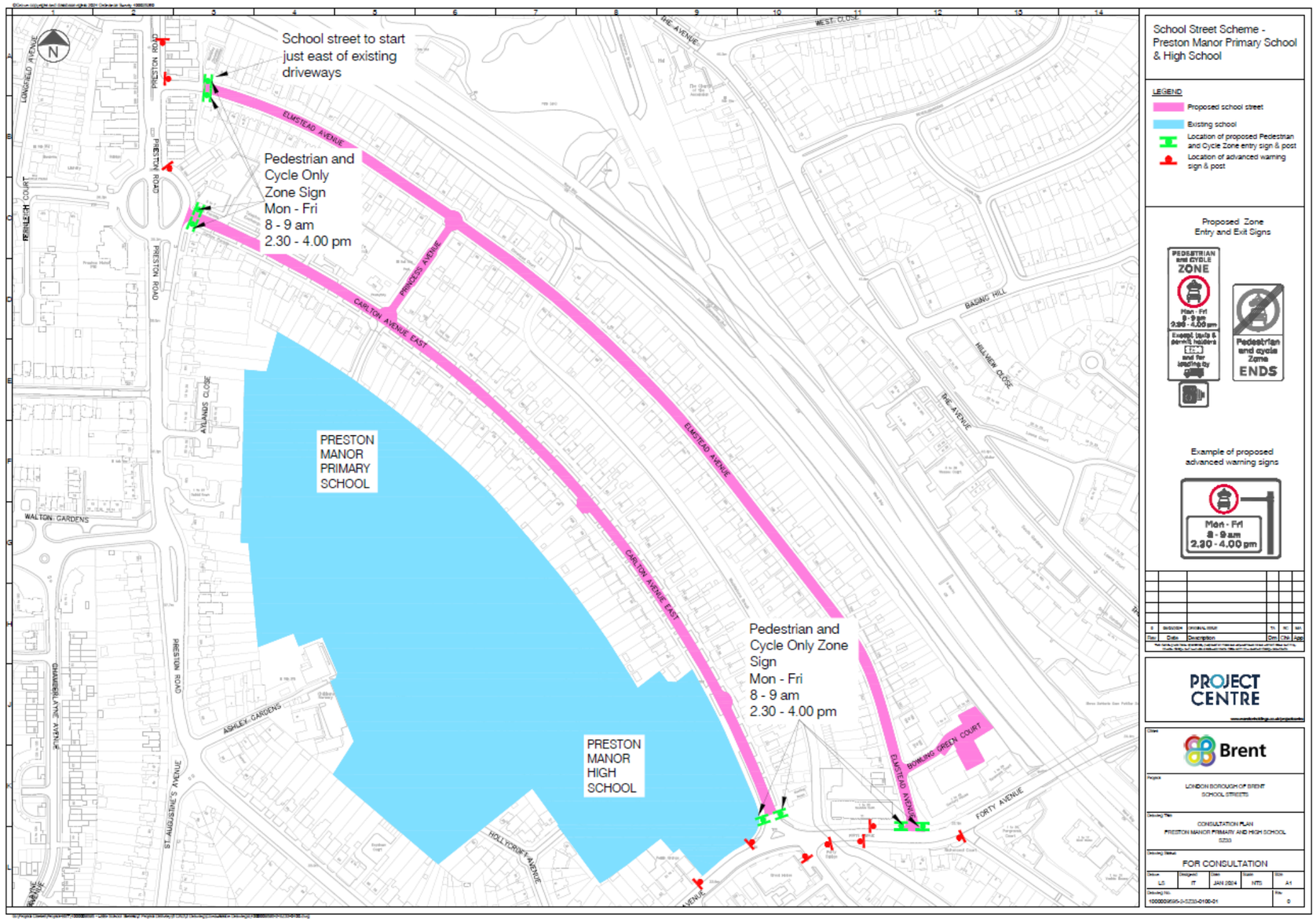
**Sandor Fazekas**
**Head of Healthy Streets and Parking**

**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, Principal Engineer, Healthy Streets and Parking,
Telephone: 0208 937 5600
Email: healthystreets&parking@brent.gov.uk

**Appendix A- Detailed design**



Our ref: Preston Manor
March 2024

Brent

**Public Consultation**
**Proposed School Street Proposal**
**Preston Manor Primary School & Preston Manor High School**

This document outlines our proposals for a local school safety scheme near Preston Manor Primary School and Preston Manor High School, on Carlton Avenue East, Princess Avenue, Bowling Green Ct and Elmstead Avenue, HA9. 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: 14th April 2024.

**Why are we proposing this change?**

We are proposing the introduction of a local school safety scheme in Carlton Avenue East, Princess Avenue, Bowling Green Ct and Elmstead Avenue as part of Brent Council's broader initiative to enhance air quality, promote children's health, address the climate emergency, and create a safer environment for children to walk and cycle. The primary goal of this scheme is to encourage and support the adoption of greener and more active forms of transport.

In alignment with the Council's commitment to improvements around schools in the borough, the implementation of School Streets is a key component of our strategy. These initiatives contribute not only to the immediate safety and well-being of children but also align with our broader objectives of fostering a healthier and more sustainable community. Through such measures, we aim to create a positive impact on air quality, promote physical activity, and mitigate the effects of the climate emergency.

**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 8am- 9am and 2:30- 4pm**. 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.

**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/

**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 proposal will create a safer and more pleasant environment for everyone. The School Street zone will encourage active travel to and from school, helping children lead a healthier and more active life. In addition, the scheme will discourage motor vehicle usage which will reduce congestion, air pollution and carbon emissions, which is helping to contribute towards a cleaner greener Brent.

Furthermore, the School Street Zone will enhance road safety by decreasing the number of motor vehicles, thereby improving visibility and overall road safety conditions. This multifaceted approach addresses both environmental concerns and the safety of road users in the designated area.

**What will happen next?**

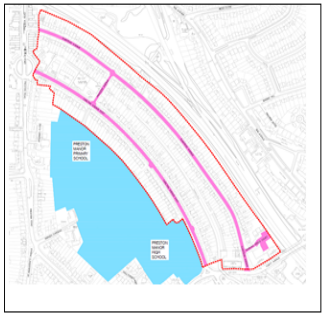
At this stage of the process, we are seeking for your initial views. I would therefore be most grateful if you would consider the proposals and then complete and return the attached questionnaire to Brent Council using the freepost facility by **14th April 2024**.

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 Preston Manor School, Carlton Avenue East on the 25th March from 4:30pm until 6pm.**

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**

**We are consulting residents/businesses in the area within the marked red line.**



**Your views are important to us**

| | | |
|---|---|---|
| Only the questionnaire issued by the Council should be used to respond to this consultation and no photocopies will be considered. Alternatively this document is also available for completion online at https://haveyoursay.brent.gov.uk<br><br>Responses from within the consultation area only will be considered. | Please complete the enclosed questionnaire and return it in the Freepost envelope provided to:<br>London Borough of Brent<br>Highway and Infrastructure<br>5th Floor, Civic Centre<br>Engineers Way<br>Wembley, Middlesex<br>HA9 0FJ | All properties within the consultation area are shown on the above plan. Local groups, Statutory Authorities, the Emergency Services and Ward Councillors are also being consulted. |

**Your response is protected as required by the Data Protection Act and will not be identified.**
**If you would like further information then please contact:**


| | |
|---|---|
| **Padideh Asgari**<br>**Principal Engineer**<br>**Project Development**<br>**Healthy Streets and Parking**<br>**London Borough of Brent**<br>**Tel: 020 8937 5600** | **Paulette Weekes**<br>**Consultation Officer**<br>**Project Development**<br>**Healthy Streets and Parking**<br>**London Borough Of Brent**<br>**Tel: 020 8937 5600** |


Brent Building a better borough

Transport for London

**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

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 dhammaan macaamiishayadu fahmi karaan warbixinta aanu siino. Haddii aad u baahatid in warbixinta aad ku heshо luqadaada ama hab kale ( sida qoraal balaadhan, taabsho, akhris) fadlan laxoo xiidhiidh xafiiska talo bixinta ee 020 8937 5230.

SOMALI

[illegible] 020 8937 5230

GUJARATI

ہم چاہتے ہیں کہ ہم 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 براہ 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 ग्राहकों 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 ਕੰਸਲਟੇਸ਼ਨ ਅਫ਼ਸਰ ਨਾਲ 0208 8937 5600 ਤੇ ਸੰਪਰਕ ਕਰੋ।

PUNJABI

Our ref: SZ 33 Preston Manor
March 2024

Brent

# Questionnaire

Proposed School Safety Scheme
Preston Manor Primary & Preston Manor High 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

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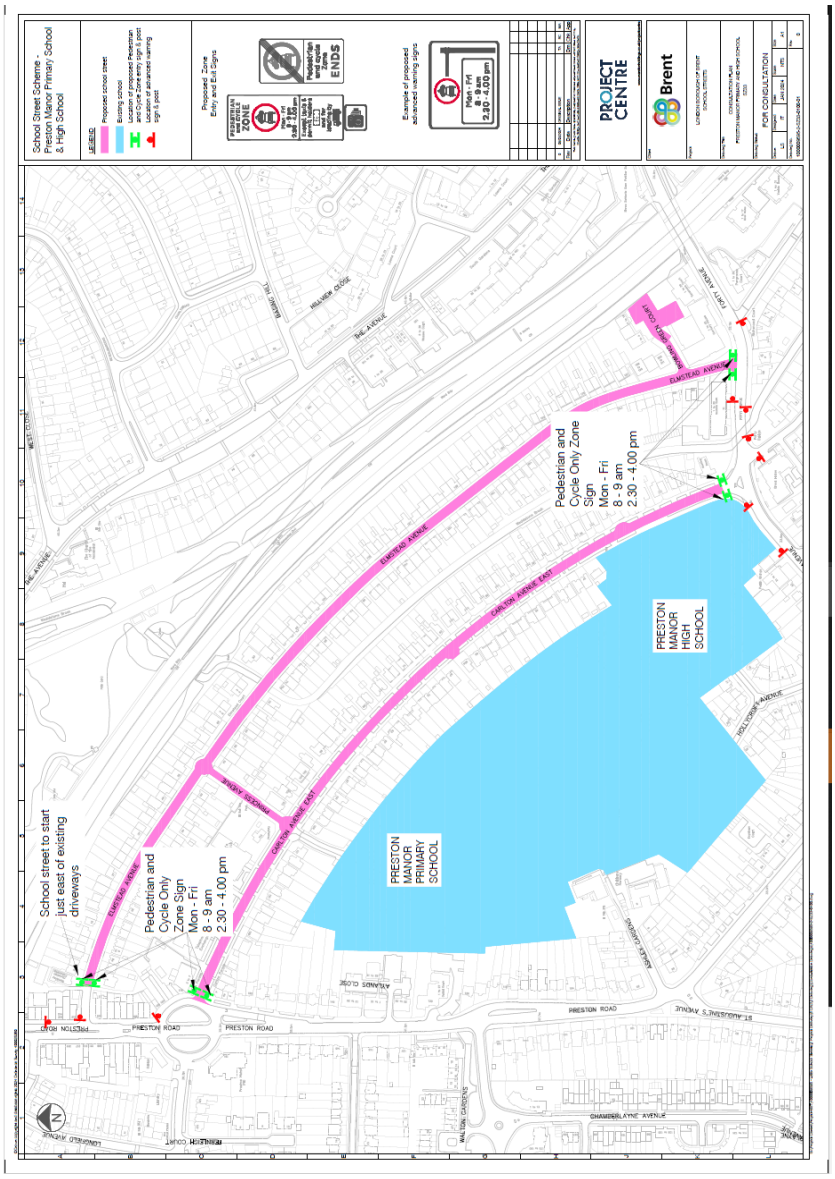
## Question

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

Yes ☐ No ☐ No Opinion ☐

## Comments

Consultation Drawing