



Healthy Streets and Parking  
Delegated Approval Report

Report for Head of Healthy Streets  
and Parking

**Wards Affected: Harlesden & Kensal Green**

**Proposed School Street Expansion  
Maple Walk School, St Claudine’s Catholic School for Girls,  
and John Keble Church of England Primary School  
SZ4**

**Approved by:**

<b>Title</b>	<b>Date Submitted</b>	<b>Name</b>	<b>Date Approved</b>
Principle Engineer (Author)		Padideh Asgari	
Team Leader Safety & Travel Planning		Debbie Huckle	
Head of Healthy Streets and Parking	03.04.2024	Sandor Fazekas	03.04.2024

**1.0 PURPOSE OF REPORT**

1.1 This report provides a summary of the outcomes derived from the public consultation conducted, for an expansion zone of a school street near St Claudine’s Catholic School for Girls, John Keble Church of England Primary School, and Maple Walk School. Whereby the existing school street SZ4 will expand in area to include Burns Road, Harlesden Gardens, St Johns Avenue and Crownhill Road up to the junction of Sellons Avenue.

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

- Expansion of School Street Zone to include Harlesden Gardens, St Johns Avenue, Burns Road, and extension of Crownhill Road from the junction of Sellons Avenue.
- Proposed changes to the morning operational hours from 8:15am-9:15am to 7:45am to 9:15am afternoon hours will remain the same, 2:30pm-4pm.

The proposal aims to establish a safer and more enjoyable environment for all road users. The expansion of the zone is anticipated to promote active travel 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.

- 1.3 Furthermore, this report proposes the advancement of Traffic Management Orders essential for the implementation of the **experimental traffic order (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 the evaluation of the pilot schemes, 27 of them have been made permanent. In 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 This proposal is in response to safety concerns raised by the school community and local residents. The expansion of the school street area 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.

2.5 The proposed scheme subject to the approval of this report will be monitored and reviewed throughout the experimental 12-month Traffic Management Order. This approach ensures that the implemented changes effectively address safety concerns while allowing for adaptability and refinement based on real-time observations and community feedback. The continuous review during the experimental period underscores our commitment to optimising the school street scheme for the benefit of all residents involved.

### 3.0 Project Development

#### 3.1 Site Visits

3.2 Site visits were undertaken in February 2023 to collect highways inventory data and observe the behaviour of vehicle traffic, pedestrians and cyclists using local roads.

3.3 During the site visit the locations of the existing school street, trees, lamp columns, utility apparatus and existing parking restrictions were recorded.

3.4 Notably, Crownhill Road was identified as being within an existing School Street. Additionally, it was observed that numerous drivers tended to park inconsiderately on nearby roads such as Burns Road, St Johns Avenue, and Harlesden Garden, leading to congestion and raising road safety concerns. This behaviour compromised visibility in the area, posing potential safety risks.

3.6 In May 2023, Brent commissioned Project Centre Ltd Consultants to conduct a feasibility study and undertake a site review to identify potential areas for the extension of the existing zone.

#### 4.0 Turning Counts and Vehicle Movements

4.1 In September 2023, automated traffic counts were carried out. Table 1 below highlights the total number of vehicles traveling in each direction for each road, during the morning and afternoon school peak hours Monday to Sunday.

Road Names/ Direction and Times	Average ATC Monday to Friday	Average ATC Weekend
<b>Crown Hill Road</b>		
<i>West Boundary</i>		
8am-9am	101	76
2-4pm	177	258
<i>East Bound</i>		
8am-9am	34	31
2-4pm	79	98
<b>Burns Road</b>		
<i>North Bound</i>		
8am-9am	23	9
2-4pm	31	20
<i>South Bound</i>		

8am-9am	37	10
2-4pm	49	22
<b>Harlesden Gardens North of Crownhill Road</b>		
<i>North Bound</i>		
8am-9am	30	7
2-4pm	62	35
<i>South Bound</i>		
8am-9am	177	27
2-4pm	107	77
<b>Harlesden Gardens South of Crownhill Road</b>		
<i>North Bound</i>		
8am-9am	3	0
2-4pm	8	6
<i>South Bound</i>		
8am-9am	253	28
2-4pm	208	133
<b>Claremonth Avenue North of Oakdale Ave</b>		
<i>North Bound</i>		
8am-9am	73	71
2-4pm	106	104
<i>South Bound</i>		
8am-9am	124.8	154
2-4pm	100	105

Table 1- Automated Traffic Count

- 4.2.1 Crownhill Road generally has a higher average traffic count on weekdays compared to weekends, especially in the afternoon. Burns Road has similar trend with higher weekday averages, particularly noticeable in the morning.
- 4.2.2 Harlesden Gardens showed mixed results, some directions show higher weekday traffic, while others show higher weekend traffic.
- 4.2.3 In summary, the analysis indicates that, in most cases, there is a noticeable difference between weekday and weekend traffic for the specified roads. Weekdays tend to have higher traffic counts, especially during morning and afternoon peak hours.
- 4.2.4 Some data was inconclusive, resulting in certain instances being missed out. For example, Harlesden Gardens south of Crownhill Road only recorded Saturday traffic, highlighted in red in Table 1. Additionally, Burns Road recorded data for Monday to Wednesday and Saturday only as weekends, also highlighted in red in Table 1. The average for Burns Road was calculated based on three days.

#### 4.4 Safety Implications

Therefore, based on the observed data, the proposal to reduce the number of vehicles in the school expansion area is considered a proactive measure to potentially mitigate the risk of accidents. By minimising the volume of traffic, especially during peak hours, the likelihood of accidents may be reduced, contributing to enhanced safety in the school vicinity.

## 5 Proposed Local Road Safety Improvements

5.1 Considering the data collected from site visits, input received from consultants, schools, and residents, along with the observed traffic patterns, a school street expansion zone was identified to enhance road safety and improve air quality around the school.

5.2 The proposed scheme consulted on is shown graphically in **Appendix A** and included the following provisions:

- Expansion of School Street Zone to include Harlesden Gardens, St Johns Avenue, Burns Road, and extension of Crownhill Road from the junction of Sellons Avenue.
- Proposed extension of restricted am hours from Monday to Friday 8:15am-9:15am to 7:45am to 9:15am afternoon hours will remain as 2:30pm-4pm.

## 6.0 CONSULTATION AND RESULTS

### 6.1 Consultation Procedure

6.2 Public consultation was carried out in November 2023 for 21 days.

6.3 A consultation letter, questionnaire and plans showing the proposals were distributed to 524 addresses within the area.

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

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

### 7.0 Consultation Results

7.1.1 Table 2 shows the number and percentage of questionnaire responses received from the consultation and Table 3 shows the numbers and percentage of respondents who are supportive of or objected to the proposed measures.

	Number	Percentage
Questionnaires Sent Out	624	100
Questionnaires Returned	64	10%

Table 2 – Questionnaire Response Rate

Q1) Overall, do you support the proposals highlighted in the drawing leaflet titled Overview?		
Yes	36	56%
No	25	39%
No Opinion	3	5%

Table 3 – Responses to consultation questionnaire.

7.2 In Table 2, it is indicated that a total of 64 questionnaires were returned, representing a response rate of 10%. This response rate aligns with those observed in other consultations conducted by the Healthy Streets and Parking services.

7.3 The results of the questionnaire indicated that:

- 56% were supportive of the proposals, 39% objected, whilst 5% had no opinion.

7.3 Given the information provided, it is apparent that the majority of respondents supported the overall scheme.

7.4 Section 8 below, considers comments, and objections received in more detail.

## **8.0 CONSULTATION RESPONSE SUMMARY/ MITIGATION**

8.1 No ward councillor responded to the consultation.

### **8.3 Response from other stakeholders**

8.4 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.

8.5 The consultation resulted in several positive comments from those consulted. These include:

- *Excellent idea as long as we can get post, taxis, etc.*
- *Well thought of. This enabled the children to gain more street confidence in crossing roads on their way to school.*
- *With three schools in close proximity, the safety and health of students are paramount.*
- *Yes, I agree with this because due to the nearby school I can never park my car.*
- *I agree with the proposed school street expansion and enjoy the idea that our children will be able to have a healthier zone.*
- *Fully agree. It is currently dangerous the way cars cram into St John's Ave when they turn around (so as to avoid the exclusion zone), they invariably reverse into the pavement area, increasing the chances of hitting a child walking to school.*
- *Sensible and good idea. Box at Harlesden Gdns and Park Parade needs repainting as cars keep blocking the box.*
- *I think it is a brilliant idea.*
- *Young people's safety is paramount, and the parents from Maple Walk Sch are the biggest problem to this area.*
- *As this is a residential road, residents should not be restricted when people can come to visit, either services, friends, or family.*
- *The proposal as outlined will undoubtedly help the traffic situation in Harlesden Gardens.*

- *This is a considerate and thoughtful initiative. Well done Brent Council.*
- *There will be reduced U-turns.*
- *This is a very good proposal. It is very chaotic on this road during school time.*
- *I would love it; I don't mind the traffic, but the roads are blocked at school times.*
- *With three schools in close proximity there are lots of children not just on the current school street but also in the recommended extension zone.*
- *Traffic at school pick up & drop off is insanely busy and therefore very dangerous.*
- *Yes, I am firmly in favour of this proposal. As a resident on St Johns Ave, I have been horrified by the behaviour of some parents.*
- *Great idea*

**Officer Response:** Officers note the supportive comments and acknowledge the highlighted challenges in the area. Additionally, officers understand the concern about existing traffic issues and note the expressed support for the school street as a means to alleviate congestion and enhance road safety.

It is important to highlight that the proposed scheme includes exemptions specifically designed for residents within the designated zone and their visitors during restricted hours. Residents have the option to apply for a free exemption on behalf of their visitors, ensuring the accessibility and convenience of the scheme for those living within the zone.

8.7.1 The consultation yielded several concerns and objection comments from those consulted. It is important to note that not all of the comments below constitute outright objections to the proposal; rather, they reflect concerns that respondents wished to have addressed as part of the proposals. These are summarised below:

- 1- *Carers, home visits to the elderly will have to park outside the zone. You make no mention of visitor permits to park.*
- 2- *The residents of this road have been voicing this since this restriction came into force.*
- 3- *Instead of wasting your time fixing issues as tickets for people who leave bins out, consider easier methods of renewing permits.*
- 4- *It's okay, I guess, but I think there are more important things that need to be done.*
- 5- *I have already been stung three times by this scheme, and we should have been exempt from the offset.*
- 6- *This would impact me. It's unfair as residents are already charged fees for parking.*
- 7- *If you are planning this, then parking restrictions should start from 9.15, applying to visitors who cannot drive out of the area until 9.15.*
- 8- *My overriding concern is that the traffic chaos in Harlesden will only worsen.*
- 9- *As much as I would love to restrict parents' traffic, it also means that residents will be unduly inconvenienced should they require contractors, delivery, and visitors.*

- 10-*Congestion has improved now. Builders, repairers, etc., have not been exempted, and it is not right not to have works carried out on our properties.*
- 11-*Chaos around Harlesden Gdns and Crownhill Rd at school times is ridiculous.*
- 12-*Welcome this as we currently have a problem at the junction of Harlesden Gdns & Crownhill. However, concerned this will displace the problem to Sellons.*
- 13-*I agree with the proposed extension. I would suggest that given the proximity of Sellons Ave to Maple walk sch that Sellons Ave should be included.*
- 14-*I would also extend the operating hours of the zone. As school traffic impacts outside of the hours of the current scheme.*
- 15-*There is a risk the food delivery scooters that serve Master Kebab end up riding on the pavement or push them.*
- 16-*The whole system should be scrapped; why weren't we consulted before the cameras were installed.*
- 17-*I have a registered disability, and object to time restrictions being imposed on a family member or friend who may attend my property to provide support.*
- 18-*I hold a blue badge, but I do not drive so this would affect me when traveling in a car that is not registered to be within the zone.*
- 19-*As a resident, it is essential to include visitors to my house, i.e., family, workmen, and carers who use the visitors permit I have.*
- 20-*While changes need to be made, the proposals go too far. Inclusion of Harlesden Gdns will mean pushing the problem further out to Sellons.*
- 21-*This already causes people to drive up St Johns & park there. My drive is in constant use yet blocked by school drop off.*
- 22-*Feel that this zone should not be extended to the surrounding roads.*
- 23-*Scheme will have little deterrent effect on traffic. Signage is poor. Nothing to explain that restrictions are turn time only.*
- 24-*I work in film and drive one of 8 different work vans as they are all leased.*
- 25-*Zone must be removed, not extended.*
- 26-*Will send more traffic through Harlesden Gardens as residents leave the allocated area.*

**Officer Response:** After careful consideration of the objections and feedback, we present the following officer comments and reasoning in support of the scheme.

The scheme is funded by Transport for London for School Street development and expansions, this funding cannot be repurposed for any other schemes. The primary purpose of the proposed expansion is to address safety issues reported by our Senior School Travel Planning Officer, feedback from the schools, and complaints from residents regarding congestion, inconsiderate parking, and dangerous driver behaviour. It was identified that dangerous manoeuvres were occurring directly outside the zone, posing a significant risk to pupils, staff, and pedestrians. Officers, during on-site visits, have corroborated these concerns. Furthermore, reports have been received regarding inconsiderate parking outside the existing zone from parents/careers.

The scheme aims to reduce the number of vehicles that can access these roads, thereby reducing the risk of accidents and improving visibility and air quality in the expanded zone.

The proposed scheme includes exemptions specifically designed for residents within the designated zone and their visitors during restricted hours. Residents have the option to apply for a free exemption on behalf of their visitors (carers/contractors/friends/family), ensuring accessibility and convenience for those living within the zone. Exemptions/permits are free for those who live within the zone.

Comments regarding the current parking restriction times have been noted and can be reviewed, subject to funding and resources.

Directing traffic onto main roads can reduce congestion in residential areas, where pedestrians, cyclists, and children are more prevalent. The purpose of this scheme is to enhance safety for residents and vulnerable road users.

Consultation is generally with those who are directly within the zone; therefore, residents outside of the existing zone would not have received consultation documents. However, as part of our mandatory requirements, our traffic management order process would have advertised the proposal in the London Gazette, allowing all to respond or object to the proposals.

The signage for this scheme has been reviewed, and additional advanced warning signs will be placed. All signs are to be upgraded. Entry signs will be closed during school holidays, allowing the restrictions to ease outside school term dates.

The consultation generated positive feedback from local residents, indicating majority support for reduced traffic levels, improved air quality, and positive impacts on existing schemes. Local residents acknowledge the benefits and the need for extending the school streets.

The proposed scheme aligns with broader goals of enhancing community well-being by promoting sustainable transportation, reducing traffic congestion, and fostering a safer environment for residents and students.

In conclusion, the proposed scheme aims to create a safer, more sustainable, and inclusive environment for all road users and the surrounding community. The School Street Scheme is designed to effectively eliminate idling vehicles during drop-off and pick-up times, contributing to a healthier environment and reducing children's exposure to pollutants on their journey to school.

The proposal is to implement the scheme on an experimental basis for 12 months and reviewed before making it permanent, allowing us to monitor and make any changes that may be required. This approach will also allow us to monitor if displacement is taking place on Sellons Avenue.

## 9.0 EQUALITIES ANALYSIS

9.1 Out of the 64 questionnaires returned, 43 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
2	7	3	23	4	4

Table 4 – 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	Gay man
5	36	1	19	21	2	37	5	0

Table 5 – 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	Buddhist	Jewish	No Religious Belief	Prefer not to say	Other
2	20	0	1	12	5	1

Table 6 – Number of Responses to “What is your religion?”

Age group						
Prefer not to say	65+	25-34	35-44	45-54	55-64	65-74
1	6	2	4	21	9	6

Table 7 – Number of Responses to “which age group do you belong?”

**10.2** Approximately 61% of the respondents have completed the equalities questionnaire. Among them, 4.6% identify as Asian or Asian British, 16.28% as Black or Black British, 6.97% as Mixed Background, 53.49% as White or White British, 9.3% as Other Ethnic Background and 9.3% preferred not to say. Given the recent merger of Harlesden and Kensal Green Ward into one ward and its location falling on the boundary of the old ward, it's challenging to determine if the distribution aligns with the overall ward profile.

Moreover, since no new census data has been released with the new ward profile, we lack updated information about the population demographics, particularly regarding the significant percentage of the population from black, Asian, and minority ethnic (BAME) backgrounds.

However, overall, while there are similarities in some ethnic groups compared to that in Harlesden Ward, such as the proportion of Black/African/Caribbean/Black British residents, there are significant discrepancies in others, particularly regarding the representation of Asian ethnicities and the overall distribution of White residents. Therefore, the distribution from the questionnaire does not fully align with the ethnic profile of Harlesden Ward as reported in the 2011 Census.

Similar to the comparison with Harlesden Ward, there are similarities in some ethnic groups, such as the proportion of Black/African/Caribbean/Black British residents, but significant discrepancies in others, particularly regarding the representation of Asian ethnicities and the overall distribution of White residents. Therefore, the distribution from the questionnaire does not fully align with the ethnic profile of Kensal Green Ward as reported in the 2011 Census.

**10.3** Table 5 reveals that among the respondents to the equalities monitoring questionnaire, 11.63% stated that they consider themselves to have a disability, while 83.72% indicated that they do not consider themselves to have a disability. Additionally, 2.33% preferred not to disclose their disability status. While the questionnaire data indicates that 11.63% of respondents consider themselves to have a disability, the health and disability profile of Harlesden Ward reports that 7.6% of residents feel that their health limits a lot of their day-to-day activities. This figure is slightly higher than the 7.0% rate for Brent as a whole.

10.4 Among the respondents to the equalities monitoring questionnaire, approximately 44.19% identified as male, 48.84% identified as female, and 4.65% preferred not to disclose their gender. This is broadly similar to the gender profile of Harlesden and Kensal Green Ward Profile census data. Where both wards show nearly a 50/50 split between male and female.

10.5 The breakdown of religious affiliation among these respondents is approximately 4.65% identified as Muslim, 46.51% as Christian, 2.33% as Jewish, and 27.91% indicated having no religious belief. Additionally, 11.63% preferred not to disclose their religious affiliation, and 2.33% identified with other religions. While there are slight differences in the percentages, the broad trends in the religion distribution among respondents generally align with the religion profile of Harlesden Ward.

While there are some similarities in the proportions of Christians and Jews, and the presence of other religions such as Sikh, Jain, and Buddhist in both datasets, there are notable differences in the proportions of those indicating no religious belief and the representation of the Muslim community. Therefore, the religion distribution among respondents in the questionnaire data is not broadly the same as the religion profile of Kensal Green Ward.

Moreover, since no new census data has been released with the new ward profile, we lack updated information about the population demographics.

10.6 Table 7 indicates the percentages for each age group are approximately as follows: 2.04% for "Prefer not to say," 12.24% for "65+," 4.08% for "25-34," 8.16% for "35-44," 42.86% for "45-54," 18.37% for "55-64," and 12.24% for "65-74". While there are some similarities in the age distribution, such as the proportion of respondents aged 45-54, there are notable differences in the proportions of other age groups. Therefore, the age distribution among respondents in the questionnaire data is not broadly the same as the age profile of Harlesden Ward or Kensal Green Ward.

10.7 Again, since no new census data has been released with the new ward profile, we lack updated information about the population demographics.

## 11.0 Project Equality Analysis

Protected Characteristic	Positive	Neutral	Negative	Comments	Mitigation if required
Age		x		The scheme will improve safety for all road users alike.	N/A
Disability		x		No reason to believe this group will be disproportionately	N/A

				affected	
Gender reassignment		X		No reason to believe this group will be disproportionately affected	N/A
Pregnancy and maternity		x		No reason to believe this group will be disproportionately affected	N/A
Race		X		No reason to believe this group will be disproportionately affected	N/A
Religion or belief		X		No reason to believe this group will be disproportionately affected	N/A
Sex		X		No reason to believe this group will be disproportionately affected	N/A
Sexual orientation		X		No reason to believe this group will be disproportionately affected.	N/A

**Table 8 – Project Equality Analysis**

11.1 As shown in Table 8 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 disproportionately disadvantaged.

## **12.0 FINANCIAL IMPLICATIONS**

12.1 The scheme will be funded from the 2023/24 Transport for London allocation for Brent School Streets development/expansion. A total of £75,000 has been allocated to this budget which includes covering the cost of surveys, design, consultation, and management fees. The estimate cost for the works is around £16,000. The funding allocation is adequate to cover both the Traffic Management Order and the Signs to deliver the scheme.

## 13.0 RECOMMENDATION

13.0 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 a term-time pedestrian and cycle zone, expansion of School Street Zone SZ4 to include Crownhill Road, St Johns Avenue, Burns Road, and Harlesden Gardens to the junction of Sellons Avenue. Proposed extension of restricted am hours from Monday to Friday 8:15am-9:15am to 7:45am to 9:15am afternoon hours will remain as 2:30pm-4pm.

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

## 14.0 APPENDICIES

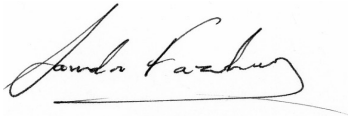
**Appendix A** – Detailed Design Drawing

**Appendix B**- Consultation Documents

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## AGREED / REJECTED

Signed:



Date: 03.04.2024

**Sandor Fazekas**

**Head of Healthy Streets and Parking**

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## 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, Public Realm, Neighbourhoods and Regeneration  
Telephone: 0208 937 5230  
Email: [healthystreets&parking@brent.gov.uk](mailto:healthystreets&parking@brent.gov.uk)
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SZ4  
DA1

 <b>Brent</b>	<b>Public Consultation</b> <b>Proposed School Street</b> <b>SZ4</b>
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This document outlines our proposals for a local school safety scheme covering St Claudine's Catholic School for Girls, John Keble Church of England School, and the junction of Harlesden Gardens up to the junction of Sellons Avenue. Please read the information in this document, then complete, and return the questionnaire - postage is free. Alternatively, this document is also available online at <https://haveyoursay.brent.gov.uk>. Responses from within the consultation period will be considered. The closing date for the return of the questionnaire is **X**.

**Why are we proposing this change?**

We are proposing to expand the existing school street area on C Harlesden Gardens, St John's Avenue, Burns Road and the section of Burns Road at the junction of Harlesden Gardens up to the junction of Sellons Avenue. This is to address safety concerns raised by the school community.

The expansion of the school street area will encourage and support people to use active forms of transport.

**What are the proposed improvements?**

A School Street is a term-time restriction of motorised traffic on a road used for a school's pick-up and drop-off period. The scheme will operate from Monday to Friday (term time) from 7:45am to 9:15am in the morning and in the afternoon from 3:15pm to 5:15pm. Term dates can be found here: <https://www.brent.gov.uk/services-for-re/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 number of cars, reducing air pollution, and enabling more walking, and cycling.

The full list of exemptions are as follows:

School Street PA  
123



around Maple Walk  
land Primary School.  
return the enclosed  
available for completion  
ultation area only will  
XXXXXXXXXX.

hill Road to include  
ownhill Road from the  
proposal is in response  
  
to adopt greener, more

school during the  
y to Friday (in term-  
0pm to 4pm. School  
[nts/education-and-](#)  
  
gency vehicles will  
trians and cyclists.  
ing the volume of

Residents and businesses located outside of the zone, therefore, we ask that you do not drive through the zone unless one of the above exemptions applies.

The proposed changes are shown in the attached

- Expansion of School Street Zone to include Crownhill Road, and extension of Crownhill Road from the zone
- Proposed extension of restricted hours from 8:15am to 2:15pm. Afternoon hours will remain as 2:15pm to 4:15pm

The proposal will create a safer and more pleasant environment. The zone will encourage active travel to and from school and work, and a more active life. In addition, the scheme will discourage car use, reduce congestion, air pollution and carbon emissions, and create a greener Brent.

What will happen next?

At this stage of the process, we are seeking for your views. If you would consider the proposals and then comment on them, please return the enclosed form to Brent Council using the freepost facility by XXXXXX

The results of this consultation will then be used to inform the final decision on the zone and you will be notified of the outcome in due course.

Please see the back of this document for further details. Contact Sandor Fazekas – Head of Healthy Streets and Active Travel on 020 892 1234

zone are not exempt from the restrictions,  
ie zone during the hours of operation unless

1 drawing and are described below:

1e Harlesden Gardens, St Johns Avenue, Burns  
1m the junction of Sellons Avenue.

1m Monday to Friday 8:15am-9:15am to 7:45am  
12:30am-4pm.

1nt environment for everyone. The expansion of  
1 school, helping children lead a healthier and  
1 storage motor vehicle usage which will reduce  
1 which is helping to contribute towards a cleaner

1ur initial views. I would therefore be most grateful  
1 mplete and return the attached questionnaire to  
1XXXXXXXXXX.

1o decide on whether to implement the proposals  
1 in due course.

1details on how to respond to this consultation.  
1 **Parking**

## We are consulting



Only the questionnaire issued  
Council should be used to res  
to this consultation and no  
photocopies will be considere  
Alternatively, this documen  
also available for completi  
online at  
<https://haveyoursay.brent.gov.uk>  
responses from within the  
consultation area only will  
considered.

Your response is protected  
If you would like further i

Question	Comments
<p>Q1- Do you agree with the proposal as detailed in the drawing attached?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/> No Opinion <input type="checkbox"/></p>	

S24 School Street  
DATE

Questionnaire

Proposed School Street Expansion S24

Brent Building a better borough

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 XXXXXXXXXXXXXXXXXXXX. 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

TfL

2019

MAKING EXCELLENCE A GOAL AND A WAY OF LIFE

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 (such as large print, Braille), please contact the Consultation Officer on 020 8937 5230	ENGLISH
අපි සියලුම ගාස්තුකරුවන්ට අපගේ තොරතුරු කියවීමේදී හෝ අනෙකුත් විකල්ප ආකාරයකට (උදා: විශාල අකුරු, බ්‍රේල්) ලබාදීමට සූදානම්වෙමු. ඔබට අවශ්‍ය නම්, කරුණාකර අපගේ උදව් ලබාදීම සඳහා අපගේ සම්පූර්ණ සේවා කේන්ද්‍රයට 020 8937 5230 දුරකථන කථනාකරන්න.	TAMIL
Queremos que todos nuestros clientes puedan recibir la información que necesitamos. Se proporciona esta información en su propio idioma o en otro formato (es: letra grande o Braille) por favor contáctenos o llámennos al teléfono 020 8937 5230	Portuguese
Chcemy, aby wszyscy nasi klienci byli w stanie zrozumieć przedstawiane przez nas informacje. Jeśli potrzebujecie informacji w swoim języku lub w innej formie (np. duża czcionka, alfabetem Braille'a), prosimy skontaktować się z urzędnikiem ds. konsultacji. Consultation Officer pod numerem 020 8937 5230.	POLISH
Wzmacniamy naszą politykę, aby wszyscy nasi klienci mogli otrzymać informacje, których potrzebują. Jeśli potrzebujecie informacji w swoim języku lub w innej formie (np. duża czcionka, alfabetem Braille'a), prosimy skontaktować się z urzędnikiem ds. konsultacji. Consultation Officer pod adresem: London Borough of Brent, Healthy Streets & Parking, Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ.	SOMALI
අපි සියලුම ගාස්තුකරුවන්ට අපගේ තොරතුරු කියවීමේදී හෝ අනෙකුත් විකල්ප ආකාරයකට (උදා: විශාල අකුරු, බ්‍රේල්) ලබාදීමට සූදානම්වෙමු. ඔබට අවශ්‍ය නම්, කරුණාකර අපගේ උදව් ලබාදීම සඳහා අපගේ සම්පූර්ණ සේවා කේන්ද්‍රයට 020 8937 5230 දුරකථන කථනාකරන්න.	GUJARATI
අපි සියලුම ගාස්තුකරුවන්ට අපගේ තොරතුරු කියවීමේදී හෝ අනෙකුත් විකල්ප ආකාරයකට (උදා: විශාල අකුරු, බ්‍රේල්) ලබාදීමට සූදානම්වෙමු. ඔබට අවශ්‍ය නම්, කරුණාකර අපගේ උදව් ලබාදීම සඳහා අපගේ සම්පූර්ණ සේවා කේන්ද්‍රයට 020 8937 5230 දුරකථන කථනාකරන්න.	URDU
අපි සියලුම ගාස්තුකරුවන්ට අපගේ තොරතුරු කියවීමේදී හෝ අනෙකුත් විකල්ප ආකාරයකට (උදා: විශාල අකුරු, බ්‍රේල්) ලබාදීමට සූදානම්වෙමු. ඔබට අවශ්‍ය නම්, කරුණාකර අපගේ උදව් ලබාදීම සඳහා අපගේ සම්පූර්ණ සේවා කේන්ද්‍රයට 020 8937 5230 දුරකථන කථනාකරන්න.	HINDI
අපි සියලුම ගාස්තුකරුවන්ට අපගේ තොරතුරු කියවීමේදී හෝ අනෙකුත් විකල්ප ආකාරයකට (උදා: විශාල අකුරු, බ්‍රේල්) ලබාදීමට සූදානම්වෙමු. ඔබට අවශ්‍ය නම්, කරුණාකර අපගේ උදව් ලබාදීම සඳහා අපගේ සම්පූර්ණ සේවා කේන්ද්‍රයට 020 8937 5230 දුරකථන කථනාකරන්න.	PUNJABI

# Consultation Drawing

