Brent	Projects Development Delegated Approval Report Report for Head of Healthy Streets and Parking
Wards Affected: Queensbury and Welsh Harp	

Proposed School Street Expansion
Kingsbury Green Primary School and St Robert Southwell RC Primary School
SZ23 & SZ31

Approved by:

Title	Date Submitted	Name	Date Approved
Principle Engineer (Author)	26/02/2024	Padideh Asgari	26/02/2024
Team Leader Safety & Travel Planning	26/02/2024	Debbie Huckle	07/03/2024
Head of Healthy Streets and Parking	07/03/2024	Sandor Fazekas	26/03/2024

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 Kingsbury Green Primary School and St Robert Southwell RC Primary School. Whereby the School Street SZ 23 and SZ31 will expand and merge connecting the two from the junction of Kingsbury Road on Slough Lane.

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:

- Merging the two existing School Streets SZ23 and SZ31 together.
- Expanding the zone up to the junction of Kingsbury Road as detailed in the drawing attached as appendix A.
- Proposed restricted hours from Monday to Friday 8:15am-9:15am to 2:30pm to 4pm afternoon.

The proposal aims to establish a safer and more enjoyable environment for all stakeholders. The expansion of the designated zone is anticipated to promote active commuting to and from school, fostering healthier and more

active lifestyles for children. Additionally, the scheme is designed to discourage motor vehicles from executing hazardous manoeuvres directly outside the existing zone. Moreover, it seeks to reduce overall motor usage, 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. The expansion of the school street area will encourage and support people to adopt greener, more active forms of transport.

2.4 In May 2023, Brent commissioned Project Centre Ltd Consultants to conduct a feasibility study and undertake a site review to identify a potential area for expanding the existing pedestrian and cycle zone.

2.5 It has been observed that several businesses operate within the expansion zone of the proposed school street. While the council diligently engaged with all registered properties during the consultation period, certain businesses,

did not provide responses. Nevertheless, these properties will be granted exemptions, and visitors to their premises can also be exempt if a permit application is submitted, should the scheme be approved for installation.

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

2.7 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 stakeholders 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 streets, trees, lamp columns, utility apparatus and existing parking restrictions were recorded.

3.4 Notably, Old Kenton lane, Sunningdale Gardens, parts of Slough Lane and Woodland Close were identified as being within an existing School Street. It was also observed that many drivers would stop at the commencement of the school street zone from Slough Lane junction to Old Kenton Lane to drop off children, often performing U-turns, contributing to site congestion, and posing safety risks.

3.5 It was further observed that during school pick-up and drop-off times, vehicles would accumulate from the start of the zones up to the junction of Kingsbury Road leading to significant road safety concerns, congestion, and compromised visibility in the area.

4.0 Turning Counts and Vehicle Movements

4.1: In March 2023, automated traffic counts were carried out. Diagram 1 below highlights the total number of vehicles traveling south during the morning peak and afternoon peak Monday to Thursday.

4.2 The findings reveal that around 166 vehicles traverse from the junction of Kingsbury Road onto Slough Lane, just outside the school street zone, without proceeding to Slough Lane or Old Kenton Lane School Street Zone between 8:15 am to 9:15 am. Additionally, approximately 72 vehicles were observed between 2:30 pm and 4:00 pm.

4.3 While it is plausible that some of these vehicles are from properties outside the school street zone, there is a belief that a portion of these

vehicles may be attributed to parents or caregivers visiting the schools. Regarding the northbound direction, the data suggests that 138 vehicles come from Old Kenton Road, and 685 from Slough Lane in the PM hours, totalling 823 vehicles. However, only 770 vehicles leave the Slough Lane junction to Kingsbury Road. This difference of 53 vehicles may be explained by the possibility that vehicles from Slough Lane continue their journey onto Old Kenton Road, or vice versa, entering Slough Lane from Old Kenton Road. or potentially they park in the vicinity and leave after the pm hours.

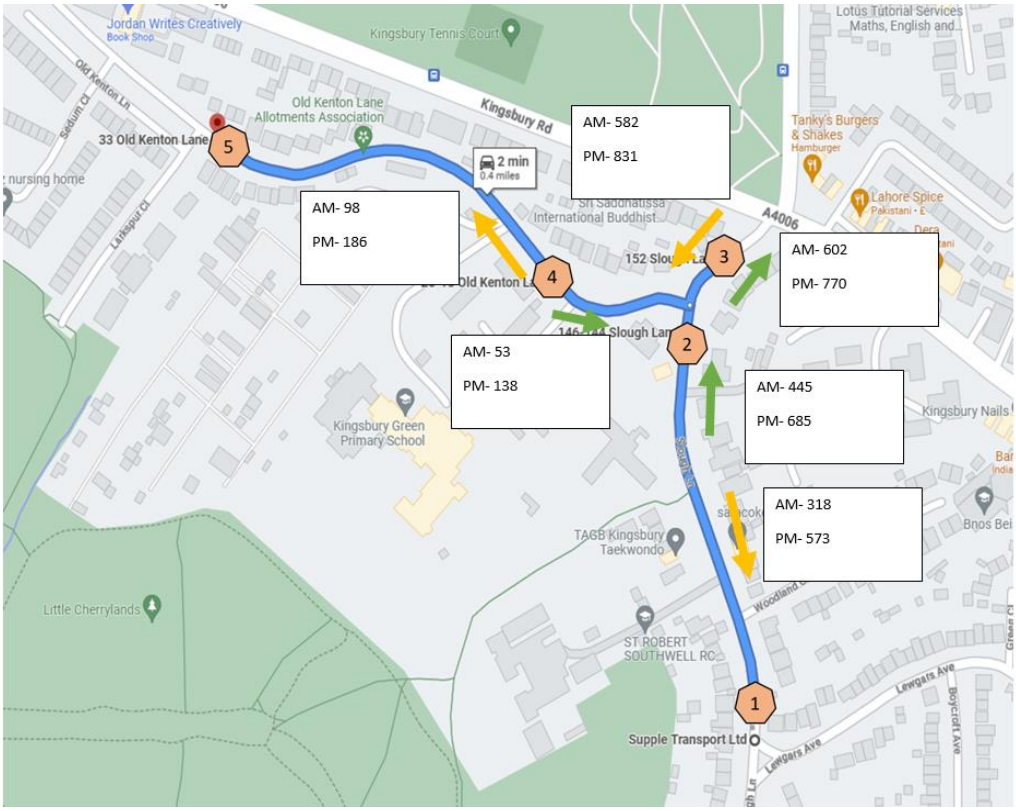


Diagram 1- Automated Traffic Count, Monday to Thursday

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 Taking into account 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:

- Merging the two existing School Streets SZ23 and SZ31 together.
- Expand the zone up to the junction of Kingsbury Road as detailed in the drawing attached.
- Proposed restricted hours from Monday to Friday 8:15am-9:15am to 2:30pm to 4pm afternoon.

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 233 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**.

6.6 Following the consultation closing date, it was observed that a property on Kingsbury Road had access to a driveway from Slough Lane, and this property was inadvertently omitted from the consultation. On the 11th of January 2024, a letter was sent to notify them about the consultation, granting them the opportunity to provide comments until the 26th of January 2024. A Teams Call was scheduled on the 15th of January 2024 to discuss the scheme and the process with the property owner. Subsequent to this date, no further comments were received from them. However, officers have included the main points of concern raised during the Teams call in paragraph 8.3 for consideration in the decision-making process.

7.0 Consultation Results

7.1.1 Table 1 shows the number and percentage of questionnaire responses received from the consultation and Table 2 shows the numbers and percentage of respondents who are supportive of or objected to the proposed measures.

	Number	Percentage
Questionnaires Sent Out	**233**	**100**
Questionnaires Returned	**23**	**10%**

Table 1 – Questionnaire Response Rate

Q1) Overall, do you support the proposals highlighted in the drawing leaflet titled Overview?		
Yes	**15**	**65%**
No	**7**	**30%**
No Opinion	**1**	**5%**

Table 2 – Responses to consultation questionnaire.

7.2 Table 1 shows that a total of 23 questionnaires were returned which represented a response rate of 10%. This response rate aligns with other consultations, as the average response rate for similar consultations conducted by the Healthy Streets and Parking services is also 10%.

7.2 The results of the questionnaire indicated that:

- 65% were supportive of the proposals, 30% objected, whilst 5% had no opinion.

7.3 Given the information provided, it appears that the majority of the 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 Response from other groups

Black Disabled People's Association – agreed with the scheme.
Officer Comment: *Officers note the support from Black Disabled People's Association group.*

8.2 No ward councillor responded to the consultation.

8.3 Furthermore, a synopsis of the comments and concerns expressed by business during a Teams call on January 15, 2024, is detailed below:

1. *Sensitive cases that involve data protection for clients were highlighted, emphasising the impossibility of sharing client details for exemption purposes.*
2. *The firm raised concerns about the additional administrative burden on their business, deeming it unacceptable.*
3. *The business expressed outright objection to the proposed scheme, drawing parallels with NHS services and referencing similarities from their business to NHS services which prevented feasibility for expansion area.*

Officer Comment:

Officers received guidance on this matter from Brent's Legal Team. It was advised that the road is a highway adopted; alternatively, the Brent highways team will be within their rights to restrict access if deemed acceptable.

After observing traffic patterns, a school street expansion zone was identified to enhance road safety and improve air quality around the school. Visitors to the site can use other modes of transport to visit during the restricted hours; alternatively, the business can request approval from the client to submit an exemption, and this will be granted under visitors' exemption.

Officers do not believe the objection holds weight concerning the overall objective of the scheme, which is to make the site safer for pupils and all road users by reducing the number of vehicles and minimising congestion outside the two zones, as presently witnessed. This will, in turn, reduce the likelihood of accidents.

Regarding the objection's reference to similarities with NHS services, officers cannot comment on this aspect. However, the current scheme has been reviewed, and an expansion is deemed possible, which will contribute to improving road safety, hence the proposal.

The expansion aligns with the overarching objective of enhancing safety conditions for the community.

The project aligns seamlessly with Brent's Climate and Ecological Emergency Strategy, a pivotal framework emphasising the collective responsibility of schools, businesses, and organizations within the borough to actively contribute to sustainable practices. In particular, the strategy underscores the significance of developing sustainable travel plans that resonate with the evolving shift towards environmentally friendly modes of transportation.

Moreover, the project is in accordance with Brent's Air Quality Action Plan, a strategic initiative aimed at enhancing road safety around schools and mitigating local air pollution. By implementing measures to make roads near the scheme safer for pupils and curtailing air pollution, the project contributes significantly to the overarching goals outlined in the Air Quality Action Plan.

Additionally, the project aligns with Brent's Long-Term Transport Strategy, which advocates for the expansion of school streets and the implementation of effective vehicle management measures. This project contribute to the broader objectives outlined in the Long-Term Transport Strategy, fostering sustainable and safe transportation practices within the community.

8.4 Response from other stakeholders

8.5 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.

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

- I agree with this plan as I live where the exclusion starts. It is chaotic and terribly busy. It's very difficult to exit our driveway as they block it.
- A good idea as it causes too much traffic, and people park on pavements and do 3-point turns to avoid cameras.
- Recommend making signage prominent, cameras on both ends, and name and shame those not following the rules."

Officer Response: *Officers note the supportive comments and acknowledge the highlighted challenges in the area. The commenter emphasises the need for the proposed school street to address*

congestion and difficulties faced by residents. 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.

In response to these concerns, the proposed scheme will incorporate prominent signage and continue to be actively enforced through CCTV measures. This approach aims to ensure effective communication of restrictions and uphold the intended traffic management objectives.

8.7 The consultation resulted in a number of concerns and objection comments from those consulted. These are summarised below:

- We are a school Bros Beis Yaakov Primary, the current scheme has disrupted the teachers' journeys and parking at school. Do not extend as this will add disruption to the smooth running of our school."
- What about workmen attending?
- Concerned any visitors I have that arrive before 2:30 but leave before 4 will be fined.
- It can affect Green Man pub, you are killing business.
- I am exempt but I believe this causes bigger problems in the long run.
- Scheme is horrendous and should be abandoned as congestion is worse in surrounding roads. Unpleasant experience to be stuck in this every day.

Officer Response: *Based on careful consideration of the objections and feedback, coupled with the school's concerns about dangerous manoeuvres near the zone, we present the following officer comments and reasoning in support of the scheme.*

The primary purpose of the proposed expansion is to address safety issues reported by our Safety Education Officer, and feedback from the schools, many of their children whom also use these roads. 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.

It should be noted that there are exemptions for residents who live within the zone and for those who visit them during the restricted hours.

Officers note that the council has exemptions for the teachers of Bros Beis Yaakov Primary as their vehicular access is in Woodland Close which is within SZ31. The school has to register their staffs vehicles annually with the council.

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.

Workmen will be exempt, subject to a visitor's permit. The exemption list aims to accommodate various essential services and support networks, including those providing services to residents within the proposed zone. Exemption is free of charge.

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 the exposure of children to pollutants on their journey to school.

While it is acknowledged that displaced traffic may occur, officers are proposing that the scheme is installed on an experimental basis for 12 months and reviewed before making it permanent to monitor any displacement and its effects.

*Officers consulted on the proposals with registered businesses within the zone and no response was received. Again, officers refer to Brent's Climate and Ecological Emergency Strategy, a pivotal framework emphasising the collective responsibility of schools, **businesses**, and organizations within the borough to actively contribute to sustainable practices. In particular, the strategy underscores the significance of developing sustainable travel plans that resonate with the evolving shift towards environmentally friendly modes of transportation.*

9.0 EQUALITIES ANALYSIS

9.1 Out of the 23 questionnaires returned, 12 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
7	1	2	5	1	

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	Other
5	11		6	11		1	1	1

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	Hindu	Jewish	No Religious Belief	Prefer not to say	Other
3	4	4		1	3	1

Table 6 – 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
	1	1	3	1	3	7

Table 7 – Number of Responses to ''which age group do you belong?"

10.2 52% of the respondents have completed the equalities questionnaire. Among them, 30.4% identify as Asian or Asian British, 4.3% as Black or Black British, 8.7% as Mixed Background, 21.7% as White or White British, 4.3% as Other Ethnic Background. This distribution does broadly aligns with the overall ward profile for Welsh Harp and Queensbury, which indicates that the majority of the population are BAME in both wards.

10.3 Table 5 shows that 69.5% of the respondents have responded to the disability questionnaire. Among them, 31.2% considered to themselves to have a disability and 68.7% do not consider themselves with any disability. The consultation response of approximately 31.25% of respondents considering themselves to have a disability is higher than the reported 4-5% residents in the census, it's important to recognise that these

differences could stem from variations in survey methodologies, sample sizes, or the nature of the questions asked. Consultation data suggest that 35% of the respondents are Male, whilst 65% are female. The consultation data indicates a higher percentage of females responded to the consultation compared to the demographic data for both Wards, where the gender distribution is roughly balanced.

10.4 The breakdown of religious affiliation among these respondents is as follows: 18.7% identified as Muslim, 25% as Christian,25 % as Hindu, 0% as Jewish, 6.25% as having no religious belief, 18.75% preferred not to disclose their religious affiliation, and 3.25% identified as belonging to other religious groups. Key differences include the higher percentage of Christians in the consultation data compared to the Welsh Harp profile, the absence of Jewish respondents in the consultation data, In summary, while there are some similarities, there are also notable differences in the religious composition between the respondents in the equality monitoring questionnaire and the overall ward profiles.

10.5 Table 7 indicates that 4.17% of respondents prefer not to disclose their age, 4.17% are 16-25 years old, 4.17% are 25-34 years old, 12.5% are 35-44 years old, 4.17% are 45-54 years old, 12.5% are 55-64 years old, and 29.17% are 65-74 years old. The age distribution in Table 7 has a significant focus on the 65-74 years old category (29.17%), while the ward profiles for both Queensbury and Welsh Harp highlight a smaller percentage of the population in the 65 and over category (12.3% for Queensbury, 11.4% for Welsh Harp). The age profile of Queensbury and Welsh Harp is more balanced across different age groups, with a notable presence of those under 18, a working-age population (16 to 64), and a distribution across various age brackets.

In summary, while Table 7 emphasises the 65-74 age group, the ward profiles of Queensbury and Welsh Harp show a more diverse age distribution with a focus on younger age groups and a median age slightly above the Consultation Response average.

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 disproportionally affected	**N/A**
Gender reassignment		X		No reason to believe this group will be disproportionally	**N/A**

				affected	
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 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 disproportionally 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 Scheme. A total of £75,000 has been allocated to this scheme including surveys, design, consultation and management fees. The estimate cost for the works is around £15,000. The funding allocation is adequate to cover both the Traffic Management Order and the Signs to deliver the scheme.

13.0 RECOMMENDATION

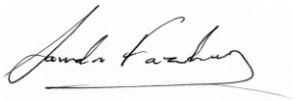
13.0 After duly considering all the factors set out in this report, the Head of Healthy Streets and Parking is therefore recommended to approve the advertisement of the Traffic Management Orders for Term-time Pedestrian and Cycle Zone, merging the two existing School Streets SZ23 and SZ31 together. Expanding the zone up to the junction of Kingsbury Road as detailed in the drawing attached as appendix A. Proposed restricted hours from Monday to Friday 8:15am-9:15am to 2:30pm to 4pm afternoon.

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

AGREED / ~~REJECTED~~



Signed:

Date: 26th March 2024

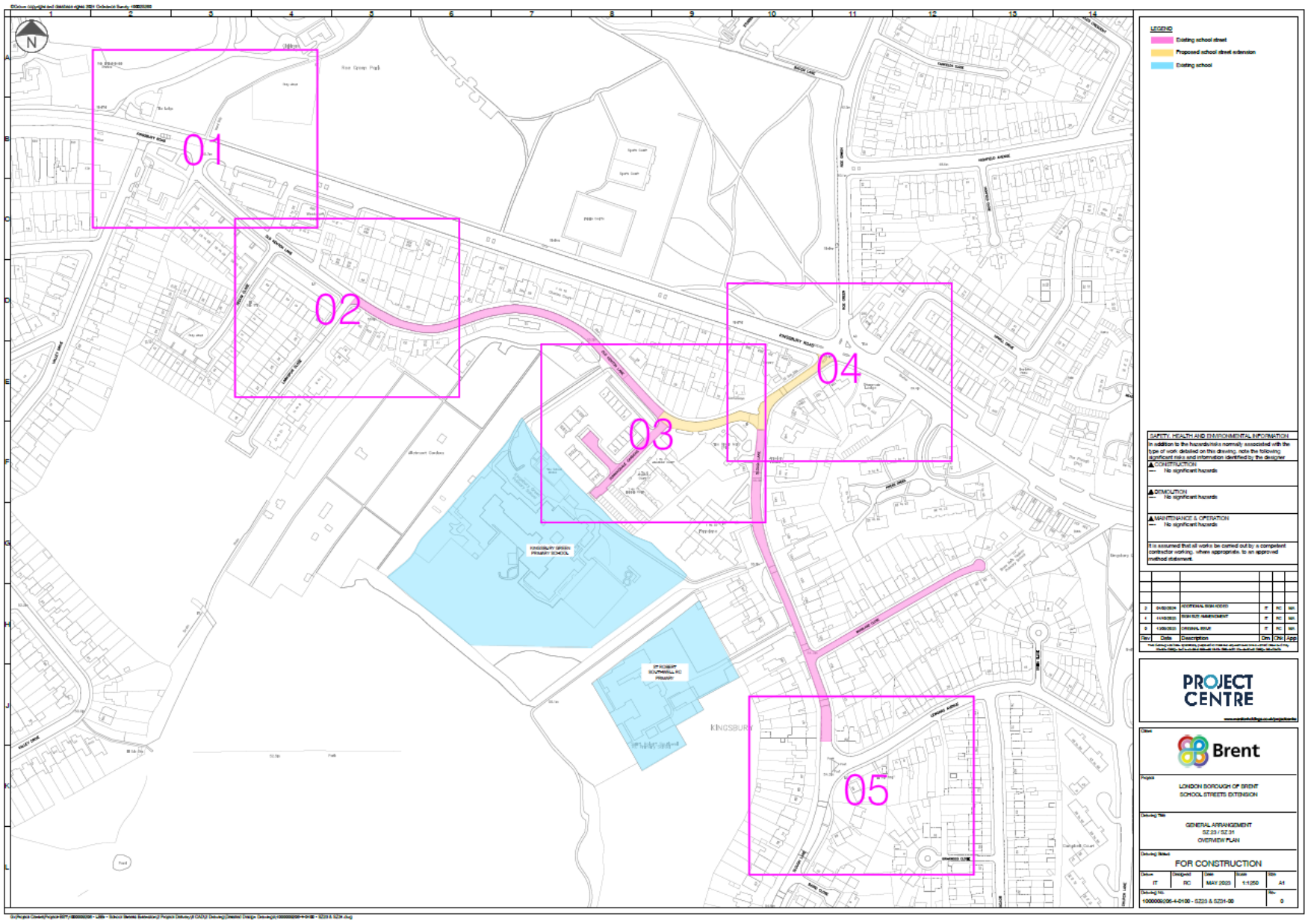
Sandor Fazekas
Head of Healthy Streets and Parking

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 Service,
Telephone: 0208 937 5230
Email: healthystreets&parking@brent.gov.uk

Appendix A- Detailed design



Appendix B- Consultation Documents

SZ23 & 31 School Street PA
DATE 2023

Public Consultation
Proposed School Street Expansion SZ23 & SZ31

This document outlines our proposals for a local school safety scheme around Kingsbury Green Primary School and St Robert Southwell RC Primary School. Please read the information in this document, 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 only will be considered. The closing date for the return of the questionnaire is XXXXXXXXXXX.

Why are we proposing this change?

We are proposing to expand and merge the existing school street area on Slough Lane and Old Kenton Lane to include the section that connects the two school streets from the junction of Kingsbury Road on Slough Lane. This proposal is in response to safety concerns raised by the school community.

The expansion of the school street area will encourage and support people to adopt greener, more active forms of transport.

What are the proposed improvements?

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. The scheme will operate from Monday to Friday (in term-time) from **8:15am to 9:15am** in the morning and in the afternoon from **2:30pm to 4pm**. 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 proposed changes are shown in the attached drawing and are described below:

- Merge the two existing School Streets SZ23 and SZ31 together.
- Expand the zone up to the junction of Kingsbury Road as detailed in the drawing attached.
-
- Proposed restricted hours from Monday to Friday 8:15am-9:15am to 2:30pm to 4pm afternoon.

The proposal will create a safer and more pleasant environment for everyone. The expansion of the 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.

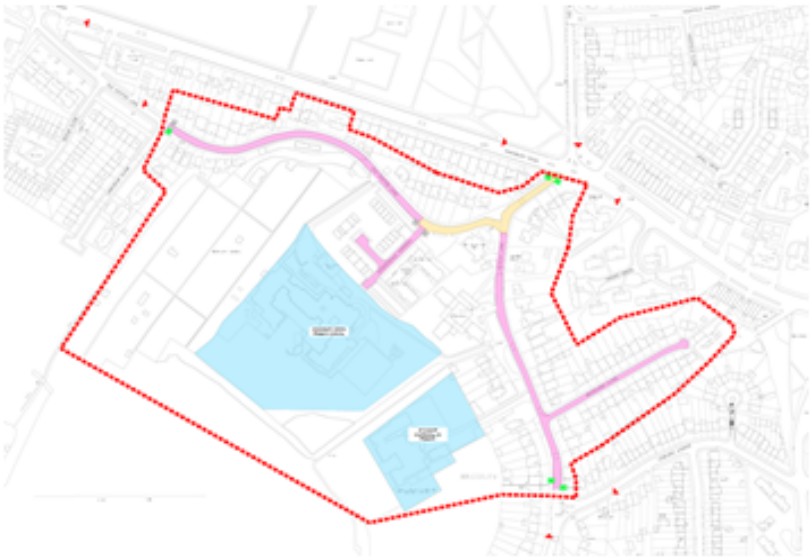
What will happen next?

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 **XXXXXXXXXXXXXXX**.

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.

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 responses from within the consultation area only will be considered.	Please complete the enclosed questionnaire and return it in the Freepost envelope provided or send to: London Borough of Brent Healthy Streets and Parking 6th Floor, Civic Centre Engineers Way Wembley, Middlesex 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 **highwaysconsult@brent.gov.uk** **Principal Engineer** **Healthy Streets and Parking** **London Borough of Brent**	**Paulette Weekes** **highwaysconsult@brent.gov.uk** **Consultation Officer** **Healthy Streets and Parking** **London Borough of Brent**

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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 heshо luqadaada ama hab kale (-sida qoraal balaadhan, tashasho, akhris) fadlan laoso xidhiidh xafiiska talo bixinta ee 020 8937 5230.

SOMALI

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GUJARATI

ہم چاہتے ہیں کہ ہم 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 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 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 ਗਾਹਕ ਸਾਡੇ ਵਲੋਂ ਪ੍ਰਦਾਨ ਕੀਤੀ ਜਾਣ ਵਾਲੀ ਜਾਣਕਾਰੀ ਸਮਝ ਸਕਣ। ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਜਾਣਕਾਰੀ ਆਪਣੀ ਬੋਲੀ ਵਿਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਰੂਪ ਵਿਚ (ਮਸਲਨ ਵਡੇ ਆਖਰਾਂ ਵਿਚ ਛਪੀ ਜਾਂ ਬਰੇਲ) ਲੋੜੀਂਦੀ ਹੈ ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਕੰਨਸੱਲਟੇਸ਼ਨ ਅਫਸਰ ਨਾਲ 0208 8937 5600 ਤੇ ਸੰਪਰਕ ਕਰੋ।

PUNJABI

SZ23 & SZ31PA

DATE

Questionnaire

Proposed School Street Expansion SZ23 &SZ31

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

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