



Healthy Streets and Parking
Delegated Approval Report

Report for Head of Healthy Streets
and Parking

Wards Affected: Harlesden & Kensal Green

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

Approved by:

Title	Date Submitted	Name	Date Approved
Principle Engineer (Author)	06/11/2025	Padideh Asgari	06/11/2025
Team Leader Safety & Travel Planning		Debbie Huckle	
Head of Healthy Streets and Parking		Sandor Fazekas	

1.0 PURPOSE OF REPORT

- 1.1 This report provides a summary of the outcome of the recent consultation undertaken by the Healthy Streets and Parking team in response to the recommendations from the Crownhill School Street Review (March 2025, attached as Annex 1).
- 1.2 The consultation focused on proposed changes at Sellons Avenue, Crownhill Road and Springwell Avenue designed to improve Road Safety around the schools and address issues identified during the review.
- 1.3 The proposed measures consulted on were:
 - Introduce ‘no waiting, no loading at any time’ restrictions at the junction of the east end of Crownhill Road and Sellons Avenue, to improve visibility and reduce unsafe stopping and parking.
 - Convert Sellons Avenue to one-way (northbound) from Springwell Avenue to Drayton Road, with removal of existing footway parking and relocation into the carriageway to create more pedestrian space. (Detailed in the consultation leaflet – Appendix A).

- 1.4 This report presents the results of the consultation, summarises key comments received, and recommends the next steps for progressing the scheme.
- 1.5 The report seeks approval for the advanced of the Traffic Management Order to implement a 'no waiting, no loading at any time' restrictions at the junction of the east end of Crownhill Road and Sellons Avenue, to improve visibility and reduce unsafe stopping and parking.
- 1.6 The report acknowledges that there was no support for the proposed one-way system; therefore, officers do not recommend progressing with this element of the proposal. Officers also note that while most respondents did not support the introduction of a one-way arrangement or the removal of footway parking, there was clear recognition of safety issues at the Crownhill Road/Sellons Avenue junction. The proposed "no waiting, no loading" restriction directly addresses these safety concerns and is consistent with the review's recommendations.

2.0 BACKGROUND

- 2.1 Following the implementation of the experimental School Street expansion in September 2024, concerns were raised by residents, schools, and councillors regarding congestion and unsafe parking around Sellons Avenue and Crownhill Road.
- 2.2 Brent Council commissioned MP Smarter Travel and City Infinity to review the scheme. The *Crownhill Report Review (March 2025, attached appendix A)* concluded that:
 - The experimental School Street effectively reduced traffic within the zone.
 - However, there was evidence of displacement traffic and congestion at the Sellons Avenue/Crownhill Road junction.
 - Footway parking and unsafe manoeuvres were observed, compromising pedestrian safety.
- 2.3 The review recommended introducing targeted engineering changes rather than full-scale removal of the School Street. These included the "no waiting, no loading" restriction at the junction. In addition to proposals for converting Sellons Avenue into a one-way street (northbound) from the junction with Springwell Avenue to Drayton Road. As part of this change, existing footway parking will be relocated into the carriageway to create more space for pedestrians and prevent vehicles from mounting the pavement.
- 2.4 Following these recommendations, Brent Council undertook a public consultation in July 2025, to seek residents' views on the proposed changes.

3.0 CONSULTATION AND RESULTS

3.1 Consultation Procedure

Public consultation was carried out in July 2025 for 21 days.

A consultation letter, questionnaire and plans showing the proposals were distributed to 313 addresses within the area.

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

3.3 Copies of the documents sent out are included in **Appendix A**.

4.0 Consultation Summary

4.1 Table 1 shows the number and percentage of questionnaire responses received from the consultation and Table 2 and 3 shows the numbers and percentage of respondents who are supportive of or objected to the proposed measures.

4.2

	Number	Percentage
Questionnaires Sent Out	313	100%
Questionnaires Returned	48	15%

Table 1 – Questionnaire Response Rate

Q1) Do you agree with the overall proposal?		
Yes	18	37%
No	30	63%
No Opinion	0	0%

Table 2 – Responses to consultation questionnaire Q1

Q2) If no. Do you agree with the proposed no waiting and loading restrictions at the junction of Crownhill Road and Sellons Ave?		
Yes	19	40%
No	15	31%
No Opinion	0	0%

Table 3 – Responses to consultation questionnaire Q2

5.0 Consultation Results:

- Overall proposal: 37% supported, 63% objected.
- Support for 'no waiting, no loading' restriction only: 40% supported, 31% objected.

5.1 Stakeholder Feedback:

- Met Police: No concerns in principle.

- Ward Councillor (Cllr Long): Supported both proposals but raised concerns about potential increases in pavement cycling.

5.2 The results show that the **majority of respondents opposed** the proposed one-way system and removal of footway parking but **supported** the '*no waiting, no loading*' restriction at the Sellons Avenue/Crownhill Road junction.

5.2 CONSULTATION COMMENTS SUMMARY

Key themes raised by respondents included:

- Concerns that a one-way system would increase journey times and displace traffic onto nearby residential roads.
- Objection to the removal of footway parking, with fears that it would reduce available space and inconvenience residents.
- Support for junction restrictions to improve safety and reduce illegal or unsafe parking near the schools.

Officer Response and Recommendation:

Officers acknowledge that while most respondents did not support the proposed one-way or footway parking removal, there was clear recognition of safety issues at the Crownhill Road/Sellons Avenue junction. The "no waiting, no loading" restriction directly addresses these safety concerns and aligns with the review's recommendations.

Officers met with the Head Teacher of Maple Walk School, ward councillors, and community representatives in October 2025. The school continues to engage with parents on road safety awareness, promote *walking buses*, and support active travel initiatives.

Since the officer site visit, there have been visible improvements in traffic behaviour and congestion, with fewer unsafe drop-offs observed. Continued communication between the school and parents will help consolidate these improvements.

It is recommended that:

- Traffic Management Order (TMO) is progressed for the implementation of '*no waiting, no loading at any time*' restrictions at the east junction of Crownhill Road and Sellons Avenue.
- The proposed one-way system and changes to footway parking is not progressed to implantation.

6.0 EQUALITIES ANALYSIS

6.1 Out of the 48 questionnaires returned, 35 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
5	5	0	15	4	5

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
3	27	4	12	5	2	24	5

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
1	15	0	1	8	6	0

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
1	6	3	10	5	9

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

- 6.2 Equality data indicates participation across a diverse demographic, with no significant equality concerns identified. All measures are designed to improve pedestrian safety and accessibility for vulnerable road users, particularly children and those with mobility challenges.
- 6.3 Approximately 14.3% of respondents identified as *Asian or Asian British*, 14.3% as *Black or Black British*, none as *Mixed background*, 42.9% as *White or White British*, 11.4% as *Other ethnic background*, and 14.3% preferred not to say.
- 6.4 Given the recent merger of *Harlesden and Kensal Green Wards* and the absence of updated census data under the new boundaries, it is difficult to determine whether the ethnic distribution of respondents aligns with the overall ward profile. However, comparisons with the 2011 Census indicate some similarities with the proportion of Black/African/Caribbean/Black British residents, but a lower representation of Asian groups and a higher proportion of White British respondents. Therefore, the distribution from the questionnaire does not fully align with either Harlesden or Kensal Green Ward profiles.
- 6.5 Approximately 10% of respondents indicated that they consider themselves to have a disability, 77% stated they do not, and 13% preferred not to say. This proportion of respondents reporting a disability is slightly higher than the 7.6% of Harlesden residents who reported that their health “limits a lot of their day-to-day activities” in the 2011 Census, and above Brent’s overall rate of 7.0%.
- 6.6 Among respondents, approximately 63% identified as male, 26% as female, and 11% preferred not to say, which reflects a broadly similar gender balance to the overall population of the Harlesden & Kensal Green area, where the male-to-female ratio is close to 50:50.
- 6.7 In terms of sexual orientation, 83% identified as heterosexual, while 17% preferred not to disclose.
- 6.8 Among respondents, 3% identified as Muslim, 43% as Christian, 3% as Jewish, 23% reported having no religious belief, 17% preferred not to say, and none selected “Other.”
- 6.9 While the broad trends are similar to those of the wider Harlesden & Kensal Green area — particularly the strong Christian representation — the Muslim population proportion is slightly lower than ward averages, and there is a higher proportion of respondents reporting no religious belief. The absence of respondents from other major religious groups (e.g., Hindu, Sikh, or Buddhist) further suggests that the questionnaire’s religious distribution does not fully reflect the wider local demographic profile.
- 6.10 The majority of respondents were aged **35–64**, reflecting a concentration among working-age adults and older residents. This pattern differs slightly from the broader ward demographics, where younger age groups are typically more represented.

- 6.11 Overall, approximately 61% of respondents completed the equalities section of the questionnaire. The analysis shows broad alignment with some demographic trends observed across Harlesden and Kensal Green Ward, but there are differences in the representation of Asian and Muslim communities, and in the age structure, where younger residents are underrepresented.
- 6.12 Nevertheless, the equalities data suggest that no protected group is disproportionately affected by the proposed changes. The proposals — particularly the ‘no waiting, no loading’ restriction — are designed to enhance safety and accessibility for pedestrians, children, and people with disabilities, thereby supporting Brent Council’s equality and inclusion objectives.

7.0 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 affected	N/A
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
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Table 8 – Project Equality Analysis

7.1 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.

8.0 FINANCIAL IMPLICATIONS

8.1 The scheme will be funded from the 2025/26 Transport for London allocation for Brent School Engineering Measures. A total of £50,000 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 £4,500. The funding allocation is adequate to cover both the Traffic Management Order and the Signs to deliver the scheme.

9.0 RECOMMENDATION

9.1 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 the “no waiting, no loading at any time” restriction at the Crownhill Road/Sellons Avenue junction.

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

10.0 APPENDICIES

Annex 1 – Crownhill School Street Review (March 2025)

Appendix A- Consultation Documents

AGREED / REJECTED

Signed: 

Date: 3 December 2025

Sandor Fazekas
Head of Healthy Streets and Parking


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
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Appendix A - Consultation Documents

Sellons Avenue and Crownhill Road

DATE 2025

 <p>Brent</p>	<h3>Public Consultation</h3> <h4>Sellons Avenue and Crownhill Road</h4> <h4>School Engineering- Road Safety Scheme</h4>
<p>This document outlines our proposals for measures to improve road safety, prioritise pedestrians, and reduce congestion at the junction of Crownhill Road and Sellons Avenue—and along the length of Sellons Avenue.</p>	
<p>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 XXXXXXXXXXXX.</p>	
<p>Why are we proposing this change?</p>	
<p>These proposals are in response to ongoing safety concerns raised by the school community and local residents.</p>	
<p>During peak times, Sellons Avenue experiences significant congestion due to vehicles dropping children off at school, which creates risks for pedestrians and limits access for other road users. Cars parked partially on the footway reduce space for pedestrians and increase the risk of collisions.</p>	
<p>The proposed changes aim to improve pedestrian safety, reduce congestion, and create a safer, more accessible environment for everyone using the street. They also support a shift towards greener, more active modes of transport, such as walking, cycling, and scooting.</p>	
<p>What are the proposed changes?</p>	
<p>We are proposing two key changes to the road layout on Crownhill Road and Sellons Avenue:</p>	
<p>Introduce 'no waiting, no loading at any time' restrictions at the junction of the east end of Crownhill Road and Sellons Avenue, to improve visibility and reduce unsafe stopping and parking at this busy junction (See attached drawing).</p>	
<p>Convert Sellons Avenue into a one-way street (northbound) from the junction with Springwell Avenue to Drayton Road. As part of this change, existing footway parking will be relocated into the carriageway to create more space for pedestrians and prevent vehicles from mounting the pavement. (See attached drawing).</p>	
<p>These two measures are designed to work together to improve road safety, reduce congestion, and create a more pedestrian-friendly environment, particularly during school drop-off and pick-up times.</p>	
<p>These proposals apply at all times and will affect all residents and businesses in the area. They are intended to create a safer, more pleasant street environment and encourage healthier, more active travel choices for both children and adults.</p>	
<p>What will happen next?</p>	
<p>At this stage of the process, we are seeking your initial views. Please complete and return the attached questionnaire to Brent Council using the freepost facility by XXXXXXXXXXXX. All residents and businesses in the area outlined in Red are being consulted.</p>	
<p>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.</p>	
<p>Sandor Fazekas – Head of Healthy Streets and Parking</p>	

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
8th 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

Brent Building a better borough



	<h2 style="text-align: center;">Questionnaire</h2> <p style="text-align: center;">Sellons Avenue and Crownhill Road School Engineering- Road Safety Scheme</p>
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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**



Brent Building a better borough

Question 1

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

Yes

No

No Opinion

Q2 - If no. Do you agree with the proposed no waiting and loading restrictions at the junction of Crownhill Road and Sellons Avenue?

Yes

No

No Opinion

Comments

