 Brent	<p>Healthy Streets and Parking Delegated Approval Report</p> <p>Report for Head of Healthy Streets and Parking</p>
<p>Wards Affected: Kingsbury Ward</p>	
<p align="center">Proposed School Safety Scheme Oliver Goldsmith Primary School School Street Scheme</p>	

Approved by:

Title	Date Submitted	Name	Date Approved
Principle Engineer (Author)	14/05/2024	Padideh Asgari	14/05/2024
Team Leader Safety & Travel Planning	04/05/2024	Debbie Huckle	29/05/2024
Head of Healthy Streets and Parking	31/05/2024	Sandor Fazekas	31/05.2024

1.0 PURPOSE OF REPORT

- 1.1 This report provides a summary of the outcomes derived from the public consultation for a proposed school street scheme in Coniston Gardens, NW9 outside Oliver Goldsmith Primary School, extending from the junction of Kingsbury Road to the junction of Mardale Drive.
- 1.2 The report seeks approval to progress with the implementation of the proposed school streets, as detailed in the drawing attached as Appendix A. The proposed changes encompass:
- Coniston Gardens is proposed to be designated as a pedestrian and cycle zone (School Street), extending from the junction of Kingsbury Road to the junction of Mardale Drive NW9.
 - The School Street would be in operation during term time only, Monday to Friday, 8:15 am to 9:15 am and 2:30 pm to 3:45 pm, please note the afternoon time is slightly shorter than consulted on, considering feedback from residents and the school.

- 1.3 The proposal aims to establish a safer and more enjoyable environment for all road users. The school street is anticipated to promote active travel to and from school, fostering healthier and more active lifestyles for children. Moreover, it seeks to reduce motor vehicle usage in the vicinity of the school, thereby mitigating congestion, curbing air pollution, and lowering carbon emissions. This comprehensive approach aligns with our commitment to fostering a cleaner and greener Brent and improving road safety for all road users.
- 1.4 Furthermore, the School Street Zone will enhance road safety by decreasing the number of motor vehicles, thereby improving visibility and overall road safety conditions. This multifaceted approach addresses both environmental concerns and the safety of road users in the designated area.
- 1.5 Furthermore, this report proposes the advancement of Traffic Management Orders essential for implementing the **experimental traffic order for 12 months**, facilitating term-time restrictions for the Pedestrian and Cycle Zone (as detailed in paragraph 1.2).

2.0 BACKGROUND

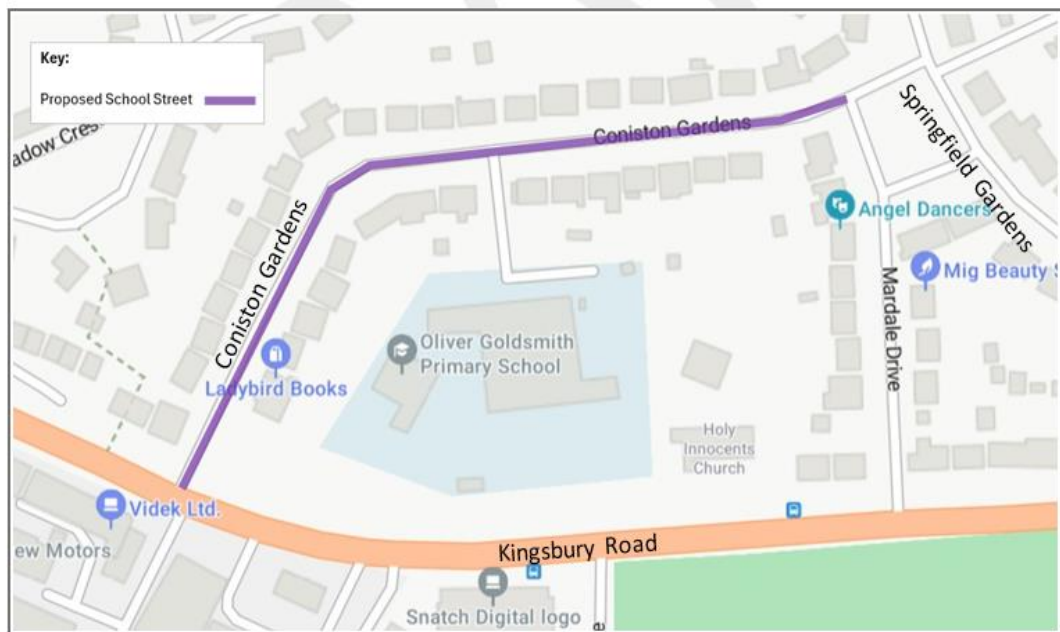
- 2.1 In September 2020, the council initiated 30 pilot schemes for pedestrian and cycle zones in the vicinity of schools, designating them as school streets. Following the review of the pilot schemes, 27 of them have been made permanent. In addition, four more school streets have been implemented and 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, ward councillors, and residents. The proposed school street will encourage and support people to adopt greener, more active forms of transport.

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

3.0 Project Development

3.1 In November 2023, Project Centre Ltd (PCL) was awarded a contract to conduct a feasibility study and detailed designs for a proposed school street in Coniston Gardens.

3.2 The feasibility report concluded that the school street proposal would have a limited impact on stakeholders of Oliver Goldsmith Primary School. It recommended proceeding to a broader consultation on Option 1. Further details of Option 1 can be found in the image below.



Microsoft product screen shot(s) reprinted with permission from Microsoft Corporation

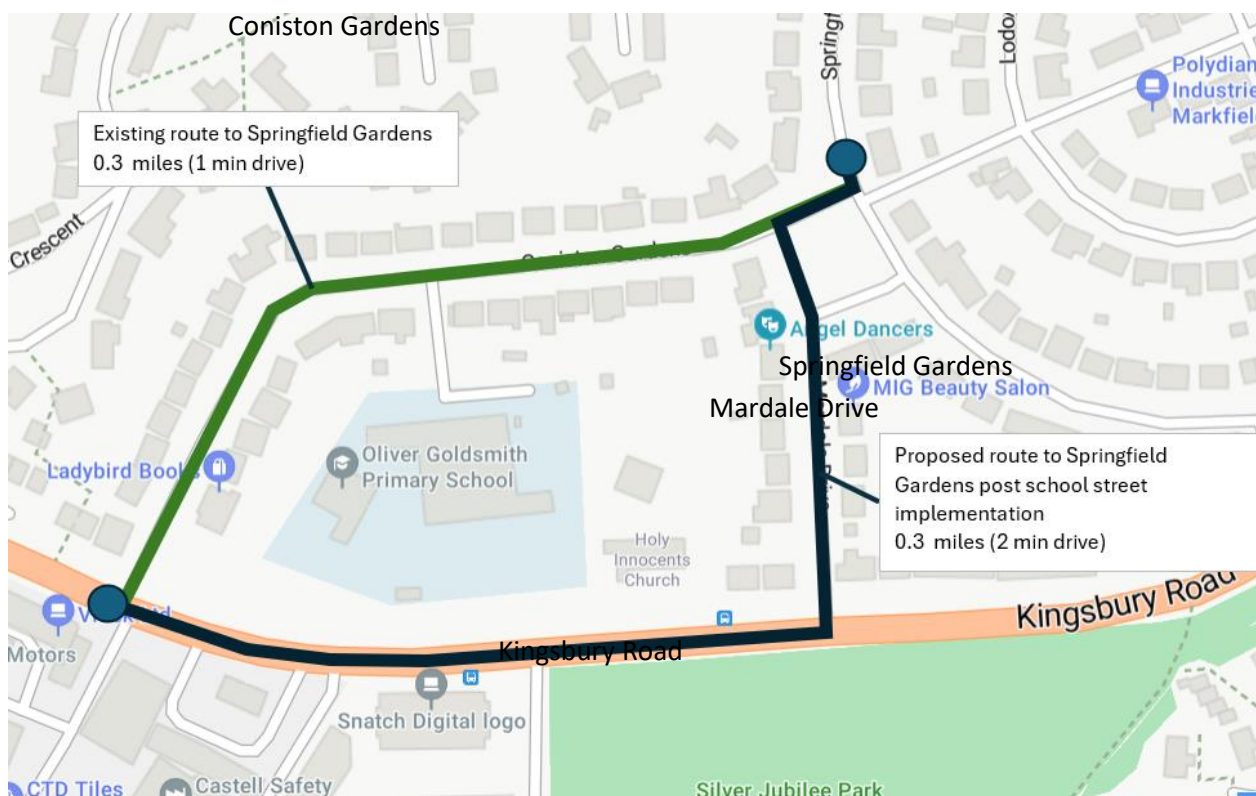
Figure 1 – School Streets at Oliver Goldsmith Primary – Option 1

3.3 Notably, Coniston Gardens is primarily a residential road, and the implementation of the school street is unlikely to cause significant disruption to residents due to the exemptions available. Marsdale Drive is not designated as a school street; therefore, residents to the northwest of Coniston Gardens, such as those on Springfield Gardens, will not be significantly affected by the proposed school street. They will have an alternative means of access and egress while the school street is operational.

3.4 For eastbound traffic on Kingsbury Road, wishing to access Springfield Gardens north of Coniston Gardens, the additional journey time will be approximately 1 minute as can be seen from Figure 2.

3.5 With this option, there is the possibility of an increase in parents parking on Marsdale Drive due to its close proximity to the school. Marsdale Drive is

also a narrow road with parked cars taking up a substantial proportion of the road width, which could lead to congestion if there is an increase in traffic volumes on this road.



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Figure 2 – Journey Times for Eastbound Traffic on Kingsbury Road to Springfield Gardens North of Coniston Gardens with and Without School Street Restriction

3.6 The recommendation by Project Center Ltd was to proceed to wider consultation with option 1, as this has less of an impact on journey times for neighbouring roads, and still provides School Street controls where the school entrance is, therefore improving safety for children.

5 Proposed Local Road Safety Improvements

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

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

- Coniston Gardens in NW9 is proposed to be designated as a School Street, extending from the junction of Kingsbury Road to the junction of Mardale Drive.
- The School Street would be in operation during Term Time only, from Monday to Friday, with the morning hours set from 8:15 am to 9:15 am and the afternoon hours from 2:30 pm to 4:00 pm.

6.0 CONSULTATION AND RESULTS

6.1 Consultation Procedure

6.2 Public consultation was carried out in February 2024 for 21 days.

6.3 A consultation letter, questionnaire and plans showing the proposals were distributed to 72 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 Table 1 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	72	100%
Questionnaires Returned	28	39%

Table 1 – Questionnaire Response Rate

Q1) Overall, do you support the proposals highlighted in the drawing leaflet titled Overview?		
Yes	17	61%
No	11	39%
No Opinion	0	0%

Table 2 – Responses to the consultation questionnaire.

7.2 In Table 1, it is indicated that a total of 28 questionnaires were returned, representing a response rate of 39%. This response rate is significantly higher than those observed in other consultations conducted by the Healthy Streets and Parking Services.

7.3 The results of the questionnaire indicated that:

- 61% were supportive of the proposals, 39% objected, and 0% had no opinion.

7.4 Given the information provided, most 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

- Councillor commented- This is great news.
- London Ambulance Service- Agreed with the proposal.
- Oliver Goldsmith School- I fully support this proposal but would ask if the timings for the afternoon can be changed to just 1 hour to make the morning. The best operational times would be 8:15 to 9:15am or 2:45 to 3:45pm.

8.1 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:

- Agree- General support for the proposal to enhance children's safety.
- I agree with the proposal on the condition that yellow lines are removed allowing us to park on the road as residents and that the times are kept as per current restrictions. 8:15-9:15am and 3-4pm.
- We are happy with the proposal being a school street, however wondering if the afternoon operation times could be changed to 3pm-4pm instead of 2.30 to 4pm
- Please confirm how school street will be monitored? Cameras/Warden? What will happen to the existing yellow line outside no 41 and 43 Coniston Gardens, will the restricted timings continue? Will there be any changes to road markings in the surrounding area - entrance/exit to Coniston Gardens + Mardale Drive as these will be now bottlenecks (i.e., yellow lines, restricted vision-turning right onto Kingsbury Rd from Mardale Dr)? How much does the council spend on each traffic consultation? This is approx. 4th one I am completing in 10 years! Residents are not being treated fairly, restricted from having visitors which travel by car in the time zones especially as majority of residents on these streets are elderly + have resided for 30+ years (in my case 45 years) How will non-compliance drivers be penalised?
- I have problem with a car or van parked on whole footpath. It is very hard to use pavement sometimes. We have to use the road to walk on - too dangerous. Is it possible to control vehicles to stop 3 point turns near the school and on road markings. Some parents of the school use resident's driveway to park. Respect the residents and their needs, listen to them please. Thank you for taking action.
- Good idea to control and make safer for children.
- Yes, we agree councils' scheme in Coniston Gardens to promote children's health, safety, air quality. Also please do something about Kingsbury Rd pavement and growing shrubs. Uneven payments, I fell down last week.

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

- In our opinion it's a bad idea, we prefer resident parking only, Mon-Fri. That will reduce even more congestion, pollution, and carbon emissions. My friends pick up my child to school every morning at 8:15 which means for my child that we will have to walk down the road as she won't be able to enter.
- As there will be a road closed at the end and the beginning of school, this means that parents can no longer park near the school and collect children and the only area that they can park on is Kingsbury Rd. And as it is known there isn't always a space for parking which means there will be some issues for the parents to park and collect their children. This also means that if there are any visitors at the time when the roads are closed for school, they cannot get in, so it is an unbelievable thing to do.
- We have been living here for the past 26 years and in Kingsbury. No accidents or safety concerns were reported. I strongly reject this proposal. No restriction at any time
- 1. How will I travel to and from my home in a car I have hired? 2. How will the tradesmen that I need come to my home and avoid a penalty or fine 3. If I have visitors, how will they manage? The move will of course reduce traffic flow, but you are just penalizing the residents when it is the parents of children attending the school who are causing the main issues. 4. How will you identify residents' vehicles?
- The idea is ridiculous. Can't walk to school to far. Also, difficult to get to the school being on a hill. Street safe for children. No accidents have been happened. Yellow lines and no parking in front of school already existing. Some people do not respect the rules. Cameras should be installed near school, and this will be more sensible and effective, why close a road. No way will sort out few problems but create big problems around the area.
- What will be the changes to the road markings at the road marking at entrance + exit to the zone? These points will become bottlenecks to traffic. At the junction of Mardale Drive + Coniston Gard, double yellow lines are recommended so sight lines remain clear. I have suggested this in the last 4 consultations. All other junctions on the estate have yellow lines on the corners. How is the scheme going to be monitored? How do residents register their vehicles? What if residents have a temporary vehicle/van/courtesy car, how do we register? How will this help with a parent leaving their engines running? Pollution continues. Parents parking on pavements, narrowing pavements for walking + damaging/turning into driveways. How is this going to help residents? My external wall got knocked by a delivery van. How restrict visitors during this time - can we get permits? What is the penalty for driving this time? How much money has the council obtained from this scheme per school and where is it being spent? Will Coniston Gardens Road be resurfaced due to damage caused by construction vehicles, building the

dining hall (4 years later) has caused potholes/broken slabs.

- I think that the proposal is not necessary. I lived in the street for 60 years and we never had a child accident therefore the proposal for child safety is not applicable. The road is large enough to take the extra traffic that the school's time creates. We already have limited time to not park in front of the house by yellow lines on both sides of the road. Plus, the school is providing cones which have been a great help. Thanks for that. I am aware that a few times cars block the entrance to the driveway of the houses near the school. The blocking is usually for 5-10 minutes as there is no other alternative as no parking is possible elsewhere. Because of this, I believe there have been some unpleasant situations, but I must stress that does happen very seldom and not enough to qualify for the closure of the road every day. I live opposite the school and never had any arguments as the drivers have always moved away and said they are sorry. As the council thought about the consequences of closing the road. Where do parents stop to be able to get to the school? Not many children live near the school and cannot walk to school. Second, the school is built in a very steep sloop, and is rather strenuous to walk up to the top. It is my experience a I raised my family in Coniston. Some families have 3 children and that can be 3 trips a day to the school. Is it more dangerous to have to park on Kingsbury Rd and around the other streets leading to Coniston and a horrendous problem will be created? The nearby school streets are already full of cars, no place to park. 10 years ago, I rejected the project of yellow lines on both sides of the street saying that it would create more problems and I have been proven to be correct.
- I have been a resident here for 31 years. In that time no schoolchildren have been involved in an accident as far as I know. I would strongly want no restriction for us residents. Why should we be penalized for the school? The school needs to educate children and parents to walk, cycle, and scooter to school. My concerns are Events such as funerals, replacement cars when ours are being repaired, builders working on our property, Gardeners and window cleaners, family and friends popping by. Why should I have the stress and worry of my visitors getting a fine? The effect on pollution is so minimal from this restriction. You could stop larger/heavy vehicles from passing through. And larger school buses. they should stop on the main Kingsbury Rd.
- Thanks for reaching out and allowing us to have our stay which feels that every opinion is heard and appreciated before a policy is implemented. While I welcome the scheme, I would like to seek a minor modification to the proposed school street. I propose to extend the school street up to the end of Coniston Gardens i.e., till the end of house # 79, Coniston Gardens. If we go by the current proposal, there will be a lot of motorized traffic that would build up in the area clogging the movement of residential vehicles that want to drive into Kingsbury Road. Per the current proposal, people will try to park at the junction of Mardale Drive leading up to Springfield Gardens through the rest of Coniston Gardens Street. Extending the school street till the end of Coniston Gardens, would give enough room for parents to park their vehicles either in Mardale Drive (both sides) and also in Springfield

Gardens at the same time allowing residents to easily gain access to Kingsbury Road through Mardale Drive or Springfield gardens instead of going all the way thru Coniston Gardens thereby creating risks for the kids. Appreciate it if you could consider the proposal and extend the street by a few more houses so that the entire street is free of motorised vehicle movement apart from a few exempted ones. Thanks!

- There has never been any accident where a child or accident where a child or parent was involved. There is no need for this proposal. I think the school makes it difficult for the residents who have no objection to parents driving their kids to school. Since the new headteacher started in this school it seems the proposals have started. I have family members and friends who come daily to carer for my children and this proposal will make life difficult for them. There is no need for this proposal. As a parent, I need to drive my child to school to get to work on time. Therefore, driving a child to school is not always a pleasure. Thank you in advance.
- I reject the proposal, no need to block the road.

8.7 Officer Response: *Based on careful consideration of the objections and feedback, we present the following officer comments and reasoning in support of the scheme. The officer has taken note of the supportive comments and acknowledged the highlighted challenges in the area. Additionally, they understand the concern about existing traffic issues and recognize the expressed support for the school street as a means to alleviate congestion and enhance road safety.*

The officer has also considered the suggested reduced operation hours. Past experiences have shown that when restrictions start later, close to school closing time, parents tend to arrive earlier and park in the zone, resulting in the same inconsiderate parking problems. This behaviour can cause sightline reductions and increase the risk of accidents. Therefore, the officers recommend amending the proposed afternoon hours to 2:30 to 3:45 pm.

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.

The removal of the existing waiting restriction and additional waiting restriction at the junction of Mardale Drive can be reviewed should the proposed scheme be implemented; this would be subject to consultation and approval.

The school street zone will be monitored with CCTV cameras, following implementation, we will be issuing warning notices to unauthorized vehicles entering the restricted zone for the first two weeks, following this Penalty Charge Notices (PCNs) will be issued. For queries relating to PCNs that have been issued please contact parking.reps@brent.gov.uk and include your PCN number and address.

Implementing a school street zone can help address the issues described above in several ways:

1. Pedestrian Safety/ Parking Management: *By restricting vehicle access during school hours, the school street zone creates a safer environment for pedestrians, including children walking to and from school. With fewer vehicles on the road, pedestrians have more space to walk safely without the obstruction of parked cars or vans on the footpath.*

2. Traffic Control: *The implementation of a school street zone can help control traffic flow around the school area. By limiting access to unauthorized vehicles and enforcing restrictions, it reduces the likelihood of dangerous manoeuvres such as 3-point turns near the school or on road markings. This helps improve overall road safety for pedestrians and drivers alike.*

In summary, a school street zone helps alleviate problems related to pedestrian safety, traffic congestion, and parking management, ultimately creating a safer and more organized environment around the school premises.

Comments regarding the uneven pavement on Kingsbury Road and Coniston Gardens Pothole and resurfacing have been sent to our Highways Management Team for review and consideration.

While CPZs can be effective in managing parking in certain contexts, school streets offer a more targeted and holistic approach to addressing congestion and inconsiderate parking outside schools, prioritizing pedestrian safety, community engagement, and sustainable travel.

Brent is supporting the Engine Off Every Stop campaign asking all drivers to switch off their engines when parked up, wherever possible. This project is being funded by the Mayor's Air Quality Fund and is jointly led by the City of London Corporation and the London Borough of Camden. As well as vehicle idling creating unnecessary pollution, it is also an offense under section 42 of the Road Traffic Act 1988 and the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002. Therefore, if a vehicle driver is found to be parked up and idling unnecessarily, they can be fined £20 if they refuse to turn off their engine on request.

The suggestion is to extend the scheme further until house no. 79 can be reviewed at a later stage should there be displacement. The currently proposed zone allows traffic to flow around the centre island (Coniston Gardens, Springfield Gardens, and Mardale Drive) with little congestion.

Advanced warning signs will be placed to provide all drivers with advance notice of the restrictions. This will reduce the likelihood of drivers approaching the restriction and then manoeuvring away to avoid a penalty charge.

The primary purpose of the proposed school street is to address safety issues reported by councillors, the school, and residents. It was identified

that dangerous manoeuvres were occurring directly outside the school, 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 from parents/careers.

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. Consequently, concerns raised about accommodating visitors should not be considered a valid objection to the scheme. 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. Parents/caregivers are encouraged to travel to school using more sustainable modes of transport. In addition to visitor exemption the following exemptions are included:

- 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*

Whilst no recorded accidents have been reported within the scheme scope, the scheme is a prevention method and will also help improve air quality Aligning with broader goals of enhancing community well-being by promoting sustainable transportation, reducing traffic congestion, and fostering a safer environment for residents and pupils.

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.

The proposal is to implement the scheme on an experimental basis for 12 months and review it before making it permanent, allowing us to monitor and make any changes that may be required.

9.0 EQUALITIES ANALYSIS

9.1 Out of the 28 questionnaires returned, 16 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 number of 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
6	2	0	4	0	3

Table 3 – 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
2	11	3	5	5	4	11	5	0

Table 4 – 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
2	6	3	0	1	3	0

Table 5 – Number of Responses to “What is your religion?”

Age group						
Prefer not to say	16-25	25-34	35-44	45-54	55-64	65-74
2	0	1	2	2	5	3

Table 6 – Number of Responses to “which age group do you belong?”

- 10.2 A total of 57% of the respondents have completed the equality questionnaire. Among them, 37.5% identify as Asian or Asian British, 12.5% as Black or Black British, 0% as having a Mixed Background, 25% as White or White British, 0% as Other Ethnic Background, and 18.7% preferred not to disclose their ethnicity. Since there is currently no census data available for the Kingsbury Ward profile, it is challenging to ascertain whether this data broadly aligns with the ethnic distribution of the Kingsbury Ward or not.
- 10.3 Table 4 shows that 12.5% of those responded considered themselves to have a disability and 68.7% do not consider themselves with any disability, and 18.7 preferred not to say. Consultation data suggest that 28.57% of the respondents are Male, whilst 535.7% are female. Again, since there is currently no census data available for the Kingsbury Ward profile, it is challenging to ascertain whether this data broadly aligns with the ethnic distribution of the Kingsbury Ward or not.
- 10.4 The breakdown of religious affiliation among these respondents is as follows: 13.3% identified as Muslim, 40% as Christian, 20 % as Hindu, 0% as Jewish, 6.67% as having no religious belief, 20% preferred not to disclose their religious affiliation, and 0% identified as belonging to other religious groups. Again, since there is currently no census data available for the Kingsbury Ward profile, it is challenging to ascertain whether this data broadly aligns with the ethnic distribution of the Kingsbury Ward or not.
- 10.5 Table 6 indicates that 13.3% of respondents prefer not to disclose their age, 0% are 16-25 years old, 6.6% are 25-34 years old, 13.3% are 35-44 years old, 13.3% are 45-54 years old, 33.3% are 55-64 years old, and 20% are 65-74 years old. Once more, there is currently no census data available for the Kingsbury Ward profile, it is challenging to ascertain whether this data broadly aligns with the ethnic distribution of the Kingsbury Ward or not.
- 10.6 It is challenging to ascertain whether this data broadly aligns with the distribution of the Kingsbury Ward or not as there is no current census data for Kingsbury Ward following boundary changes, and that this is a small sample.

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 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

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 2024/25 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 estimated cost for the work is around £60,000. The funding allocation is adequate to cover both the Traffic Management Order and the Signage including Cameras 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 in Coniston Gardens, NW9, extending from the junction of Kingsbury Road to the junction of Mardale Drive.

13.1 The School Street would be in operation during Term Time only, Monday to Friday, 8:15 to 9:15 am and 2:30 pm to 3:45 pm.

13.2 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: 31 May 2024

Sandor Fazekas

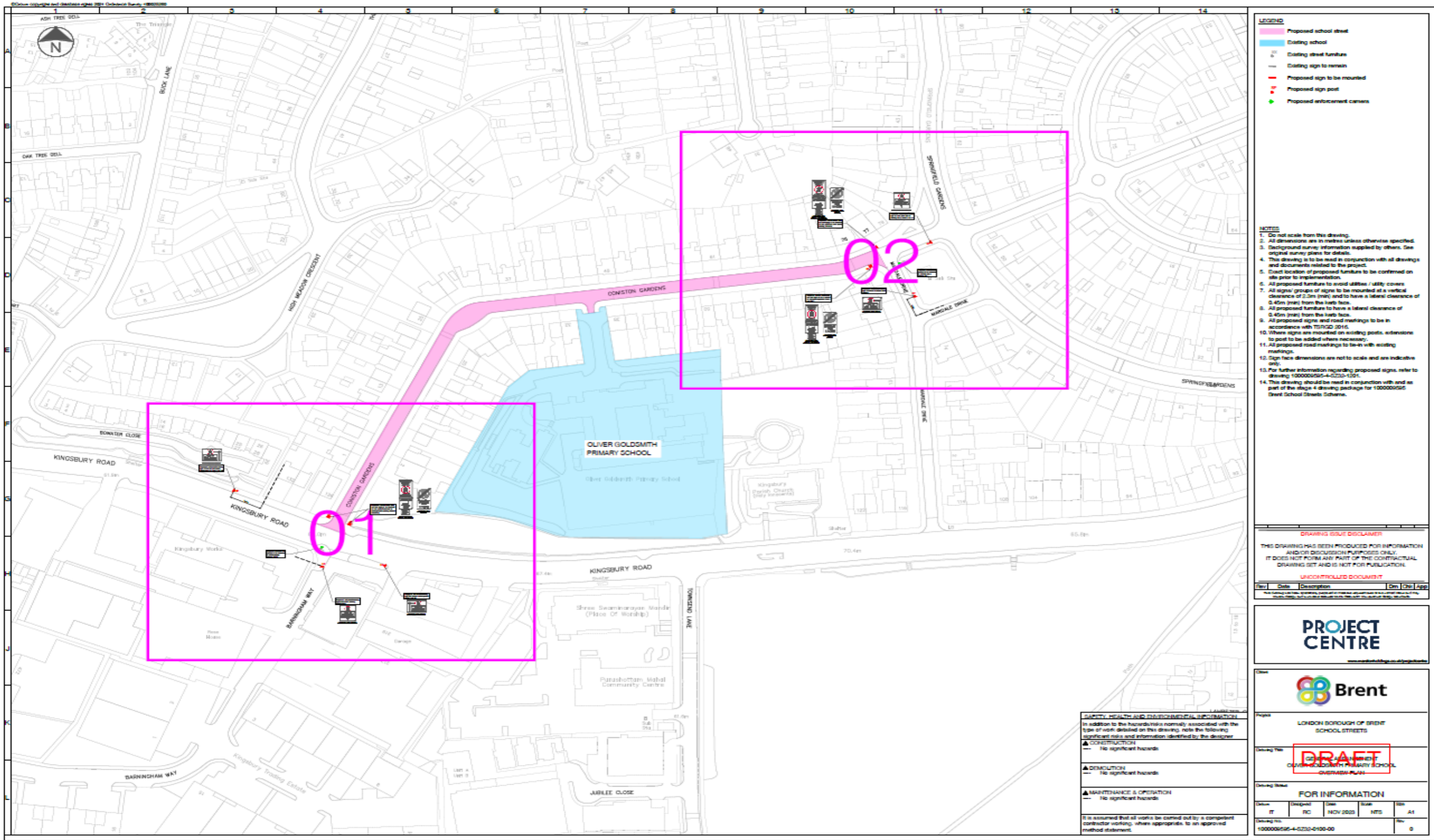
Head of Healthy Streets and Parking


Local Government Act 1972 – Access to Information

The following items were used in the preparation of the report:

1. Consultation responses and analysis
 2. The above documents may be inspected/copied by contacting:
Contact Officer: P Asgari, Principal Engineer, Healthy Streets and Parking,
Telephone: 0208 937 5600
Email: healthystreets&parking@brent.gov.uk
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Appendix A- Detailed design



 Brent	Public Consultation Proposed School Safety Scheme Oliver Goldsmith Primary School
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This document outlines our proposals for a local School safety scheme in Coniston Gardens, NW9. Please read through the information in this document and then complete and return the enclosed questionnaire - postage is free. Alternatively this document is also available for completion online at <https://haveyoursay.brent.gov.uk> responses from within the consultation area only will be considered. The closing date for the return of the questionnaire is:.....



Why are we proposing this change?

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

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

What is a School Street?

A School Street is a term-time restriction of motorised traffic on a road by a school during the school's pick-up and drop-off period. 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 4:00pm.

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 is summarised as follows:

- Coniston Gardens in NW9 is proposed to be designated as a School Street, extending from the junction of Kingsbury Road to the junction of ~~Mordale~~ ~~Drive~~.
- The School Street would be in operation during Term Time only, from Monday to Friday, with the morning hours set from 8:15 am to 9:15 am and the afternoon hours from 2:30 pm to 4:00 pm.

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

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

What will happen next?

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

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 broken 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 to:
 London Borough of Brent
 Highway and Infrastructure
 5th 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:

<p>ENGINEER NAME highwaysconsult@brent.gov.uk Senior Engineer Project Development Highways and Infrastructure London Borough of Brent</p>	<p>Paulette Weekes highwaysconsult@brent.gov.uk Consultation Officer Project Development Highways and Infrastructure London Borough of Brent</p>
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