Brent	Healthy Streets and Parking Delegated Approval Report Report for Head of Healthy Streets and Parking
Wards Affected: Dollis Hill Ward	
Proposed School Street Expansion **SZ17 Northfield Junior and Infant School**	

Approved by:

Title	Date Submitted	Name	Date Approved
Principle Engineer (Author)	28/02/2023	Padideh Asgari	28/02/2024
Team Leader Safety & Travel Planning	28/02/2024	Debbie Huckle	07/03/2024
Head of Healthy Streets and Parking	07/03/2024	Sandor Fazekas	21/03/2024

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 Northview Junior and Infant School. Whereby the existing school street SZ17 will expand in area to include Northview Crescent, Broadfields Way, Southview Avenue and Woodmans Grove, NW10.

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

- Expansion of School Street Zone to include Broadfields Way, Northview Crescent, Southview Avenue and Woodmans Grove.
- 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 road users. 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

in the vicinity of the school, thereby mitigating congestion, curbing air pollution, and lowering carbon emissions. This comprehensive approach aligns with our commitment to fostering a cleaner and greener Brent and improving road safety for all road users.

1.3 Furthermore, this report proposes the advancement of Traffic Management Orders essential for the implementation of the **experimental traffic order (12 months)**, facilitating term-time restrictions for the Pedestrian and Cycle Zone (as detailed in paragraph 1.2).

2.0 BACKGROUND

2.1 In September 2020, the council initiated 30 pilot schemes for pedestrian and cycle zones in the vicinity of schools, designating them as school streets. Following the evaluation of the pilot schemes, 27 of them have been made permanent. In additionally, four more school streets have been implemented and there is now a total of 31 School Street Zones within Brent.

2.2 A school street is typically a road adjacent to a school that has a temporary restriction for motorised traffic during school arrival and dispersal times. The purpose is to create a safer and more pleasant environment for students and pedestrians, reducing the risk of accidents and encouraging active travel such as walking and cycling. Some exemptions apply which include:

- Residents that live within the zone
- Blue badge holders that live within the zone
- Emergency services
- Deliveries
- Carers
- Licensed taxis
- School transport & taxi card transport services
- Council operational vehicles (statutory services)
- Medical appointment transport
- Dial-a-ride
- Royal Mail
- Medical practitioner

2.3 This proposal is in response to safety concerns raised by the school community. The expansion of the school street area will encourage and support people to adopt greener, more active forms of transport.

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

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

commitment to optimising the school street scheme for the benefit of all residents involved.

3.0 Project Development

3.1 Site Visits

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

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

3.4 Notably, Northview Crescent was 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 on Southview Avenue to drop off children, often performing U-turns, contributing to site congestion, and compromised visibility in the area posing safety risks.

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

4.0 Turning Counts and Vehicle Movements

4.1 In September 2023, automated traffic counts were carried out. Table 1 below highlights the total number of vehicles traveling westbound on Southview Avenue from the junction of Dudden Hill Lane, during the morning peak Monday to Sunday. The afternoon Peak was disregarded as the data was not valid on Sunday.

Average Vehicle Count 8am-9am Weekday	Average Vehicle Count 8am-9am Weekend
117	50

Table 1- Automated Traffic Count

4.2 The average vehicle count during the weekday morning peak period (8am-9am) is 117, while on the weekend during the same time frame it drops to 50. The data indicates a significant different in the average number of the vehicles during the specified morning hours between weekday and weekends. Weekday data is notably high compared to weekend.

4.3 Given that Southview Avenue is near a school and is a cul-de-sac, it's plausible that the observed higher weekday traffic during the morning peak hours (8 am to 9 am) could be related to school-related activities. Cul-de-sacs often serve as residential areas, and increased traffic during weekdays may be due to parents dropping off or picking up pupils, or other school-related commuting.

4.4 <u>Safety Implications</u>

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

5 Proposed Local Road Safety Improvements

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

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

- Expansion of School Street Zone to include Broadfields Way, Northview Crescent, Southview Avenue and Woodmans Grove.
- 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 532 addresses within the area.

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

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

7.0 Consultation Results

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

	Number	Percentage
Questionnaires Sent Out	**352**	**100**
Questionnaires Returned	**27**	**8%**

Table 2 – Questionnaire Response Rate

Q1) Overall, do you support the proposals highlighted in the drawing leaflet titled Overview?		
Yes	**18**	**67%**
No	**8**	**30%**
No Opinion	**1**	**3%**

Table 3 – Responses to consultation questionnaire.

7.2 Table 3 shows that a total of 27 questionnaires were returned which represented a response rate of 8%. This response rate is slightly lower than other consultations, as the average response rate for similar consultations conducted by the Healthy Streets and Parking services is 10%.

7.2 The results of the questionnaire indicated that:

- 67% were supportive of the proposals, 30% objected, whilst 3% had no opinion.

7.3 Given the information provided, 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 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 as the street is very crowded at certain times especially during drop off and pick up and cars park illegally.
- Will facilitate the parking and make our streets nice.
- I agree as it's becoming really busy on these roads.
- I welcome the proposal for traffic congestion, as during the term residents are often blocked in during drop off and pick up period.
- Strongly in favour. The zone at present has shifted the problem to surrounding streets which are virtually impassable at drop off times.

Officer Response: *Officers note the supportive comments and acknowledge the highlighted challenges in the area. Some commenters emphasis the need for the proposed school street to address parking problems that are 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.*

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

- I have lived here for 25 years and parking on my road Broadfields Way has never been an issue during school times. Only Southview Avenue and Northview Crescent I have observed being used for school parking
- Children have been going back and forth to school for centuries without the need for this.
- Don't agree with the expansion as I have friends & family visiting to drop off food and help with shopping.
- The proposal doesn't adequately address the community concerns. The issue revolves around the activities beyond the stipulated hours.
- There are too many restrictions already. Brent is making driving a nightmare.
- How much council tax has been spent on this?
- I think one road is enough.

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 primary purpose of the proposed expansion is to address safety issues reported by our Senior School Travel Planning Officer, and feedback from the schools, many of their children who 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. Furthermore, reports have been received regarding inconsiderate parking outside the existing zone 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.

Although a resident may only observe issues in Southview Avenue and Northview Crescent, officers have received complaints from surrounding roads concerning inconsiderate parking and congestion. The scheme is

specifically designed to address and alleviate displacement in the immediate area. In addition, due to the road layout residents in Broadfields Way and Woodmans Grove would need to drive through Southview Avenue to access their property and therefore would require an exemption to do so.

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

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

In conclusion, the proposed scheme aims to create a safer, more sustainable, and inclusive environment for all road users and the surrounding community.

The School Street Scheme is designed to effectively eliminate idling vehicles during drop-off and pick-up times, contributing to a healthier environment and reducing 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 reviewed before making it permanent, allowing us to monitor and make any charges that may be required.

9.0 EQUALITIES ANALYSIS

9.1 Out of the 27 questionnaires returned, 21 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
0	3	1	13	0	4

Table 4 – Responses to "What is your ethnic group?"

Do you consider yourself to have a	Gender	Sexual

disability?					Orientation			
Yes	No	Prefer not to say	Male	Female	Prefer not to say	Heterosexual	prefer not to say	Gay man
2	14	2	8	11	0	14	3	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	Buddhist	Jewish	No Religious Belief	Prefer not to say	Other
2	9	1	0	4	4	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
2	0	1	3	7	4	4

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

10.2 78% of the respondents have completed the equalities questionnaire. Among them, 0% identify as Asian or Asian British, 14.2% as Black or Black British, 4.7% as Mixed Background, 61.9% as White or White British, 0% as Other Ethnic Background and 19% preferred not to say. This distribution does broadly align with the overall ward profile, which indicates that a significant percentage of the population being from black, Asian and minority ethnic BAME backgrounds. The sample size can contribute to the differences between the questionnaire results and the 2011 Census data.

10.3 Table 5 shows that 9.5% of those responded considered themselves to have a disability and 66.6% do not consider themselves with any disability. Consultation data suggest that 38% of the respondents are Male, whilst 52% are female. The consultation data indicates a higher percentage of

females responded to the consultation compared to the demographic data for Dollis Hill Ward, where the gender distribution is roughly balanced. With regards to the proportion of respondents being disabled, this is broadly similar to that of Dollis hill Ward Profile, were 7.4% of residents felt their day-to-day activities were limited a lot.

10.4 The breakdown of religious affiliation among these respondents is as follows: 9.5% identified as Muslim, 42% as Christian, 4.76 % as Buddhist, 0% as Jewish, 19.05% as having no religious belief, 19.05% preferred not to disclose their religious affiliation, and 4.76% identified as belonging to other religious groups. The breakdown of the religious affiliation among the respondents in the questionnaire is broadly similar to the religious distribution in Dollis Hill Ward.

10.5 Table 7 indicates that 9.5% of respondents prefer not to disclose their age, 0% are 16-25 years old, 4.76% are 25-34 years old, 14.2% are 35-44 years old, 33.3% are 45-54 years old, 19% are 55-64 years old, and 19% are 65-74 years old. The breakdown of age groups among the respondents in the questionnaire is broadly similar to the age profile presented for Dollis Hill in the provided comparison:

10.6 Overall, the equality analysis indicates that the diversity profile of respondents to the consultation is broadly representative of Dollis Hill Ward Although there are some differences, these findings contribute to a comprehensive understanding of the community's perspectives in Dollis Hill Ward.

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 affected	**N/A**
Pregnancy and maternity		x		No reason to believe this group will be disproportionally affected	**N/A**
Race		X		No reason to believe this group will be	**N/A**

				disproportionally affected	
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 £10,000. The funding allocation is adequate to cover both the Traffic Management Order and the Signs to deliver the scheme.

13.0 RECOMMENDATION

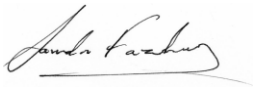
13.0 After duly considering all the factors set out in this report, the Head of Healthy Streets and Parking is therefore recommended to approve the advertisement of the Traffic Management Orders for Term-time Pedestrian and Cycle Zone, Expansion of School Street Zone to include Broadfields Way, Northview Crescent, Southview Avenue and Woodmans Grove. 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: 21 March 2024

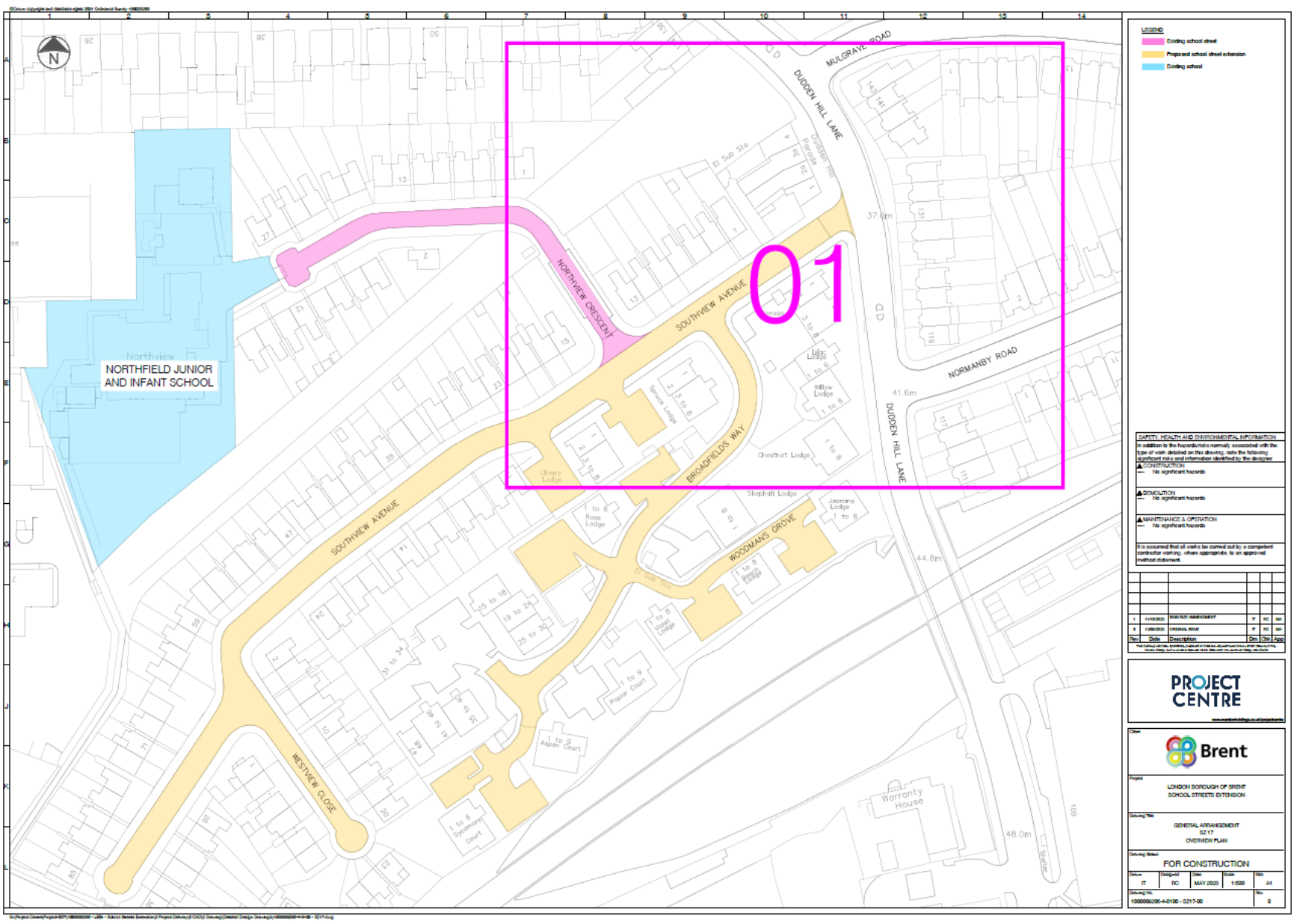
Sandor Fazekas
Head of Healthy Streets and Parking

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
Telephone: 0208 937 5600
Email: healthystreetsand parking@brent.gov.uk

Appendix A- Detailed design



SZ17 School Street PA
DATE 2023

Public Consultation
Proposed School Street Expansion
SZ17- Northfield Junior and Infant School

This document outlines our proposals for a local school safety scheme around Northfield Junior and Infant 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 the existing school street area on Northview Crescent to include Broadfields Way, Southview Avenue and Woodmans Grove. 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 **7:15am 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:

- Expansion of School Street Zone to include Broadfields Way, Northview Crescent, Southview Avenue and Woodmans Grove.

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 **XXXXXXXXXXXXXX**.

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**

Brent Building a better borough

ITA 2019 WINNER EXCELLENCE IN CYCLING AND WALKING

Transport for London

Translation Request

We want all of our customers to be able to understand the information we provide. If you need to receive this information in your own language or in an alternative format (e.g. large print, Braille), please contact the Consultation Officer on 020 8937 5230

ENGLISH

[illegible] 0208 937 5127 [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 baabatid in warbixinta aad ku hesho luqadaada ama hab kale (sida qoraal balaadhan, taabasho akhris) fadlan lasoo xidhiidh xafiiska talo bixinta ee 020 8937 5230.

SOMALI

અમે જે પુરી પાડીએ છીએ તે માહિતીમાં અમારા બધાં જ ગ્રાહકોને સમજણ પડે એવું અમે ઇચ્છીએ છીએ. જો તમને આ માહિતી તમારી પોતાની ભાષામાં અથવા બીજા કોઈ સ્વરૂપમાં (દા.ત. મોટા અક્ષરોમાં છાપેલી, બ્રેઈલમાં) મેળવવાની જરૂર પડે, તો કૃપા કરીને કન્સલ્ટેશન ઓફિસરનો 020 8937 5230 પર સંપર્ક કરો.

GUJARATI

ہم چاہتے ہیں کہ 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 برائے 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 ਗ੍ਰਾਹਕ 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 ਕੌਨਸਲਟੇਸ਼ਨ ਅਫਸਰ ਨਾਲ 0208 8937 5600 ਤੇ ਸੰਪਰਕ ਕਰੋ।

PUNJABI

SZ17 School Street

DATE

Brent

Questionnaire

Proposed School Street Expansion SZ17
Northfield Junior and Infant School

Dear Sir or Madam,

Your views are important to us - please therefore take the time to read and respond.

The information you provide will be treated confidentially and will be used solely by the London Borough of Brent.

Sending back this form

Please complete this questionnaire and return it in the **FREEPOST** envelope enclosed, to reach us by **XXXXXXXXXXXXXXXXXX**. Alternatively, post it to **London Borough of Brent, Healthy Streets & Parking, Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ.**

Details on-line

This consultation document will be available on our website. Please go to **https://haveyoursay.brent.gov.uk** Results will generally be available within one month of the closing date.

Only one reply per household or business will be accepted.
Healthy Streets & Parking

If you require this document in larger print, please call 0208 937 5230

Transport for London

LTA 2019 WINNER EXCELLENCE IN CYCLING AND WALKING

Brent Building a better borough

Question

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

Yes ☐ No ☐ No Opinion ☐

Comments