 Brent	<p>Healthy Streets and Parking Delegated Approval Report</p> <p>Report for Head of Healthy Streets and Parking</p>
<p>Wards Affected: Kenton Ward</p>	
<p align="center">Proposed School Street SZ24 Mount Stewart Federation Schools (Mount Stewart Infant and Junior Schools)</p>	

Approved by:

Title	Date Submitted	Name	Date Approved
Principle Engineer (Author)	30/06/2025	Padideh Asgari	30/06/2025
Team Leader Safety & Travel Planning	01/7/2025	Debbie Huckle	01/07/2025
Head of Healthy Streets and Parking	02/07/2025	Sandor Fazekas	03/07/2025

1.0 PURPOSE OF REPORT

- 1.1 This report summarises the findings of a feasibility and consultation process carried out to support the implementation of an expanded School Street around **Mount Stewart Infant and Junior Schools** in Kenton Ward.
- 1.2 The proposed School Street expansion covers Mount Stewart Avenue (entire length), Sheridan Gardens, Abercorn Gardens, Manning Gardens, and includes previously implemented restrictions on Carlisle Gardens. The final area also includes Trevelyan Crescent and Bouverie Gardens following resident requests and supporting data. Design Drawing is illustrated in Appendix A.
- 1.3 Proposed hours of operation:
Monday to Friday, during term-time: 8:15am–9:15am and 2:30pm–4:00pm.
- 1.4 The proposal aims to:
 - Improve road safety for pupils and all road users.
 - Encourage active and sustainable travel.
 - Reduce congestion and illegal parking behaviours.

- Improve air quality and contribute to Brent's Climate and Ecological Emergency Strategy.
- 1.5 Approval is sought to proceed with the implementation of the scheme under an **Experimental Traffic Management Order (ETMO)** for 18 months. Facilitating term-time restrictions for the Pedestrian and Cycle Zone, including the inclusion of Trevelyan Crescent and Bouverie Gardens (as detailed in paragraph 1.3).

2.0 BACKGROUND

2.1 Since its introduction in 2020, Brent's School Streets program has expanded to include **33 zones**, aimed at improving safety and air quality around schools by restricting motorised traffic during key times of the day.

- four existing zones were expanded under an Experimental Traffic Order on 30th September 2024.
- Three new School Street zones were introduced, also under an Experimental Traffic Order, on 4th November 2024.

These experimental orders allow the council to trial changes and gather feedback before deciding whether to make them permanent.

2.2 In alignment with the Council's commitment to improvements around schools in the borough, the implementation of School Streets is a key component of Brent's Active Travel Implementation Plan (2024-2029). The Active Travel programme provides the following benefits to meet the Council's Strategic objectives:

- Increased uptake of sustainable transport modes, particularly cycling and walking, but also public transport and car clubs
- Reduced conventional vehicular trips on the network, particularly at peak times
- Reduced Killed and Seriously Injured (KSI) incidents and slight accidents on Brent's roads
- Reduce the exposure of Brent residents to Particulate Matter (PM) and Nitrogen Dioxide (NO₂) generated by the transport network

The borough's Active Travel programme supports the following Council strategies;

- Borough Plan 2023-2027
- Brent Long Term Transport Strategy 2015-2035 (to be revised 2022)
- Brent's Third Local Implementation Plan 2019-2041
- Brent Climate & Ecological Emergency Strategy 2021-2030
- Air Quality Action Plan 2023-2027

2.3 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

- 2.4 The Mount Stewart School Street was initially introduced in 2020 on part of Mount Stewart Avenue and Carlisle Gardens. Persistent concerns around dangerous driving and congestion beyond the existing area prompted a reassessment.
- 2.5 This proposal is in response to safety concerns raised by the school and local residents. The expansion of the school street area will encourage and support people to adopt greener, more active forms of transport.
- 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 18-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 As part of its ongoing commitment to expanding the program, Brent Council conducted a tendering exercise to commission a full feasibility study for a proposed expansion School Street zone near Mount Stewart School. Invitations were sent to three consultants, and MP Smarter Travel was awarded the contract after submitting the most competitive quotation.
- 3.2 Their proposal offered the lowest cost for feasibility work, community engagement, detailed design, and consultation documentation compared to the other bidders.

- 3.3 Given MP Smarter Travel’s proven track record with the council and their cost-effective and well-structured proposal, we were confident they were best positioned to deliver the project successfully and on time.
- 3.4 MP Smarter Travel, working in partnership with City Infinity, conducted a comprehensive feasibility study, which included stakeholder engagement, traffic and causality data analysis, and site visits. The full findings of this study are included in **Annex 1 (Feasibility Report)**.

4.0 Data analysis

4.1 Detailed Data Analysis

Pages 10 to 35 of the feasibility report, prepared by MPST, provide comprehensive details of the data analysis (**Annex 1**). This includes:

- ATC Traffic Volume and Surveys: Analysis of automatic traffic counter data and general traffic surveys.
- Accident and Injury Data Analysis: A review of recorded accidents and injuries in the vicinity.
- Hands-Up Travel Survey Data Analysis: Insights from surveys on how students currently travel to school.

This full report is attached as **Annex 1- MPST Feasibility Report**.

4.2 Traffic Patterns Summary

Data collected from roads within the proposed School Street area options consistently shows that traffic volumes peak during school drop-off and pick-up times. This pattern is particularly evident on Mount Stewart Avenue (Site 5) and Manning Gardens (Site 8).

Woodcock Hill experiences significantly higher traffic volumes than surrounding residential roads. However, this road also serves as a connecting route between Preston Road and the Kenton Road corridor. During peak hours, it is frequently used as a cut-through by drivers seeking to avoid congestion on main roads.

The road is also in close proximity to schools such as Mount Stewart and Preston Park Primary, further contributing to congestion. In addition, bus services (e.g., routes 223 and H19) operate along Woodcock Hill, adding to the overall traffic volume.

The northern section, including Trevelyan Crescent, also experiences a significant increase in traffic during morning and afternoon school travel times. **Based on traffic data and feedback received from residents, it is recommended that Trevelyan Crescent be included in the School Street expansion under the initial Experimental Traffic Management Order (ETMO), subject to implementation and monitoring.**

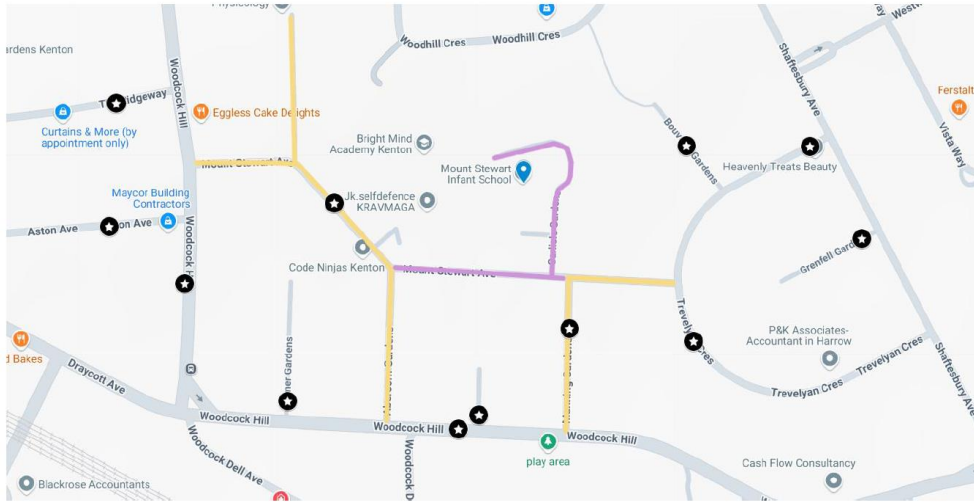


Figure 1- ATC Site

SiteNo	SiteName	Type	WholeDay Count1	8am Count1	3pm Count1
1	The Ridgeway	Outside Proposed SS	847.6	100.4	65.4
2	Aston Avenue	Outside Proposed SS	195.8	15.2	11.6
3	Woodcock Hill (western side of SS)	Outside Proposed SS	6384.6	583.4	475.2
4	Bulmer Gardens	Outside Proposed SS	152.0	8.4	11.6
5	Mount Stewart Avenue	On Proposed SS	638.2	88.2	52.2
6	Woodcock Hill (southern side of SS)	Outside Proposed SS	13014.6	1007.2	887.6
7	Calverly Gardens	Outside Proposed SS	75.6	13.8	11.6
8	Manning Gardens	On Proposed SS	478.2	96.2	58.6
9	Trevelyan Crescent (south side)	On Proposed SS	292.4	40.8	30
10	Bouverie Gardens	On Proposed SS	156.6	15.6	21
11	Trevelyan Crescent (north side)	On Proposed SS	690.2	141.2	100
12	Grenfell Gardens	Outside Proposed SS	107.6	11.4	8.6

Table 1- Traffic Volume on streets around the proposed school street- Whole Day, weekday average.

4.3 **Casualty Data-** The school ranks relatively low for casualties and child casualties within a 500m radius of the school since 2021. The existing school street has been in place since 2020.

However, there have been 11 accidents within 500m of Mount Stewart Junior School since 2021. The School Street expansion can further improve road safety to reduce casualty in the future by creating a safer and less motor traffic area. Encouraging more active and sustainable travel habits.

	Mount Stewart School Junior School	Mount Stewart School Infant School
No. of casualties within 500m	11	9
500m casualties rank	91	92
No. of child casualties within 500m	1	1
500m child casualties rank	86	86
No. of casualties within 250m	3	1
250m casualties rank	75	89
No. of child casualties within 250m	0	0
250m child casualties rank	68	68
No. of casualties within 100m	0	0
100m casualties rank	59	59
No. of child casualties within 100m	0	0
100m child casualties rank	34	34

Table 2: Casualties within various radii Mount Stewart Schools, Jan-21 to Jun-24, and ranks relative to other Brent schools. The total Brent schools (assessed) considered is 94.

4.4 Travel Survey Data Analysis

The data below is taken from the surveys of the students at Mount Stewart Infant School, for 2021-2022 in the Travel for Life platform.

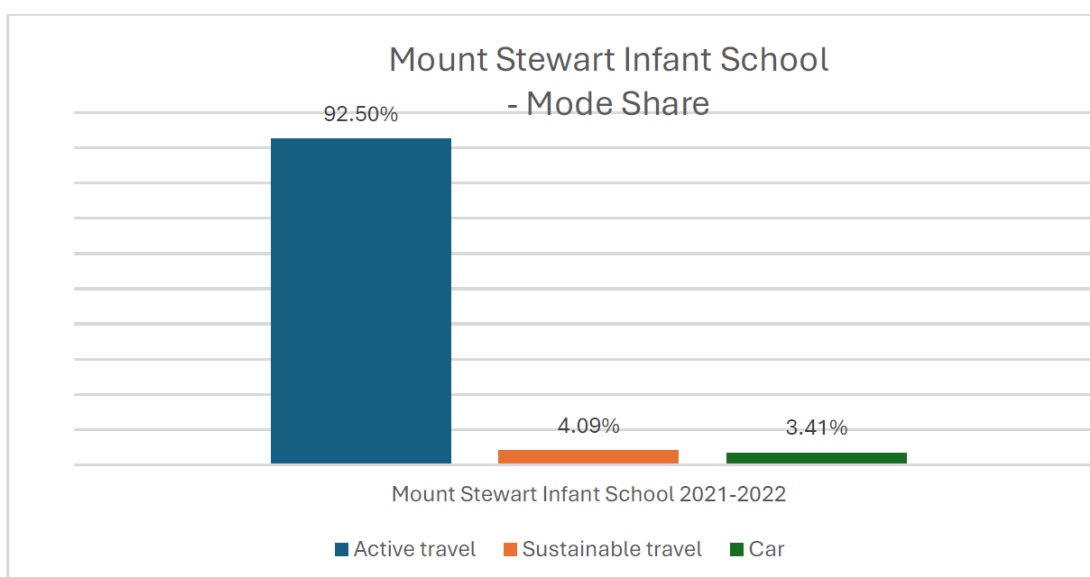


Figure 2- Mount Stewart Infant School Travel Mode

Only Mount Stewart Infant School has completed the hands-up survey from the period during which the existing School Street has been in place.

Crucially, the data also suggests that in the 2021-2022 period, **92.5% of pupils engaged in 'Active Travel' to school**. For classification purposes, 'Active travel' includes walking, scootering, using a buggy, cycling, or 'Park and Stride', while 'sustainable travel' encompasses all modes of public transport, car sharing, and school bus usage. This exceptionally high percentage of active travellers presents a compelling case for a School Street. By significantly restricting vehicular traffic during peak drop-off and pick-up times, a School Street would directly address the primary safety concerns and potential conflicts that active commuters face. This would create a much safer, calmer, and more pleasant environment, not only

safeguarding the existing active travel habits of the majority of pupils but also actively encouraging others to adopt these sustainable modes, ultimately enhancing the school's commitment to both road safety and environmental responsibility.

5.0 CONSULTATION AND RESULTS

5.1 Consultation Procedure

The results of the consultation were submitted to MPST for analysis and recommendations. Personal details were omitted from the submissions to ensure privacy. The full analysis is presented in Annex 1 on pages 6 to 9 of the report, with recommendations on page 24 and 25 of that report.

5.2 Consultation Result Summary

In summary, the consultation took place in February 2025, for a period of 21 days. 126 letters were distributed to the surrounding area, with a 42% response rate. Key outcomes:

- **55% of respondents supported the implementation of a School Street, whilst 45% objected to the proposal.**
- The results indicate the majority of residents on the roads within the area, which include Abercorn Gardens, Carlisle Gardens, Manning Gardens, Mount Stewart Avenue, Sheridan Gardens and some sections of Woodcock Hill, were in favour of the proposed School Street Expansion.
- The council also received a petition with 85 signatures from the residents of Trevelyan Crescent requesting that School Street be expanded to include their road. The same group of residents also requested that the school street area be expanded to include Bouverie Gardens.
- Additional feedback was received from other community groups and organisations. A summary of this feedback is provided below:

Met Police response – *‘I have no issue with the proposal of an extension to the existing school street; however I do have some concern with the boundary of the proposed extension. My concern is that cars will be congregating and causing obstruction when parents are dropping off and picking up at the three points where the proposed school street meets Woodcock Hill (Junctions of Mount Stewart Avenue, Abercorn Gardens & Manning Gardens). There is limited parking provision around these junctions, which are already relatively narrow, and I believe this proposal could potentially result in increased collisions at these locations.*

I would suggest that the proposed boundary of the extension is carefully reviewed, and risk assessed and also consideration be given to an experimental scheme in the first instance so that any impact can be carefully monitored.

Black Disabled Peoples Association response – *agreed with the proposal.*

Brent Cycling Campaign response - *'This is a response on behalf of Brent Cycling Campaign, the Brent branch of London Cycling Campaign. We welcome the proposals*

- Based on traffic data, consultation data, and feedback received from residents, it is recommended that Trevelyan Crescent and Bouverie Gardens be included in the School Street expansion under the initial Experimental Traffic Management Order (ETMO), subject to implementation and monitoring.
- Copies of the consultation documents are attached as Appendix B.

5.3 Scheme Mitigation

Based on the comprehensive "Feasibility Report for Mount Stewart School, Proposed School Street Expansion" report by MP Smarter Travel and City Infinity, the Healthy Street and Parking team has carefully reviewed the findings and recommendations presented on page 24 of their report. We concur with and accept these recommendations, which are summarised below. (Annex 1) along with officer comments.

Key Takeaways from the Report:

- The response to the consultation from residents in the relevant area was generally positive, with 55% responding that they supported the School Street implementation.
- Residents based on Trevelyan Gardens expressed concerns about traffic displacement onto their road and requested that School Street be expanded to this area.
- Feedback from residents and the school indicates that parents stopping to drop off their children regularly block the junctions and driveways on Manning Gardens and Abercorn Gardens, both of which will be addressed in the recommended implementation of the School Street.
- Other feedback expressed concerns about safety on Woodcock Hill, both to the south and west of the expanded School Street.
- The ATC data showed a clear correlation between school drop-off and pick-up times and increased traffic volumes on all roads included in the proposed School Street expansion (Mount Stewart Avenue and Manning Gardens). It also shows a marked increase at these times on Trevelyan Crescent, particularly on the North side.
- Although the accident and collision data rank doesn't rank the school very highly for accidents within 500m, there have been some casualties within this radius since 2021, and the expanded School Street aims to reduce these casualties.
- The most recent data from Mount Stewart Infant School shows a very high mode share for Active Travel and the streets around the school

should make the journey easier and safer for the vast majority of students and parents. The collection of more recent data to measure impact should be a stipulation of the expanded School Street implementation.

Accepted Recommendations:

Recommendation 1: The Mount Stewart School Street expansion should also include Trevelyan Crescent and Bouverie Gardens.

Officer comments: Given the traffic data, consultation data, and petition received from residents in Trevelyan Crescent, it is recommended that Trevelyan Crescent and Bouverie Gardens be included in the School Street expansion under the initial Experimental Traffic Management Order (ETMO), subject to implementation and monitoring.

Recommendation 2 – The proposed School Street expansion (including Trevelyan Crescent and Bouverie Gardens) should move ahead to implementation through an ETMO.

Officer Comments: Given the concerns received from the school and local residents, and following a full feasibility study that reviewed traffic data, collision data, and mode of travel data—alongside the consultation feedback, with a majority in favour—officers recommend proceeding with the implementation of a School Street expansion to include Trevelyan Crescent and Bouverie Gardens, via an Experimental Traffic Management Order (ETMO).

Recommendation 3 – Brent Council should explore further road safety measures on Woodcock Hill for implementation through the School Engineering scheme, once the scheme has been monitored through the conclusion of the ETMO period.

Officer comment: As the proposed School Street scheme will be implemented under an Experimental Traffic Management Order (ETMO), the scheme will be monitored and reviewed in real time. Should additional road safety measures be required on Woodcock Hill, these can be considered as part of future School Street engineering interventions, subject to funding and necessary approvals.

Recommendation 4 – Brent Council should continue to monitor the impact of the School Street for the 18-month ETMO period.

Officer Comment: Officers accept the recommendations and will proceed with the installation of the School Street expansion under an 18-month Experimental Traffic Management Order (ETMO). The impact of the scheme will be monitored throughout this period, with a recommendation report to be provided at its conclusion.

6.0 EQUALITIES ANALYSIS

- 6.1** Out of the 53 questionnaires received, 31 respondents completed either all or part of the equality monitoring questionnaire. It is important to note that the total number for each question may not be consistent, as some

respondents did not answer every question. A breakdown of the equality data from these respondents is provided below, along with a commentary on any significant variations when compared to the average demographic profile for Kenton Ward.

Asian or Asian British	Black or Black British	Mixed background	White or White British	Other ethnic background	Prefer not to say
18	0	0	7	0	6

Table 3 – Responses to “What is your ethnic group?”

Out of the 31 respondents who completed the equalities questionnaire, 58.1% identified as Asian or Asian British, 0% as Black or Black British, 0% as Mixed Background, 22.6% as White or White British, and 0% as Other Ethnic Background, with 19.4% preferring not to say. When compared to the 2021 Census data for Kenton Ward:

- Asian representation: Consultation shows 58.1%, notably higher than the actual 48.2% in the ward.
- White representation: Presently 22.6%, considerably lower than the Census figure of 31.4%.
- Black group absence: 0% in consultation vs 7.2% in Census.
- The “Prefer not to say” category in the consultation is high at 19.4%, which had no direct equivalent in the Census.

These deviations are likely due to the small and self-selecting sample and a high non-disclosure rate, limiting how representative the findings are of Kenton’s overall demographic makeup.

Do you consider yourself to have a disability?			Gender			Sexual Orientation		
Yes	No	Prefer not to say	Male	Female	Prefer not to say	Bisexual	Heterosexual	prefer not to say
5	24	2	15	11	3	1	20	8

Table 4 – Number of Responses to “Do you consider yourself to have a disability?”, “What is your gender?” and “What is your sexual orientation?”

Out of 53 questionnaires, 31 answered at least part of the equality section.

Disability: 16.1% identified as disabled, 77.4% did not, and 6.5% preferred not to say. Compared to Census 2021 for Kenton (9.7% disabled under the Equality Act), this suggests overrepresentation in our sample.

Gender: Of 29 respondents, 51.7% were male, 37.9% female, and 10.3% preferred not to say. Census data shows a near 50/50 split (49.5% male vs 50.5% female), so females are underrepresented.

Sexual Orientation: Among 29 answers, 3.4% identified as bisexual, 69.0% as heterosexual, and 27.6% preferred not to say. National LGB+ prevalence is around 3.2%. However, the high non-disclosure rate limits interpretation for Kenton.

These deviations likely reflect the small and potentially self-selecting sample and high non-disclosure rates, reducing representativeness.

Religion						
Muslim	Christian	Hindu	Jewish	No Religious Belief	Prefer not to say	Other
2	5	12	1	0	10	0

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

Out of 53 questionnaires, 31 addressed the religion question. Based on 30 usable responses: 40.0% identified as Hindu, 16.7% as Christian, 6.7% Muslim, 3.3% Jewish, and 33.3% preferred not to say; none reported “no religious belief” or “other religions.”

Compared with 2021 Census data for Kenton Ward: 36.0% Hindu, 25.7% Christian, 12.1% Muslim, 5.5% Jewish, and 5.2% no religion.

Key differences include:

- Hindu respondents nearly matched the ward profile.
- Christian, Muslim, Jewish, and non-religious individuals are underrepresented.
- The high “Prefer not to say” rate (33.3%) is notable and limits insight into actual religious distribution.

These findings may be shaped by the modest sample size, uneven response rates, and privacy factors leading many to withhold their religious affiliation.

Age group						
Prefer not to say	16-25	25-34	35-44	45-54	55-64	65-74
2	0	1	8	4	5	14

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

The consultation sample (n = 29) shows a strong skew toward older age groups. Nearly half (48.3%) of respondents were aged 65–74, with an additional 17.2% aged 55–64. By contrast, the 2021 Census for Kenton Ward shows only about 25% of residents are aged 60 or above.

Younger adults were significantly underrepresented: only 3.4% of respondents were aged 25–34, compared to 13.5% of the ward population, and none were under 25. The largest age band in the consultation was 35–44 (27.6%), which is more than double its share in the 2021 Census for Kenton (13.3%), indicating strong representation among this middle-aged cohort.

These variations likely reflect the consultation’s geographic concentration around Woodcock Hill, a residential area with more older, long-term homeowners and fewer younger or transient residents. While reflective of this local sub-area, the sample is not fully representative of Kenton Ward’s age profile overall.

6.2 Overall Representation

The results provide a useful but limited snapshot of the demographics of participants in the consultation area of Kenton Ward. However, there are notable variations between this sample and the wider Kenton Ward population (2021 Census).

Discrepancies—especially the overrepresentation of older adults and Asian residents, and the underrepresentation of younger, Black, and diverse religious groups—are likely due to:

- A small sample size (only 31 respondents).
- The localised nature of the consultation, focusing on a relatively older, more stable neighbourhood.
- High non-disclosure rates in categories like religion and sexual orientation.

As such, while the data offers some value, it should be interpreted with caution and not assumed to reflect Kenton Ward as a whole. Nevertheless, these findings contribute to a comprehensive understanding of the community’s perspectives for those who chose to respond.

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

Table 7 – Project Equality Analysis

7.1 As shown in Table 7 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 Streets Development Scheme. A total of £80,000 has been allocated to these scheme including surveys, design, consultation and management fees. The estimated cost for the work is around £50,000. The funding allocation is adequate to cover both the Traffic Management Order and the Signs to deliver the scheme.

9.0 RECOMMENDATION

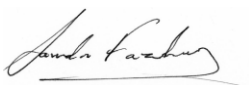
- 9.1 After duly considering all the factors set out in this report, the Head of Healthy Streets and Parking is therefore recommended to approve the advertisement of the Experimental Traffic Management Orders for Term-time Pedestrian and Cycle Zone, covering Mount Stewart Avenue (entire length), Sheridan Gardens, Abercorn Gardens, Manning Gardens, and includes previously implemented restrictions on Carlisle Gardens. The final area also includes Trevelyan Crescent and Bouverie Gardens following resident requests and supporting data. Proposed hours of operation: Monday to Friday, during term-time: 8:15am–9:15am and 2:30pm–4:00pm.
- 9.2 Subject to the consideration of any representations received during the traffic order consultation, approve the subsequent implementation of the proposals.

10.0 APPENDICES

Appendix A-	Consultation Design Drawing
Appendix B-	Consultation Document
Appendix C-	Detailed Design Drawing
Annex 1	MPST Feasibility Report

AGREED / REJECTED

Signed:



Date: 03 July 2025

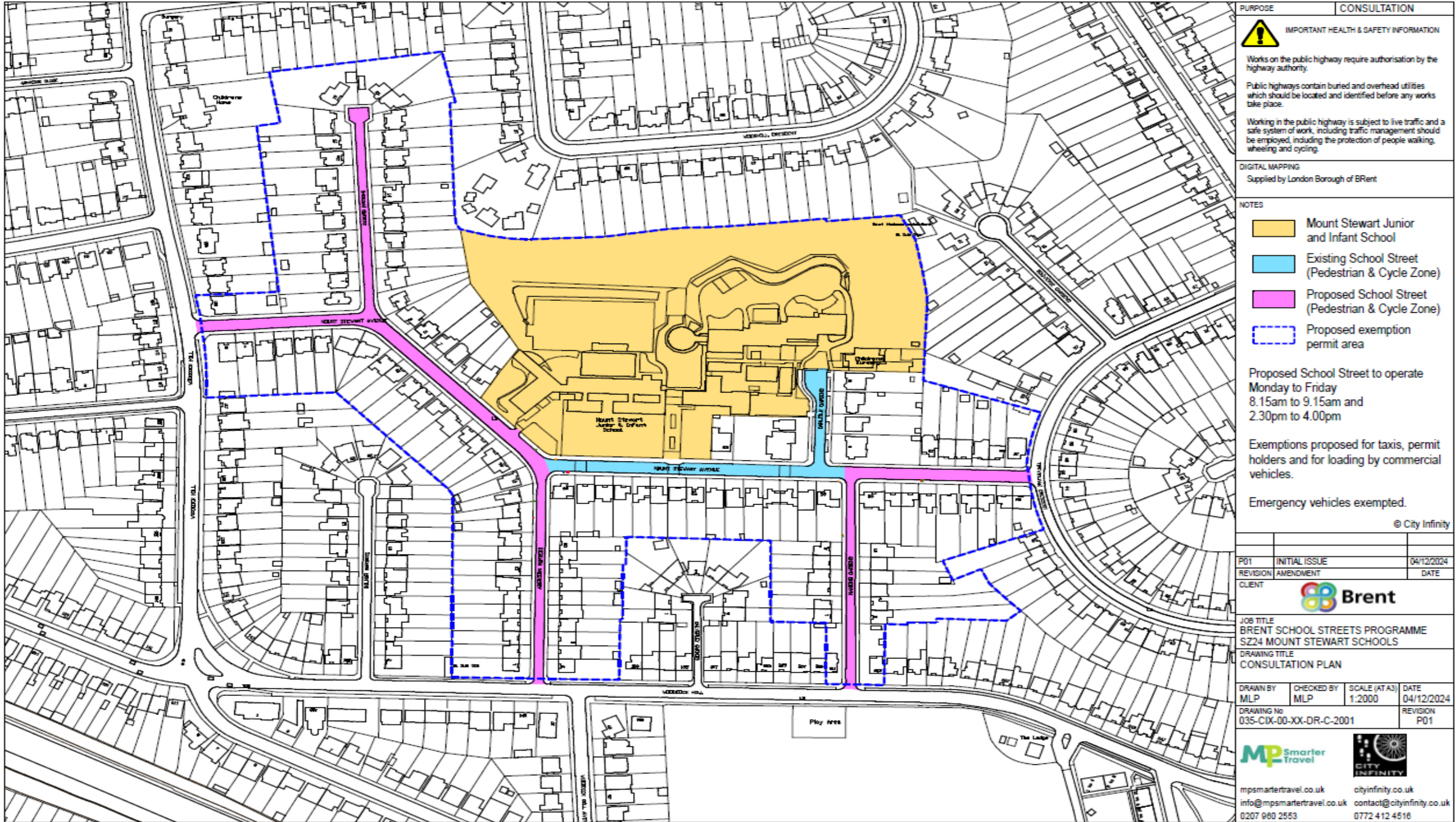
Sandor Fazekas
Head of Healthy Streets and Parking

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, Highways and Infrastructure Service,
Telephone: 0208 937 5600
Email: transportation@brent.gov.uk
-

Appendix A- Consultation Drawing




PURPOSE		CONSULTATION	
IMPORTANT HEALTH & SAFETY INFORMATION Works on the public highway require authorisation by the highway authority. Public highways contain buried and overhead utilities which should be located and identified before any works take place. Working in the public highway is subject to live traffic and a safe system of work, including traffic management should be employed, including the protection of people walking, wheeling and cycling.			
DIGITAL MAPPING Supplied by London Borough of Brent			
NOTES			
	Mount Stewart Junior and Infant School		
	Existing School Street (Pedestrian & Cycle Zone)		
	Proposed School Street (Pedestrian & Cycle Zone)		
	Proposed exemption permit area		
Proposed School Street to operate Monday to Friday 8.15am to 9.15am and 2.30pm to 4.00pm			
Exemptions proposed for taxis, permit holders and for loading by commercial vehicles.			
Emergency vehicles exempted.			
© City Infinity			
P01	INITIAL ISSUE	04/12/2024	
REVISION	AMENDMENT	DATE	
CLIENT			
JOB TITLE BRENT SCHOOL STREETS PROGRAMME SZ24 MOUNT STEWART SCHOOLS			
DRAWING TITLE CONSULTATION PLAN			
DRAWN BY MLP	CHECKED BY MLP	SCALE (A3) 1:2000	DATE 04/12/2024
DRAWING No 035-CIX-00-XX-DR-C-2001		REVISION P01	
mpsmartertravel.co.uk info@mpsmartertravel.co.uk 0207 980 2563		cityinfinity.co.uk contact@cityinfinity.co.uk 0772 412 4516	

Appendix B- Consultation Document - Leaflet

Our ref: SZ 24 Mount Stewart Federation School

January 2025

 Brent	Public Consultation Proposed Extension of School Street Mount Stewart Federation Schools (Mount Stewart Infant and Junior Schools)
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This document outlines our proposals for the expansion of the existing School Street to include all of Mount Stewart Avenue, Abercorn Gardens, Manning Gardens, and Sheridan Gardens, HA3. 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 expansion of an existing School Street scheme which covers Mount Stewart Avenue and Carlisle Gardens as part of Brent Council's broader initiative to enhance air quality, improve children's health, and help tackle the climate emergency. The primary goal of this scheme is to encourage and support the adoption of more sustainable forms of transport and create a safer environment for children to walk and cycle to school.

In alignment with the Council's commitment to make 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

Appendix B- Consultation Document – Leaflet

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 summarised as follows:

- The existing school street which covers Carlisle Gardens and Mount Stewart Avenue between Abercorn Gardens and Manning Gardens, will be expanded to include the following:
 - o Mount Stewart Avenue between Woodcock Hill and Trevelyan Crescent
 - o Carlisle Gardens
 - o Abercorn Gardens
 - o Sheridan Gardens
 - o Manning Gardens
- The expanded School Street would be in operation Monday to Friday during school term time, with the morning hours between 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 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.

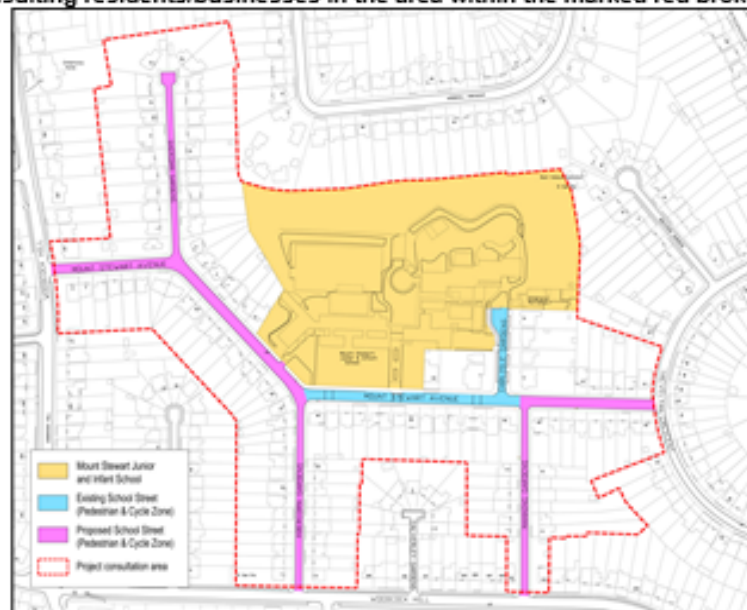
Drop-in Session at Mount Stewart Federation School

We're hosting a drop-in session on **3rd March** between **4:00 PM to 6:00 PM** at **Mount Stewart Federation School, junior school hall**. This is a chance for anyone who would like to speak with us directly, [ask questions](#), or get more information.

Padideh Asgari, Principal Engineer, Healthy Streets and Parking

Appendix B- Consultation Document – Leaflet

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:

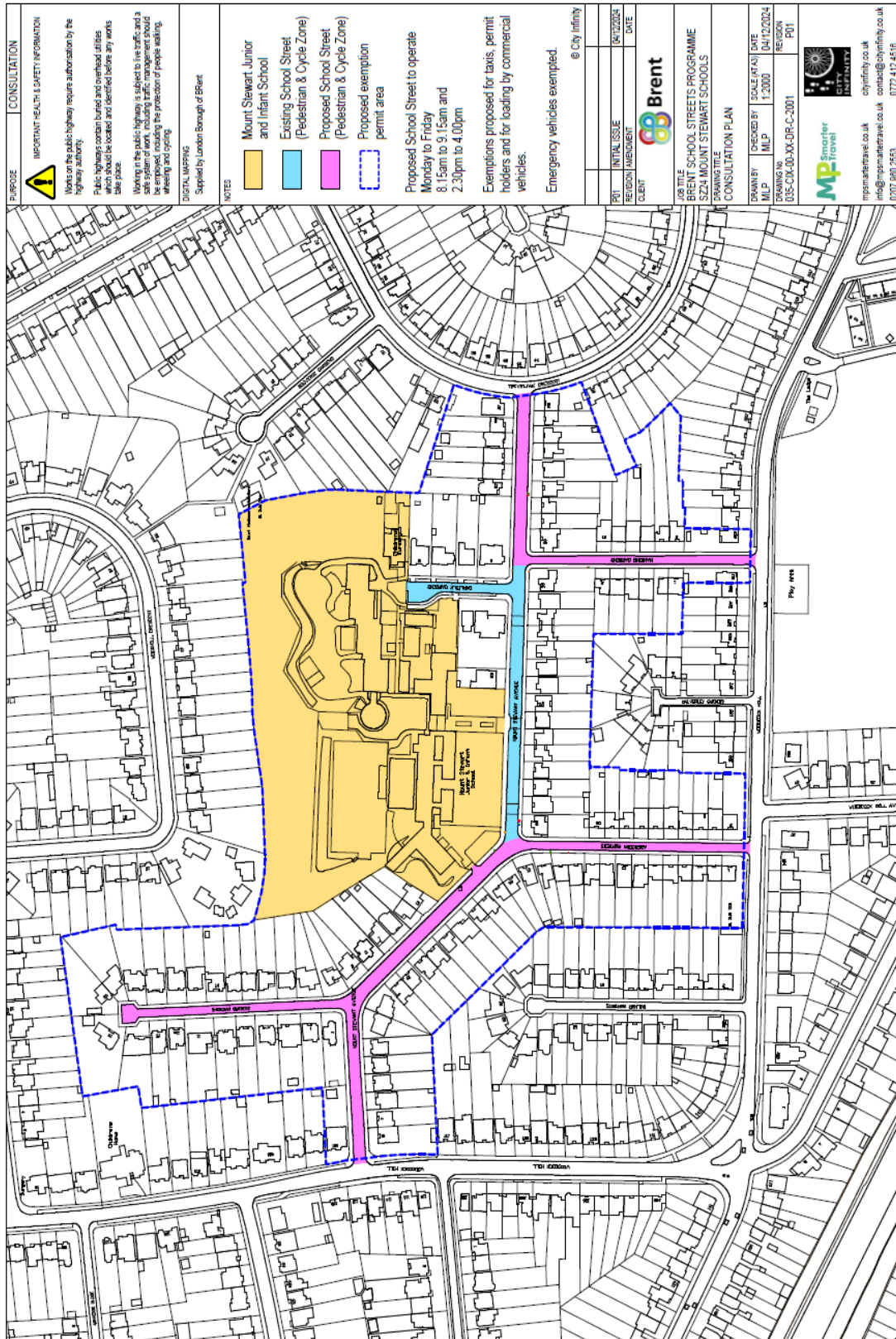
Padideh Asgari
highwaysconsult@brent.gov.uk
Principal Engineer
Healthy Streets and Parking
Public Realm
Neighbourhoods and Regeneration
Brent Council




Paulette Weekes
highwaysconsult@brent.gov.uk
Consultation and Project Officer
Healthy Streets and Parking
Public Realm
Neighbourhoods and Regeneration
Brent Council

Brent Building a better borough

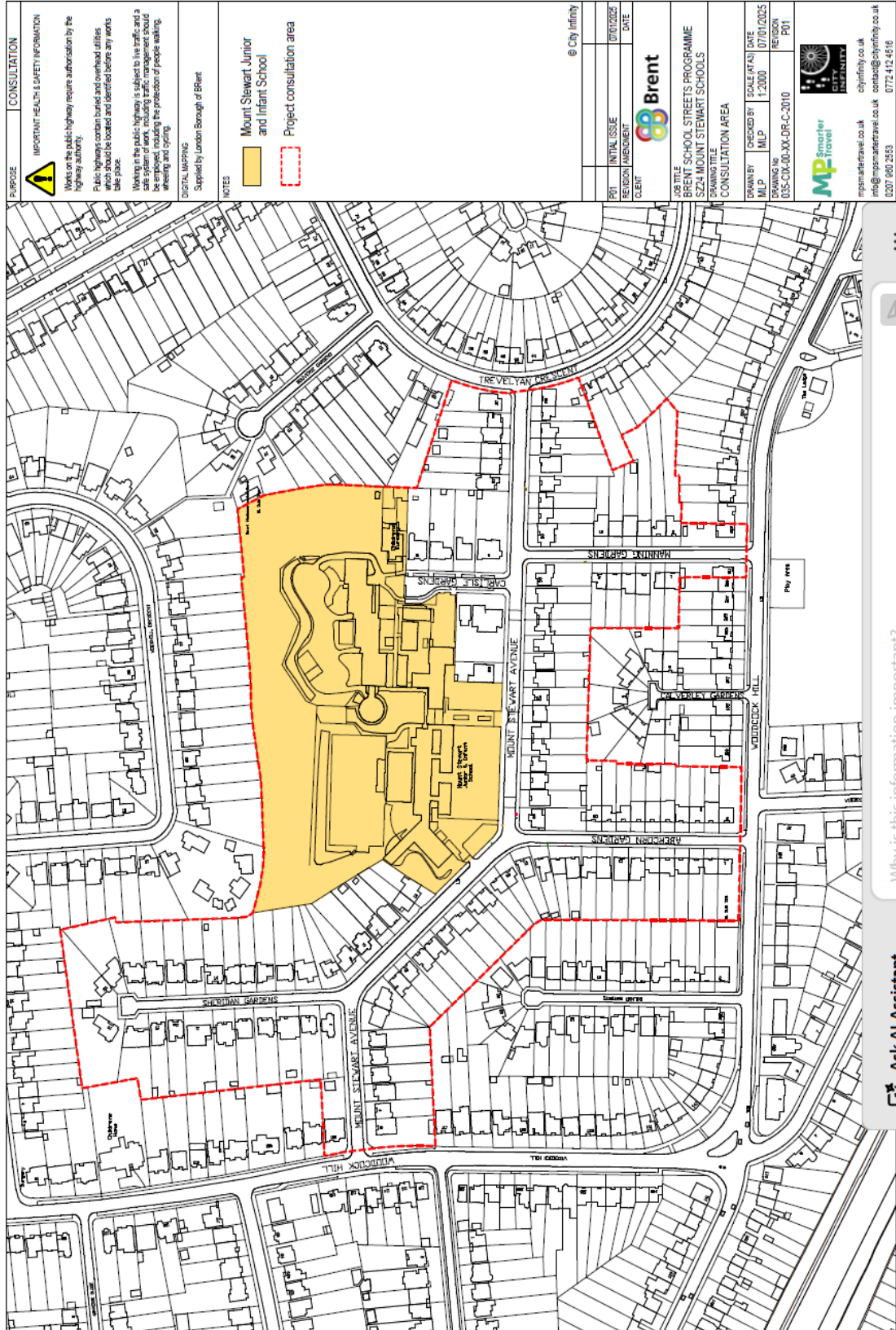


Appendix B- Consultation Document – Drawing Option 1

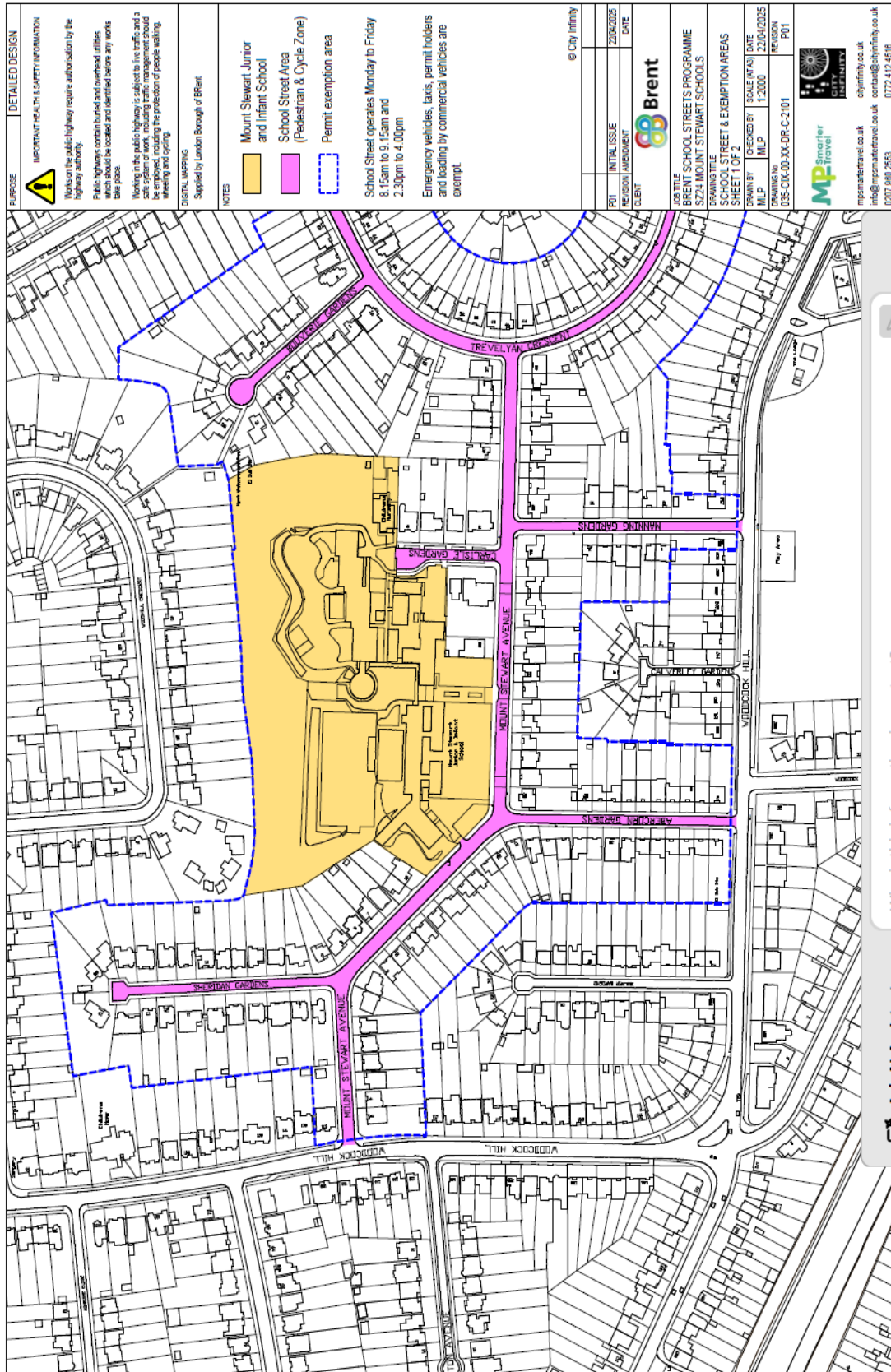


PURPOSE	CONSULTATION																				
IMPORTANT HEALTH & SAFETY INFORMATION  Works on the public highway require authorisation by the highway authority. Public highways contain buried and overhead utilities which should be located and identified before any works take place. Working in the public highway is subject to live traffic and a safe system of work, including traffic management should be implemented, including the provision of people watching, wheeling and signing.																					
DIGITAL MAPPING Supplied by London Borough of Brent																					
NOTES																					
<ul style="list-style-type: none"> Mount Stewart Junior and Infant School Existing School Street (Pedestrian & Cycle Zone) Proposed School Street (Pedestrian & Cycle Zone) Proposed exemption permit area 																					
<p>Proposed School Street to operate Monday to Friday 8.15am to 9.15am and 2.30pm to 4.00pm</p> <p>Exemptions proposed for taxis, permit holders and for loading by commercial vehicles.</p> <p>Emergency vehicles exempted.</p> <p>© City Infinity</p>																					
<table border="1"> <tr> <td>PROJ</td> <td>INITIAL ISSUE</td> <td>04/12/2024</td> </tr> <tr> <td>REVISION</td> <td>REVISION</td> <td>DATE</td> </tr> <tr> <td>CLEAR</td> <td></td> <td></td> </tr> </table>	PROJ	INITIAL ISSUE	04/12/2024	REVISION	REVISION	DATE	CLEAR														
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<p>mp@smartertravel.co.uk cityinfinity.co.uk info@smartertravel.co.uk contact@cityinfinity.co.uk 0207 960 2653 0172 412 4616</p>																					

Appendix B- Consultation Area



Appendix C- Detailed Design Sheet 1



Why is this information important?

Ask AI Assistant

Appendix C- Detailed Design Sheet 1

