Brent	**Healthy Streets and Parking Service** Delegated Approval Report Report for Head of Healthy Streets and Parking
Wards Affected – Kingsbury	
Title: Hay Lane Local Safety Scheme	

Approved by:

Title	Name	Date
Author	Hamse Hassan	28/09/2023
Principal Engineer	Joyce Cheng-Lai	05/10/2023
Head of Healthy Streets and Parking	Sandor Fazekas	11/10/2023

1.0 PURPOSE OF REPORT

1.1 This report summarises the outcome of a public consultation for the Hay Lane Local Safety Scheme, which introduces a 20mph speed limit, and various traffic calming features and safety measures on Hay Lane. The scheme was consulted on in March and April 2023.

1.2 The Head of Healthy Streets and Parking is recommended to proceed with the implementation of the scheme, with some amendments following the comments from the Road Safety Audit. Also, to proceed with the advertising of the Traffic Management Orders necessary to implement the 20mph speed limit, the waiting restrictions, the raised speed tables and speed cushions.

2.0 BACKGROUND

2.1 Overview

2.1.1 Hay Lane runs east-west between the A5 Edgware Road and Stag Lane and is in the Kingsbury ward.

2.1.2 The road is predominantly residential with a car dealership on the eastern end and shops on the western end. St Sebastian and St Pancras Church is situated on the western end of Hay Lane.

2.1.3 There are two bus routes that serve Hay Lane – routes 204 and 324.

2.2 Figure 1 shows the extent of the proposed 20mph speed limit outlined in red.

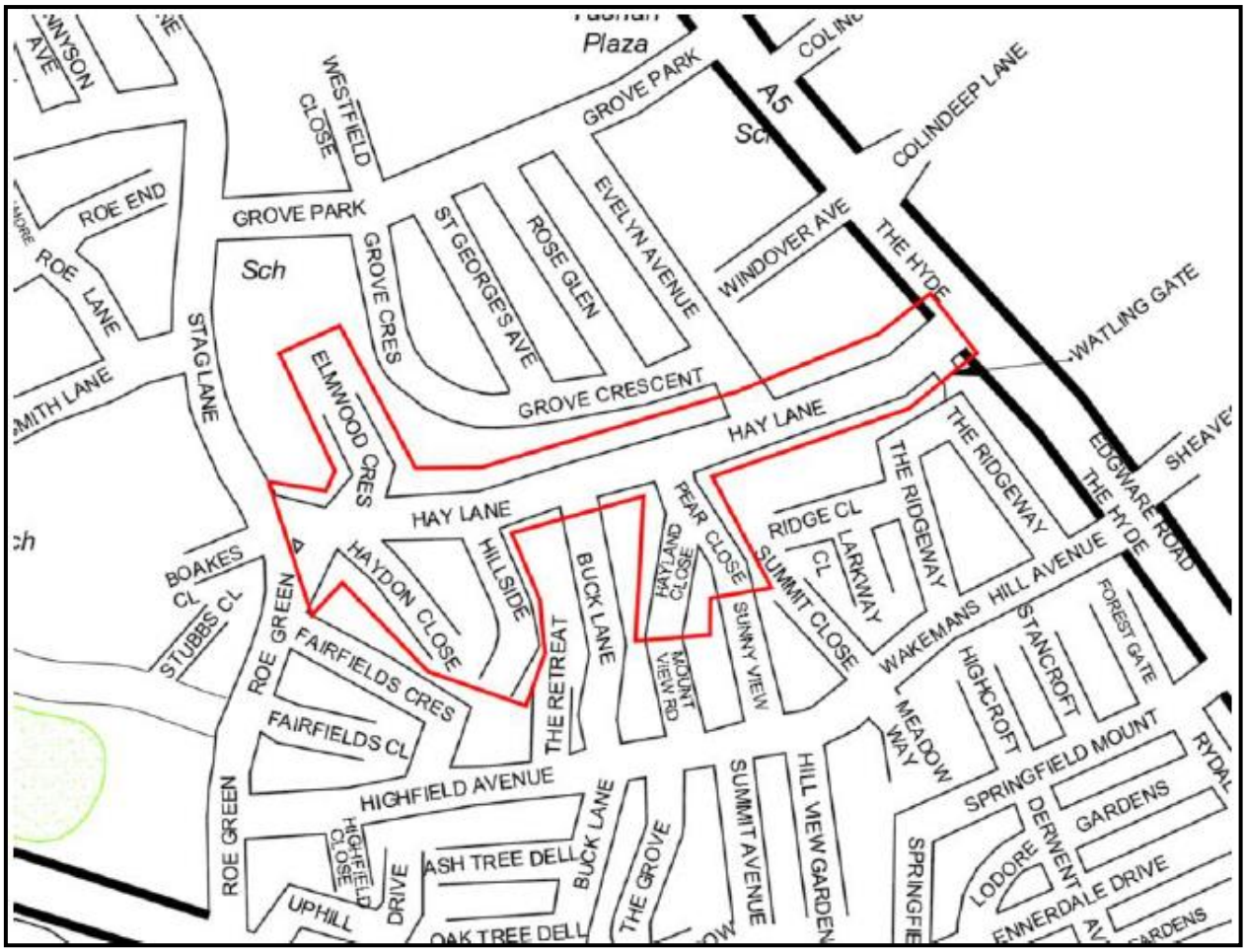


Figure 1 – Location plan

3.0 PROJECT DEVELOPMENT

3.1 Overview

3.1.1 This scheme has been developed using the following sources of data:

- Personal Injury Accident Data;
- Automatic Traffic Count (ATC) and Speed Data; and
- Pedestrian Count Survey.

3.2 Personal Injury Accident Data

3.2.1 Personal Injury Accident Data for the latest five-year period (1st October 2017 to 30th September 2022) has been sourced from the Metropolitan Police Service. This shows there have been twelve personal injury accidents on Hay Lane between the A5 Edgware Road and Stag Lane, three serious and nine slight accidents. There were no fatalities. These accidents involved sixteen casualties, of which nine were travelling on a motorcycle and seven were travelling in a car.

3.2.2 Two serious accidents occurred at the junction of Hay Lane and A5 Edgware Road and the third serious accident occurred on Hay Lane near Evelyn Avenue.

3.2.3 Due to the high number of recorded personal injury accidents, Hay Lane has been identified as a priority for a collision reduction scheme.

3.3 Automatic Traffic Count and Speed Data

3.3.1 An automatic classified traffic count (ATC) survey was undertaken on Hay Lane from Monday 7th to Sunday 13th July 2021. The three ATCs were located outside no. 11 Hay Lane, outside no. 83 Hay Lane and outside no. 115 Hay Lane and recorded data on traffic volume and speed.

3.3.2 Table 1 shows the average and 85th percentile speed of traffic on Hay Lane.

Location	Speed (mph)	
	Mean Speed	85th Percentile Speed
Outside no. 11 Hay Lane	22.4	27.4
Outside no. 83 Hay Lane	18.2	22.0
Outside no. 115 Hay Lane	24.8	30.5

Table 1 – Mean and 85th percentile traffic speeds on Hay Lane (July 2023)

3.3.3 Table 1 shows that the 85th percentile and average speeds are below 30mph at two locations, while the 85th percentile is 30.5mph outside no. 115 Hay Lane. This is possibly because of the steep gradient of the road at this location. This indicates that this location would benefit from additional traffic calming features.

3.3.4 Table 2 shows the average 7-day traffic flow on Hay Lane.

Location	12 Hour Traffic Flow	AM Peak (07:00-10:00)	PM Peak (16:00-19:00)
Outside no. 11 Hay Lane	5,548	1,155	1,695
Outside no. 83 Hay Lane	5,206	1,074	1,593
Outside no. 115 Hay Lane	5,337	1,141	1,619

Table 2 – Average 7-day traffic flow on Hay Lane (July 2023)

3.3.5 Table 2 shows a significant number of vehicles using Hay Lane during the morning and evening peaks, with between 1074-1155 vehicles during the morning peak and 1593-1695 vehicles during the evening peak.

3.3.6 Table 3 shows the average 7-day cycle traffic volumes on Hay Lane.

Location	12 Hour Cycle Count
Outside no. 11 Hay Lane	45
Outside no. 83 Hay Lane	141
Outside no. 115 Hay Lane	20

Table 3 – Average 7-day cycle traffic volumes on Hay Lane (July 2023)

3.3.7 Table 3 shows that Hay Lane has low cycle traffic which may be due to the gradients of the road.

3.4 Pedestrian Count Survey

3.4.1 A pedestrian count survey was undertaken on Hay Lane outside the shops on the western end of Hay Lane on Tuesday 8th July 2021 and Saturday 12th July 2021.

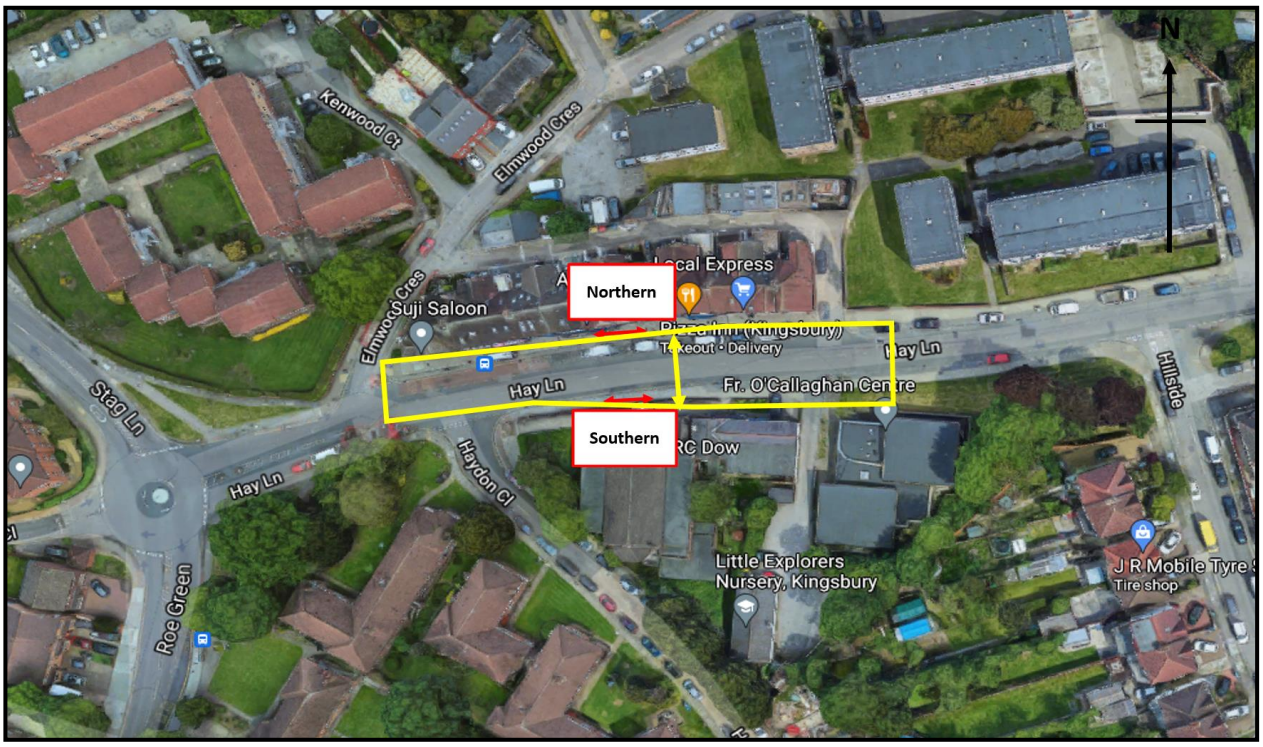


Figure 2 – Location plan for pedestrian survey

	Tuesday 8th July 2021 07:00 – 19:00	Saturday 12th July 2021 09:00 – 19:00
Northern Footway	816	850
Southern Footway	414	285
Crossing	598	759

Table 4 – Pedestrian traffic and crossing count on Hay Lane (July 2023)

3.4.2 Table 4 shows heavier foot traffic on the northern footway which may be due to the nearby bus stop.

3.5 Proposed Scheme

3.5.1 Considering information collected from site visits, personal injury accidents and the characteristics of traffic using Hay Lane, a series of improvement measures have been devised. The objectives of the proposals are to improve road safety by reducing the speed of vehicles and to improve pedestrian's accessibility in Hay Lane.

3.5.2 The proposed improvements included in the consultation are shown in the consultation drawings in **Appendix C** and are outlined as follows:

- 20mph speed limit – A new 20mph speed limit will be introduced on Hay Lane and several of the side roads on Hay Lane to help reduce vehicle speeds and severity of accidents;
- Traffic calming features – Raised speed tables and speed cushions are proposed to reduce vehicle speeds;
- Junction modification – Several junctions will be modified to improve crossing facilities as well as to reduce vehicles speeds by tightening the entrances to the side roads; and

- Road Markings and signs – New Vehicle Activated Signs and 20mph roundels are to be installed and road markings are to be refreshed where necessary.

3.6 **Stage 1 & 2 Road Safety Audit (RSA)**

3.6.1 An independent Stage 1 & 2 Road Safety Audit (RSA) of the proposed design was commissioned and completed on the 18th of September 2023. A summary of the RSA and responses is provided in **Appendix D**. The scheme design will be amended following the comments in the RSA report.

4.0 CONSULTATION RESULTS

4.1 **Consultation Procedure**

4.1.1 A Public consultation was carried out in March and April 2023. Consultation documents and questionnaires were sent by post by Royal Mail. They were distributed to 444 residents and businesses of the local area. They were also posted to the local ward Councillors, interested groups and statutory authorities including the emergency services. A copy of the consultation document is included in **Appendix A**.

4.2 **Consultation Results**

4.2.1 The overall summary of the consultation shows that a total of 65 individual responses were received, a rate of return (15%) which is considered an average for this type of schemes consulted in the past.

4.2.2 The overall result to the question is shown in the table 5 below.

Question 1	**Yes**	**No**	**No opinion**
Do you agree with the proposed measures included in this consultation document and indicated in the plan provided?	49	15	1
Percentage	75%	23%	2%

Table 5 – Question 1 in the questionnaire

4.2.3 In summary, the results showed that 75% of respondents agreed with the proposals.

4.2.4 A street-by-street analysis of the returned questionnaires is shown in **Appendix B**. The detailed analysis indicates that most residents on each street consulted agree with the proposals except for Pear Close, where exactly half of the respondents agreed with the proposals.

4.3 **Responses from Statutory Consultees**

4.3.1 A copy of the consultation was sent to both Kingsbury ward councillors.

4.3.2 No comments were received from other statutory consultees.

4.4 **Responses from other stakeholders**

4.4.1 Black Disabled Peoples Association – agreed with the proposal.

4.4.2 Brent Mencap – agreed with the proposal.

4.4.3 London Ambulance Service – agreed with the proposal.

4.4.4 Brent Cyclist Campaign – agreed with the proposal and had the following comment:

We welcome the proposed 20mph limit and measures aimed at reducing vehicle speeds on Hay Lane. We would like to see sinusoidal speed humps across the whole width of the road used instead of speed cushions. These are more effective at reducing speeds and do not create unpredictable horizontal defections of vehicles that can increase danger to cyclists.

We would point out, however, that the main safety problems of Hay Lane are not addressed by this scheme. These are associated with the bad design of the Hay Lane - Edgware Road junction. The very wide kerb radii and excess of space here encourages turning into and out of Hay Lane at speed. Cyclists travelling north on Edgware Road are put in danger of 'left-hook' incidents by vehicles overtaking then turning left into Hay Lane in front of them, and also in danger from the shallow angle of exit of vehicles turning left from Hay Lane, meaning a driver would have difficulty seeing an approaching cyclist close to the kerb. Also, the distances pedestrians are required to cross here, unprotected, are excessive.

We would recommend removal of the left turn slip road from Hay Lane and narrowing and tightening the kerbline of the main carriageway to make this a normal side road junction. Further, consideration should be given to providing protected pedestrian crossing facilities here.

As the document provided actually states that 'two serious accidents' have occurred at this junction in the last five years, we cannot understand why proposals for a proper redesign here are not being brought forward. Locals will also know the grim fact that, for years, flowers have been left at this junction in memory of an earlier fatal crash.

We would refer officers to the Dangerous Junctions Report published by London Cycling Campaign in 2022. https://lcc.org.uk/wp-content/uploads/2022/07/LCC-Dangerous-Junctions-report-July-2022.pdf This explains why and how junctions similar to this need to be made safer for vulnerable road users in order to meet the Mayor's 'Vision Zero' strategy.

We also request the Highways Department stop using the term 'accident' in their safety scheme consultations. This is old-fashioned and prejudicial language, as such incidents can be mostly eliminated by better road design. The terms 'crash' or 'collision' are to be preferred.

4.4.5 Officer Response: Hay Lane is a bus route which serves two TfL bus routes. Officers have therefore deemed appropriate that speed cushions are installed as they are the preferred vertical measure on bus routes.

The Hay Lane / Edgware Road junction is outside the scope of this scheme. A bus priority scheme was undertaken at this junction earlier this year, which saw improvements being made to the crossing facilities.

4.5 **Comments from other consultees**

4.5.1 The scheme received support from most of the residents responding. Several comments and suggestions relating to the scheme design were received with most comments relating to the speeding issues, parking and the proposed traffic calming features. These are summarised below along with an officer response.

4.5.2 *Need of speed cameras:* Some respondents commented on the need for speed cameras to ensure compliance to the new speed limit.

4.5.3 *Officer Response:* The proposed raised speed tables and speed cushions will act as speed reduction measures, along with the Vehicle Activated Signs that will also be installed. The council will undertake post implementation monitoring to ensure compliance to the new speed limit.

4.5.4 *Issues with speed humps:* Some respondents raised concerns that the proposed speed humps will cause damage to vehicles, increase road noise and will hinder the bus routes.

4.5.5 *Officer Response:* The proposed raised tables and speed cushions will be installed in accordance with government guidance and TfL guidance to ensure they do not cause damage to vehicles and do not affect TfL bus routes which use Hay Lane.

4.5.6 *Road resurfacing is needed:* Some residents have raised concerns about the condition of the road surface and have requested for the road to be resurfaced.

4.5.7 *Officer Response:* The resurfacing of carriageway is outside of the project scope. The residents comments will be shared with the Brent Council Highways Management team for consideration as part of the Council's road maintenance programme.

4.5.8 A detailed summary of all the responses received are included in **Appendix E**.

5.0 EQUALITIES ANALYSIS

5.1 Out of 444 questionnaires returned, approximately 58 respondents had completed the equality monitoring questionnaire. The total number for each question may not be the same as the total responded as some respondents have not answered every question. A breakdown of the equality data is shown below. There is an average percentage response from residents that consider themselves to have a disability, but broadly there do not appear to be any significant variations to the average demographic profiles for Kingsbury ward.

What is your ethnicity?					
Asian or Asian British	**Black or Black British**	**Mixed Background**	**White or White British**	**Other Ethnic Background**	**Prefer not to say**
11	8	3	23	6	3

Table 6 – Responses to "What is your ethnicity?"

Do you consider yourself to be disabled?			What is your gender?			What is your sexual orientation?					
Yes	**No**	**Prefer not to say**	**Female**	**Male**	**Prefer not to say**	**Bisexual**	**Gay Man**	**Gay Woman or Lesbian**	**Heterosexual or straight**	**Other**	**Prefer not to say**
8	45	4	23	33	2	2	1	-	44	-	9

Table 7 – Responses to "Do you consider yourself to be disabled?", "What is your gender?" and "What is your sexual orientation?"

Is your gender identity different to the sex you were assumed to be at birth?		
Yes, it's different	**No, It's the same**	**Prefer not to say**
0	45	3

Table 8 – Responses to "Is your gender identity different to the sex you were assumed to be at birth?"

What is your religion or belief?								
No Religion or Belief	**Buddhist**	**Christian**	**Hindu**	**Jewish**	**Muslim**	**Sikh**	**Other**	**Prefer not to say**
6	2	25	6	1	11	-	-	7

Table 9 – Reponses to "What is your religion or belief?"

What is your age group?							
0 – 15	**16 – 24**	**25 – 34**	**35 – 44**	**45 – 54**	**55 – 65**	**65+**	**Prefer not to Say**
-	1	2	9	11	14	17	2

Table 10 – Responses to "What is your age group?"

5.2 Overall, the data compiled from the equality questionnaire returns show that the diversity profile of respondents to the consultation is broadly representative of the Kingsbury Ward.

5.3 **Project Equalities Analysis**

Protected Characteristic	Positive	Neutral	Negative	Comments	Mitigation if required
Age	X			The scheme will improve the environment for all road users.	N/A
Disability	X			The scheme will provide improved crossing facilities and reduce vehicle speeds.	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 disproportionally affected	N/A
Religion or belief		X		No reason to believe this group will be disproportionally affected	N/A
Sex		X		No reason to believe this group will be disproportionally affected	N/A
Sexual orientation		X		No reason to believe this group will be disproportionally affected	N/A

Table 11 – Project Equality Analysis

4.3 The equality analysis above does not consider that the scheme would have an adverse effect on groups with protected characteristics.

6.0 FINANCIAL IMPLICATIONS

6.1 The plan is to implement the scheme in 2024/25 and will be funded from the 2024-25 LIP programme. However, subject to the availability of funding the council can look at refreshing road markings and providing SLOW markings where there are particular concerns. We may also be able to consider implementing the 20mph speed limit earlier.

7.0 RECOMMENDATION

7.1 The Head of Healthy Streets and Parking is therefore recommended to approve the proposal to introduce the new 20mph speed limit and various traffic calming features and safety measures proposed in the consultation, and amendments following the comments received from the RSA as summarised in **Appendix D**.

7.2 Residents in the area are sent a letter informing them of the outcome and basis of the decision to proceed to statutory consultation.

8.0 APPENDICIES

Appendix A – Consultation Documents
Appendix B – Street by Street Analysis
Appendix C – Consultation Plan
Appendix D – Stage 1&2 Combined Road Safety Audit and Responses
Appendix E – Consultation Response Summary

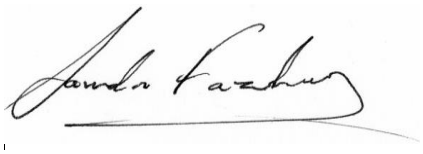
Local Government Act 1972 – Access to Information

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

- Consultation responses and analysis

The above documents may be inspected / copied by contacting:
Contact Officer: Hamse Hassan
Healthy Streets and Parking
Telephone:
Email: Healthystreets&parking@brent.gov.uk

AGREED / ~~REJECTED~~

Signed: 

Date: 11th October 2023

Sandor Fazekas
HEAD OF HEALTHY STREETS AND PARKING

Appendix A
Consultation Documents

Our ref: 2023 TfL17
March 2023

Brent

Public Consultation
TfL Corridor –Local Safety Scheme
Hay Lane – Stag Lane to A5 Edgware Road

What is this consultation about?
This document outlines proposals for local road safety scheme in Hay Lane. 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. Only responses from within the consultation area will be considered. The closing date for the return of the questionnaire is: **Sunday 2 April 2023.**

Why are we proposing changes?
Each year we identify roads and locations in Brent with the high numbers of road traffic collisions and look at introducing road safety measures to help reduce the number of accidents.

From the latest five years accident data available (1st Oct 2017 to 30th Sept 2022), there have been twelve personal injury accidents in Hay Lane between the junctions with A5 Edgware Road and Stag Lane. Of these recorded accidents, nine resulted in slight severity accidents and three resulted in serious severity accidents. A serious accident occurred on Hay Lane near Evelyn Avenue. Two of the serious accident occurred at the junction of Hay Lane / A5 Edgware Road. These accidents involved sixteen casualties, of which nine were travelling on a motorcycle and seven travelled in a car.
We are therefore proposing changes that aim to improve road safety by reducing the speed of vehicles and to improve pedestrian's accessibility in Hay Lane.

Proposed Improvements:
The scheme is shown graphically in the attached drawings. The proposed improvements are summarised below:

- **20mph Speed Limit** - A new 20mph speed limit will be introduced on Hay Lane between the A5 Edgware Road and Stag Lane. New traffic signs and 20mph roundel markings on the road surface will be provided to indicate the 20mph speed limit.

- **Traffic Calming Features** - Raised speed tables and speed cushions will be introduced along the road to reduce vehicle speeds and make the 20mph speed limit self-enforcing.

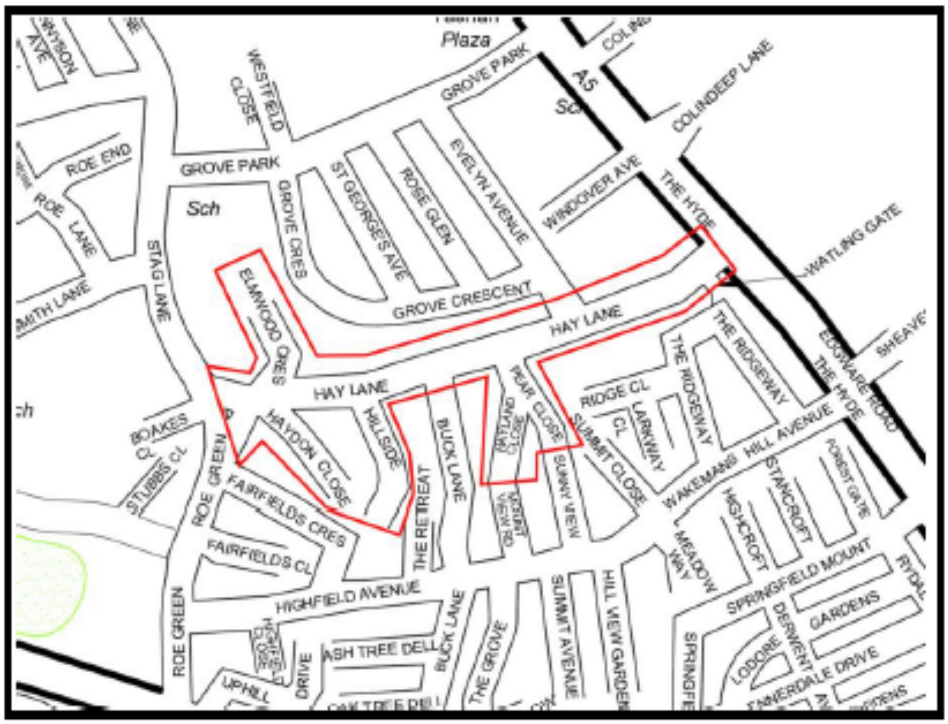
- **New Pedestrian Refuge Island** - A new wider pedestrian refuge island on Hay Lane near to the Stag Lane/Hay Lane mini roundabout will provide great safety and accessibility for pedestrians, and to allow them to cross Hay Lane in two stages.

- **Reduce corner radii at side road junctions** – Reducing the corner radii will help to decrease the turning speeds in and out of the side roads, this will also help to shorten pedestrian crossing distance to make it easier and safer for pedestrians to cross the road.

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 www.brent.gov.uk/consultation 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 Healthy Streets and Parking 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:

Joyce Cheng-Lai **highwaysconsult@brent.gov.uk** **Principal Engineer** **Healthy Streets and Parking** **London Borough of Brent**	**Paulette Weekes** **highwaysconsult@brent.gov.uk** **Consultation Officer** **Healthy Streets and Parking** **London Borough of Brent**

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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

நாங்கள் வழங்கும் தகவலை எங்களின் எல்லா வாடிக்கையாளர்களும் புரிந்துகொள்வதை நாங்கள் விரும்புகின்றோம். இந்தத் தகவலை உங்களின் சொந்த மொழியில் அல்லது ஒரு மாற்று வடிவத்தில் (உதாரணம்: பேரெழுத்து பிறெயில்) நீங்கள் வேண்டினால், தயவுசெய்து 0208 937 5127இல் கலந்தாலோசிப்பு அதிகாரியைத் தொடுகொள்ளவும்.

TAMIL

Queremos que nossos clientes entendam todas as informacoes que fornecemos. Se precisarem receber essa informacao em seu proprio idioma ou em outro formato (ex: letras maiores Ou Braille) por favor contate o funcionario de consulta no Telefone 020 8937 5230

Portuguese

Chcemy, aby wszyscy nasi klienci byli w stanie zrozumieć przedstawiane przez nas informacje. Jeśli potrzebuje Pan(i) uzyskać te informacje w swoim języku lub w innej formie (np. dużą czcionką, alfabetem Braille'a), prosimy skontaktować się z urzędnikiem ds. konsultacji Consultation Officer pod numerem 020 8937 5230.

POLISH

Waxaanu rabnaa in dhamaan macaamiishayadu fahmi karaan warbixinta aanu siino. Haddii aad u baahatid in warbixinta aad ku hesho luqadaada ama hab kale (sida qoraal balaadhan, taabasho akhris) fadlan lasoo xidhiidh xafiiska talo bixinta ee 020 8937 5230.

SOMALI

અમે જે પૂરી પાડીએ છીએ તે માહિતીમાં અમારા બધાં જ ગ્રાહકોને સમજણ પડે એવું અમે ઈચ્છીએ 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 कंसलटेशन ऑफ़ीसर 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 ਅੱਖਰਾਂ ਵਿਚ ਛਪੀ ਜਾਂ ਬਰੇਲ) ਲੋੜੀਂਦੀ ਹੈ ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਕੌਨਸਾਲਟੇਸ਼ਨ ਅਫ਼ਸਰ ਨਾਲ 0208 8937 5600 ਤੇ ਸੰਪਰਕ ਕਰੋ।

PUNJABI

Our ref: 2023 TfL17
March 2023

Questionnaire

TfL Corridor –Local Safety Scheme
Hay Lane – Stag Lane to A5 Edgware Road

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 **Sunday 2 April 2023.** Alternatively, post it to **London Borough of Brent, Healthy Streets and 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 or use the below QR code. Results will generally be available within one month of the closing date.

Only one reply per household or business will be accepted.

Sandor Fazekas
Head of Healthy Streets and Parking

If you require this document in larger print, please call 020 8937 5230

Transport for London

Brent Building a better borough

Question

Do you agree with the proposed measures included in this consultation document and indicated in the plan provided??

Yes ☐ No ☐ No Opinion ☐

Comments

Privacy statement

You are providing your information to Brent Council, Healthy Streets and Parking Department.

The Council's Data Protection Officer can be contacted via dpo@brent.gov.uk or 020 8937 1402.

Your information is collected for the purpose of analysis, as required to fulfil the council's duties under the statutory consultation process.
The information will be shared within Brent Council for consultation analysis only and used by the Healthy Street and Parking Department to gain insight in to the opinions of those consulted. The information shall be retained for 7 years and shall be processed in adherence to your legal rights, including but not limited to the right to withdraw consent, right to copies of your information and right to be forgotten. You have a right to lodge a complaint with the Information Commissioner's Office (www.ico.org.uk).
Further information can be found at www.brent.gov.uk/privacy

Thank you for taking the time to complete this questionnaire.
If you require any additional information or would like further explanation
Please contact Joyce Cheng-Lai by emailing highwaysconsult@brent.gov.uk

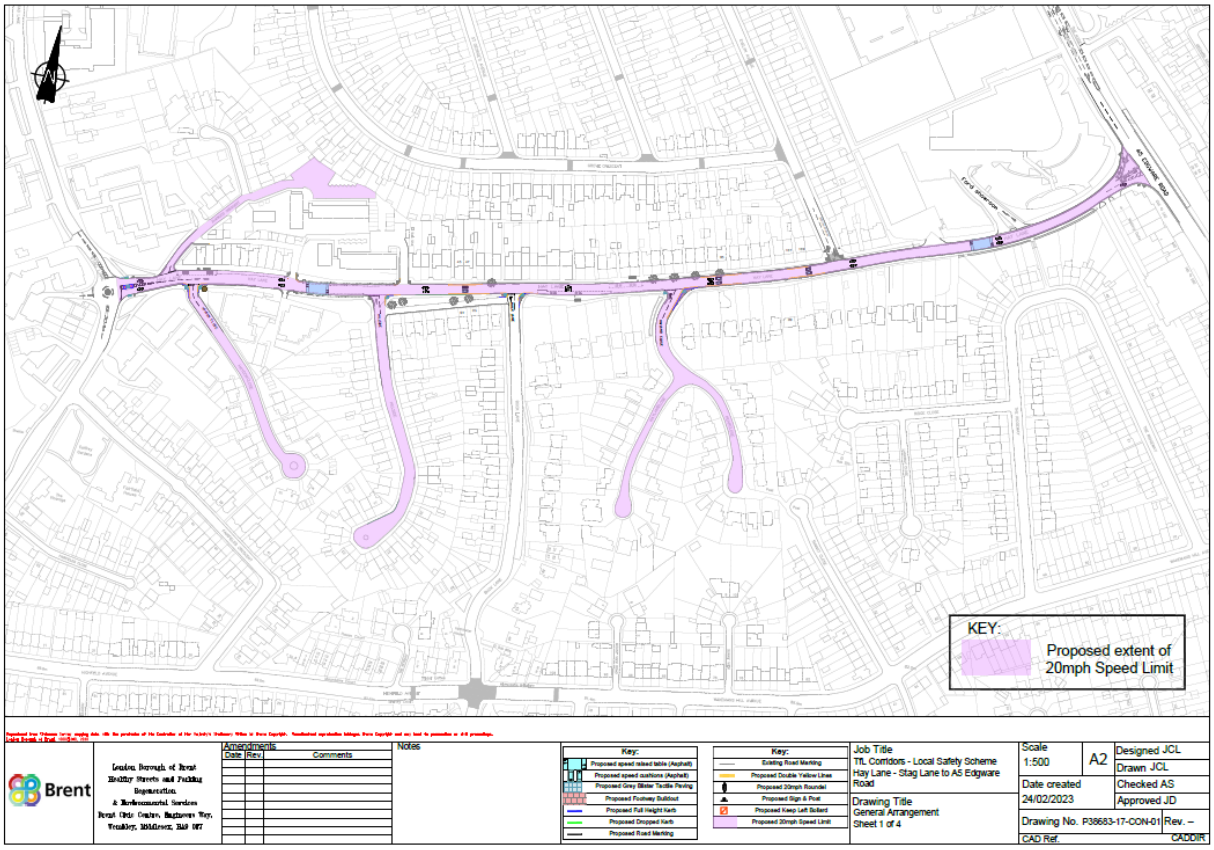
Appendix B
Street by Street Analysis

Question 1. Do you agree with the proposed measures included in this consultation document and indicated in the plan provided?

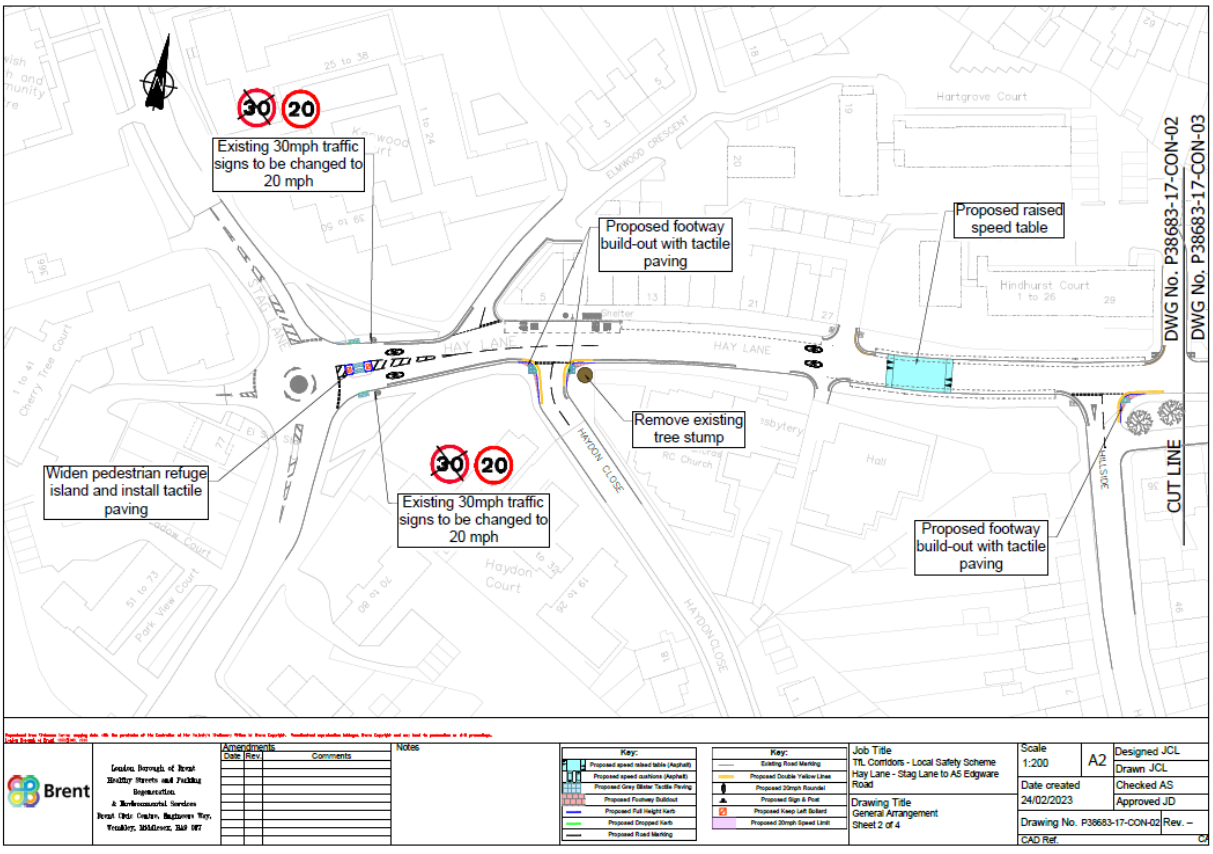
Road Name	Questionnaires delivered	Questionnaires returned	Percentage response	Question 1			Percentage		
				Yes	No	No opinion	Yes	No	No opinion
Edgware Road	13	0	0%	0	0	0	0%	0%	0%
Elmwood Crescent	106	8	8%	7	1	0	88%	13%	0%
Hay Lane	163	33	20%	25	8	0	76%	24%	0%
Haydon Close	60	8	13%	5	3	0	63%	38%	0%
Hayland Close	30	5	17%	5	0	0	100%	0%	0%
Hillside	52	7	13%	5	1	1	71%	14%	14%
Pear Close	20	4	20%	2	2	0	50%	50%	0%
	444	**65**	**15%**	**49**	**15**	**1**	**75%**	**23%**	**2%**

Table 12 – Responds from residents in London Borough of Brent

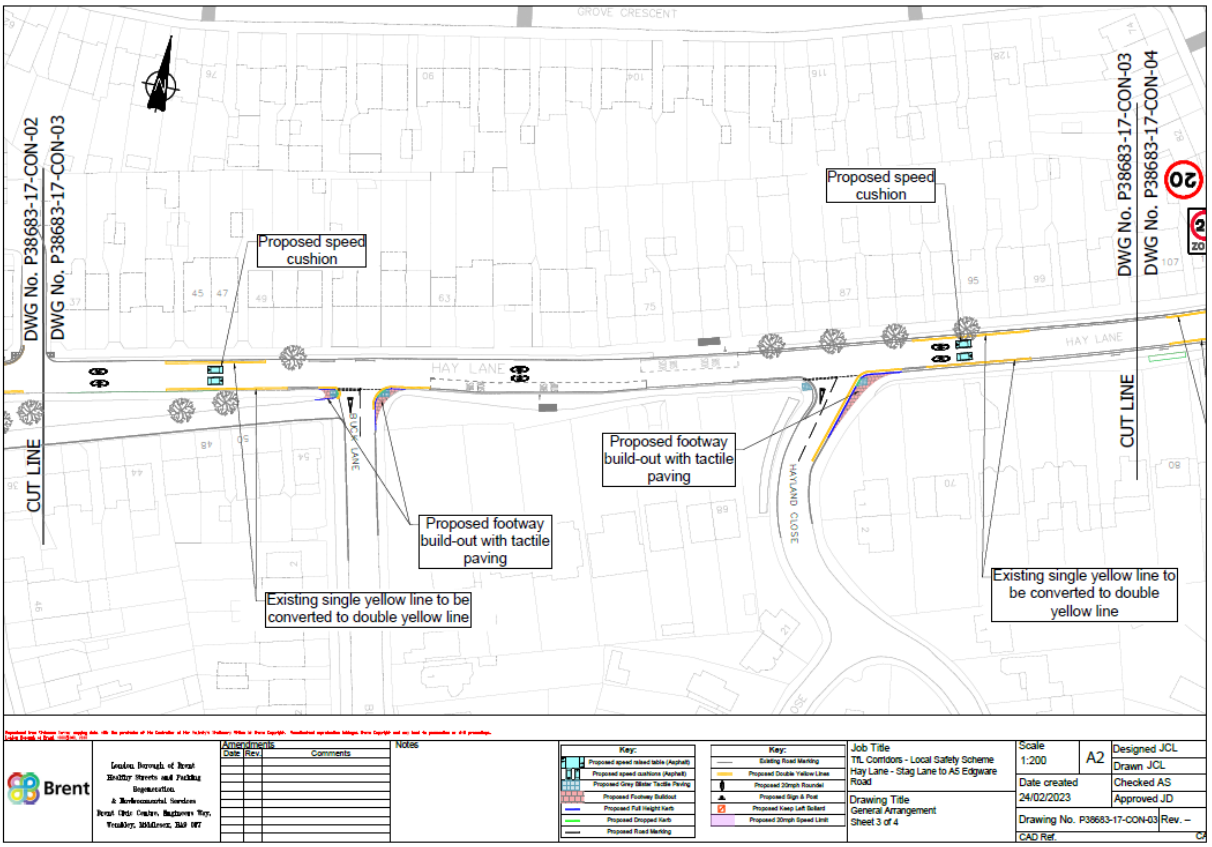
Appendix C
Consultation Plan – Sheet 1 of 4



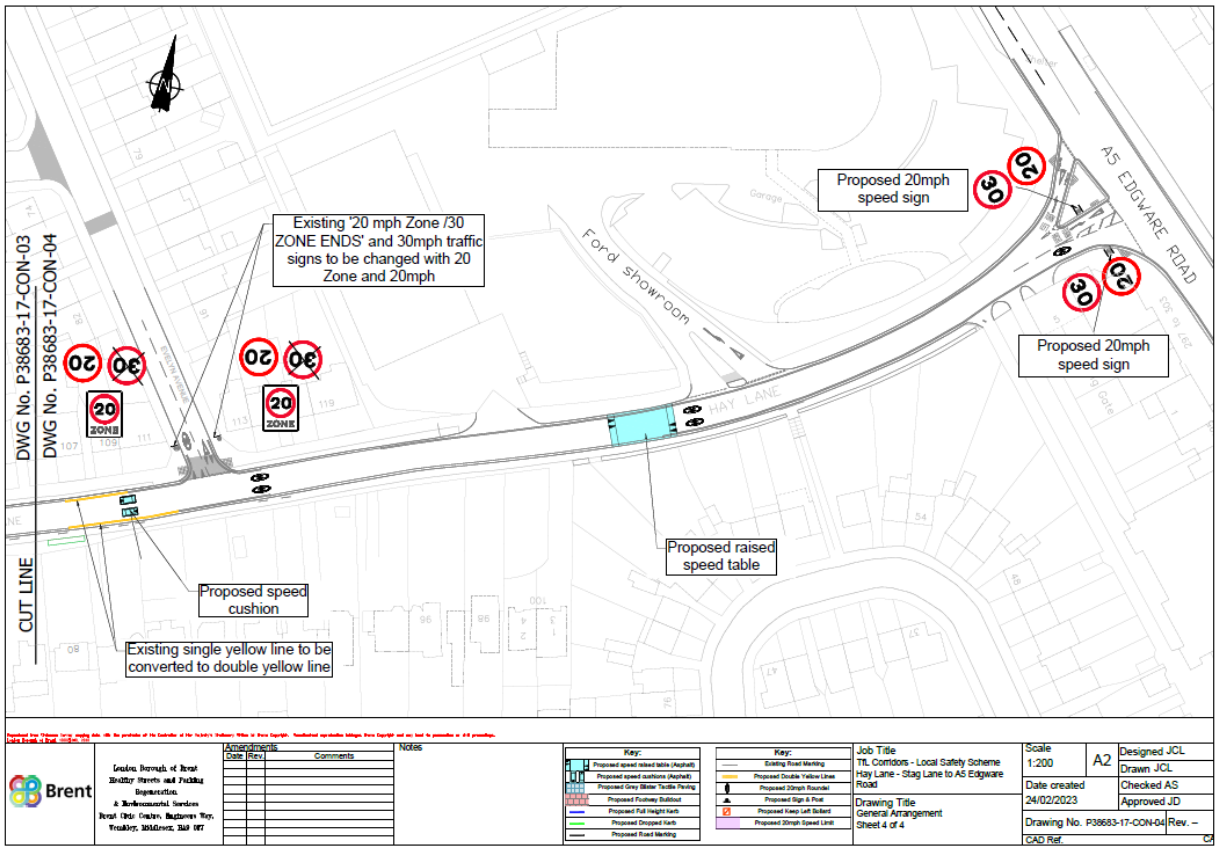
Consultation Plan – Sheet 2 of 4



Consultation Plan – Sheet 3 of 4



Consultation Plan – Sheet 4 of 4



Appendix D
Stage 1&2 Combined Road Safety Audit and Responses

RSA Referemce	Summary	Recommendation	Accepted / Partially Accepted / Rejected	Designers Response	Client Response
A1.1	Raised tables adjacent to pedestrian attractors may encourage and intensify pedestrian crossing movements at these locations where adjacent parking could restrict sightlines. This could increase the risk of crossing pedestrians being struck by oncoming vehicles.	The Audit Team recommends that existing pedestrian crossing movements are assessed at the proposed raised table locations and that provision of suitable, formal crossing facilities with appropriate sightlines are investigated where there is a demand.	Partially Accepted	Designers will review pedestrian crossing movements on Hay Lane and investigate what improvements will need to be made to crossing facilities.	As part of the detailed design process, we will consider adding a channel between the new raised speed tables and the footway to discourage informal pedestrian crossing movements where sightlines are restricted.
A1.2	Flush kerbs at raised tables may result in visually impaired pedestrians unknowingly entering the carriageway and being struck by oncoming vehicles.	The Audit Team recommends that, at the proposed raised tables near shop and property entrances, detectable measures are introduced at continuous surface levels between the footway and carriageway, which are not formal crossing points, to warn blind or partially sighted people of the potential hazard.	Partially Accepted	Designers will investigate what measures can be taken to reduce the risk to visually impaired pedestrians.	As per Designers Response.
A2.1	The absence of speed reducing features, 20mph signage or road markings may result in speeds incompatible with the proposed 20mph speed limit.	The Audit Team recommends that where necessary additional speed reducing features, 20mph signage or road markings are provided to side roads included within the proposed 20mph speed limit.	Partially Accepted	Designers believe the cul-de-sacs being narrow and having vehicles parked on both sides of the road is sufficient to encourage the new lower speed. Designers will investigate which cul-de-sacs would benefit from additional speed reducing features, and will make proposals where necessary.	As part of the detailed design process we will consider providing additional 20mph signage and road markings in the cul-de-sacs.
A2.2	Potential parking at the junction approach will restrict driver forward visibility to crossing pedestrians. This may result in crossing pedestrians being struck by vehicles in the carriageway.		Accepted	Designers will review sight lines at the Buck Lane junction and extend the 'At any time' restriction where necessary.	As per Designers Response.
A2.3	The absence of a nearside return to 30mph sign may result in drivers not anticipating the higher speed of traffic when leaving the 20mph limit. This may result in failure to give-way or side impact type collisions with oncoming traffic.	The Audit Team recommends that a nearside return to 30mph sign be provided at the northern exit of Hay Lane into Edgware Road.	Accepted	Designers will provide a 30mph sign on the nearside lane of the north eastern exit of Hay Lane into Edgware Road.	As per Designers Response.
A3.1	Gradients of raised table ramps may be steeper than recommended standards which could increase the risk of bus passenger falls and injuries.	The Audit Team recommends that the raised table dimensions and ramp gradients are compatible with the operation of bus services.	Accepted	Designers will ensure ramp gradients are in line with TfL standards and are compatible with the operation of bus services.	As per Designers Response.
A4.1	Lack of surface water drainage at base of raised table ramps may result in ponding which could lead to skidding or loss of control collisions, particularly in freezing conditions.	The Audit Team recommends that surface water drainage gullies are installed at the base of raised table ramps where required.	Partially Accepted	Designers will investigate the surface levels at the locations of the raised tables and ensure that the new raised tables does not result in ponding.	As per Designers Response.

Appendix E
Consultation Response Summary

Road Name	Comments
Edgware Road	• No Comments
Elmwood Crescent	• The only way to ensure compliance would be with several cameras. • We do not want kerbs between the roundabout and Elmwood Crescent. • The roads are already narrow which forces drivers to drive slowly.
Hay Lane	• Completely agree. I would like to suggest more refuge islands or a zebra crossing on Hay Lane. • Speed reduction is good. However, the speed humps might cause vibrations to my house. A speed camera would be ideal. • Very pleased. The road is dangerous to cross as an OAP. • Absolutely against speed cushions. It causes damage to my car. • Great idea to reduce the number of incidents in our area. • Agree with any plans that make our streets safer. • Speed cushions are a good idea. I suggest a pelican crossing between the shops and the church. The bus stop seems excessively long. • Car transports delivering to Ford regularly use small sides roads to manoeuvre. • Speed limit is unnecessary. Please resurface the road instead. • No to speed humps. • Install speed camera instead. • Hay Lane needs to be resurfaced. • The road is already narrow by the shops, so the raised table and speed cushions close to it is unnecessary. Buses already struggle to drive up the hill, the cushions and raised table will only make it worse. • The road is busy on Sundays because of the church, double yellow lines will make parking even more difficult. • I agree with the plan, but I feel the potholes need repairing first as they cause damage to cars. • I agree with the speed limit but not the speed humps as they will damage the cars overtime. I suggest speed cameras instead. I do not agree with the double yellow lines as it will make parking more difficult. • Loitering has become a nuisance. Residents at Hindhurst Court should have a parking bay.
Haydon Close	• I hate the idea of speed humps if you want to slow down the traffic do it by average speed check cameras. • Unnecessary, I feel people speeding is the problem. • One major problem is the over extensive use of the Father O'Callaghan Centre causing over parking in Hay Lane and Haydon Close. • Parking on both sides of the road is the problem. Buses and HGV's have a problem getting past.
Hayland Close	• We welcome the proposal. We are not sure that 20mph is necessary. • I'm glad to note there will be a double yellow line leading to Buck Close. Turning right on to Edgware Road can be tricky. Perhaps traffic lights could solve the issue. • Completely agree with the proposal but concerned there is no mention of roads concerned to be re-surfaced. • The yellow lines are unnecessary and would greatly affect church patrons and not actually help. • The 20mph signposting should be positioned at the peak of the hill.
Hillside	• An unnecessary and money wasting exercise. It will not improve anything, and potholes are important. Please just repair the potholes. • The road is in an awful state. It needs to be resurfaced. The speed humps will be too high.
Pear Close	• We are fully supportive of the proposed measures. • We suggest a zebra crossing on Hay Lane and on Edgware Road.

Table 13 – Summary of comments