



## **Executive – Appendices: Burnt Oak, Colindale and The Hyde Placemaking Plan**

**Monday 13 January 2014 at 7.00 pm**

Boardroom - Brent Civic Centre, Engineers Way,  
Wembley, HA9 0FJ

### **Membership:**

#### **Lead Member Councillors:**

#### **Portfolio**

Butt (Chair)	Leader/Lead Member for Corporate Strategy & Policy Co-ordination
R Moher (Vice-Chair)	Deputy Leader/Lead Member for Finance and Corporate Resources
A Choudry	Lead Member for Crime Prevention and Public Safety
Crane	Lead Member for Regeneration and Major Projects
Denselow	Lead Member for Customers and Citizens
Hirani	Lead Member for Adults and Health
Mashari	Lead Member for Environment and Neighbourhoods
McLennan	Lead Member for Housing
J Moher	Lead Member for Highways and Transportation
Pavey	Lead Member for Children and Families

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**The press and public are welcome to attend this meeting**

# Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members.

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This report provides a summary of the Placemaking Plan, which is attached as Appendix 3, its objectives, the transport and planning context, public consultation and the delivery mechanism.

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Fryent;  
Queensbury

**Lead Member:** Councillor Crane  
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**Date of the next meeting:** Monday 17 February 2014



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- The meeting room is accessible by lift and seats will be provided for members of the public on a first come, first served basis.

# Burnt Oak, Colindale and The Hyde Placemaking Plan

January 2014

# INTRODUCTION

This document has been prepared by 5th Studio, with ABA, GVA and Northcroft, on behalf of the London Borough of Brent and with input from a number of stakeholders including officers from Brent, Barnet, Harrow, Transport for London and the local community.

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In close consultation  
with LB Barnet:

*This plan has been prepared with reference to the context across the borough boundary in LB Barnet - in particular the growth agenda - and has involved detailed input from and consultation with Barnet officers.*



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In addition to this summary report there are two appendices - as separate volumes - that provide a summary of the public engagement events and baseline snap-shot.

This document is intended to be read in conjunction with the detailed general guidance provided in the Brent Placemaking Guide which is downloadable from [www.brent.gov.uk](http://www.brent.gov.uk)

# EXECUTIVE SUMMARY

## INTRODUCTION

This document sets out a placemaking strategy for an area of North West London focussed on the A5 corridor - a busy London street which follows the course of Watling Street, the ancient Roman Road.

Stretching between Burnt Oak, Colindale and the Hyde, the focus of the study area is one of five major growth areas within LB Brent, and is located within the Mayor's Opportunity Area - bordering with the Colindale Opportunity Area within neighbouring LB Barnet. This is a strategic opportunity at a London scale - an area with the potential to accommodate significant new development and housing delivery.

This document sets out a vision which aims to maximise this opportunity - seeking to guide and catalyse change within the area through a suite of co-ordinated public realm interventions and urban design strategies.

The document has been developed by 5th Studio on behalf of LB Brent, with significant input from the neighbouring Boroughs of Barnet and Harrow, and Transport for London. It has also been informed by public consultation undertaken during the course of the study.

## POLICY CONTEXT

The study has been developed to build upon and respond to a number of key policy documents, notably:

- Building upon and helping to deliver the vision for the Edgware Road 'Corridor of Change' set out within **LB Barnet's Colindale Area Action Plan (2010)**. The Placemaking Plan shares the vision of the A5 / Edgware Road becoming 'a thriving mixed-use urban corridor' and aims to provide further detail on the 'co-ordinated and high quality approach to the public realm' which the AAP calls for.
- Responding to the recently published **Mayor's Road Task Force Report (2013)** which sets out a future vision for London's streets. The public realm proposals within the study respond to the ambition and strategies set out within the Road Task Force Report - and aim to identify a suite of projects and interventions which offer opportunities for the implementation of 'pilot projects' in response to the Mayoral vision.
- The **Brent Placemaking Guide** provides the public realm policy and design background to this Placemaking Plan. The over-arching design principles, objectives and approach outlined in the Guide provide a foundation from which the site and *place* specific responses included within this Plan are built.



A borough road that forms part of the A5 on the London-Luton growth corridor, it runs parallel to the A41 and M1 arterial roads. The A5 provides an important connection to local major developments.

Significant delays at junctions result in poor journey time reliability along the road. Cyclists are not well catered for and the low-quality urban realm and frontages provide a generally unwelcoming pedestrian environment. Furthermore, the road layout of the A5 impedes east-west movement.

In the short term, de-cluttering and urban realm improvements are important, along with implementing SCOOT to address congestion issues. Junction improvements are planned for the next few years to accommodate the expected growth and highway demand from nearby major developments. Beyond that, consideration could be given to redesigning the carriageway to include cycle routes and to allow for easier pedestrian crossing, together with parking and loading facilities.

The road lies on the boundary of three boroughs: Brent, Barnet and Harrow. As part of continued close working to deliver growth-related schemes, the creation of a 'high street management group' to facilitate and coordinate new proposals in a consistent manner could be beneficial for the A5 in the long-term.

**Proposed street-type:**  
High street.



Burnt Oak (A5) Case Study from the Mayor's Roads Task Force Report (2013)

## PUBLIC REALM STRATEGY

At present, this stretch of the A5 suffers from a poor quality streetscape environment. The public realm is fragmented, cluttered and often poorly maintained - with a mix of materials used along its length. The highway environment is dominated by vehicle movement and is comparatively hostile to pedestrians and cyclists - difficult to cross and navigate, and with notable safety problems.

The proposals set out within this document aim to re-address these problems - seeking to transform the quality of the public realm, and wider perceptions of the area, as a means to help catalyse development and investment.

Whilst the route of the A5 has historically been a primary route in and out of London, the broader strategic north-south connections are now largely provided by the A41 and the M1 to the East. The study recommends a bold approach to changing the configuration and character of the road in response to this condition - seeking to shift its character away from that of a vehicular 'artery' towards that of a vibrant local high street.

Amongst the key ingredients of this strategy are:

- A recommended **streetscape material palette** - aiming to achieve a more consistent and coherent public realm along this section of the A5 through the use of simple, elegant and robust materials.
- Sketch proposals which map out a bold approach to **transforming the 'geometry' of the road** - suggesting possibilities for adjusting the configuration of the carriageway and junctions which could help to deliver a radically improved streetscape environment.
- A set of recommendations for the introduction of **street trees** which could help to develop a stronger landscape character.
- Recommendations for the development of a **family of special street furniture elements** - including large-scale signage and advertising hoardings - which respond to, and help to better organise, the 'vernacular' of signage which is evident along the A5.
- Specific proposals for the transformation of the public realm environment of **the local centres at Burnt Oak and the Hyde**, through a combination of junction improvements and wider public realm interventions.
- Proposals to help manage the process of change within **'Capitol Valley'** - the large-scale retail and employment area to the West of the A5 - which represents an ongoing focus for large-scale development proposals.
- The definition of a series of 'quick wins' and 'edge projects' which - while either relatively small, or peripheral to the focus of the study - respond directly to issues of local concern and are intended to kick-start the longer term process of change.

## DELIVERY + NEXT STEPS

Many of the proposals and recommendations within the Placemaking Plan need further study and work to progress them towards implementation - ranging from detailed traffic modelling and options appraisal, through to the development of specific design proposals and consultation to ensure strong community buy-in and pride in an initiative to assure the space is used as envisaged.

The document concludes with a chapter on Delivery which aims to assist LB Brent and its partners to move this process forward - setting out a series of discrete, costed projects, with identified actions.

As such, the document provides not only a long-term vision for the area, but also identifies a range of delivery and implementation opportunities - including 'quick win' projects and initiatives which could help to begin the process of transformation in the near term.

The project matrix forms a 'wish-list' which is intended to guide action over forthcoming years, and to assist with fund-raising and the development of detailed implementation plans.

With the A5 corridor marking the boundary between the Brent and Barnet it is important to both Boroughs as a focus for activity and regeneration over the coming years - and both have stated a commitment to future joint working to establish and deliver a shared vision. The Delivery chapter includes recommendations on arrangements for joint working.

Below: An illustrative 'vision' drawing of a transformed section of the A5 - illustrating the combination of public realm interventions and highways modifications which could help to radically transform the quality of the environment and its sense of place.





# VISION

This chapter outlines the key challenges that face the area and proposes a vision for its transformation and improvement in the coming years

## 1.1 BACKGROUND

### PROJECT BRIEF / BACKGROUND TO THE STUDY

This document sets out a placemaking strategy for an area of North West London focussed on the A5 corridor - a busy London High Street which follows the course of Watling Street, the ancient Roman Road.

This study which forms the basis of this report was undertaken in response to a detailed brief prepared by Brent Council. The brief mapped out a range of issues and opportunities within the study area - ranging from transport and movement to social infrastructure.

Barnet has been promoting and supporting growth in the Colindale area for a number of years. Their aspiration is to deliver growth and provide movement capacity – for all modes - including key junction improvements. The plan within the magenta outline below - an extract from the Colindale Area Action Plan - highlights some of the key sites - including a number that fringe the A5 and are accessible to it - such as Brent Work, but also the former Colindale Hospital and British Newspaper Lending Library sites, as well as the significant major regeneration sites at Grahame Park, Beaufort Park, and anticipated at the Peel Centre.

## AN AREA OF MAJOR OPPORTUNITY + CHANGE ...

The study area is an area of major opportunity, but currently suffers from a poor quality public realm. As identified within the brief, these characteristics from the key background to the study - and the context for the proposals contained within the rest of the document - as summarised below:

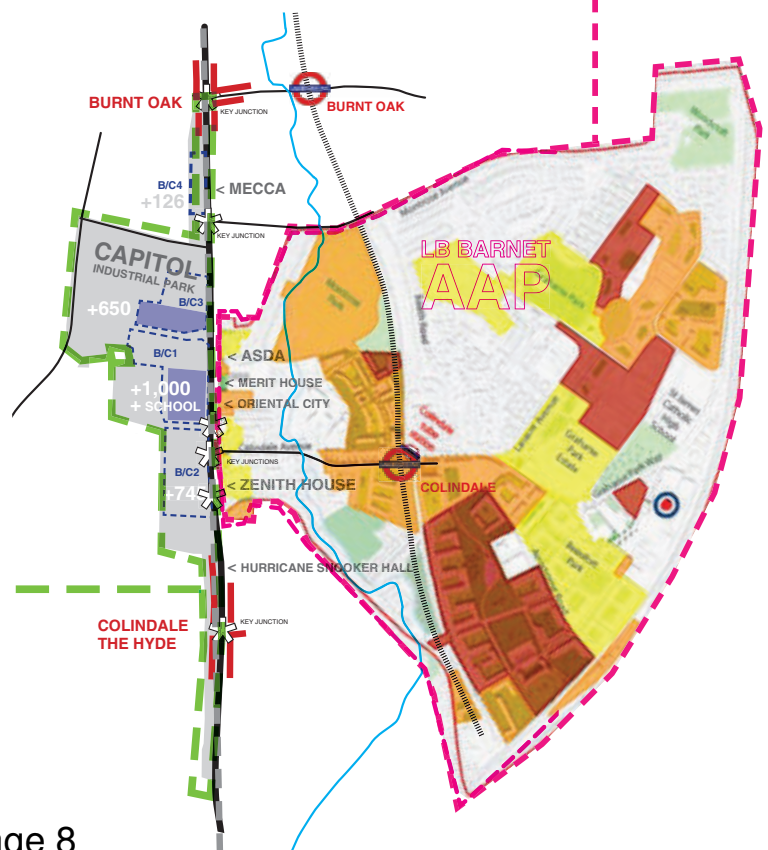
The study area is an area of significant opportunity at a London-scale

- The area is one of five major growth areas within LB Brent, and is located within the Mayor's Opportunity Area.
- Council policy anticipates the delivery of 2,500 homes within the area.
- Major development proposals are already forthcoming - with high density mixed use schemes having been consented on significant sites along the A5 Corridor. (Although actual delivery of these projects has not been forthcoming.)

The document aims to provide the Council with a means to catalyse and manage this change to maximise its benefit in terms of delivering regeneration, creating and retaining jobs, and supporting the economic and social well-being of the area.

**Barnet**  
Colindale AAP  
potential for  
c. 10,000 new  
homes

**Brent**  
Burnt Oak - Colindale  
potential for c. 2,500  
new homes





At present, the study area suffers from a poor quality public realm environment, which may be a contributing factor to the relatively slow pace of development and change, and a barrier to private investment.

Key issues within the public realm (also described elsewhere within this document) include:

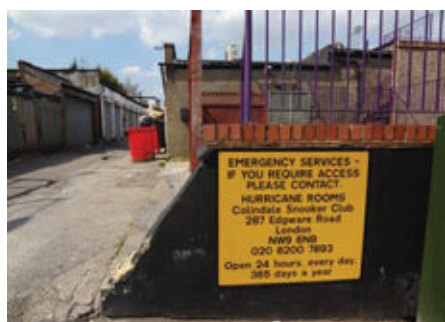
- Poorly maintained streetscape environments.
- street 'clutter'
- mix of materials
- litter issues
- lack of repair
- uncoordinated street furniture
- fly-tipping and lack of maintenance of alleyways
- poor condition of shopfronts

set within a highway environment which is hostile to pedestrians and cyclists - difficult to cross and navigate - and which has safety problems



## ... BUT A POOR QUALITY ENVIRONMENT

A key objective of this study is to make recommendations for projects and initiatives which can overcome these problems and help to transform the quality and perceptions of the area.



This vision builds upon relevant work and thinking which has already been undertaken:

### Regional Policy:

- London-Luton Growth Prospectus
- North London Sub-Regional Transport Plan
- London Plan 2011

### Local Policy - Policy Documents:

- Barnet/Colindale Area Action Plan
- Brent Council Core Strategy
- Brent Site Specific Allocation Development Plan Document
- Brent Unitary Development Plan
- Brent Placemaking Guide



## 1.2 VISION

**A mixed, vital, accessible and pleasant district centred on an important outer London High Street, serving the significant existing and new populations in adjacent areas of Brent, Barnet and Harrow**

**A key location for growth...**

This document sets out a vision which aims to maximise the opportunity associated with the A5 Corridor. This area represents a major opportunity at a London-scale which - with bold and creative thinking - could be radically transformed within the next 10-15 years.

Through targeted public sector investment and the careful management of change, this area should become:

- A mixed, vital and accessible district - attracting new residents and uses.
- An important strategic transport corridor - supporting efficient movement whilst carefully managing the negative impacts of vehicular movement.
- A place which builds upon its existing strengths - including the unique character of its linear road and hilly topography - whilst addressing current shortcomings in the quality of its public realm environment.

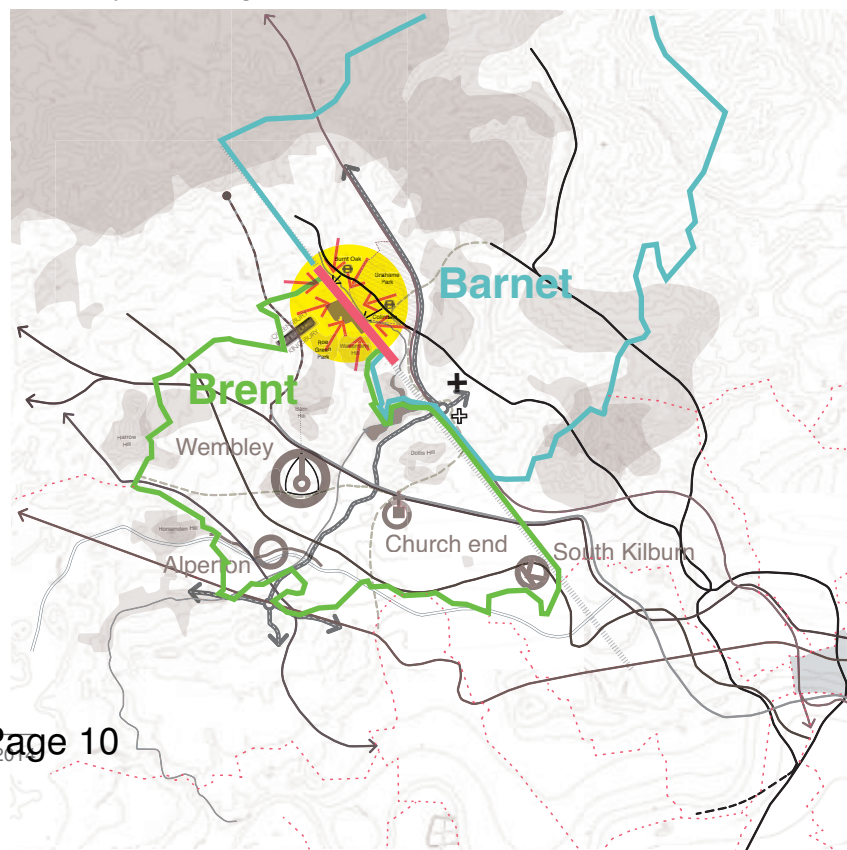
The place should at once be coherent and recognisable as a whole, but also made of a series of distinctive, characterful and individual places. The transformation of the A5 itself - from what is currently a busy and inhospitable arterial road, into a coherent and pleasant High Street environment will be central to that mission.

With the boundary between Brent and Barnet running along the A5, and the added complexity and peripheral quality that comes with that condition, the area has until recently not been a focus of attention or investment by either borough. The opportunity now is that this relative lack of attention can be reversed with the boroughs coming together to agree a common vision - and working in partnership to achieve that vision.



Burnt Oak - Colindale is one of the Mayor of London's Opportunity Areas...

...and a key focus for regeneration for both LB Brent and LB Barnet





## ...and transformation.

The existing A5 near Capitol Way



High Street Typology from Transport for London's Roads Task Force report - based on potential improvements at Burnt Oak



# STRATEGY

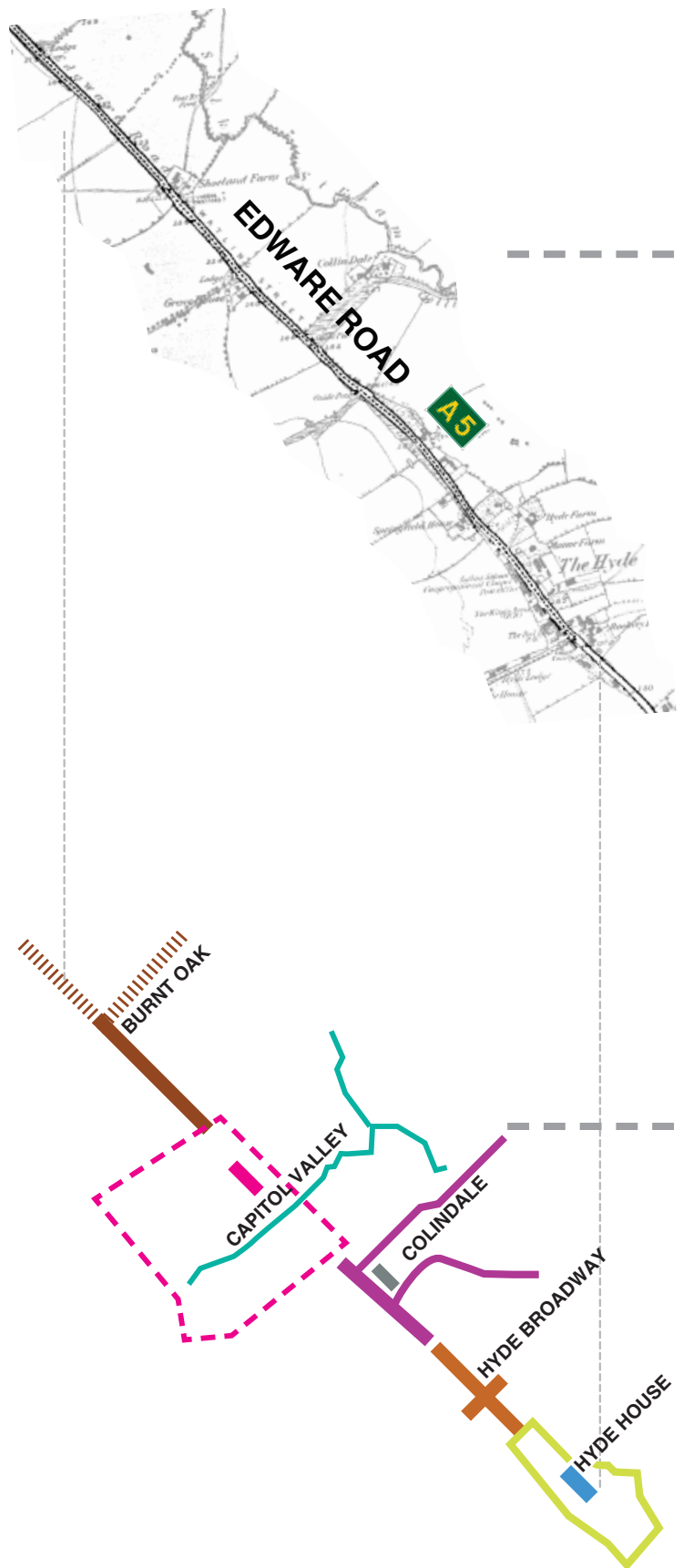
This chapter introduces a number of strategies intended to support the achievement of the overall vision by establishing a framework for - and thereafter guiding and informing - specific proposals, so that any such interventions work together in a co-ordinated, effective and efficient way.

## 2.1 PUBLIC REALM

Achieving the stated vision will require a strategy of policy and intervention that supports the creation of a rich and characterful environment with a powerful sense of place by building upon the latent characteristics and opportunities of the site.

The study area has a complex layered character - with elements of continuity that stem from the alignment and nature of the Roman Road derived London 'High Street' - and yet also distinct, highly differentiated districts along that length - each with its own spatial character, issues, and opportunities.

The diagram on this page highlights how an understanding of these two natures translate into a spatial strategy that will be used to guide proposals for individual areas along the road, while also working towards a coherent whole.



## CONSISTENCY

Part of this should be an ambition to achieve more coherence along the A5 corridor. At present, the public realm along the road is highly fragmented and often poor quality. A more consistent treatment of the street infrastructure along its length - surfaces, signage, and landscaping - could help to strengthen the civic identity of the area.

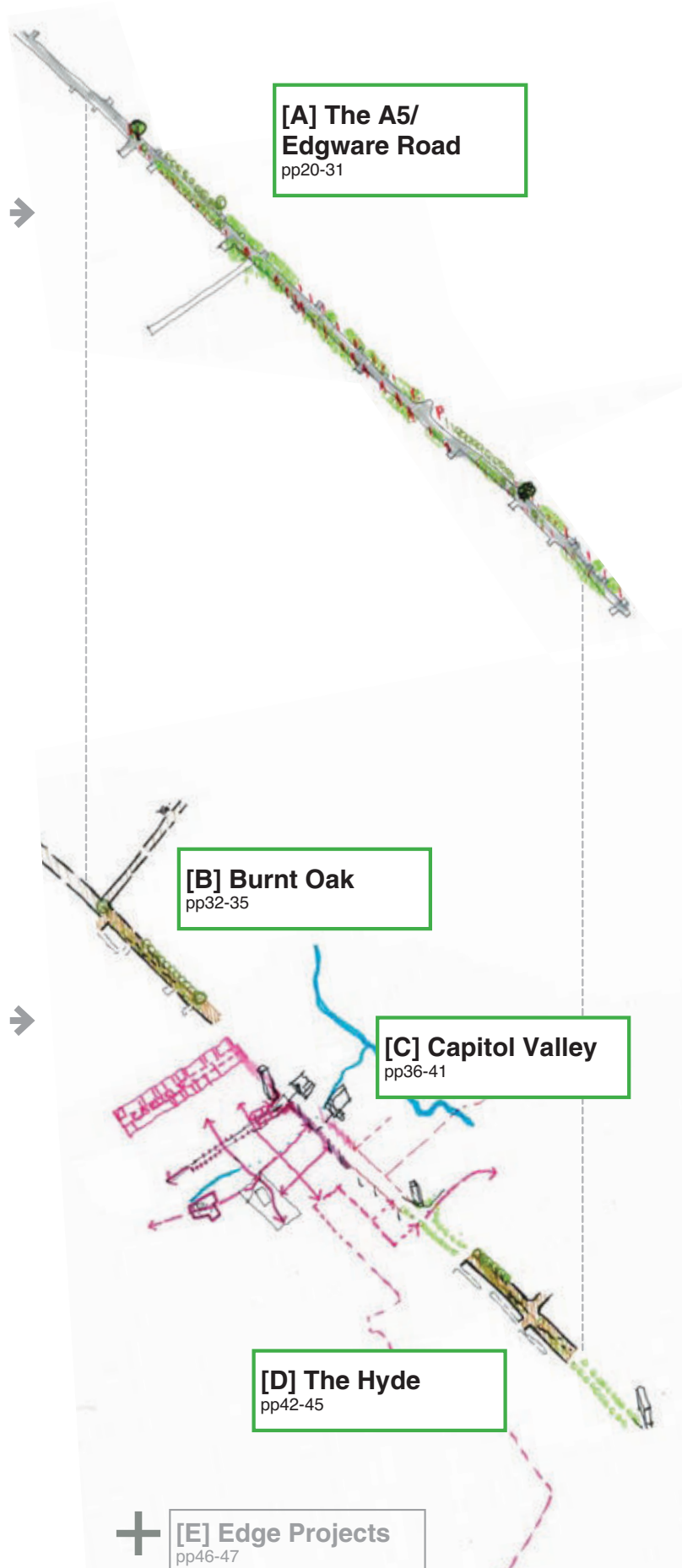
The ingredients of this transformation - much of which is likely to be a long-term process of improvement - are summarised in the diagram below:

- The consistent application of the material palette and detailing - providing a simple and robust 'background' treatment to the public realm.
- A family of co-ordinated street furniture - with a particular focus on large-scale signage elements - which is specially designed for the area, and helps to provide a strengthened sense of place / identity.
- The use of street tree planting to help to improve the public realm quality along the road - creating a tree-lined 'boulevard'.

## DIFFERENTIATION

At the same time, it is important to recognise the distinctive characters of the places along this stretch of road - from sections of the high street with a 'town centre' character, to stretches which are dominated by a coarser grain of 'big box' retail.

The design strategies and project proposals set out within this document are responsive to the particular qualities of these places - building on their strengths, addressing weaknesses, and exploiting place-specific opportunities.





## 2.2 TRANSPORT AND ACCESS

### WIDER TRANSPORT STRATEGY



Understanding the changing transport and movement context in the wider area is fundamental to prioritising interventions in the public realm. There is a need to provide a better balance between the requirements for strategic capacity and improved local accessibility, connectivity and place in a way that meets the overarching policy aims of catering for growth in the most sustainable manner.

The A5 Edgware Road (part of the ancient Watling Street) was historically the main route from London to the northwest, and was laid out with this in mind – a direct, broad corridor with the principle purpose of moving people and goods as quickly and efficiently as possible between major settlements.

The parallel A41 and M1 routes have since taken over this role and now provide the broader strategic north-south connections in and out of London. Indeed modelling shows that very little traffic passes along the full length of the A5 between Edgware and North Circular. Over time the movement corridor has generated its own activity and development has sprung up around it, so that today it hosts a variety of other functions, more akin to a high street or destination in its own right. What's more the route acts as a collector-distributor road for access to and from other key roads

(M1, A41, A406) from the district. These roles - which need not be at odds with the calming and urbanising of the road - nonetheless need to be considered.

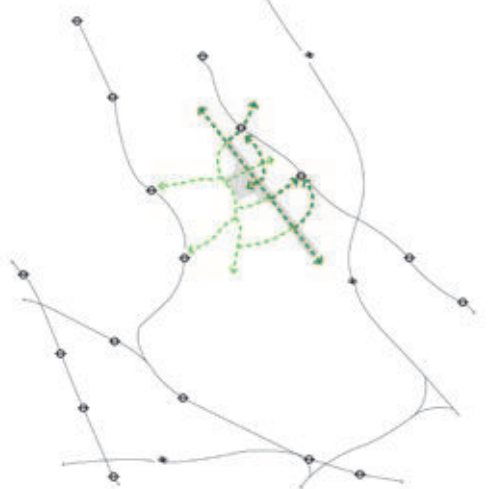
The Burnt Oak / Colindale area, through which the A5 runs, is now a major focus for retail and residential development and its main artery will increasingly have to provide space for local access and activities associated with a more urban environment. The challenge is to balance these 'movement' and 'place' functions in a sustainable manner that makes the most efficient use of the space available.

The wider transport strategy therefore centres on reprioritising the A5 (a corridor of change) with a greater emphasis on public transport and cycling between surrounding neighbourhoods and the 'place' functions of walking around local centres. In addition, a fundamental aim is to improve the east-west connectivity (particularly on foot and by bicycle) to which the A5 has become a significant barrier.

While the intention is, over time, to make public transport, cycling and walking relatively more attractive, it is recognised that the potential impact of this reprioritisation on road traffic needs to be understood and accepted - especially in the context of substantial planned growth. Transport for London have indicated that striking this balance will be key to achieving full TfL sign-up to the proposals.

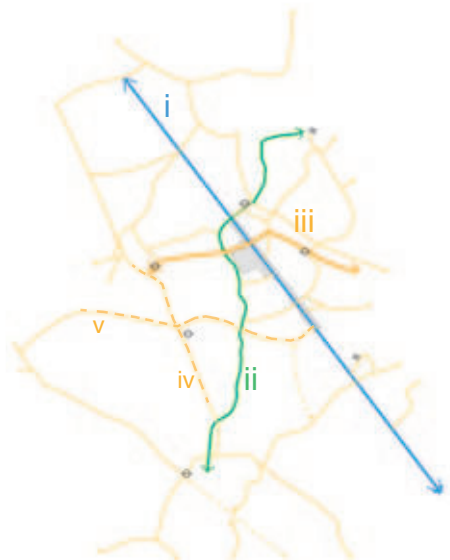
It is therefore recommended that an integrated corridor study be commissioned as a follow on to the completion of this plan. This would combine traffic analysis and modelling - utilising the existing CAAP model (which is currently being updated) - with the next stage of development of the placemaking approaches and outline proposals set out in this document. Such a study could include consideration of the combined effect of undertaking work to a number of junctions/ links in combination, and the potential mitigating effect of, for instance, smarter use of the existing network or implementing technologies such as 'SCOOT'. Design proposals and robust modelling could be advanced iteratively as a means of achieving an optimal balance between place and movement functions. This iterative process, possibly alongside on-site trials, would also inform the negotiation of an appropriate allocation of road space taking into account safety criteria/safety audits and likely changes in behaviour associated with improved walking and cycling facilities and any disincentive effect from lower levels of journey time reliability for private motor vehicles.

## Local High Street Spine + East-West links



- Create more space for walking and activity where the A5 acts as a local high street spine.
- Create better east-west links across the A5, and from Stag Lane through to the A5, connecting the residential hinterland and important walking and cycling links in both Brent and Barnet.
- Make crossing of the A5 and adjoining side roads more direct, safe and inviting.
- Make large development parcels more permeable to movement on foot.
- Improve the quality and consistency of existing footways across the area, including decluttering and guardrail removal.
- Improve wayfinding to stations and other destinations in the local area.

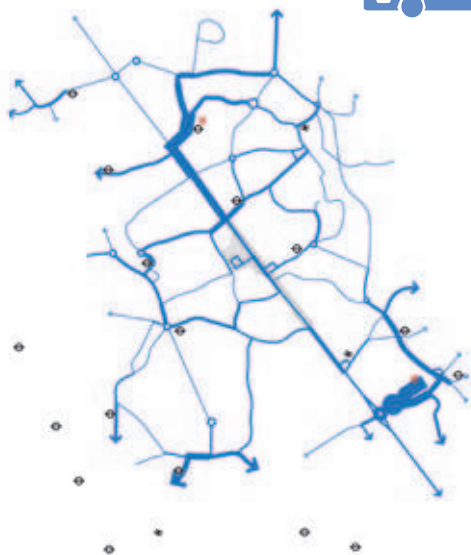
## Strategic Cycle links



Focus on improving the following five strategic cycle links linking stations and key centres via residential areas with dedicated space for cycling or traffic calming to encourage more local journeys by bike:

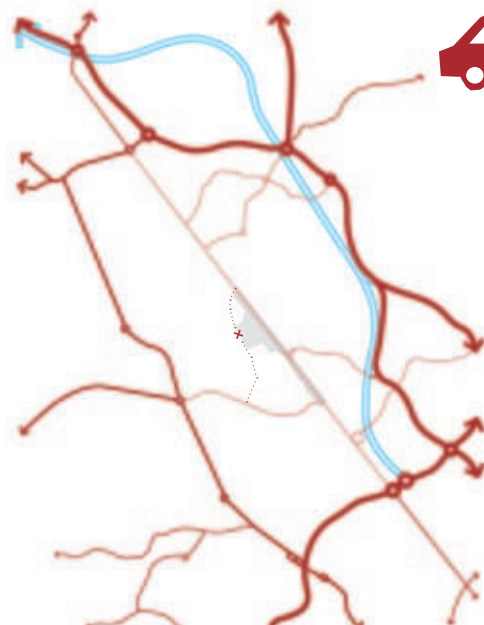
- A5 Edgware Road - to enable better east-west connectivity where adjoining routes are off-set from one another - as well as improving conditions along the north-south (LCN 5) route
- Mill Hill Broadway to Wembley via Burnt Oak (Watling Avenue), Stag Lane and Salmon Street
- Colindale to Queensbury via Holmstall Avenue and Beverley Drive
- North-south link via Blackbird Cross, Salmon Street, Fryent Way and Honeypot Lane, towards Stanmore
- East-west link via Kingsbury Road and Kenton Road

## Targeted bus priority measures



- Reinforce the role of the A5 as a strategic bus connector between the key public transport hubs at Edgware and Brent Cross and the local high streets at Burnt Oak, Colindale and the Hyde.
- Tackle localised congestion hot spots along the A5 to improve bus journey times, including the use of targeted bus priority measures
- Improve the size, quality and accessibility of passenger waiting areas, including nearby pedestrian crossings

## Major road network



- Prioritise improvements focused on the A5's role as a connector and a high street, (rather than as an arterial road), providing access to and between local areas.
- Balance the need for localised congestion relief - in particular associated with the addition of c. 12,500 new homes - with the increasing 'place' function of key locations along the A5 corridor.
- Improve parking and servicing access in the area to support local businesses and improve the public realm.

## + CO-ORDINATED APPROACH TO PARKING AND DELIVERIES

The A5 corridor changes character and function a number of times through the Burnt Oak / Colindale area, alternating between a traditional high street (fronted by numerous small individual properties and businesses) and a road providing more of a connector function (fronted by larger plots with single occupiers).

A distinctly different approach to parking and servicing should be adopted within these different character areas.

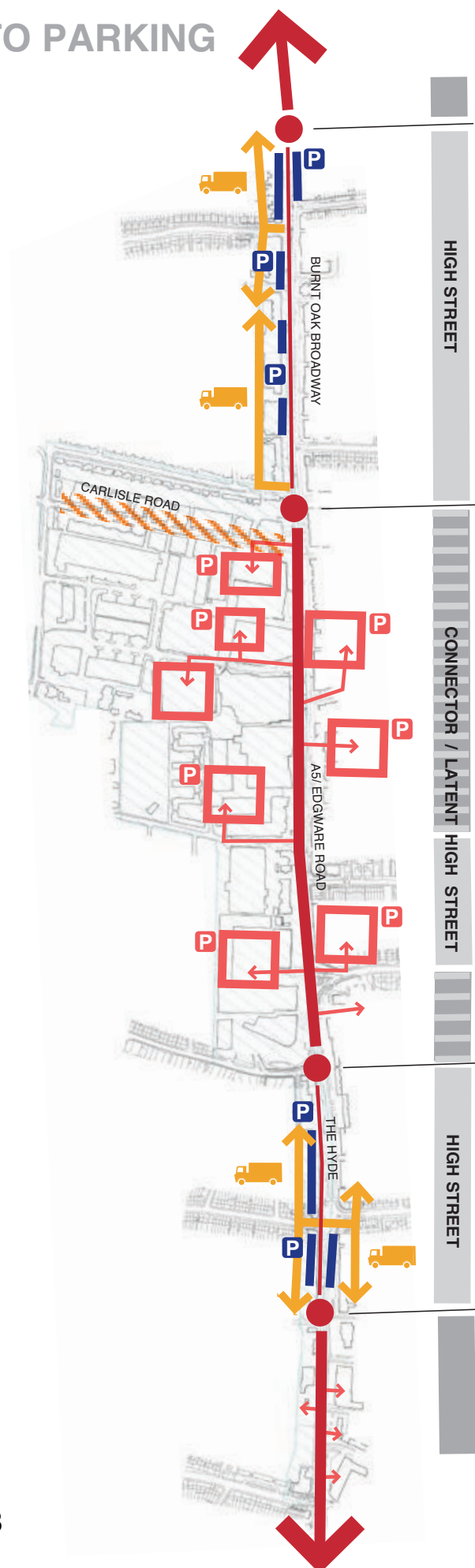
### High Street:

- Encourage short-stay parking in clearly defined on-street bays, principally for customers associated with the businesses in the immediate area.
- Improve and maintain the quality and safety of existing shared rear lanes and yards, so that these can be used as the principal location for long-stay staff parking and for delivery and servicing activities.
- By shifting most of the long-stay parking and servicing activities to the rear of shops and businesses, some of the on-street parking can be freed up to attract passing trade, and some can be removed / rationalised to allow for improved public realm and safer crossing facilities in these busy pedestrian areas.
- For businesses with restricted access to rear servicing lanes / yards, a limited number of on-street parking permits may need to be provided for long-stay staff parking.

### Connector:

- Limit the amount of on-street parking, in favour of providing bus, cycle and general traffic capacity, as well as enhanced pedestrian crossing facilities.
- Accommodate the majority of parking and servicing activities in off-street car parks and loading areas on the individual plots.
- Ensure that, although parking areas are located in discreet plots, there is good permeability and connectivity on foot between these areas and surrounding streets and destinations so that parking can be shared between multiple activities, and users are not forced to drive between nearby businesses.

Elsewhere within the study area, parking and servicing on-street and in forecourts along Carlisle Road in particular should be improved by simplifying the current arrangement, providing a uniform and robust carriageway surface and maintaining direct, clear and accessible footways.





# + TOOLKIT OF LOCALLY RESPONSIVE INTERVENTIONS



1. Cycle Facilities - Old Shoreham Road



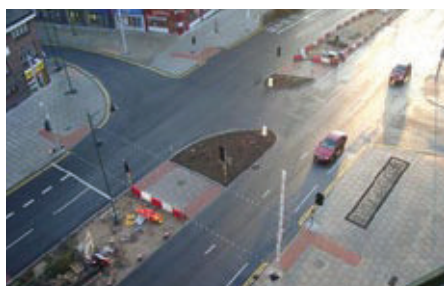
2. Crossings - Piccadilly



3. Calming - John Campbell Road



4. Buses - Bus Gate Oxford High Street



5. Junction Capacity - Maid Marian Way

## 1. Cycle Facilities

- Create a network of direct and continuous cycle routes between key local centres, stations and green spaces.
- Provide dedicated space for cycling (preferably in segregated lanes) along busy yet direct distributor roads, such as the A5 and Kingsbury Avenue.
- Provide traffic calming and access restrictions on quieter local streets like Stag Lane and Holmstall Avenue, to slow vehicle speeds and discourage use by general through traffic.
- Improve off-street cycle links through parks and green spaces and ensure good access points to these.
- Provide additional cycle parking in well-overlooked and conveniently-located positions in high street areas and outside key destinations.

## 2. Crossings

- At junctions, provide wide and direct pedestrian crossings along key desire lines between side streets, bus stops, gateways and other pedestrian destinations.
- Along busy routes like the A5, provide median strips of footway material (rather than hatching) to allow for safer informal crossing. These can be overrunnable in places to allow passing of stationary buses or turning into plot accesses.

## 3. Calmed Routes

- Discourage use of local streets, such as Stag Lane, Holmstall Avenue and The Greenway, by general through traffic, but allow for local access and bus/cycle through-connectivity through the use of bus gates and other measures.
- Tighten junction corners to slow turning vehicles and improve crossing safety for pedestrians.

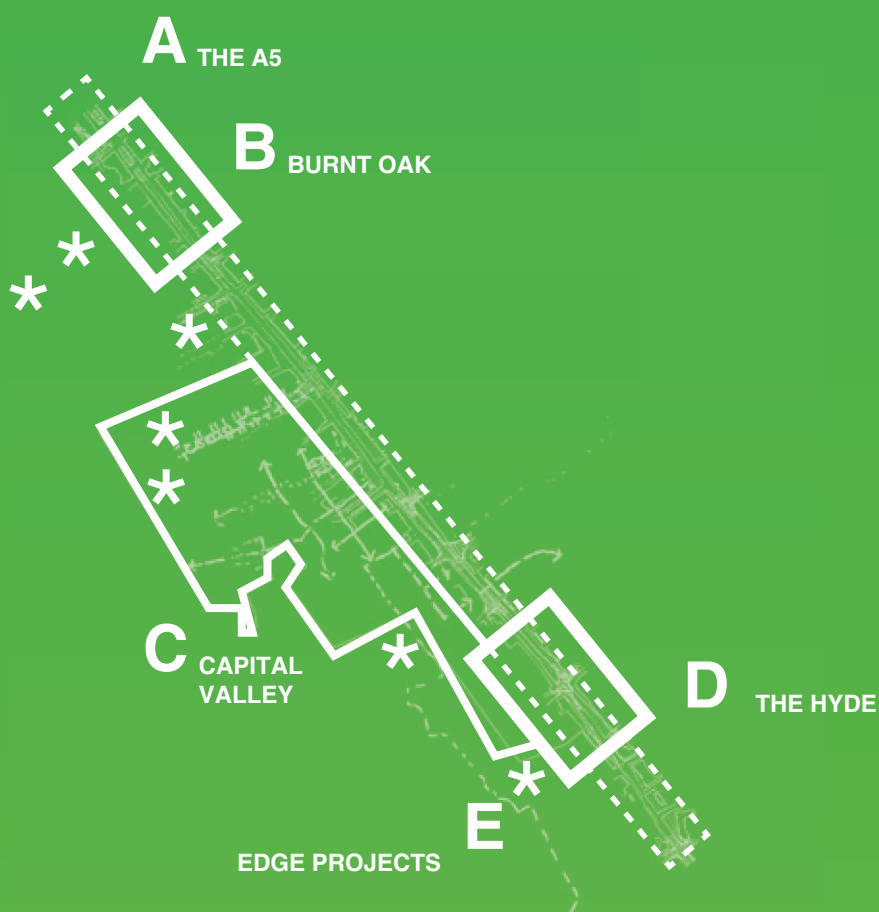
## 4. Buses

- Allow for increasing bus frequency and usage along the corridor between Edgware and Brent Cross.
- At Burnt Oak, Colindale and the Hyde improve the size, quality and accessibility of passenger waiting areas at bus stops, and improve crossings links to nearby stations and stops to allow for better interchange.
- Tackle localised congestion hot spots along the A5 to improve bus journey times, including the use of targeted bus priority measures

## 5. Junction Capacity

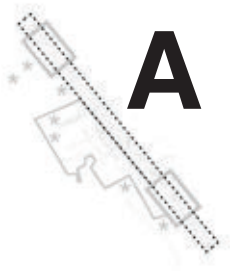
- Provide targeted junction capacity improvements at localised congestion hot-spots such as Montrose Avenue and Colindale Avenue.
- Capacity improvements should prioritise bus rather than car movements and should not make conditions worse / less safe for pedestrians and cyclists.





# PROPOSALS

This chapter introduces a portfolio of potential improvement projects born out of the strategies outlined in the previous chapter and aligned with specific conditions on the ground in each case. These proposals are organised and presented over the following pages according to the five categories/areas shown here.



## THE A5 / EDGWARE ROAD

### INTRODUCTION

The existing streetscape along the A5 is fragmented and poor quality for much of its length. Issues associated with degradation, poor quality materials and piecemeal improvements are compounded by the cross-Borough nature of the road - with the A5 marking the Borough boundary between Brent and Barnet.

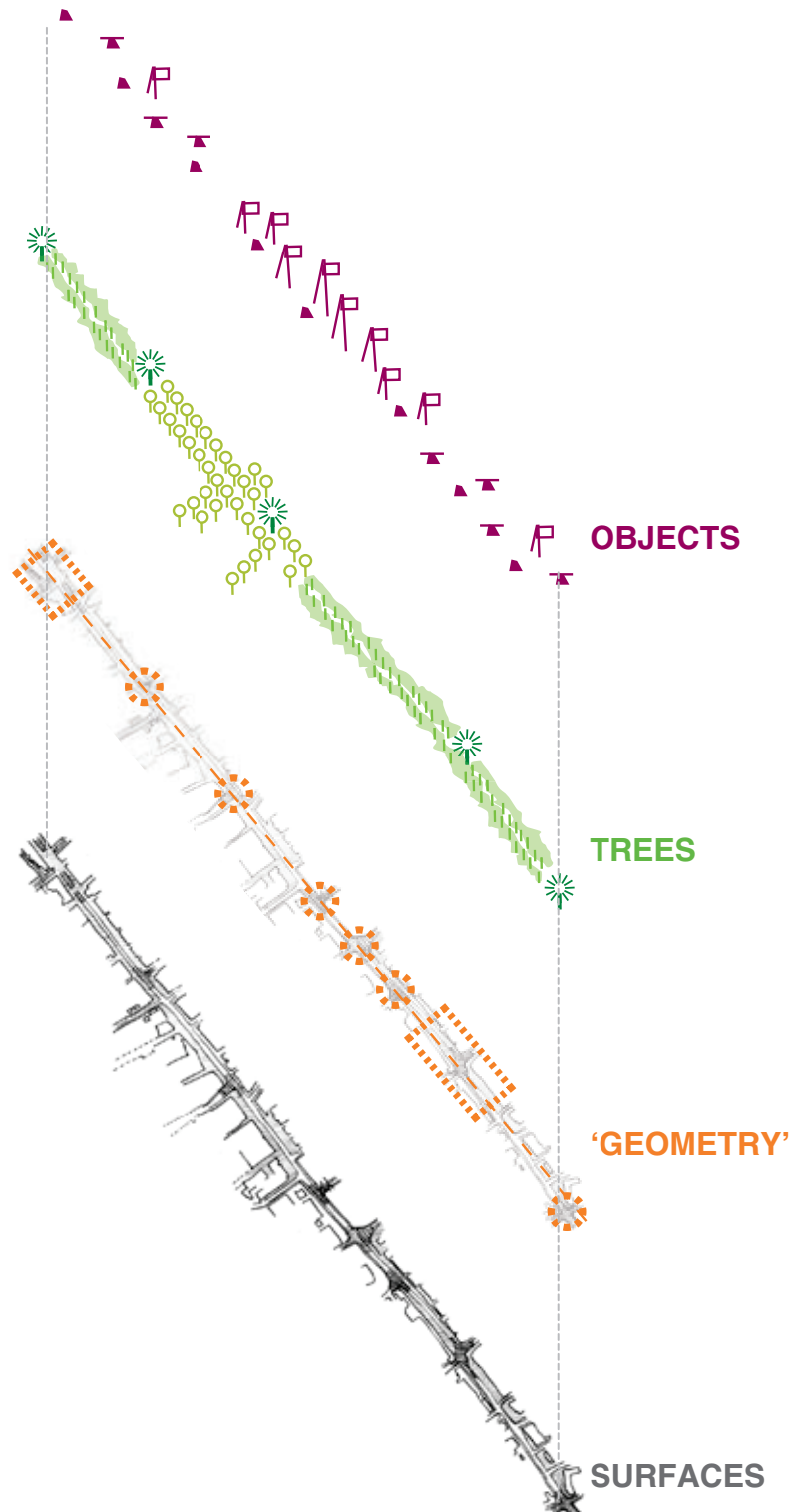
Over the following pages, we describe a series of strategies which would combine to transform the quality of the public realm along this section of the road.

This task is extensive in geographical scope, and is therefore likely to take many years to implement. A robust, long-term strategy to deliver this is therefore required.

#### FORWARD STRATEGY

**A jointly commissioned / endorsed design guide for the A5 should be prepared by LB Brent and LB Barnet - with input from TfL.**

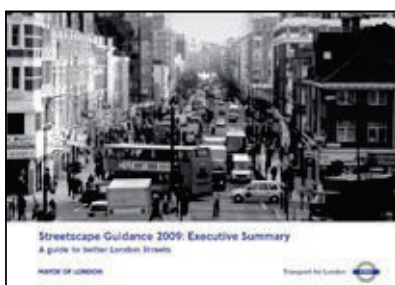
**Specific junction improvements should be prioritised according to available funding.**



## ROAD SURFACES

- At present, there is a diverse collection of surfacing materials used along the road.
- Much of this is in poor condition.
- A coherent treatment of the road surfaces in robust, high quality materials would help to provide a simple and robust 'background' treatment to the public realm.
- It is recommended that the material / product specifications, and approach to detailing, should follow the material palette defined in TfL's Streetscape Guidance - which provides a rigorously tested set of standards for simple, robust and elegant streetscape environments.
- This approach / strategy should be formally incorporated into a comprehensive design guide for the A5 which should also draw on the Boroughs' guidance.
- For this approach to be successful over the longer term it would need to be followed consistently and by both boroughs, which may involve a process of negotiation and reconciliation with existing standards/guidance issued by each borough. The specification of recently completed works might also be taken into account.

Right: Materials from the TfL Streetscape guidance palette. The materials selected for the palette are durable, unobtrusive and meet the needs of all road users.



TfL's Streetscape guidance (2009)  
The Guidance has been developed for the Transport for London Road Network (TLRN), however the principles can be applied to any roads in the Capital.



The Brent Placemaking Guide is also a key reference. While broadly consistent with the TfL guidance in order to ensure consistency along the A5 agreement will have to be reached with respect to the specification of flag paving material in particular.



Concrete flags



Granite flags



Blister paving



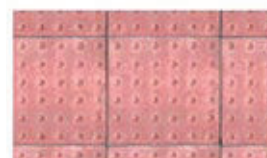
Ladder and tramline with raised delineator



Yorkstone flags



Asphalt footway



Blister paving



Corduroy paving



150mm granite kerb



Granite safety kerb



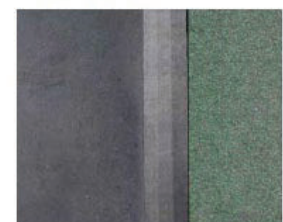
Black cycle tracks



300 mm granite kerb



Radiussed granite kerb



Green cycle tracks



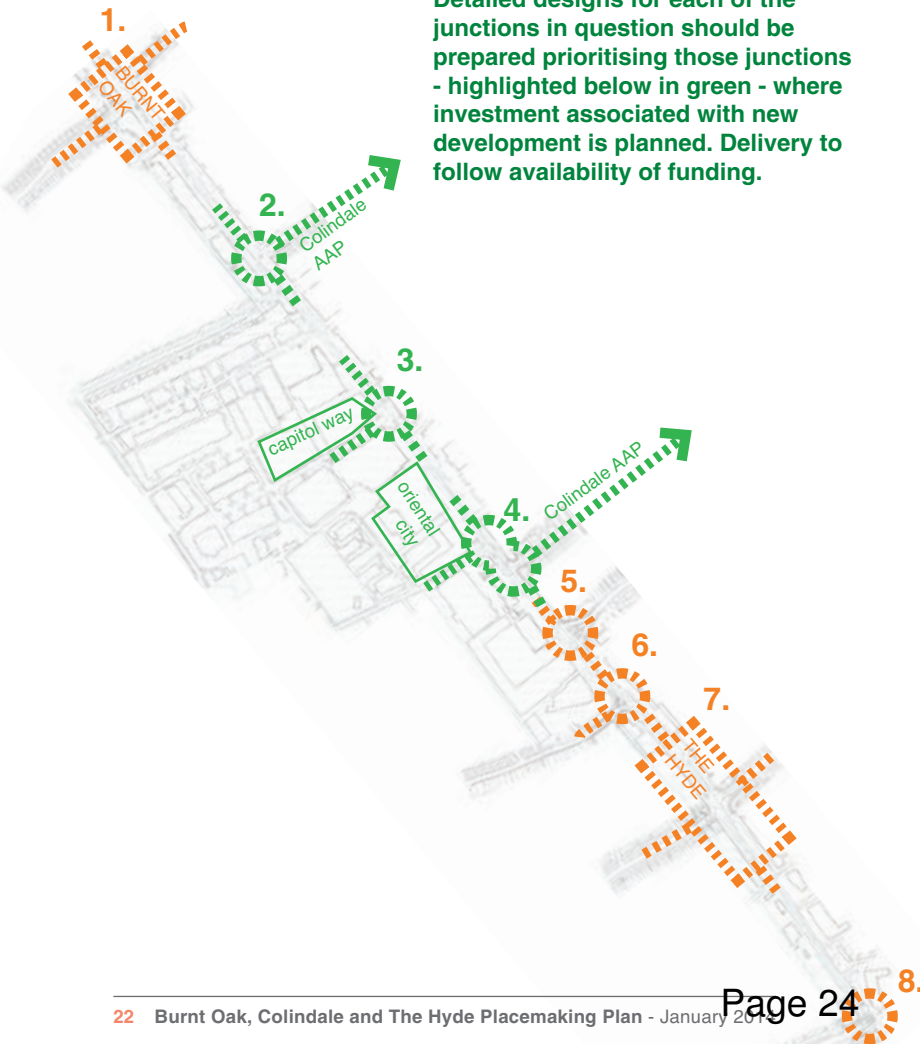
# ROAD 'GEOMETRY': JUNCTIONS

A number of particularly problematic road junctions occur along this section of the A5 - junctions which prioritise vehicle movement at the expense of pedestrian movement or public realm quality - and which do not use the latest technology to maximise flow and reduce delays for vehicles.

Proposals for improvements to address these specific issues, and the design of the road in general, have been generated in consultation with the relevant Borough engineers and with Transport for London, with the principles of the newly published Roads Task Force report - which provides a framework for establishing an appropriate balance between the 'movement' and 'place' functions of specific types of road - being applied throughout. As such it may be possible that a series of upgrades along the road could be treated as a pilot for new Roads Task Force approach - perhaps raising the possibility of additional support from TfL.

The diagram below highlights the key junctions in question, with brief notes on existing issues and recommendations for each. The junctions highlighted in green already have allocated funding and are due for delivery in the near-term so designs that respond to both highways capacity pressures and the place-making agenda must be treated as a priority.

**FORWARD STRATEGY:**  
Detailed designs for each of the junctions in question should be prepared prioritising those junctions - highlighted below in green - where investment associated with new development is planned. Delivery to follow availability of funding.



## 1. BURNT OAK

- Improve junction layout to overcome vehicle dominance
  - Provide direct and safe pedestrian crossings
  - Relieve constrained pedestrian flows by providing increased pedestrian footway space
  - Decluttering and guardrail removal
- See area proposals from p 34.

## 2. EDGWARE RD - MONTROSE AVE

Barnet are already considering plans for junction improvements here, including:

- Potential signalisation of junction in response to traffic congestion issues
- Reconfiguration of bus stop
- Improved crossing opportunities

## 3. EDGWARE RD - CAPITOL WAY

Rationalise and tighten geometry of junction

- Improve junction layout to reduce traffic speeds
- Provide direct and safe pedestrian crossings to facilitate current desire lines towards bus stops and the Greenway

See Case Study 1 on p23.

## 4. A5 - GROVE PARK + COLINDALE AVE

Barnet considering plans for junction improvements, including:

- Junction redesign to provide direct pedestrian crossings and relieve traffic congestion

See Case Study 2 on p24.

## 5. A5 - COLINDEEP LANE

- Rationalise and tighten geometry of junction

## 6. A5 - HAY LANE

- Rationalise and tighten geometry of junction

See Case Study 3 on p 25.

## 7. THE HYDE

pp 42-45

- Street de-clutter
- Formalise parking
- Junction tightening
- Provide safer pedestrian crossing opportunities
- Improve and maintain alley ways

See area proposals from p.44

## 8. A5 - KINGSBURY RD

- Improve right turning into Kingsbury Road

## CASE STUDY 1

### EDGWARE RD - CAPITOL WAY

An indicative sketch of potential improvements at the 'Asda' junction between Edgware Road and Capitol Way is included below.

At present the junction is unpleasant and difficult to cross for pedestrians and cyclists. Significantly, there is no pedestrian crossing to the south of the traffic lights - but anecdotal evidence of informal crossing in the absence of this.

The sketch design illustrates a junction with significantly rationalised and tightened road geometry - a more urban layout.

This junction would provide straight rather than staggered pedestrian crossings, and:

- Improve junction layout to reduce traffic speeds
- Provide direct and safe pedestrian crossings to facilitate current desire lines towards bus stops and the Greenway
- Rationalise and tighten geometry of junction

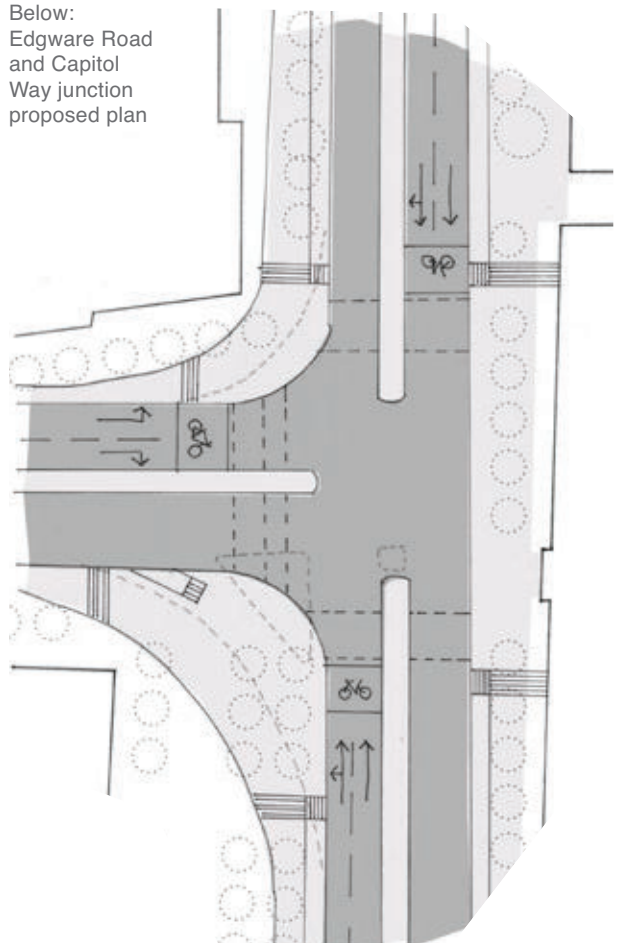
#### Proposal:

- Central pedestrian refuge
- Facilitates safer informal crossing along current desire lines
- Tightened junction geometry
- Reduces traffic speeds and crossing distances for pedestrians through junction
- Cycle lane & advanced stopping zones
- Segregated facilities provided where possible
- Encourage cycling between boroughs and to increase road safety for cyclists
- Removal of guardrails
- Promotes integration and interaction between different street users
- Improve street aesthetics
- Provides for safer informal crossing
- Direct pedestrian crossings
- Reduced crossing distances for pedestrians and hence easier access through junction
- Combined with direct shared cycle crossings where necessary
- Special footway paving
- Indicates the entry / exit of "shared-space" between cyclists and pedestrians at the junction



Above: Edgware Road and Capitol Way junction as existing

Below:  
Edgware Road  
and Capitol  
Way junction  
proposed plan







### CASE STUDY 3

#### A5 - HAY LANE

This is a sketch proposal for the reconfiguration of the Hay Lane junction and the potential to improve the street frontage in tandem with redevelopment of the corner Watling Gate site, and the preservation and enhancement of the old Odeon site.

This location is a point of transition from a more open 'highway' environment around the Colindeep Lane junction to the more intimate High Street environment of The Hyde. The built form and a new 'village sign' might mark this transition alongside a shift in the nature of the streetscape as described in detail below.

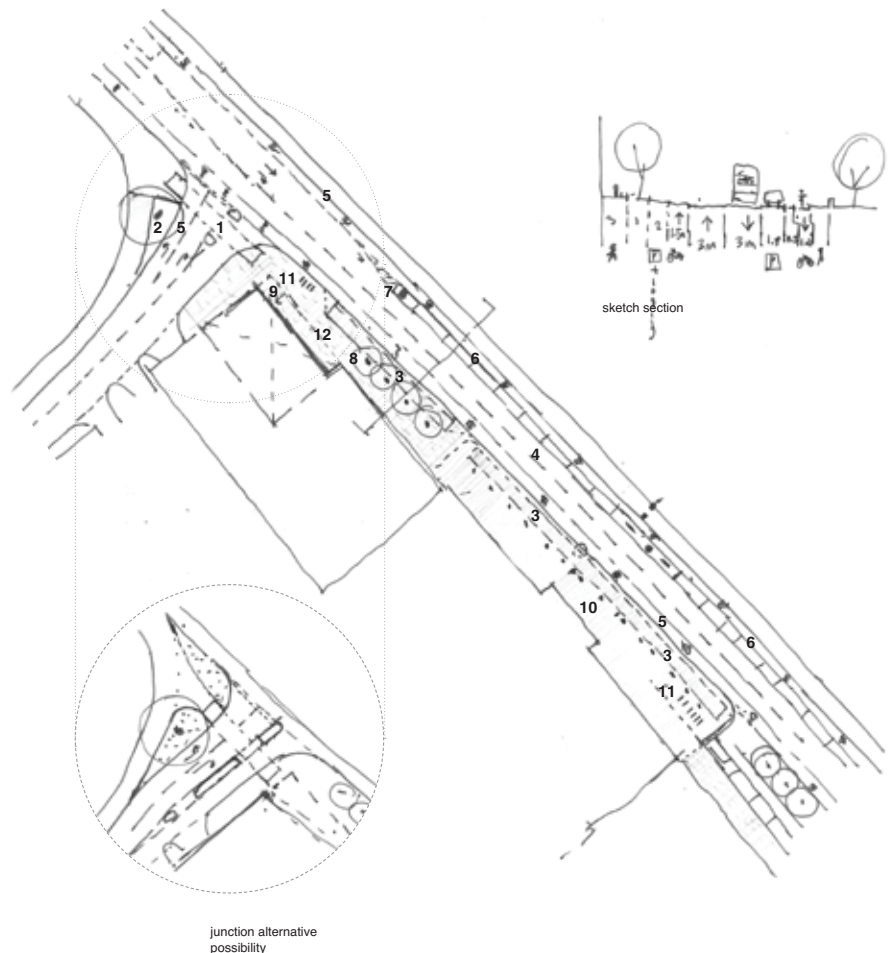
Right: Hay Lane Junction - 'before'

Below: Sketch proposal - 'after'



Right: Sketch Proposal - Plan

- 1 Re-configure junction to improve safety and convenience for pedestrians
- 2 Landscaping/feature tree in area reclaimed from carriageway
- 3 Space for parking/loading
- 4 Vehicle lanes narrowed
- 5 Wide cycle lanes (see Placemaking Plan for general detail)
- 6 Parking re-configured on north/eastside to accommodate cycle lane
- 7 New 'village' sign marking entry to 'The Hyde'
- 8 New tree planting along Edgware Road
- 9 Co-ordinate building-line of potential redevelopment of Watling House and public realm/junction improvements
- 10 Old Cinema Frontage: Consideration to be given to the latent qualities of the existing frontage in terms of any potential redevelopment or refurbishment of the building, or improvement of the adjacent public realm, for example:
  - leave gap in tree planting to reveal and frame building
  - new consistent bollard treatment
  - feature lighting columns/signage related to building
  - feature paving related to frontage
- 11 Introduce cycle parking and other street furniture consistent with Placemaking Plan approach
- 12 Upgrade of surface materials/details as per the Placemaking Plan



# ROAD 'GEOMETRY': CARRIAGEWAY

Although capacity issues are often concentrated at junctions, the layout and allocation of space along the links between them is also an important consideration. For the A5 corridor it will be important to allow for safer informal pedestrian crossing between junctions, to create more dedicated and continuous space for cycling, to allow for smoother bus movements and to slow vehicle speeds along high street stretches where there is more short-stay parking and on-street activity.

The existing A5 corridor is fairly broad along much of its length, at around 23m between fronting property boundaries. This space is typically given over to a roadway of around 14m with wide single lanes in each direction, or narrow single lanes and bus lanes in each direction, and broad footways of 4-5m on each side, which often accommodate parking and loading.

The sketches opposite indicate how this existing carriageway space might be reallocated along the length of the A5 to achieve many of the ambitions set out above. This could include more tree planting within footways to create a green boulevard feel and a greater sense of enclosure. It could include the creation of a central median strip (paved in footway material but over-runnable in places) to visually narrow traffic lanes to slow speeds and to create a safer refuge area for pedestrians crossing informally. It could also include the creation of dedicated cycleways, segregated from the roadway and footway, to create a safer and more welcoming environment for cyclists of all abilities.

In some places, such reallocation of space may require narrowing of the roadway, removal of bus lanes or narrowing of the footway, which will need to be carefully considered along the length of the corridor. Existing bus lanes tend to occur along stretches of the A5 that are reasonably free flowing (after and between the busiest junctions) but nonetheless it will be vital to fully test the impact that their removal would have to ensure that any changes will not significantly affect bus journey times.

In many places, space could be unlocked by rationalising on-street parking and loading and encouraging use of improved service yards, off-street parking areas and rear alleys for these activities.

Examples of busy streets where a similar approach has been successfully implemented are shown below:



The Cut near Waterloo where footways have been widened and enhanced and new street trees planted;



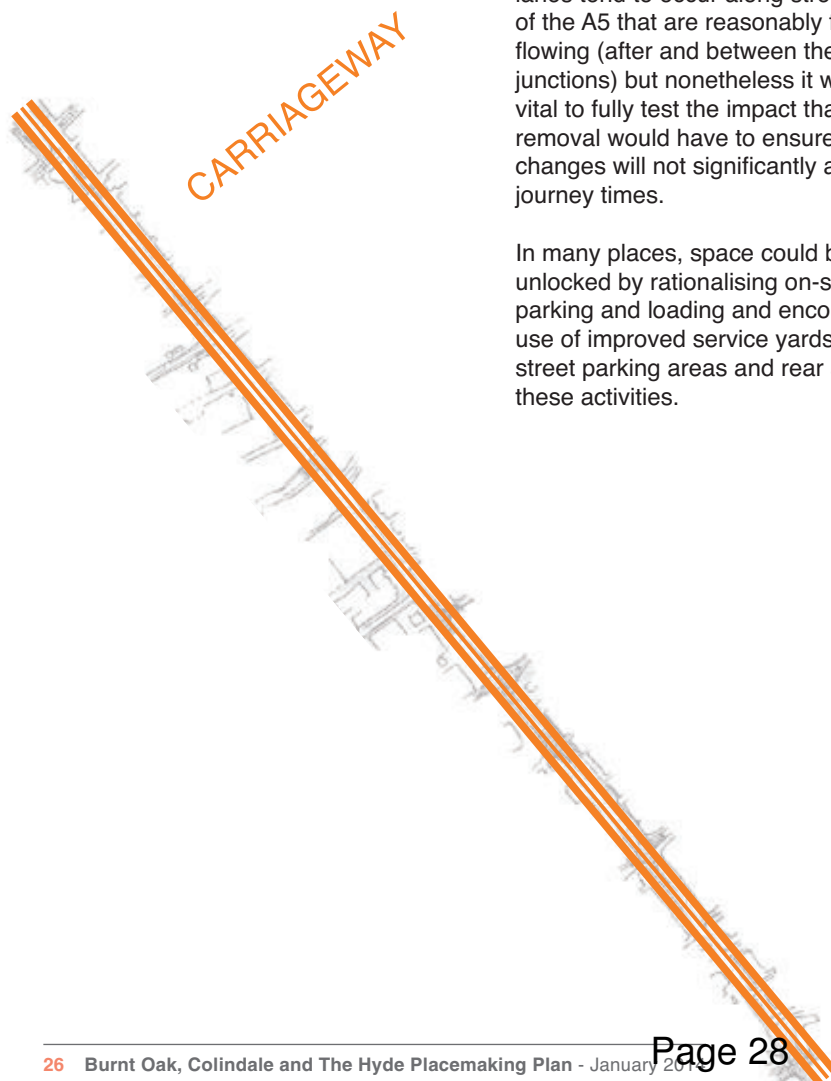
Piccadilly, where two-way traffic has been reintroduced, guardrails have been removed and a median strip provided;

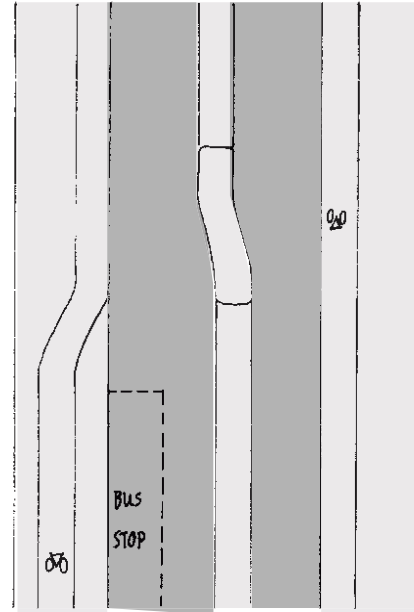
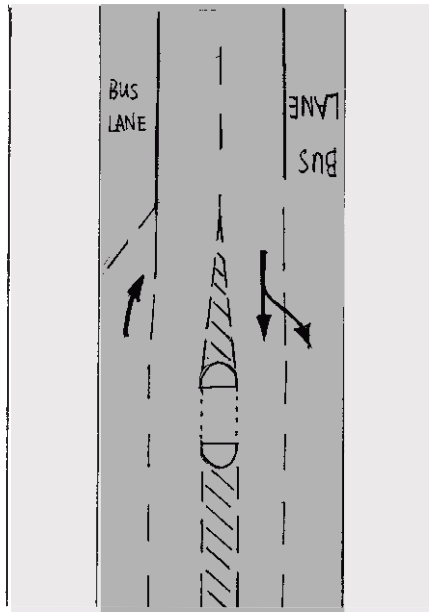
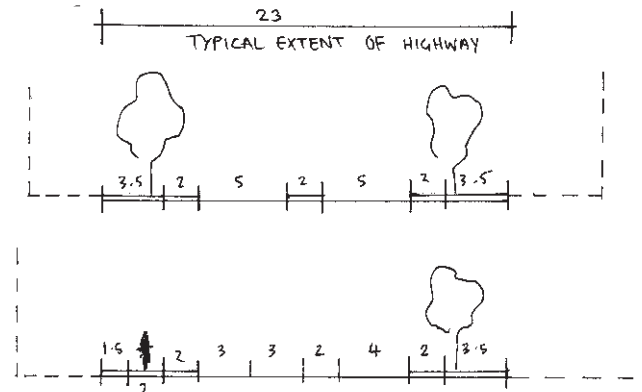
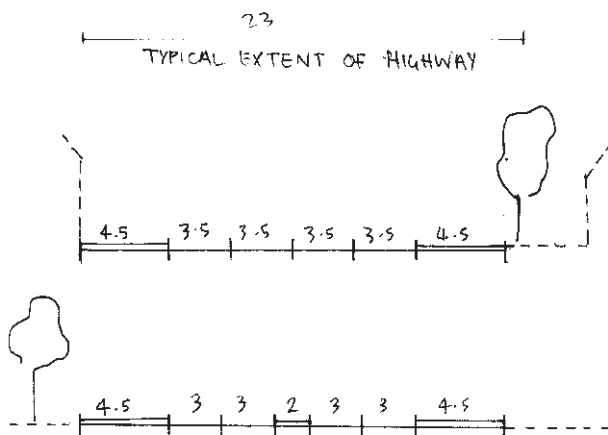


Old Shoreham Road in Brighton, where high quality segregated cycleways have been provided;



High Street Kensington, where crossings have been made more direct and a median strip accommodates cycle parking and tree planting.





Above: Existing sections and plan through carriageway

Above: Proposed sections and plan through carriageway

Right: The completed Hornchurch High Street scheme, where road lanes have been narrowed to create a 20mph zone for on-street cycling and greater pedestrian priority. The improvements include:

- Removal of railings and street furniture
- Signs and lighting incorporated onto as few lampposts as possible
- 20mph zone with median strip and resurfacing of carriageway to slow vehicles down and allow for easier pedestrian crossing
- Off road loading bays
- On-carriageway cycle lanes and cycle parking facilities



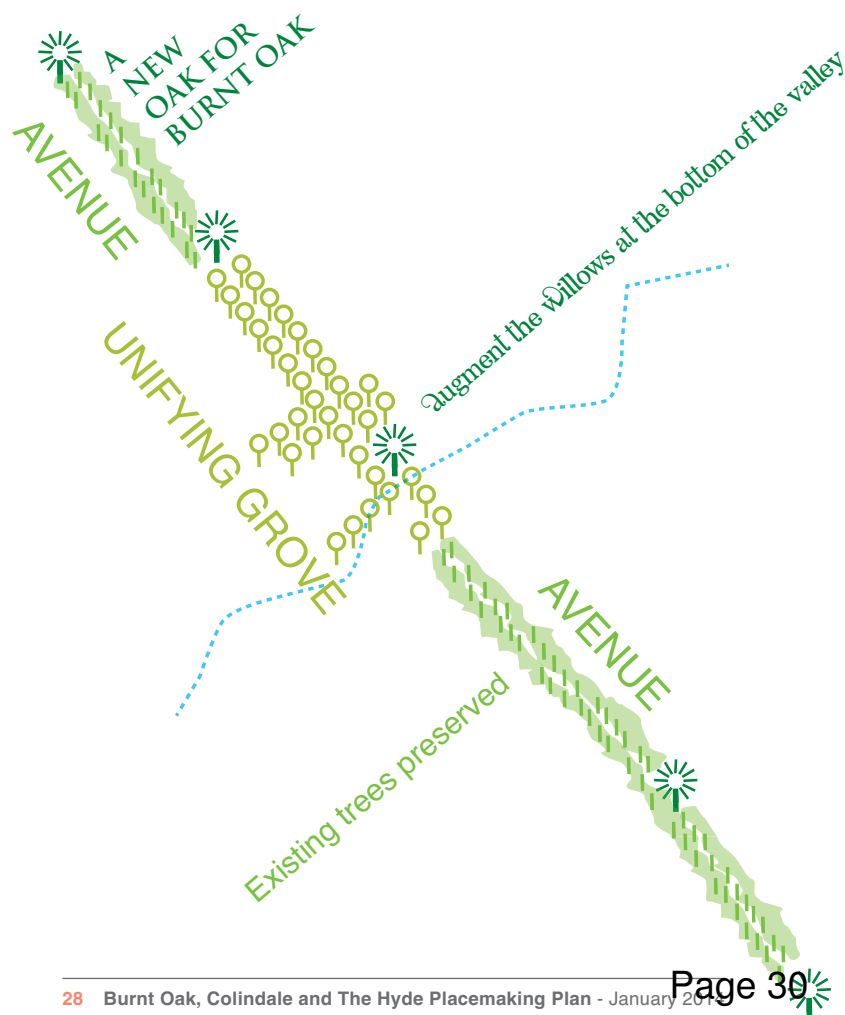


# TREES and PLANTING

- The A5 already has a number of significant street trees along its length, and many have been added in recent years, in particular on the Barnet side.
- In line with the aspirations of the Colindale Area Action Plan this study proposes that further trees be planted to create, as far as possible, a continuous tree-lined route.
- Additional trees would provide significant improvements to the quality of the environment along the road, providing enclosure, shelter and shade.
- The development of a stronger landscape character could help to accentuate the locational quality of Burnt Oak / Colindale - with the route of Watling Street beginning to offer views of woodland at the edge of London - an echo of the ancient Forest of Middlesex.
- As described opposite, a place-specific approach to tree planting should be developed and adopted as part of the future A5 design guide.
- It is noted that below ground services and other constraints will limit the locations where trees can be planted, particularly within the bounds of the Highway, and that Barnet have already, with the aid of radar surveys, planted many additional trees within these constraints.
- There may be further opportunities for planting associated with adjustments to the highway geometry, within the pavement on the Brent side of the road, and in the extensive non-highway verges (subject to buy-in from private land-owners).
- In certain circumstances the cost of service diversions may be justifiable in order to allow planting to create the desired sense of place.



Right:  
Notable trees  
and groups of  
trees along the  
A5 are currently  
disconnected  
from each other



## Cherish the existing trees & augment with:



'Avenue trees' - Barcelona



### 'AVENUE' TREES

- For the large part of the study area, street trees should be planted - subject to technical feasibility in relation to available road widths, below ground services etc - to either side of the road, forming an avenue / boulevard character to the road.
- This is in line with the vision / recommendations set out within LB Barnet's Colindale Opportunity Area - and with recent street tree planting on the ground.



'Grove trees' - Milton Keynes



### 'GROVE' TREES

- The central section of the study area ('Capitol Valley') has a distinct urban character - a coarser urban grain, occupied by big box retail, and a low-lying topography (the valley of a tributary to the Silk Stream).
- An alternative approach to tree planting is proposed here - taking advantage of the wide landscape margins which exist.
- Trees could be planted in a more extensive fashion - establishing a unifying grid of trees.



### 'FEATURE' TREES

- To supplement the above, it is proposed that 'feature' trees could be introduced in particular locations along the road.
- These trees would respond to specific local conditions and opportunities, and might include:
- A new signature oak for Burnt Oak town centre - drawing on the place name and its historical narrative.
- Willows within Capitol Valley - augmenting the existing landscape.



Oak Tree



# OBJECTS

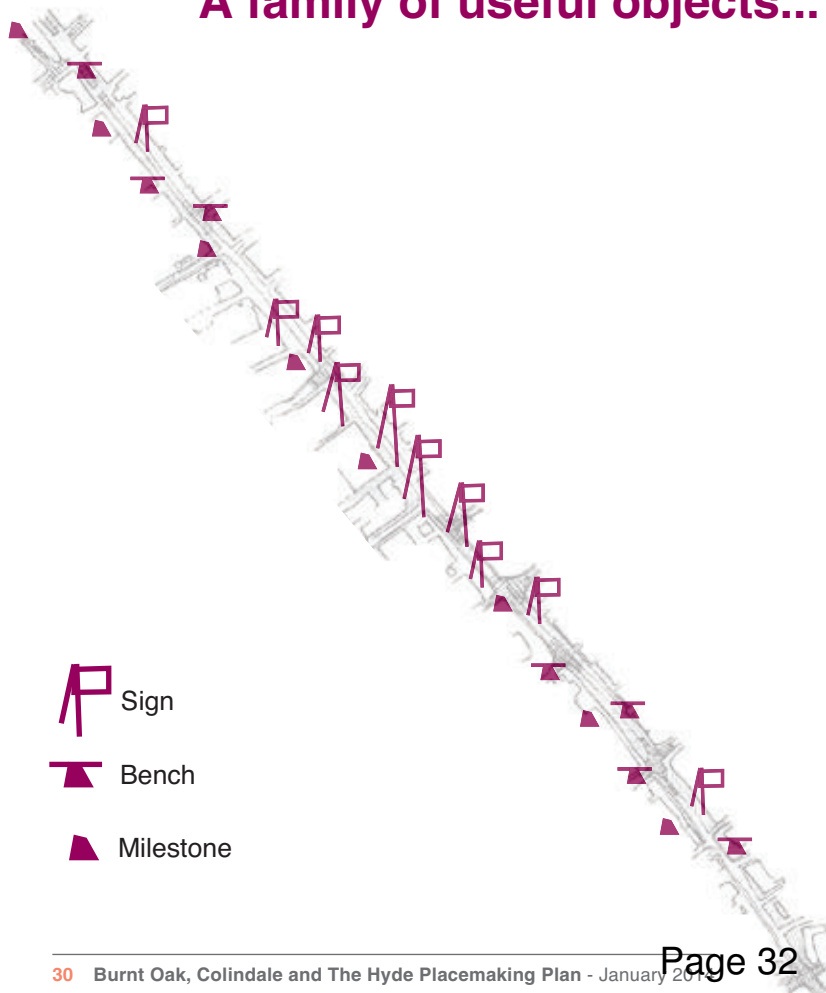
There is a strong 'vernacular' of signage along this section of the A5 - with commercial signage for retail units operating at a range of scales alongside advertising hoardings and street signage. At present, much of this signage contributes to the sense of clutter within the public realm environment - but it clearly plays an important commercial role.

This signage be re-ordered as part of an area-family of street furniture, with a particular focus on large-scale signage elements, which is specially designed for the area, and helps to provide a strengthened sense of place / identity.

This document makes the following proposals:

- A family of 'useful objects' should be developed for integration within the A5 streetscape.
- This would include benches, large-scale signage, and advertising hoardings.
- A further study should be commissioned to develop the specific character and quality of these objects.
- The objects might exploit the hilly topography of this section of the road - establishing a horizontal datum in relation to the varying ground level. (This would result in larger elements in the coarser grain environment of Capitol Valley, and more modest elements within the more traditional high street environments of Burnt Oak and the Hyde.
- Whilst they should be specific to the A5 context, they should be robust, simple and elegant - and have a simple and considered approach to their ongoing maintenance and replacement.

## A family of useful objects...



Above: Existing, cluttered and uncoordinated street signage and commercial advertising/ signage is unsightly and confusing.

The distinctive forms of traditional milestones (right), as would have been found on main highways such as this, provide a useful precedent for the design of new characteristic street furniture elements - such as the stool/wayfinding post shown here (far-right)



Precedent images (right) for how large-scale signage and flags might successfully contribute to a sense of place - and work in tandem with tree planting to elegantly integrate commercial signage in the general street scene (indicative proposal far-right)



# .... that mark the valley

## BURNT OAK

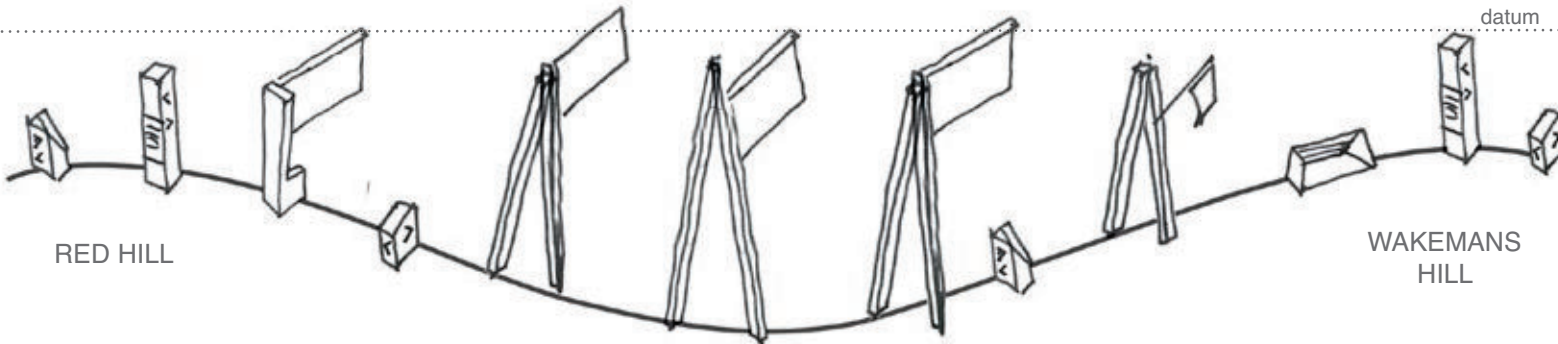
- Human scale
- Small grain
- Small objects

## CAPITOL VALLEY

- Car scale
- Big box grain
- Big objects

## THE HYDE

- Human scale
- Small grain
- Small objects



Sketch showing an idea for how the scale of the street furniture/objects might be understood to relate the topography - with the high points at Burnt Oak (Red Hill) and The Hyde (Wakemans Hill) being populated with short cairn like objects, while the valley is home to taller, festive structures.



BRING IT ALL TOGETHER...





## KEY

- ① High quality paving
- ② Tree grid
- ③ Cycle lane
- ④ Median strip
- ⑤ Carrigeway improvements
- ⑥ Signs
- ⑦ Facade improvements

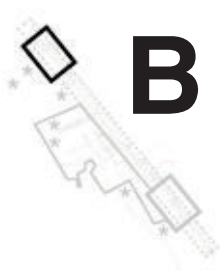


Above: Existing



Above: The image combines the proposals illustrated in the last few pages to transform the public realm along this section of the road. These include; re-planning the carriageway and junctions, new surfacing of the footways and carriageway, the planting of street trees, and a family of street furniture and signage.





## BURNT OAK

Burnt Oak is a local town centre at the northern end of the study area. Movement for all modes is the main issue on Burnt Oak Broadway – journey time reliability (particularly towards central London) is poor, with significant delays at junctions. Cyclists are not catered for, and the poor quality urban realm and frontages makes for an unwelcoming pedestrian environment.

Although it is a vibrant and lively centre - with a strong connection between the A5 corridor and the underground station to the East - it is dominated by the road junction between the A5 (Burnt Oak Broadway), Watling Avenue and Stag Lane. Due to its staggered geometry, this is a large and relatively complex junction - difficult to cross for pedestrians, and dominated by clutter associated with vehicular movement (signage, safety barriers, bollards etc.).

Only one quarter of this junction lies within the study area boundary. The initial sketch proposal opposite suggests how the broad pavement spaces along the western side of the road could be transformed by simple public realm improvements - using standard materials and removing existing clutter.

However, a more significant transformation of Burnt Oak will require work on the junction itself. This lies beyond the scope of this study, but is a key recommendation for future work.

Alongside potential public realm interventions a range of 'soft' actions - again co-ordinated across borough boundaries - should be considered:

- Encouraging and supporting local groups and traders' associations to take a pro-active role in shaping their High Street
- Co-ordinated marketing/advertising material
- Events/festivals/seasonal lighting/markets
- Temporary use of empty spaces
- Design support for building owners and tenants to improve frontages and visual merchandising training for shopkeepers

### FORWARD STRATEGY:

**A cross-borough study / design proposal should be developed, exploring options to reconfigure and civilise the junction.**

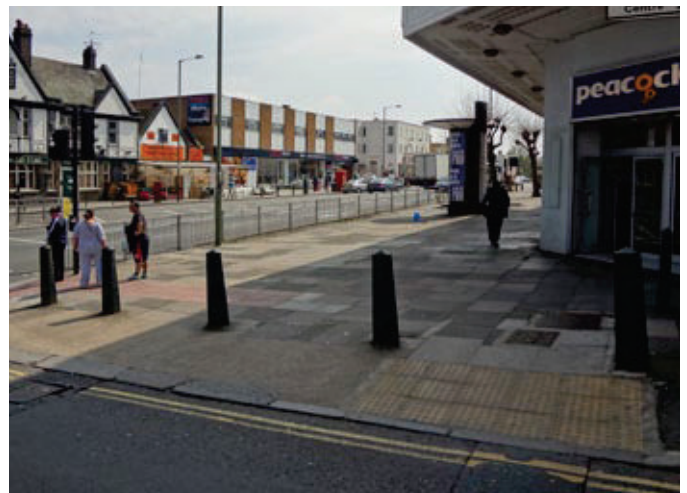
**The ambition of this work should be to enable efficient vehicular movement, whilst suppressing its negative impact on the high street / town centre.**



Busy pedestrian crossing - difficult to cross in peak periods



Extensive guard railing



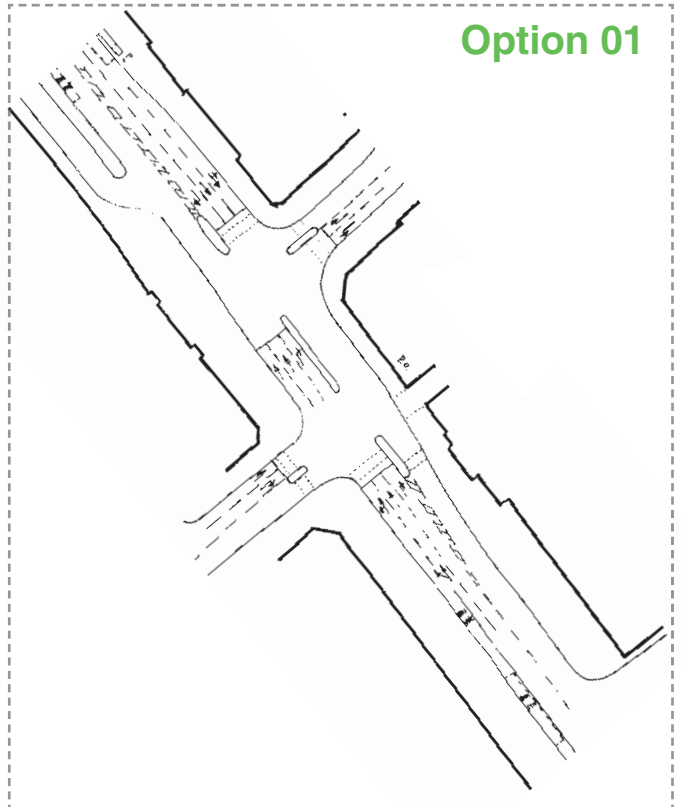
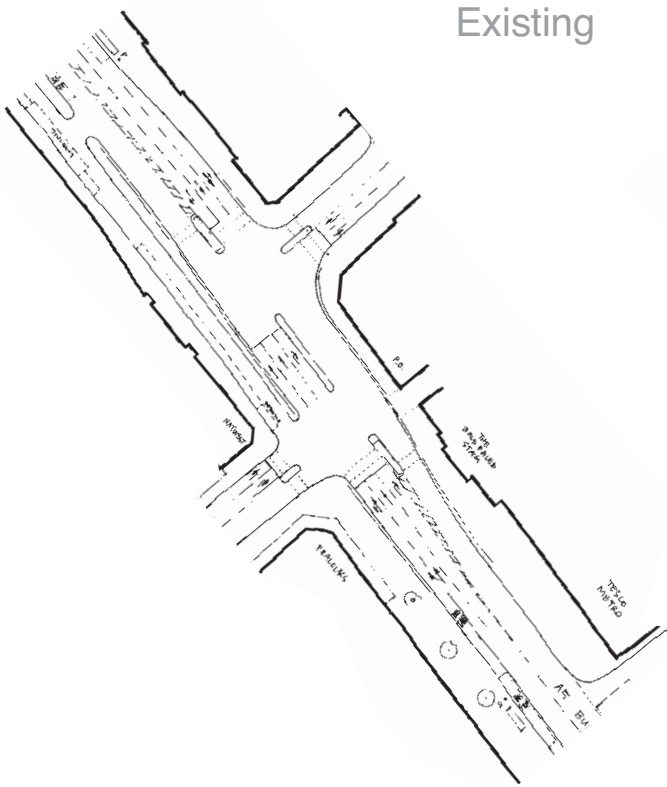
Cluttered pedestrian footways



Right: The Brent study area only makes up a quarter of the Burnt Oak junction, and so in order to transform the area a joint venture by Brent, Harrow, and Barnet to facilitate and coordinate new proposals in a more consistent manner, could be beneficial for the A5 in the longer term.







Re-planning of service road to improve junction, as well as to relieve constrained pedestrian flows by providing increased pedestrian footway space.

## Initial Design Options

The existing junction is large and has a complex arrangement, in part to accommodate numerous turning movements (including buses) crossing between Stag Lane and Watling Avenue, a service road on the northwest side, and busy bus stops on all junction approaches. The result is that more than 80% of the public space is given over to traffic and parking, footways are constrained and overcrowded, crossing the A5 to shops and public transport stops is torturous, and significant junction delays are experienced.

A range of options for how this important space could be improved are set out in the sketches above, which vary in the degree of change proposed.

**Option 1** involves the relatively simple intervention of removing part of the service lane on the northwest side of the junction to create a more generous pedestrian environment.

**Option 2** reallocates some of the junction capacity to pedestrians, accommodating more direct and generous pedestrian crossings with an “all-red” signal phase (similar to recent improvements to Oxford Circus). This could be tied to bus priority measures that remove general through-traffic from Stag Lane to limit the amount of turning movements in and out of this arm of the junction. At this stage option 2 is the suggested preferred approach.

**Option 3** adopts a more radical shared space arrangement (similar to the recent scheme on the A523 / A5149 in Poynton, Cheshire) to create a signal-free junction with slower, but smoother flowing traffic and a higher quality public realm giving greater pedestrian priority.

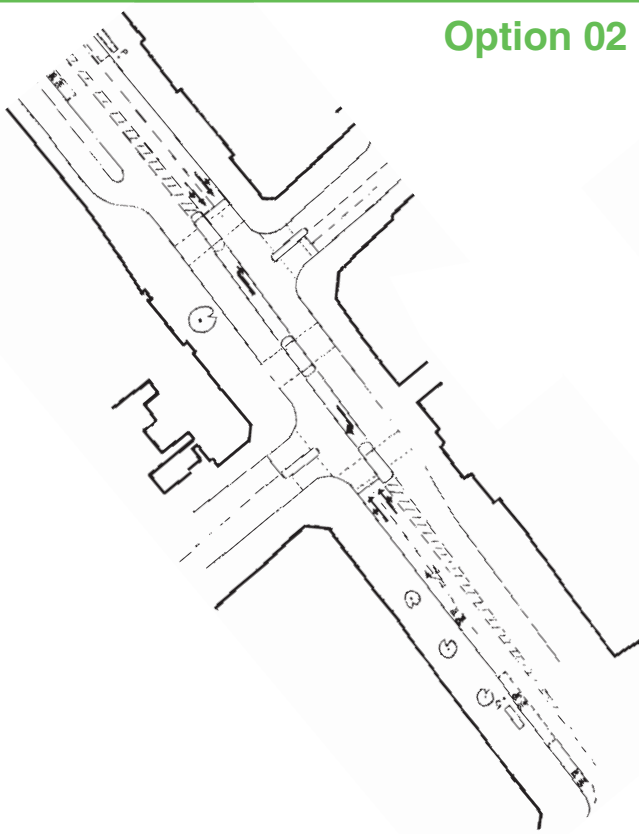


Above: As existing

### KEY

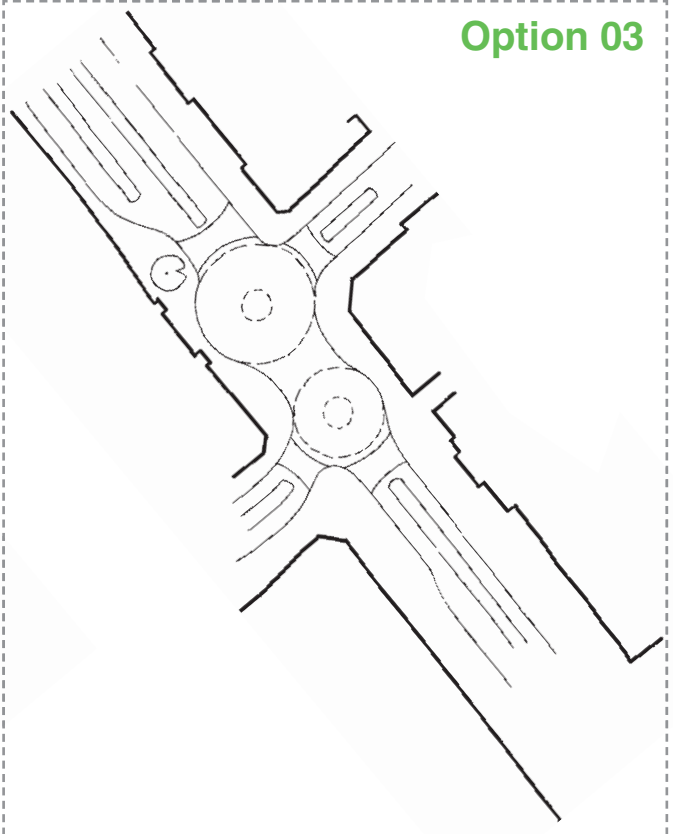
- ① High quality paving
- ② ‘Feature’ tree - big Oak
- ③ Cycle lane
- ④ Median strip - allows informal pedestrian crossing
- ⑤ Cycle stands
- ⑥ Milestone/ sign
- ⑦ Facade improvements

## Option 02



As option one plus reduce carriageway width and provide more direct and safe pedestrian crossings

## Option 03

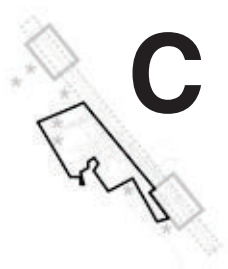


Shared footpath/road surface with roundabouts at junctions (see Poynton scheme p47)



Right: Illustration of option 02 to re-plan the carriageway allowing for easier pedestrian crossings and improved provision for cyclists, de-clutter the footway and introduce rationalised street furniture and trees, and re-surfacing of the footway and carriageway using the TfL streetscape guidance





## CAPITOL VALLEY

### INTRODUCTION

The area to the south of Burnt Oak, and north of Colindale / The Hyde is currently dominated by a landscape of big box retailing along the A5 (including the Asda supermarket and a number of car showrooms), and a wider landscape of industrial workspace on the Capitol Way Industrial Estate.

Major change is anticipated in this area through the already consented applications for high density mixed use development at Oriental City and Capitol Way (Wickes site).

A key question for the Borough is how to manage this process of change - maximising the strategic opportunities for housing delivery and employment - while ensuring an improved quality of environment.

This study proposes a three-fold strategy for achieving these objectives:

- i. The retention of the current industrial/ workspace uses on site - as an important strategic asset - with the promotion of specific design responses to manage the interface of the industrial and residential uses as they exist and in the context of the potential intensification and vertical mixing of uses in parts of the site.
- ii. The development of a coherent masterplan / development framework for the whole of the Capitol Valley area, to guide change over the long term.
- iii. A suite of interventions for delivery over the short term to ensure improvements are realised in its transitional phase.

Each of these strands is presented in greater detail over the following pages.



Above: Light industrial uses along Carlisle Road - with poorly maintained surfacing and disordered and efficient use of the space between buildings for parking, loading etc.



Above: In contrast to Carlisle Road the industrial units around Capitol Way generally have well organised off-road forecourts leaving the highway and footways clear. The issue here is that while the generous road geometries mean that the streets are suitable for use by larger commercial vehicles they are however somewhat inhospitable for pedestrians. A number of the junctions which encounter heavy turning traffic are in need of renewal.

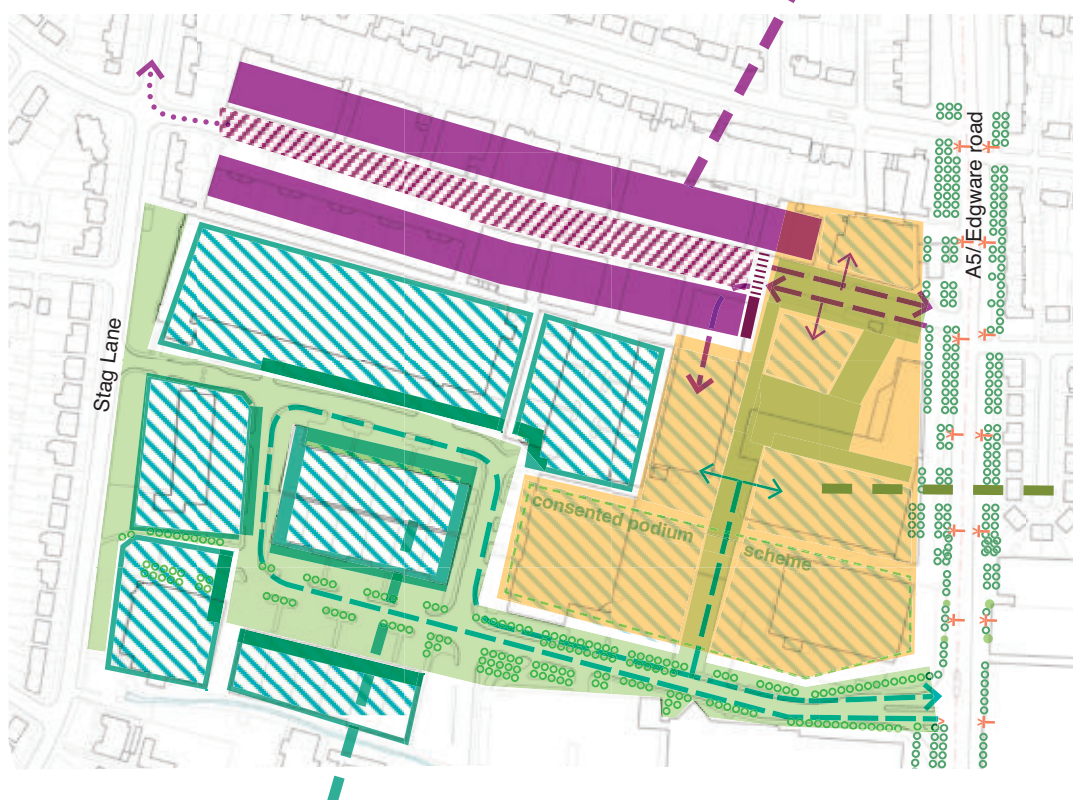
## i. Industry retained and reformed



### Carlisle Road

Improvements to the public realm environment along Carlisle Road might be a key focus for investment:

- The existing public realm environment is in poor condition but is heavily used by businesses for parking and 'overflow' working space.
- A simpler treatment of the space between the buildings (without kerbs, bollards etc.) could;
- improve the appearance of the space
- simplify future maintenance
- maximise the productive use of the space
- offer opportunities to introduce street trees to soften the appearance of the space.



### A5 Frontage

- Potential for intensification with residential development over extensive ground floor garage/warehousing/light industrial uses
- access to be carefully considered to avoid conflict

### Capitol Way

- Current access arrangement and neighbour relations working well.
- Improvements should be focussed on reinforcing the soft landscaping and improving conditions for pedestrians and cyclists - particularly at junctions. This is considered in more detail on p41

## ii. Longer term framework for change

Existing development proposals for the sites at Oriental City and Capitol Way have come forward in relative isolation, and without a locally-specific spatial framework to guide the form and nature of development, and its contribution to the public realm within the area.

A long-term masterplan framework for this area would have the following objectives and principles:

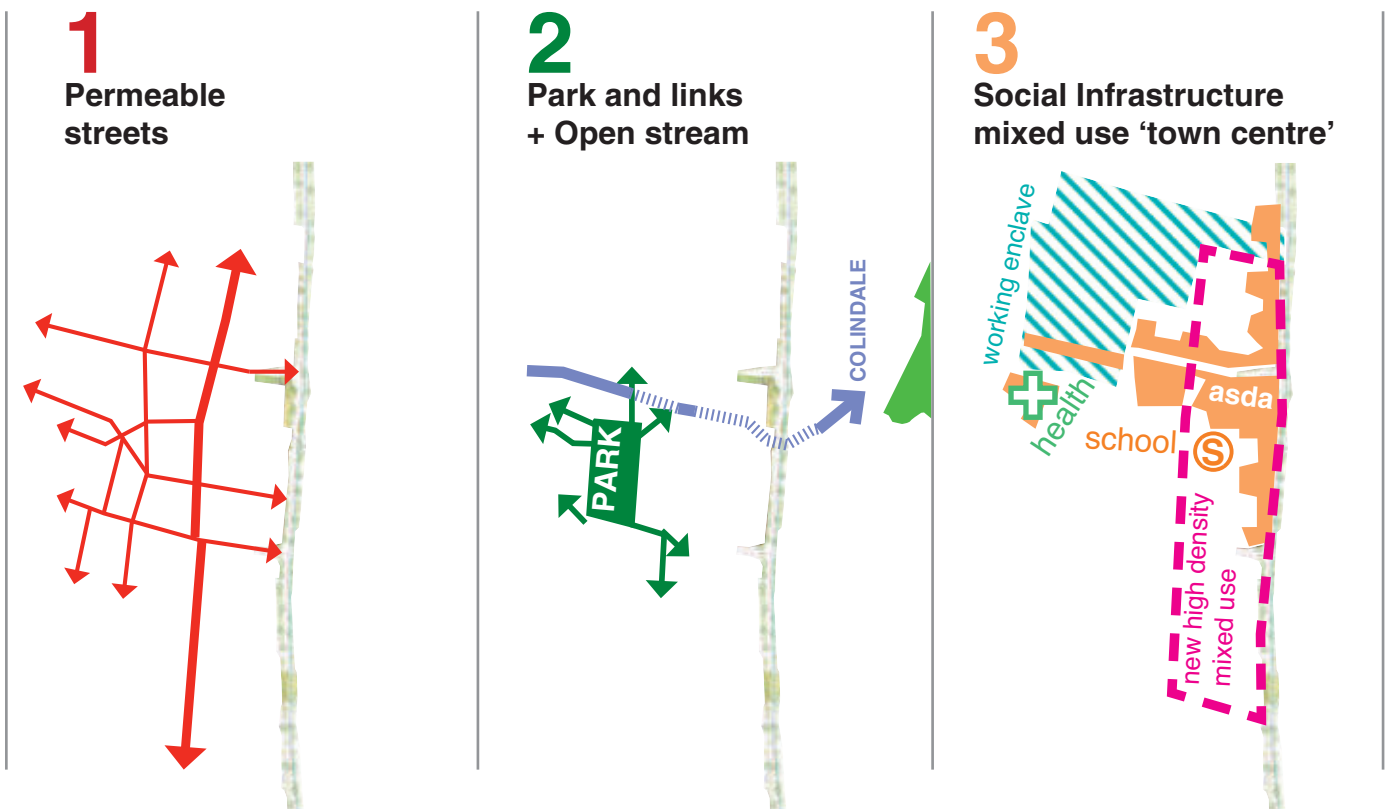
- Support for the retention - and where appropriate / feasible, densification - of employment uses within the area. Surveys of the Capitol Way Industrial Estate reveal this is a successful and busy industrial location which plays an important role for this part of London.
- Development of a higher-density mix of uses along the A5 corridor - helping to contribute to a stronger and more active public realm along the high street.
- An improved movement network; any re-developments of sites within the area should seek to break down its coarse grain and poorly connected block structure, and contribute to a more permeable movement network with better pedestrian links.
- It would provide the Council with a key tool to guide pre-application discussions and inform decisions on forthcoming applications.

### FORWARD STRATEGY:

**Develop a full masterplan / development framework - potentially adoptable to formalise its planning policy status - to guide change over the long-term, while also seeking funding and progressing the design of complementary small-scale projects to be delivered in the short term.**

Below: Diagrams outlining the key spatial parameters that a long-term masterplan framework would address.

Right: Composite drawing showing the consented major schemes at Oriental City and Capitol Way (Wickes) overlaid with the street and green infrastructure networks and patterns of land-use implied by the spatial parameter drawing included below.









### iii. Short term 'fixes'

In tandem with a long-term strategy for managing change, there are a number of opportunities for delivering improvements within the Capitol Valley which could be delivered over the short-term.

These are described by the drawing opposite and summarised below:

#### A

A series of opportunities for introducing raised table junctions within the Capitol Way estate which could help to make a more pedestrian friendly environment, and assist with traffic calming. The links between these junctions are also in poor condition in places and would benefit from improved surfacing and maintenance. The council may wish to consider adoption of roadways such as that to the rear of ASDA and as more residential develop comes forward key linkages such as this would also benefit from improved footways and adjacent planting.

#### B

Improvements to the Asda supermarket elevations and entrance. At present, the supermarket has a negative impact on the public realm environment - with a blank frontage to the A5, and a difficult entrance sequence. Improvements to this condition should have mutual benefits for the supermarket itself, and could be undertaken in tandem with store improvements.

#### C

Particular opportunities to improve East-West connections, including a potential new link connecting Stag Lane to Grove Park, and beyond to Asda, via the existing health centre. Additional or alternative possibility of improving access along the brook (including the cleaning-up and restoration of the brook).

#### D

Park landscaping, equipment, pathways, and entrance improvements to make the park more welcoming and prepare it for greater use from new local residents.

#### E

Improvements to the path link between Capitol Way and Stag Lane. Improve lighting and signage, provide CCTV if appropriate and formalise existing 'desire-line' path as shared use pedestrian and cycle connection. Consider decorative

#### F

Signage and minor improvements to routes towards Silk Stream Park and Montrose Park

#### Forward Strategy:

**Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors.**

**Agree a set of priority 'quick-win' projects.**

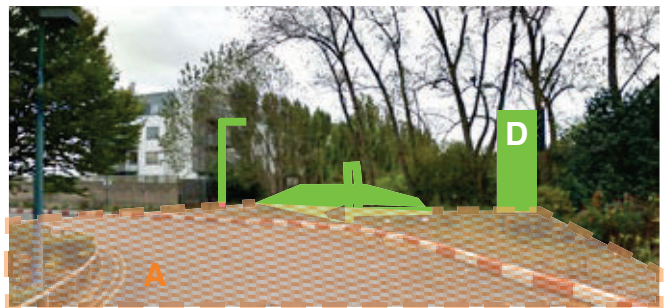
**Develop design proposals for implementation (RIBA Stage C onwards).**



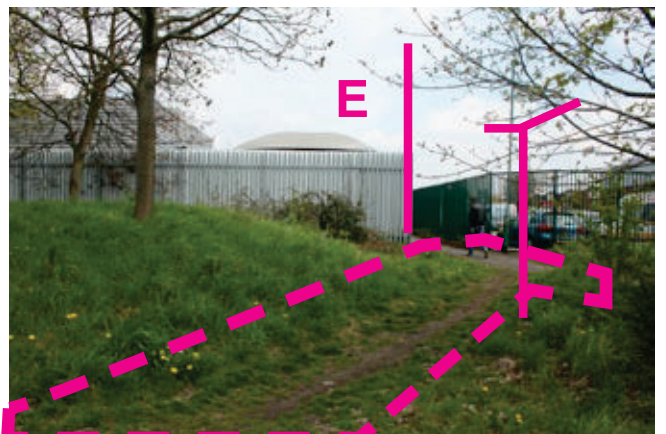
Asda frontage



Potential Stag Lane to Groves Park link



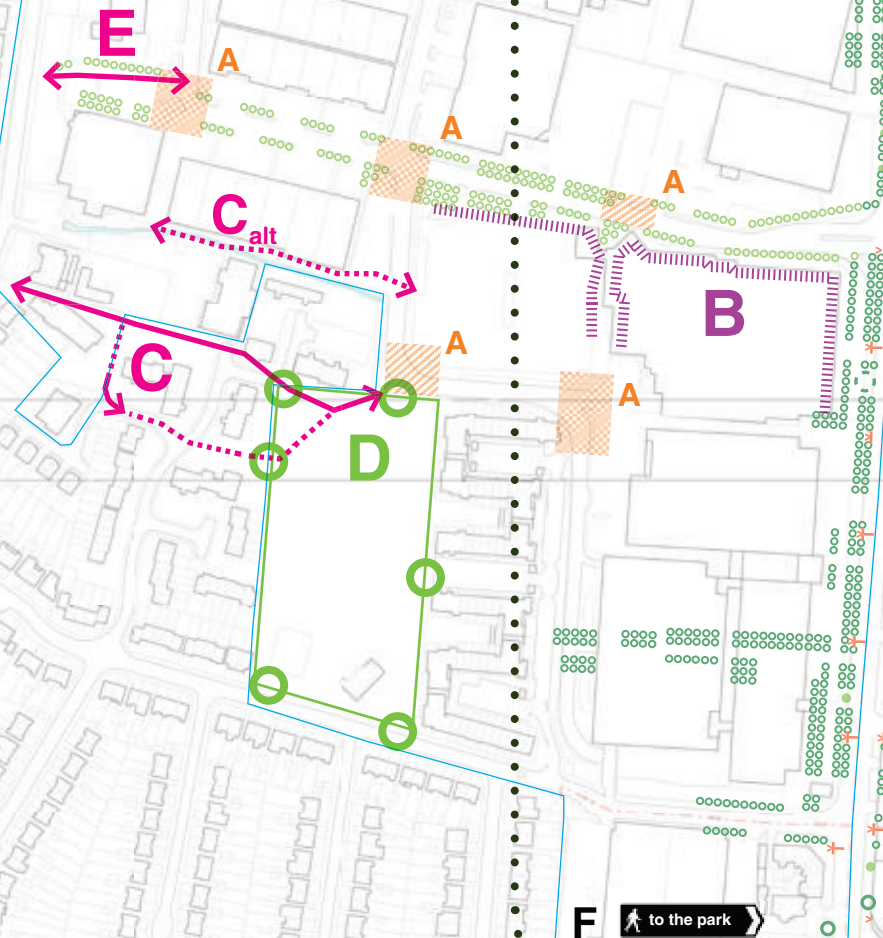
Groves Park northern entrance



Alleyway leading to Capitol Way from Stag Lane



## i. Industry retained and reformed





# D THE HYDE

To the south of Capitol Valley, the Hyde is an important local centre, with active high street frontages.

Key issues include:

- The dominance of the staggered road junction between the A5 / Edgware Road and Wakemans Hill Avenue / Sheaveshill Avenue - with the geometry of the road junction consuming a lot of valuable space within the public realm.
- Pedestrian movement - particularly crossing the A5 - is difficult and potentially dangerous.
- The impact of extensive and uncontrolled parking, particularly to the north-west of the junction.

Despite these issues, the wide space between building frontages presents a real opportunity to re-order these elements, and to help make a more successful, distinctive and pleasant environment for residents and businesses.

Alongside potential public realm interventions a range of 'soft' actions - again co-ordinated across borough boundaries - should be considered:

- Encouraging and supporting local groups and traders' associations to take a pro-active role in shaping their High Street
- Co-ordinated marketing/advertising material
- Events/festivals/seasonal lighting/markets
- Temporary use of empty spaces
- Design support for building owners and tenants to improve frontages and visual merchandising training for shopkeepers

## FORWARD STRATEGY:

Further work is needed to explore a range of options for adjusting the road junction - which in turn will influence the wider public realm proposals.

These could range from 'light-touch' adjustments to the existing arrangement, to more radical / comprehensive changes such as those illustrated in Option 1.

It is recommended that a detailed design study is commissioned to explore this in more detail.

The study should be jointly commissioned / cliented by LB Brent, LB Barnet and Transport for London.



Junctions - difficult to cross for pedestrians



Poor quality paving materials and clutter



Unregulated car parking - with patterns of use that suggest that the parking is often not readily available to potential customers.



## A radical rethinking of the Hyde junction as a shared space

The proposals illustrated below and over the page explore the potential impact of a major re-configuration of the junction and the associated approaches, including:

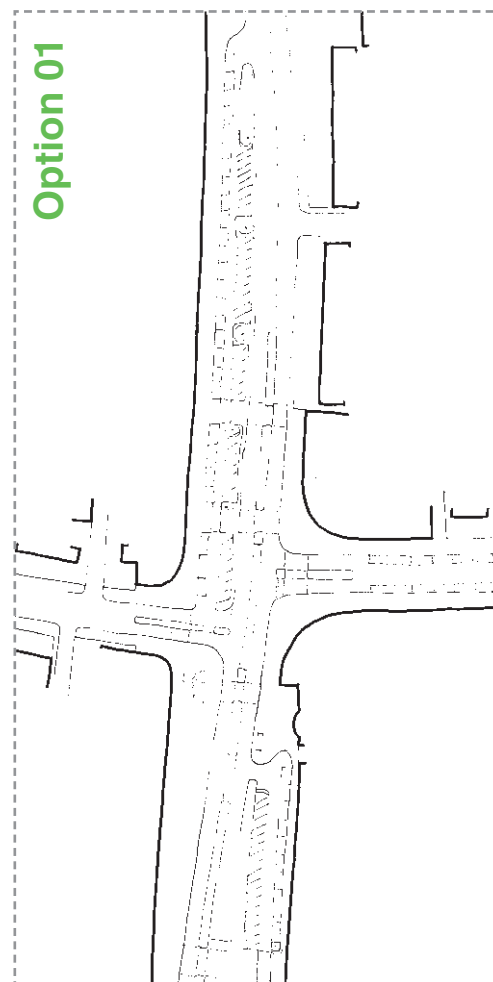
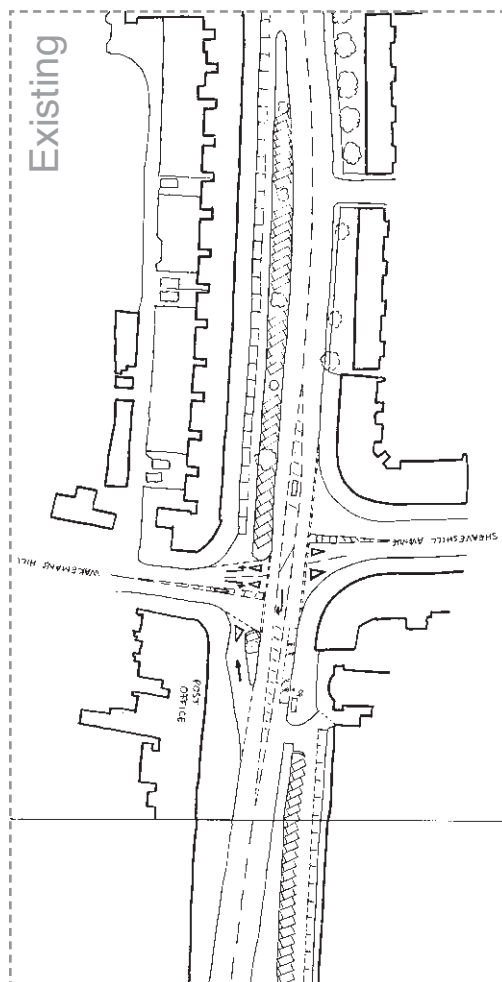
- 2 distinctive approaches to the re-configuration of the road junction.
- An emerging approach to the treatment of the pavement and road surfaces within and around the junction, which would seek to downplay the presence of the A5 within the space through a more singular treatment of the ground, and prioritise pedestrian movement.
- Proposals for additional street-tree planting.

- 1 - Increase pedestrian priority**
- 2 - Reduce traffic speed**
- 3 - Rationalise parking**
- 4 - Increase the quality and visibility of shop fronts**

Right: The existing junction at the heart of the Hyde

Below: View of the same junction as proposed





Both the junctions of Wakemans Hill Avenue and Sheaveshill Avenue with the A5 at the Hyde currently take the form of major/minor priority junctions. Sweeping corner radii encourage vehicles to speed in and out of these relatively quiet side streets (particularly when heading downhill) and make informal pedestrian crossing of the side roads unnecessarily long and unsafe.

Service road accesses (particularly on the west side) add further potential conflicts. Heavy use of these service roads and adjacent verges for long-stay parking and loading, make for a cluttered environment and often block visibility of pedestrians trying to informally cross the A5. The lack of pedestrian crossing facilities and speed of traffic on this stretch of the A5 further adds to safety concerns. The result is an unsafe and unwelcoming environment for an area with many local high street businesses and much on-street activity.

Two options for improving the arrangement are set out alongside. Both of these take as their starting point a need to slow traffic speeds, provide more and safer pedestrian crossing opportunities and rationalise some of the parking and servicing activities.

Both will involve a management strategy to encourage short-stay parking in clearly defined on-street bays, principally for customers associated with the businesses in the immediate area, combined with improving and maintaining existing shared rear lanes and yards, so that these can be used as the principal location for long-stay staff parking, deliveries and servicing.

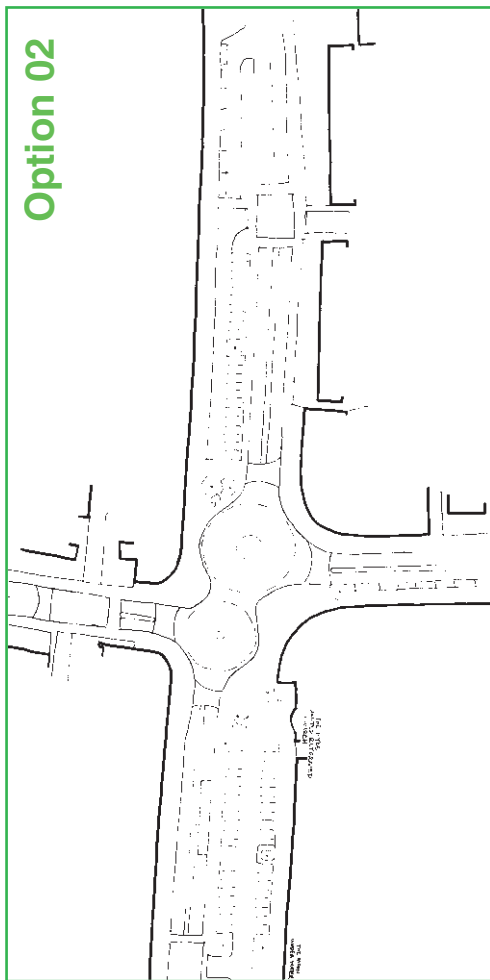
#### Option 1

- Greater space for pedestrians by removing the short service road on the southwest corner and formalising verge parking with gaps for pedestrians and tree planting
- Better informal pedestrian crossings on the A5 with visually distinctive changes of material to slow traffic speeds and direct pedestrians to cross at certain points, and incorporation of median strips where space allows to create safe refuge areas
- Tightening the corner radii of side streets to slow turning traffic and shorten crossing distances
- Improve access from side streets



Below: Informal crossing - London Road, Southampton





Above: Poynton, Cheshire -  
A successful existing scheme similar to proposed option 02

## Option 2

- A more radical shared space arrangement (similar to the recent scheme on the A523 / A5149 in Poynton, Cheshire) to create a signal-free junction with slower, but smoother flowing traffic and a higher quality public realm giving greater pedestrian priority
- Greater space for pedestrians and better informal pedestrian crossings
- Visually narrowing approach lanes to slow traffic and allow easier pedestrian crossing
- Improve access from side streets
- Realigning the A5 on the south side of the junction to shorten forward visibility and slow through-traffic and to accommodate a better parking arrangement in the southeast corner
- At this stage option 02 is the suggested preferred alternative - subject to the development of a detailed design which will necessarily involve a more complete understanding of pedestrian and traffic flows, traffic modelling and the involvement of TfL.



Right: Proposed aerial view - option 02





# E

## EDGE PROJECTS

We have identified - in addition to the proposals related directly to the A5 and Capitol Industrial Park that are contained within the preceding sections (A-D) - a series of other potential improvements at the edge of the study area. These improvements while geographically peripheral to the focus of the study on the A5 would nonetheless have an important supporting role for the broader strategic objectives - and in some situations are essential to achieving the vision for the A5 itself.

**Forward Strategy:**  
Develop detailed proposals for the projects outlined below.

### 1 Alleyway Upgrades

Existing alleyways behind the buildings fronting onto the A5 - such as that illustrated below - are potentially extremely useful service and access areas but are currently problematic and under-utilised due to their poor condition and security concerns, maintenance and fly-tipping.

A re-appraisal of these spaces and agreement over responsibility for their upkeep might unlock their potential and support a broader parking strategy (as outlined earlier in this document). A process of supported 'self-help' is proposed whereby the council makes contact with residents, businesses and land-owners to broker and encourage investment and collective responsibility for the shared asset. The council might also make a contribution or help facilitate the replacement of the gate, improvement of signage and the installation of lighting/CCTV, as well as a one-off clean-up operation.

Existing alleyway between Holmstall Avenue and Limesdale Gardens exhibiting problems with fly-tipping.

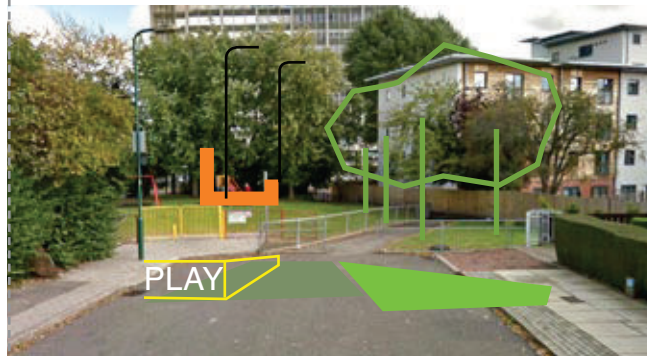


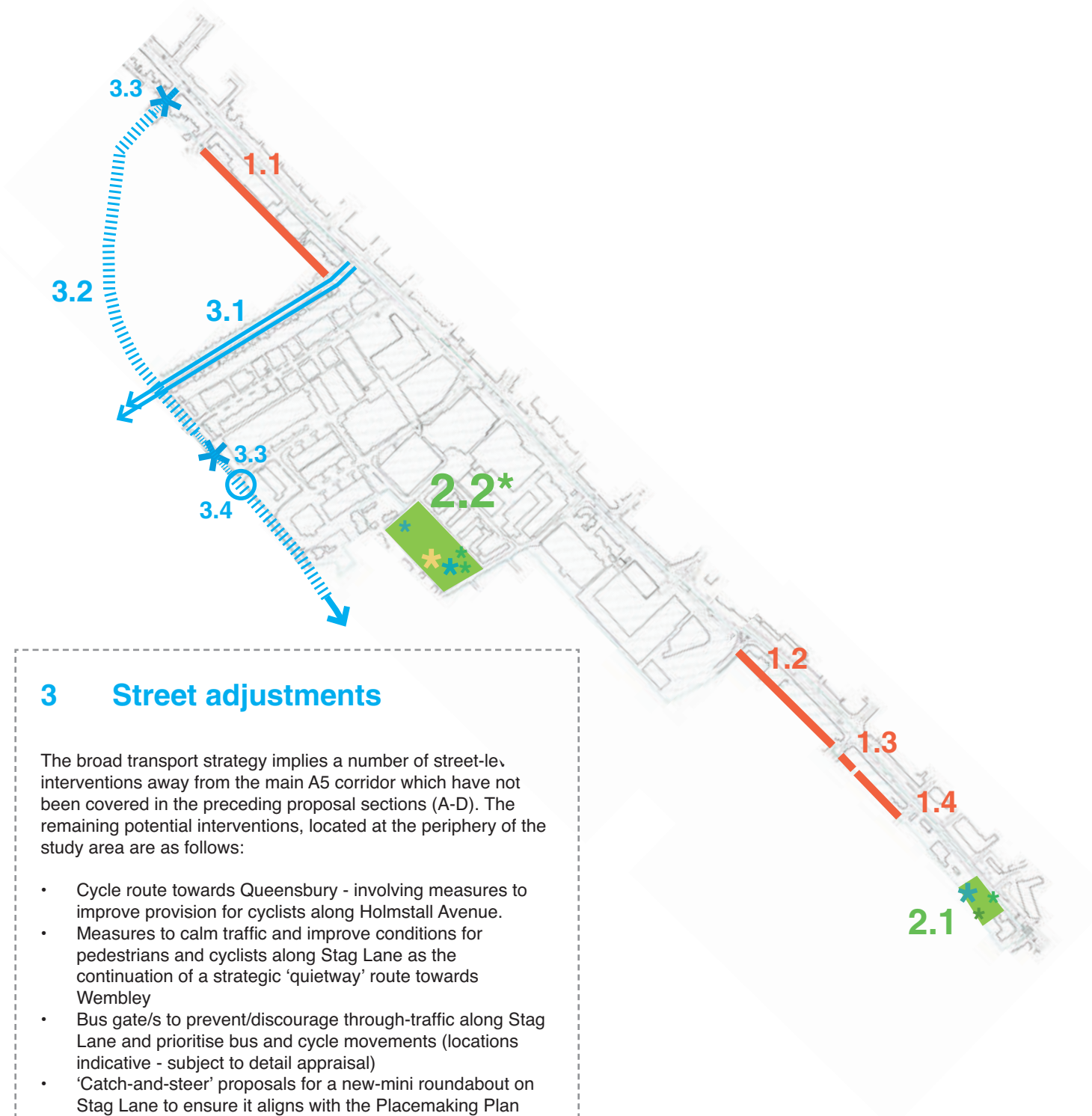
### 2 Parks Improvements

This proposal is for the improvement of existing green spaces at the edge of the study area to support better and increased use by existing and new resident communities.

These improvements might include making the spaces more welcoming and accessible by improving entrances and frontages to surrounding streets (by, for instance, removing the billboard fronting Edgware Road opposite Hyde House), and rationalising and improving the facilities in each park over time by formulating - with local resident input - a co-ordinated design for a programme of landscaping, biodiversity, equipment, surfacing and furniture interventions that can then be put forward for funding.

Existing play space at the end of Crummock Gardens - with indicative ideas for introducing new planting, and a new entrance and fence separating the childrens' playground from a general-use pocket park and public space linking through to the main road. Proposals could also include improved lighting.





### 3 Street adjustments

The broad transport strategy implies a number of street-level interventions away from the main A5 corridor which have not been covered in the preceding proposal sections (A-D). The remaining potential interventions, located at the periphery of the study area are as follows:

- Cycle route towards Queensbury - involving measures to improve provision for cyclists along Holmstall Avenue.
- Measures to calm traffic and improve conditions for pedestrians and cyclists along Stag Lane as the continuation of a strategic 'quietway' route towards Wembley
- Bus gate/s to prevent/discourage through-traffic along Stag Lane and prioritise bus and cycle movements (locations indicative - subject to detail appraisal)
- 'Catch-and-steer' proposals for a new-mini roundabout on Stag Lane to ensure it aligns with the Placemaking Plan vision.

View of Stag Lane as existing



\* project 2.2 (Grove Park) is included here for completeness - but is dealt with in detail in the Capitol Valley area



# DELIVERY

This chapter details the processes and tools that will be necessary to continue the process of delivering the vision beyond this initial stage.



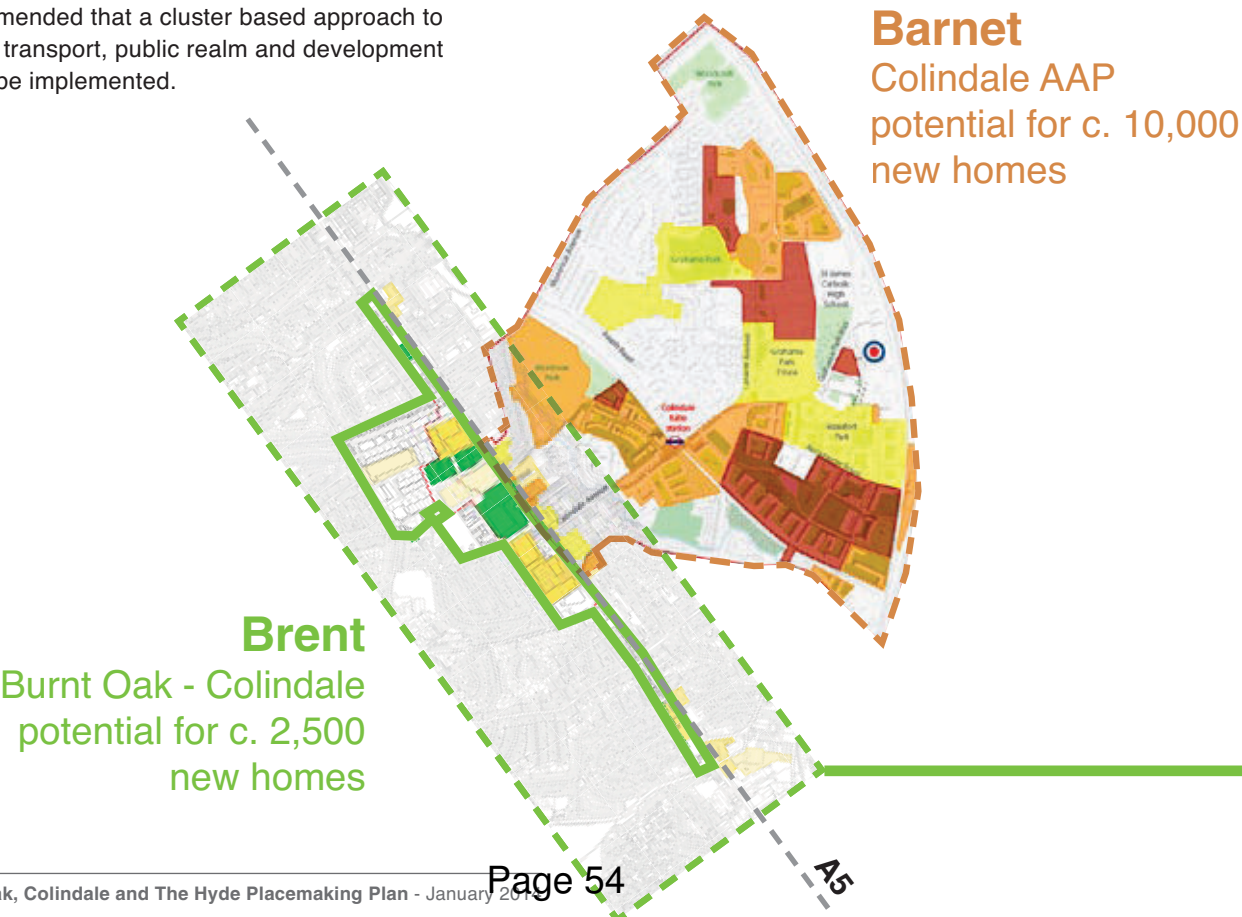
# DELIVERY CONTEXT

The placemaking projects and proposals put forward here will have significant transport, movement and legibility benefits. This corridor is a significant arterial traffic and bus route through northwest London.

The functionality and efficiency of movement through this area will benefit movement across a much wider catchment. As a result it can be expected that many of the investments will be justified from a transport investment perspective.

At the same time, there is significant redevelopment potential on, adjacent to and within a wider zone of influence. The Colindale Opportunity area will deliver up to 12,500 new homes and potentially bring up to 30,000 new residents to the area. There are also a number of larger redevelopment schemes that have been put forward in the immediate area. Larger sites include the Oriental City redevelopment. At the same time, this study has also identified a number of other potential redevelopment opportunities at under-utilised or particularly low density sites.

It can be expected that the immediate residential population along the A5 will increase, and a new generation of retail and employment facilities will be delivered. In combination with the transport and public realm projects here there is the potential for a substantial transformation of Burnt Oak, Colindale and the A5. It can be expected that some contribution from this redevelopment can be made to public realm. It is recommended that a cluster based approach to integrating transport, public realm and development proposals be implemented.



SCHEDULE OF POTENTIAL REDEVELOPMENT  
/INTENSIFICATION OPPORTUNITY SITES  
WITHIN AND ADJACENT TO THE STUDY AREA

Key	Site	Sub Area
-----	------	----------

**Existing Proposals**

A	BURNT OAK WAY	Burnt Oak
B	CAPITOL WAY	Capitol Valley
C	ORIENTAL CITY	Capitol Valley

**Other Potential Sites**

1	JEMCA CAR	Capitol Valley
2	MERCEDES AND LOGISTICS	Capitol Valley
3	ASDA	Capitol Valley
4	SERENA HOUSE	Capitol Valley
5	COLINDALE RETAIL PARK	Capitol Valley
6	UTILITY WAREHOUSE	Capitol Valley
7	CAPITOL WAY LOGISTICS SITE	Capitol Valley

**Other Potential Sites Outside Study Area**

S	TESCO	Burnt Oak
T	RESIDENTIAL/ HOSTEL	Burnt Oak
U	JAPANESE CAR CENTRE	Capitol Valley
V	MERIT HOUSE	Capitol Valley
W	McDONALDS	Capitol Valley
X	LEXUS CAR DEALER	The Hyde (south)
Y	HYDE HOUSE	The Hyde (south)
Z	JASON USED CARS	The Hyde (south)

# DELIVERY PLAN

The proposed delivery plan has four components - each of which is intended as an active tool:

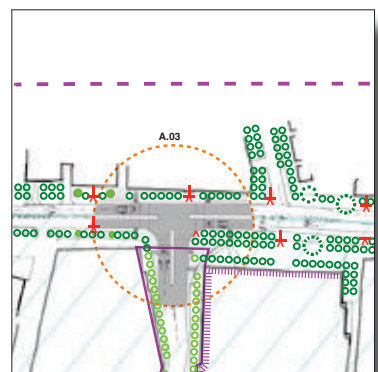
1.

<b>Executive Strategic Endorsement</b> for officers in planning, regeneration, land and property / asset management <b>Executive</b> of Leader and related members direct of staff resources to advance design and funding	<b>Public Resource Allocation Tasks - Key</b> <ul style="list-style-type: none"><li>Establish commitment of resources to act for capital funding and staff and professional resources</li><li>Establish corporate funding commitment</li><li>Establish corporate funding commitment</li><li>Establish funding commitment from TIL, etc</li></ul> <b>Organisational Development Tasks</b> <ul style="list-style-type: none"><li>Identify member leads and advocates from LB (Barnet)</li><li>Identify anchor businesses and institutions / destinations</li><li>Coordinate meeting with partners to joint Burnt Oak - Colindale strategy and studies and private investments</li><li>Identify and test long term organisational encompassing membership based governance or association; business inputs with enhanced duties for capital spend arrangements for private and public sector projects</li><li>Identify LB (Barnet) commitments to open capital spend associated with each model</li></ul>
--	--

## 12 Month Action Plan

This checklist - presented on the opposite page - sets out the key initial actions needed to progress delivery of the overall vision.

2.



## Project mapping

The extent and location of the various interventions and initiatives proposed by this study have been recorded on a large scale plan of the study area. This plan has underpinned the establishment of outline costs for the various proposals and serves as an index and key reference document for the co-ordination of planning efforts and capital projects.

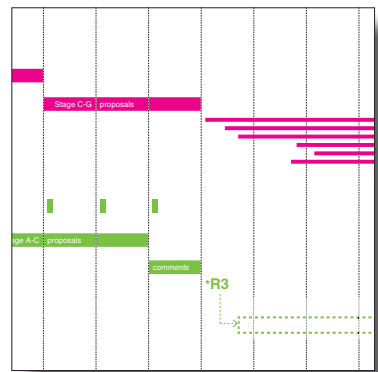
3.

Partner	Cost	Public Source
TIL	1,500,000	TIL, Borough Highways, GP
TIL	100,000	TIL, Borough H
TIL	50,000	TIL
TIL	incl.	TIL, Borough Highways, GP
TIL	350,000	TIL, Borough H
TIL	1,200,000	TIL, Borough H
TIL	20,000	TIL, Borough H

## Project Matrix

The project matrix tabulates and provides a framework for establishing costs and potential funding contributions for the various items included on the project mapping. A working version of this spreadsheet will be issued alongside this report to act as a tool for the on-going management of the project components and the allocation of funding and application for funding in the next stages.

4.



## Programme

The programme provides an outline for how the near- and medium-term projects could be progressed in relation to the 12 month action plan.



# 12 MONTH ACTION PLAN

## Establish Costs

- ☒ Identify broad based cost estimates

## LB Brent Corporate Strategic Endorsement

- ☒ Briefing of senior officers in planning, regeneration, housing, transport and property / asset management

- ☐ Briefing of Chief Executive

- ☐ Briefing of Council Leader and cabinet members

- ☐ Request commitment of staff resources to advance delivery through design and fundraising following internal briefings.

## LB Barnet Corporate Strategic Endorsement

- ☐ Briefing of senior officers in planning, regeneration, housing, transport and property / asset management

- ☐ Briefing of Chief Executive

- ☐ Briefing of Council Leader and cabinet members

- ☐ Request commitment of staff resources to advance delivery through design and fundraising

## Establish Burnt Oak – Colindale Place-making Team to Deliver Schemes

- ☐ LB Brent: Public Realm, Highways, Regeneration, Planning

- ☐ LB Barnet: Public Realm, Highways, Regeneration, Planning

- ☐ TfL: Public realm, Highways, Bus

## Near Term Project Development

- ☐ Advance design to RIBA stage C for near term projects

## Funding Strategy Tasks

- ☐ Confirm broad costs for public realm improvements by type: streets, major junctions, other junctions, business area improvements; cycling and way-finding improvements

- ☐ Confirm costs by sub area: Burnt Oak; Capital Valley; Watling Avenue; the Hyde

- ☐ Confirm costs for Borough (Brent) specific projects

- ☐ Confirm potential contributions from major applications

- ☐ Confirm CIL contributions estimate from each Borough

- ☐ Compare contributions and costs, identifying mismatches or gaps at a whole corridor and cluster scale

- ☐ Establish outline funding application justifying investment in terms of transport, development and growth outputs

## Public Resource Allocation Tasks – Key Projects

- ☐ Establish commitment of resources to advance delivery for capital funding and staff and professional / technical advance

- ☐ Establish corporate funding commitment from LB Brent

- ☐ Establish corporate funding commitment from LB Barnet

- ☐ Establish funding commitment from TfL / GLA

## Organisational Development Tasks

- ☐ Identify member leads and advocates from LB Brent and LB Barnet

- ☐ Identify anchor businesses and institutions for each cluster / destination

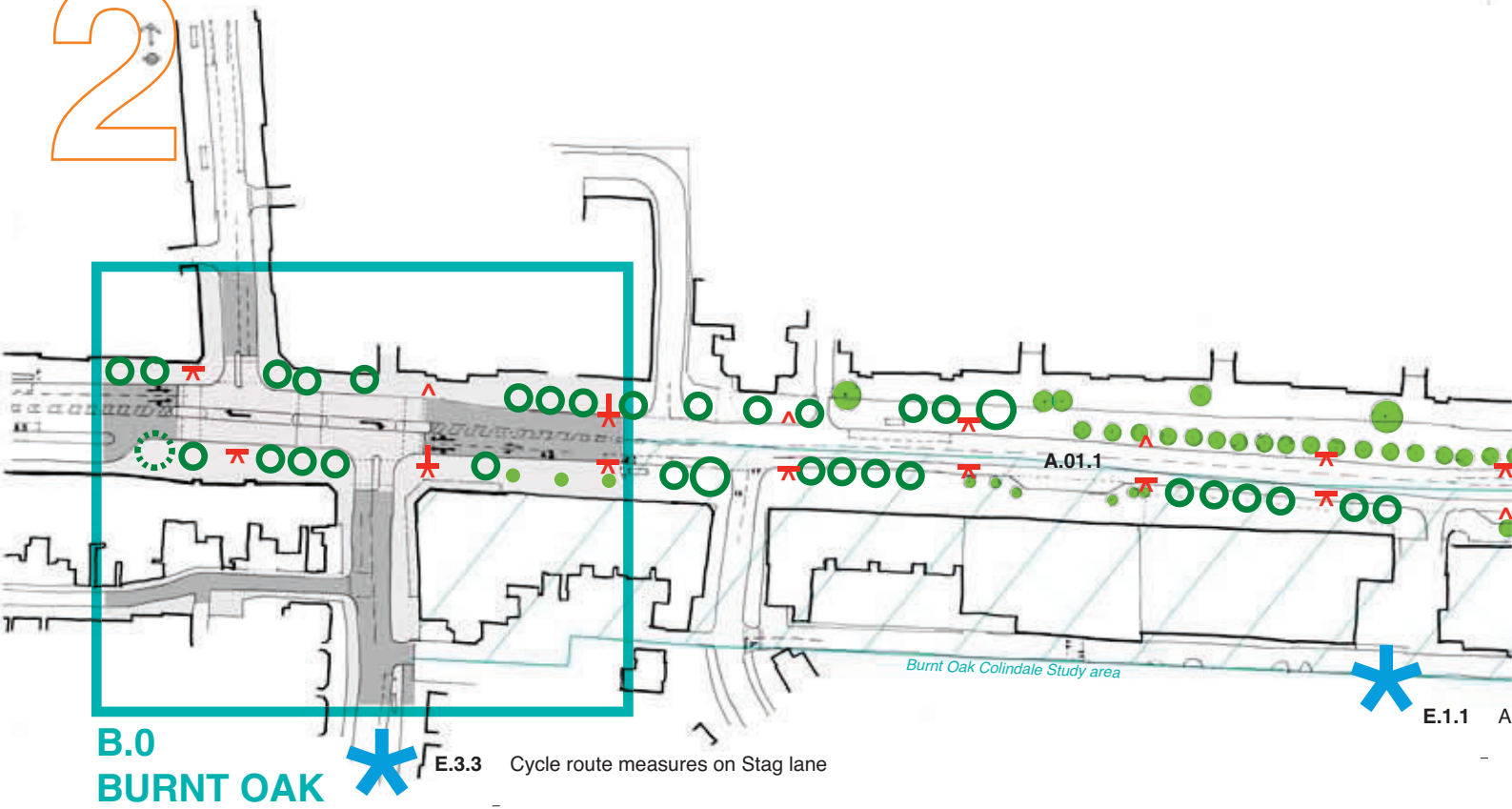
- ☐ Coordinate meeting with anchors to promote the overall Burnt Oak – Colindale strategy and cluster specific public and private investments

- ☐ Identify and test long term organisational structures encompassing membership based chamber of commerce or association; Business Improvement District with enhanced dues for capital spend; joint venture arrangements for private and public sector development projects.

- ☐ Identify LB Brent commitments to operational and / or capital spend associated with each model.

- ☐ Confirm acceptable approach by cluster

- ☐ Confirm potential contributions.



## B.0 BURNT OAK

Place driven public realm improvements - See AB drawing 1437/150/SK11 - Option 1

E.3.3 Cycle route measures on Stag lane

E.3.2 Potential bus gate

## PROJECT MAPPING

### General Notes:

- All proposals are indicative and are subject to confirming site conditions - in particular the location of below ground services - and detailed design considerations including application of the TfL Streetscape Guidance and Brent Placemaking Guide, the completion of any necessary safety audit processes and a full understanding of traffic pedestrian volumes/ modelling.
- Each relevant project should be considered to include for a declutter and rationalisation of street furniture and signage in the immediate vicinity.

## A.0 A5 / EDGWARE ROAD

### A.00 Street

- A.01 Reconfiguration and resurfacing of street (see ABA sections 1437-150-SK13 and TfL streetscape guidance)
- A.02 Barnet considering plans for junction improvements incl. signalisation and relocation of bus stop
- A.03 Rationalise and tighten geometry of junction (see ABA drawing 1437-150-SK12)
- A.04 Barnet considering plans for junction improvements - including better pedestrian crossings and related school entrance
- A.05 (As A.03)
- A.06 (As A.03)
- A.07 Signal upgrade to accommodate right turn

### A.10 Objects

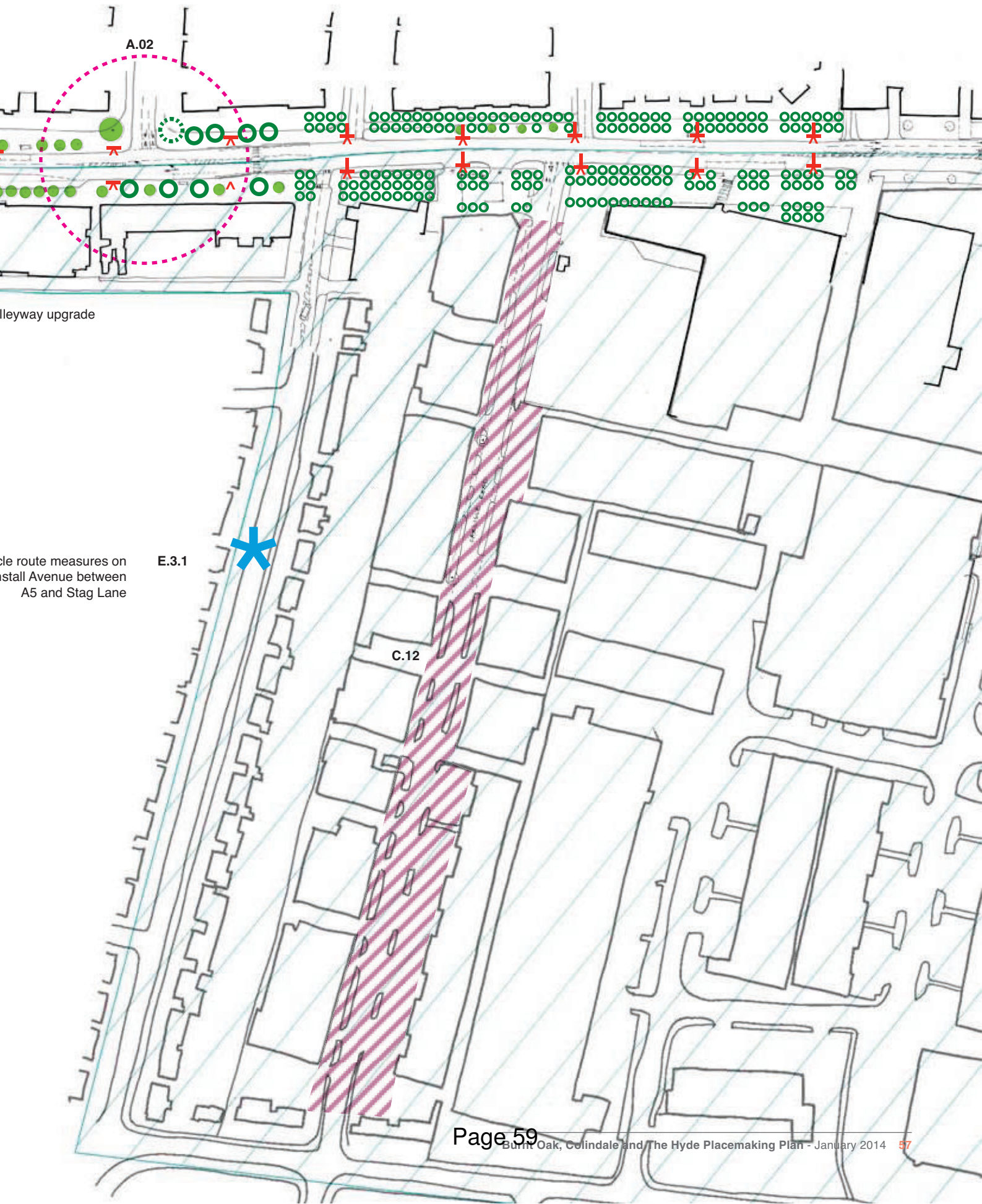
- A.11 Proposed Milestone
- A.12 Proposed Bench
- A.13 Proposed Sign

### A.20 Trees

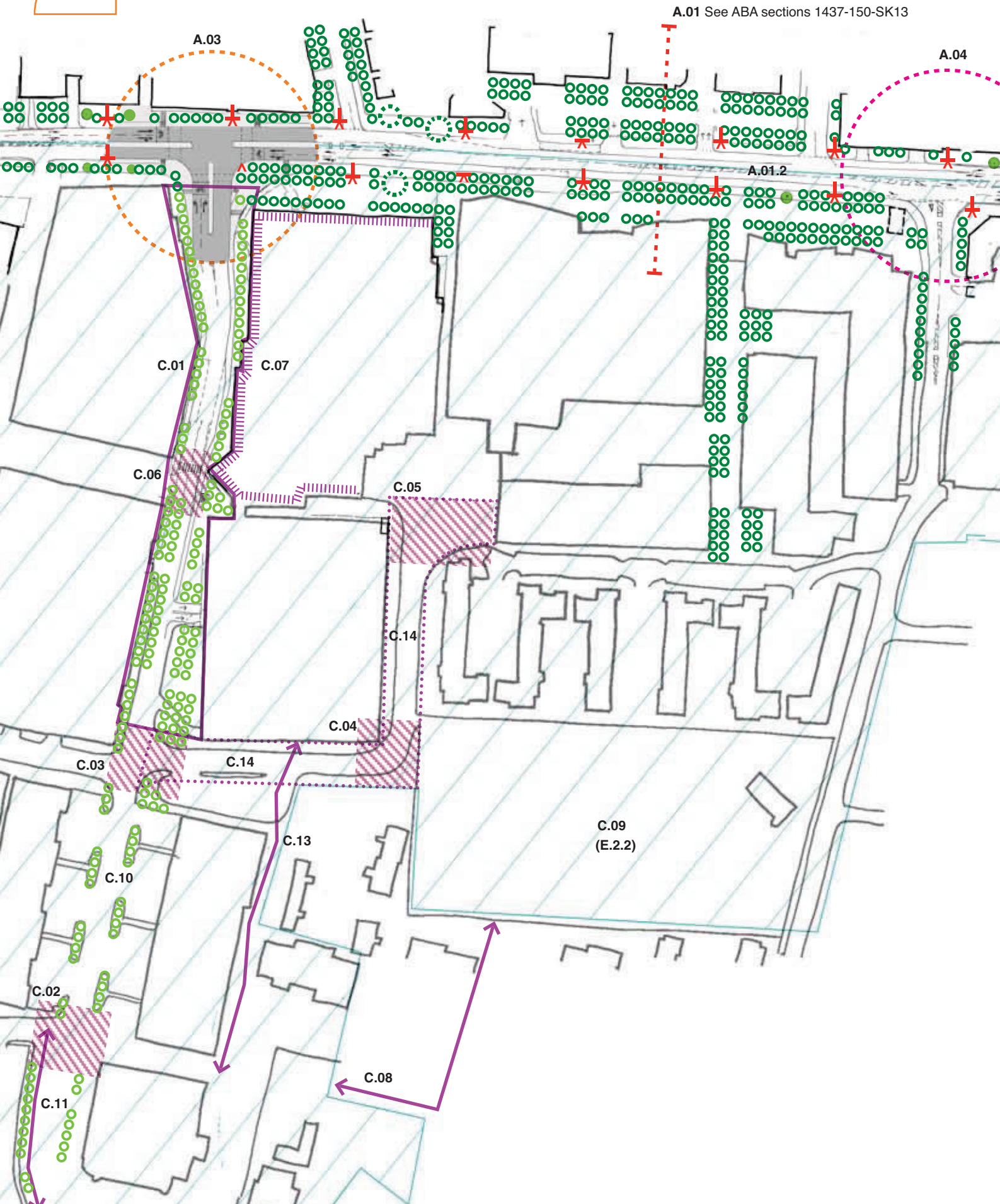
- A.21 Proposed Grove trees
- A.22 Proposed Avenue trees
- A.23 Proposed Feature trees

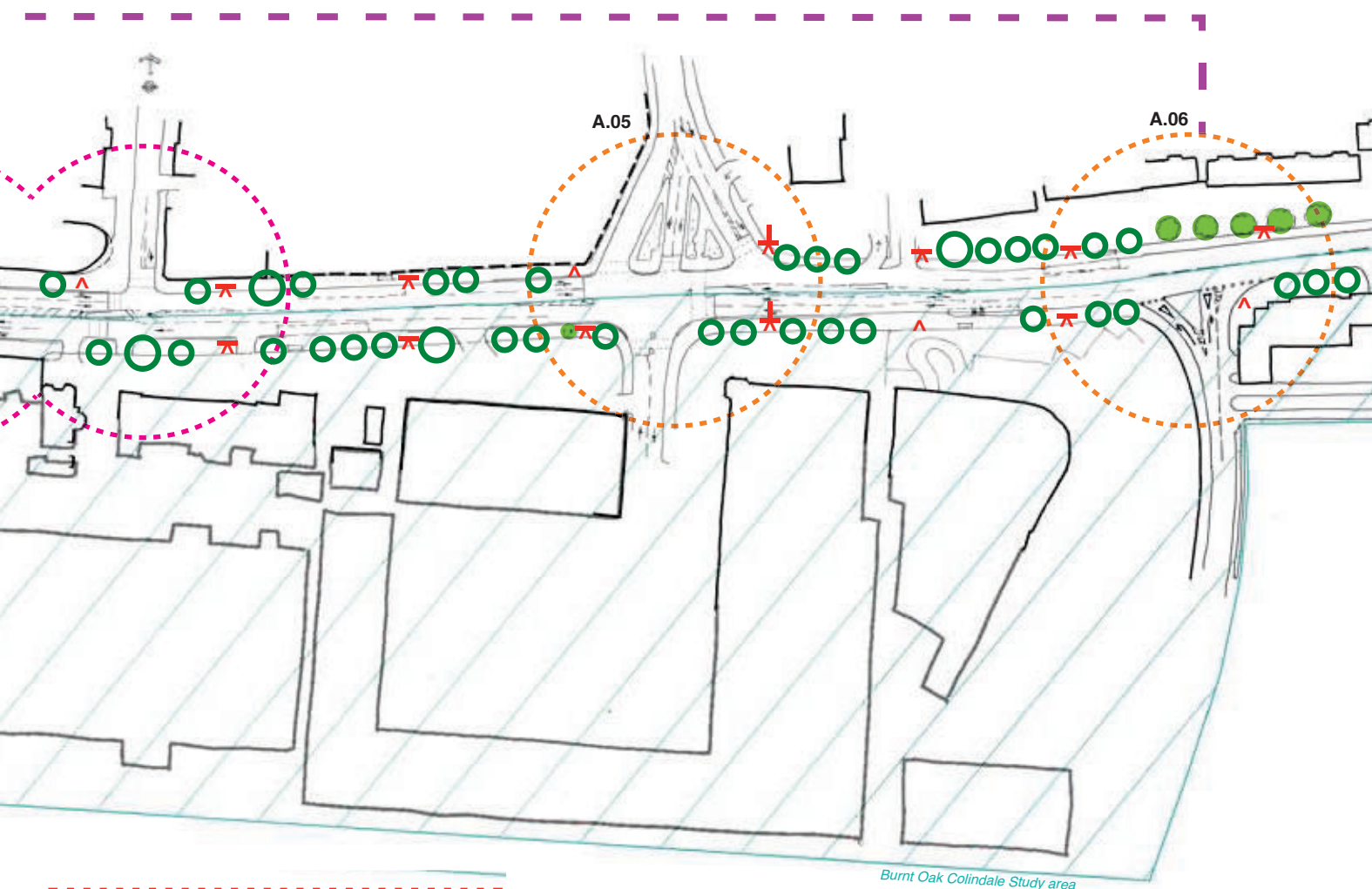


C.0  
CAPITAL VALLEY












## A.0 A5 / EDGWARE ROAD




### A.00 Street

- A.01 Reconfiguration and resurfacing of street (see ABA sections 1437-150-SK13 and TfL streetscape guidance)
- A.02 Barnet considering plans for junction improvements incl. signalisation and relocation of bus stop
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- A.12  Proposed Bench
- A.13  Proposed Sign

### A.20 Trees

- A.21  Proposed Grove trees
- A.22  Proposed Avenue trees
- A.23  Proposed Feature trees

## C.0 CAPITAL VALLEY

- C.01 Tree planting and upgrade of street surfaces along Capital way eastern stretch

C.02

C.03

- C.04 Raised table junction/ crossing

C.05

C.06

- C.07 Improvements to ASDA elevations and entrance

- C.08 Stag Lane - Short term link via Health centre (path and gateway improvements)

- C.09 Park landscaping pathway and entrance improvements

- C.10 Additional tree planting to Capital way western stretch

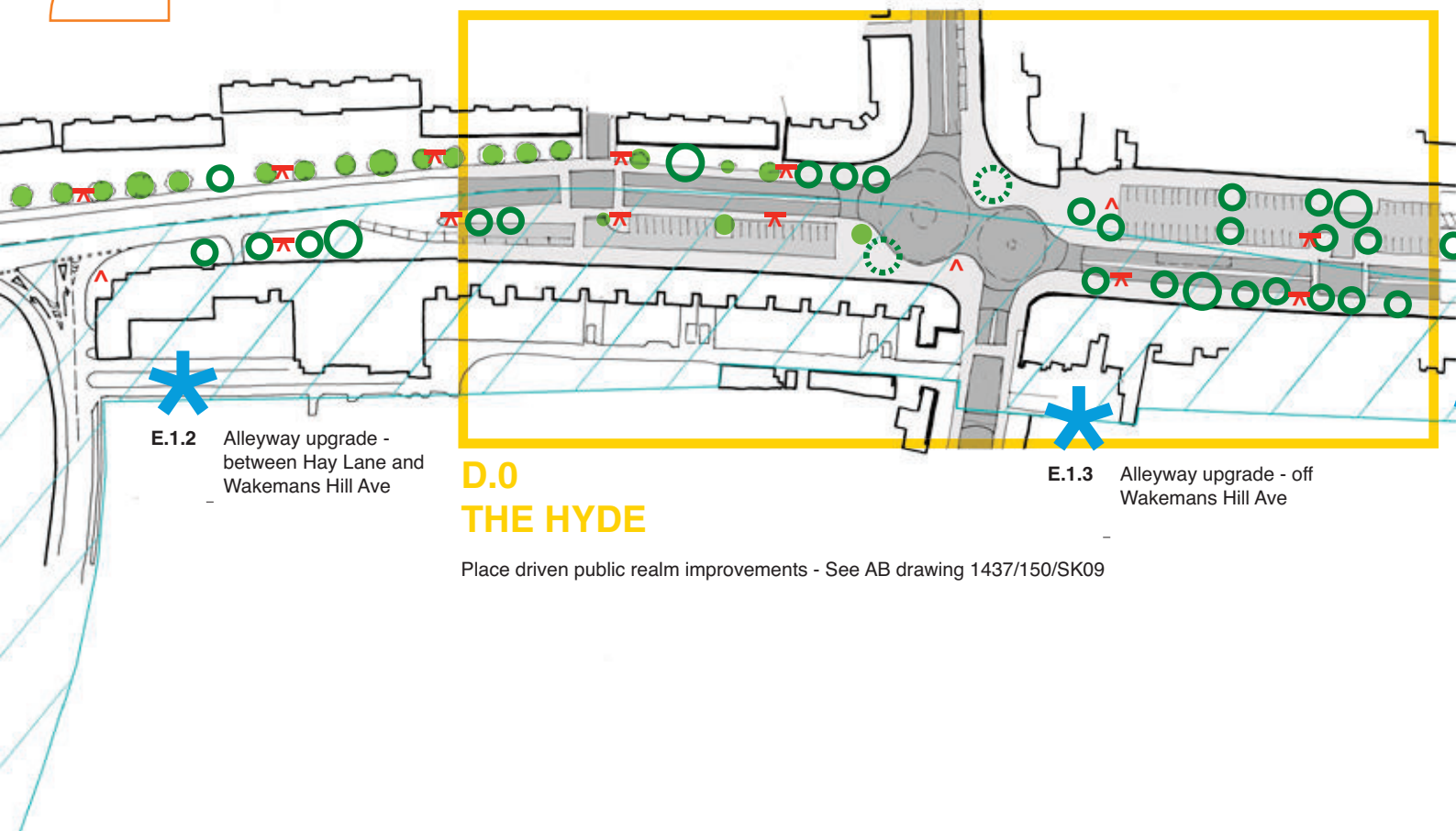
- C.11 Cut-through path improvements

- C.12 'Yardification' of Carlisle road

- C.13 Brook clean up and biodiversity improvements

- C.14 Potential improvement and adoption as highway

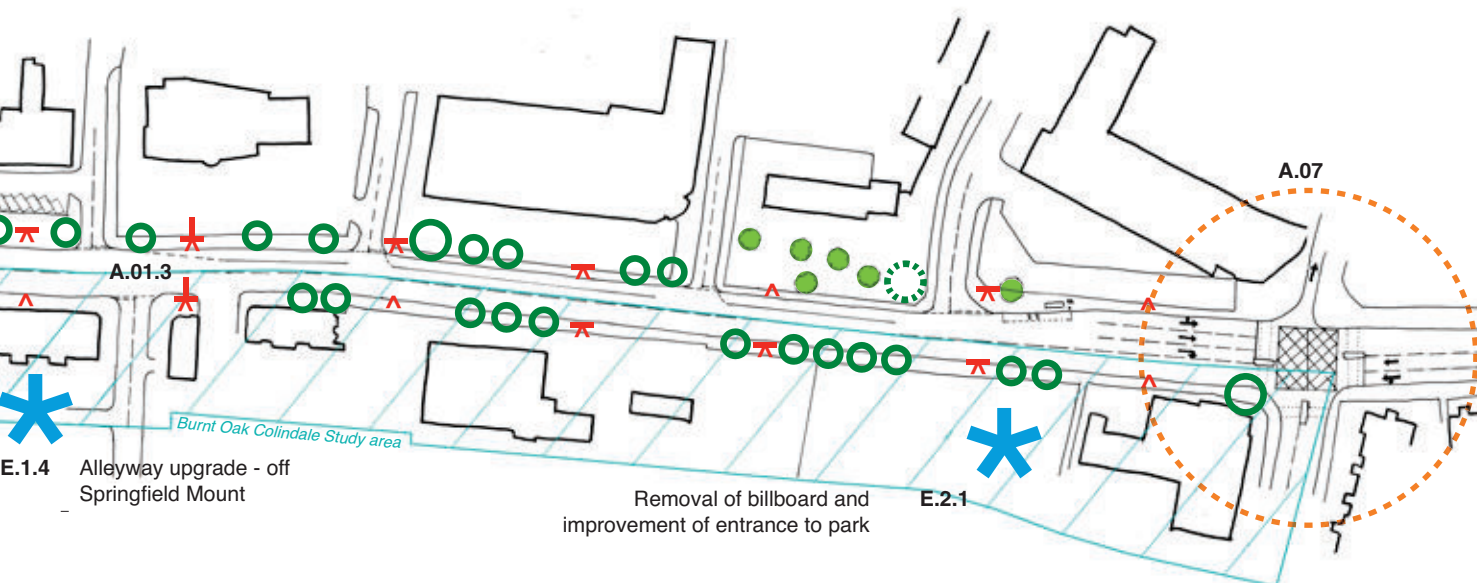




## D.0 THE HYDE

Place driven public realm improvements - See AB drawing 1437/150/SK09








## A.0

### A5 / EDGWARE ROAD




#### A.00 Street

- A.01 Reconfiguration and resurfacing of street (see ABA sections 1437-150-SK13 and TfL streetscape guidance)
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- A.13  Proposed Sign

#### A.20 Trees

- A.21  Proposed Grove trees
- A.22  Proposed Avenue trees
- A.23  Proposed Feature trees

The project matrix tabulates and provides a framework for establishing costs and potential funding contributions for the various items included on the project mapping. The matrix also provides an indication of whether the projects might be thought of as short-term or longer term ambitions based on an assumed growth trajectory and appropriate lead-in times.

Several of the 'near-term' projects are further designated as potential 'quick-win' projects - focussed on local live issues such as the service alleyways and park improvements - and action on these is already being progressed.

A working version of this spreadsheet will be issued alongside this report to act as a tool for the on-going management of the project components and the allocation of funding and application for funding in the next stages.

## PROJECT MATRIX BURNT OAK

Project Description				Delivery Vehicle	
Project area	Project code		Specific / Continuous	Lead Borough	Partner
Burnt Oak	B.0	<b>A5/ Watling Ave / Stag Lane: Major</b>			
		Junction improvements	Specific	Joint	TfL
		Re-signalisation	Specific	Joint	TfL
		Relocation of bus stops	Specific	Joint	TfL
Burnt Oak	E.3.3	<b>Stag Lane Cycle Route</b>			
		Geometry rationalise, tightening	Specific	Joint	TfL
Burnt Oak	A.02	<b>A5/ Montrose Avenue Junction</b>			
		Junction improvements	Specific	Joint	TfL, Private Owners
		Signalisation	Specific	Joint	TfL, Private Owners
		Relocation of bus stops	Specific	Joint	TfL, Private Owners
Burnt Oak	A.01.1	<b>A5 Burnt Oak Broadway</b>			
		Resurfacing of street	Continuous	Joint	TfL
		Proposed Milestone	Continuous	Joint	TfL
		Proposed Bench	Continuous	Joint	TfL
Burnt Oak	E.3.2	<b>Bus Gates on Stag Lane</b>			
		Proposed Sign	Continuous	Joint	TfL
		Proposed Trees	Continuous	Joint	TfL
Burnt Oak	E.3.3	<b>Holmstall Avenue Cycle Route</b>			
			Specific	Brent	TfL
Burnt Oak	E.1.1	<b>Alleyway Upgrade - Between Limesdale Gardens and Holmstall Avenue</b>			
			Specific	Brent	Private Owners

Funding			Phasing	Actions
Public Sources	£	Private Sources	£	
TfL, Borough Highways, GPF		CIL		Joint Borough & TfL Team A cross-borough study / design proposal should be developed, exploring options to reconfigure and civilise the junction. The ambition of this work should be to enable efficient vehicular movement, whilst suppressing its negative impact on the high street / town centre.
TfL, Borough Highways		CIL	Long Term	
TfL		CIL	Ongoing	
TfL, Borough Highways, GPF		CIL	Long Term	
TfL, Borough Highways		CIL	Near Term	Brent Council commitment
TfL, Borough Highways, GPF		CIL, Direct Funding	Near Term	Joint Borough Team Placemaking Plan to be considered in the completion of detailed designs for the junctions.
TfL, Borough Highways		CIL	Near Term	
TfL		CIL	Near Term	
TfL, Borough Highways, GPF		CIL, Direct Funding	Near Term	
TfL, Borough Highways		CIL, Business association	Medium Term	Joint Borough Team A jointly commissioned / endorsed design guide for the A5 should be prepared by LB Brent and LB Barnet - with input from TfL. Specific junction improvements should be prioritised according to available funding.
Borough Public Realm		CIL, Business association	Ongoing	
Borough Public Realm		CIL, Business association	Ongoing	
Borough Public Realm		CIL, Business association	Ongoing	
Borough Public Realm		CIL, Business association	Ongoing	
TfL, Borough Highways			Near Term (potential to trial in Near Term)	Brent Council commitment Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors. Develop design proposals for implementation (RIBA Stage C onwards)
TfL, Borough Highways		CIL ?	Near Term	Brent Council commitment Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors. Develop design proposals for implementation (RIBA Stage C onwards).
Borough Public Realm		CIL, Business association	Near Term	Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors. Develop design proposals for implementation (RIBA Stage C onwards).



# PROJECT MATRIX

## CAPITOL VALLEY

Project Description				Delivery Vehicle	
Project area	Project code		Specific / Continuous	Lead Borough	Partner
Capitol Valley	A.01.2	<b>A5 Burnt Oak Broadway</b>			
		Reconfiguration and resurfacing of street	Continuous	Joint	TfL
		Proposed Milestone	Continuous	Joint	TfL
		Proposed Bench	Continuous	Joint	TfL
		Proposed Sign	Continuous	Joint	TfL
		Proposed Trees	Continuous	Joint	TfL
Capitol Valley	C.12	<b>'Yardification' of Carlisle road</b>	Specific	Brent	Private Owners
Capitol Valley	A.03	<b>A5 / Capital Way East Major</b>			
		Junction improvements	Specific	Joint	TfL
		Pedestrian Crossings	Specific	Joint	TfL
Capitol Valley	C.01	<b>Capital Way East</b>			
		Upgrade of street	Specific	Brent	ASDA, Private Owners
		Tree planting	Specific	Brent	ASDA, Private Owners
		Raised table junction and crossings	Specific	Brent	ASDA, Private Owners
Capitol Valley	C.02 - C.06	<b>Raised table crossings</b>	Specific	Brent	ASDA
Capitol Valley	C.07	<b>Improvements to Asda Elevation</b>	Specific	Brent	ASDA
Capitol Valley	C.08	<b>Stag Lane - Short term link via Health centre</b>	Specific	Brent	Health centre ?
Capitol Valley	C.09 (E.2.2)	<b>Grove Park</b>			
		- Entrance improvements and CCTV	Specific	Brent	
Capitol Valley	C.10	<b>Capital Way West Tree planting</b>	Specific	Brent	
Capitol Valley	C.11	<b>Capital Way West Cut-through Improvements / along brook</b>	Specific	Brent	
Capitol Valley	C.13	<b>Brook clean up and biodiversity improvements</b>	Specific	Brent	
Capitol Valley	C.14	<b>Potential roadway improvement and adoption as highway</b>	Specific	Brent	ASDA, Private Owners
Capitol Valley	A.04	<b>A5 / Colindale Avenue Junction</b>			
		Junction improvements	Specific	Joint	TfL
		Pedestrian Crossings	Specific	Joint	TfL
		School entrance upgrade	Specific	Joint	TfL
Capitol Valley	A.05	<b>A5 / Colindeep Lane</b>			
		Junction improvements	Specific	Joint	TfL
		Pedestrian Crossings	Specific	Joint	TfL
Capitol Valley	A.06	<b>A5 / Hay Lane</b>			
		Junction improvements	Specific	Joint	TfL
		Pedestrian Crossings	Specific	Joint	TfL
Capitol Valley	A.06	<b>A5 / Hay Lane</b>			
		Signal upgrades	Specific	Joint	TfL

Funding			Phasing	Actions
Public Sources	£	Private Sources	£	
TfL, Borough Highways		CIL, Business association		Joint Borough Team
Borough Public Realm		CIL, Business association		Medium Term
Borough Public Realm		CIL, Business association		Ongoing
Borough Public Realm		CIL, Business association		Ongoing
Borough Public Realm		CIL, Business association		Ongoing
Borough Public Realm		CIL, Business association		Ongoing
Borough Public Realm		CIL, Business association		Medium Term
TfL, Borough Highways				Joint Borough & TfL Team
TfL, Borough Highways				Detailed designs for the junction should be prepared.
TfL, Borough Highways				Delivery to follow availability of funding.
TfL, Borough Highways, GPF		Direct Funding		Medium Term
TfL, Borough Highways, GPF		Direct Funding		Medium Term
TfL, Borough Highways, GPF		Direct Funding		Medium Term
TfL, Borough Highways, GPF		Direct Funding		Medium Term
Borough Public Realm				Near Term
				Medium Term
Borough Public Realm				Near Term
Borough Public Realm				Near Term
Borough Public Realm				Near Term
Borough Public Realm				Near Term
Borough Public Realm				Near Term
				Medium Term
TfL, Borough Highways				Joint Borough Team
TfL, Borough Highways				Placemaking Plan to be considered in the completion of
TfL, Borough Highways				detailed designs for the junctions.
TfL, Borough Highways				Near Term
TfL, Borough Highways				Medium Term
TfL, Borough Highways				Medium Term
TfL, Borough Highways				Medium Term
TfL, Borough Highways				Medium Term
TfL, Borough Highways				Medium Term
TfL, Borough Highways				Medium Term
TfL, Borough Highways				Medium Term

# PROJECT MATRIX

## THE HYDE

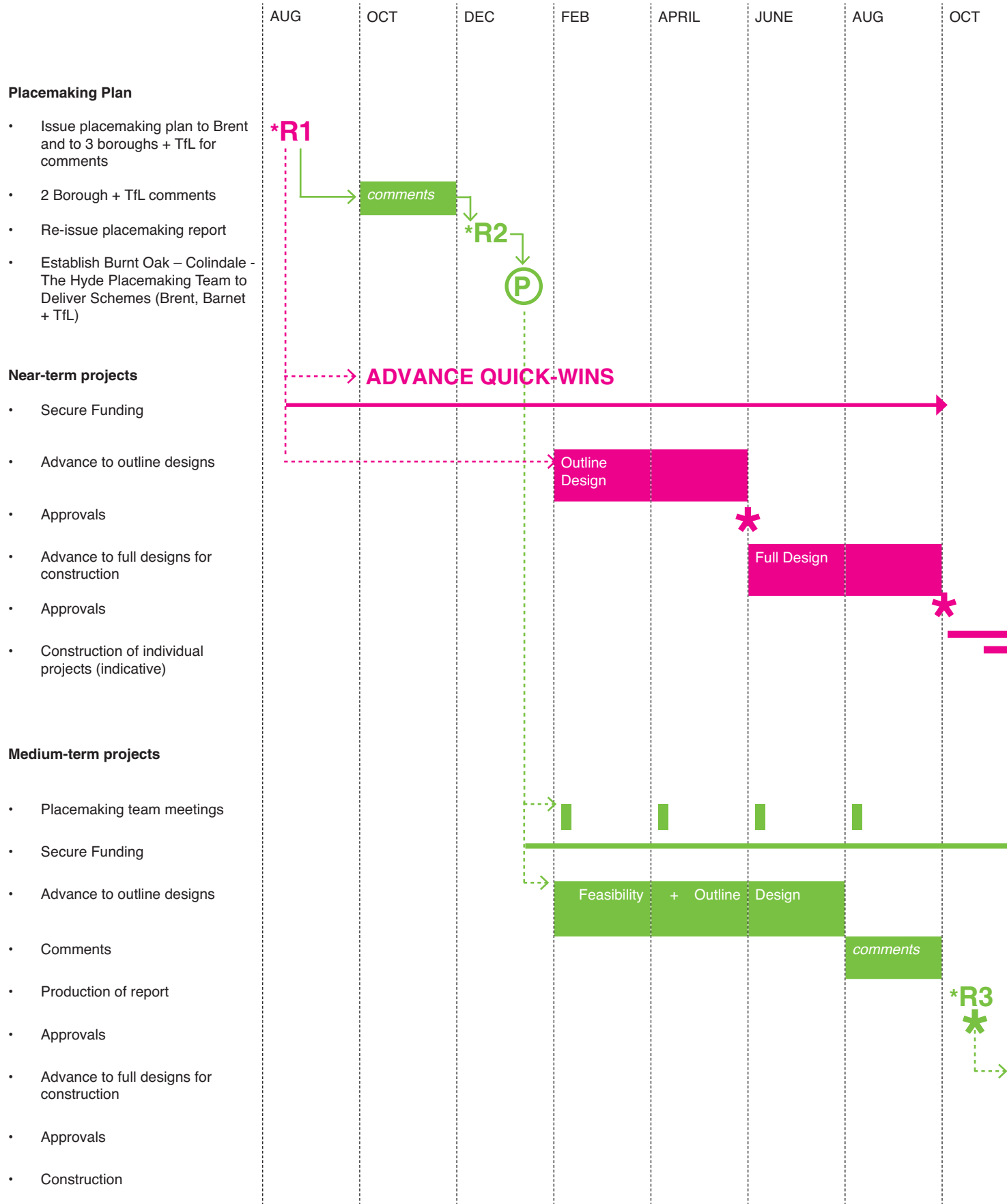
Project Description				Delivery Vehicle	
Project area	Project code		Specific / Continuous	Lead Borough	Partner
The Hyde	D.0	<b>A5 / Wakemans Hill: Major</b>			
		Junction reconfiguration	Specific	Joint	TfL
		Potential signalisation?	Specific	Joint	TfL
		Relocation of bus stops?	Specific	Joint	TfL
The Hyde	A.01.3	<b>A5 Edgware Road</b>			
		Resurfacing of street	Continuous	Joint	TfL
		Proposed Milestone	Continuous	Joint	TfL
		Proposed Bench	Continuous	Joint	TfL
		Proposed Sign	Continuous	Joint	TfL
		Proposed Trees	Continuous	Joint	TfL
		Improvements to Shopfronts	Specific	Joint	Private Owners
The Hyde	A.07	<b>A5 / Kingsbury Road</b>			
		Junction improvements	Specific	Joint	TfL
		Pedestrian Crossings	Specific	Joint	TfL
The Hyde	E.1.2	<b>Alleyway Upgrade</b> - Between Hay lane and Wakemans Hill Avenue	Specific	Joint	TfL
				Brent	Private Owners
The Hyde	E.1.3	<b>Alleyway Upgrade</b> - Off Wakemans Hill Ave	Specific	Brent	Private Owners
The Hyde	E.1.4	<b>Alleyway Upgrade</b> - Off Springfield Mount	Specific	Brent	Private Owners
The Hyde	E.2.1	<b>Removal of billboard and improvement of entrance to park</b>	Specific	Brent	
		- landscaping pathway and park improvements	Specific	Brent	

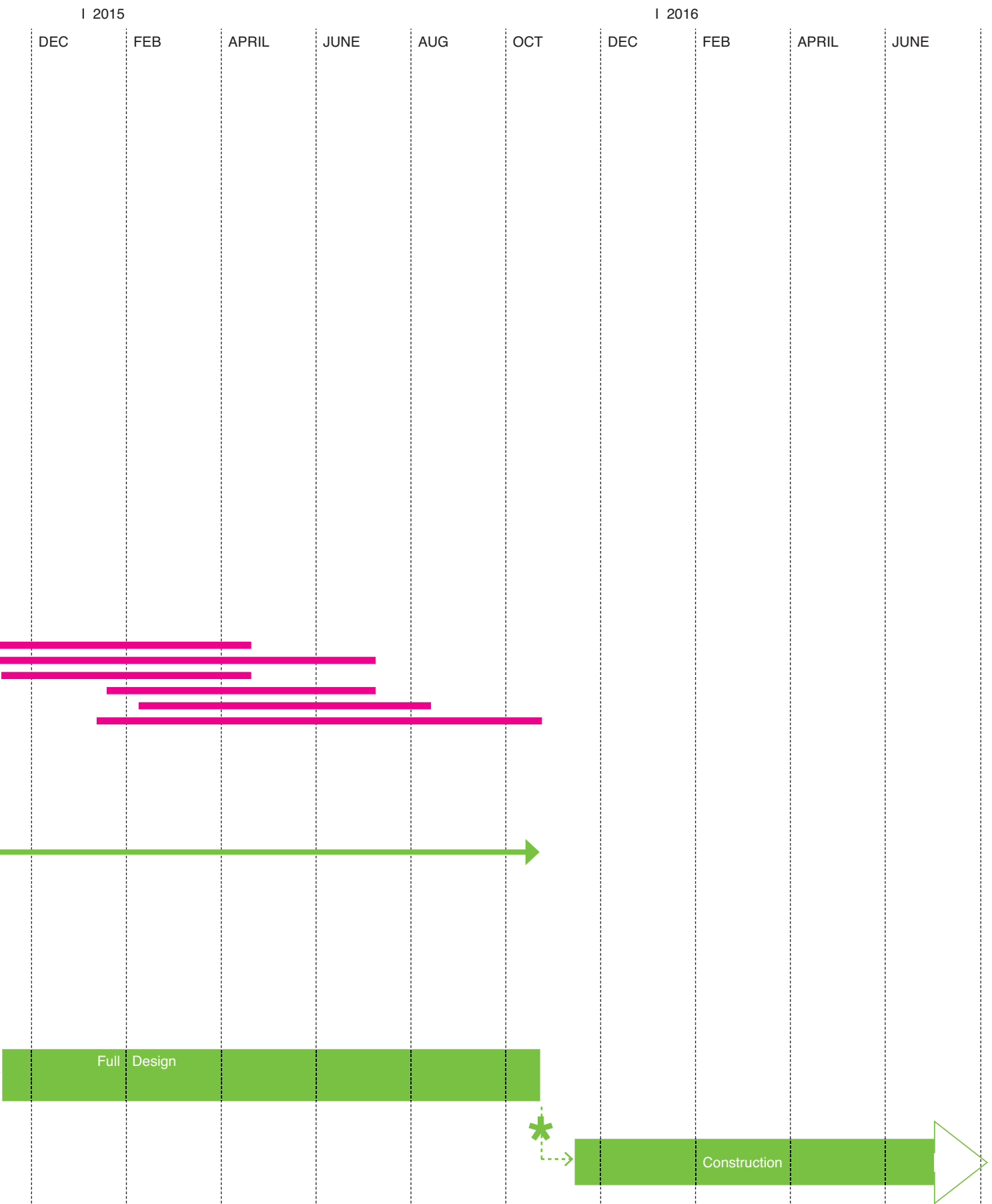


Funding			Phasing	Actions
Public Sources	£	Private Sources	£	
TfL, Borough Highways, GPF		CIL		Joint Borough Team Detailed designs for the junction should be prepared. Delivery to follow availability of funding.
TfL, Borough Highways		CIL		Medium Term
TfL		CIL		Medium Term
TfL, Borough Highways, GPF		CIL		Medium Term
TfL, Borough Highways		CIL, Business association		Medium Term
Borough Public Realm		CIL, Business association		Ongoing
Borough Public Realm		CIL, Business association		Ongoing
Borough Public Realm		CIL, Business association		Ongoing
Borough Public Realm		CIL, Business association		Ongoing
				Near Term
TfL, Borough Highways				Medium Term
TfL, Borough Highways				Medium Term
TfL, Borough Highways				Medium Term
				Near Term
				Near Term
				Near Term
Borough Public Realm				Near Term

## INDICATIVE PROGRAMME

I 2014









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# APPENDIX 4

## Burnt Oak, Colindale and The Hyde Placemaking Plan

### Consultation responses

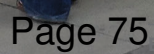
# Introduction

This document summarises comments and feedback received during two engagement events undertaken in connection with the Burnt Oak/Colindale/The Hyde Placemaking study as follows:

**30 June - Asda - Queensbury Ward** —————

**4 July - The Hyde - Fryent Ward** —————







# Management/ Maintenance

'Stricter parking control/enforcement'

'Alley back of Springfield mount shops is disgusting'

## ANTI-SOCIAL BEHAVIOUR

- Burnt oak broadway problems - don't go there anymore - address parking, more aesthetically pleasing.
- Brent council should take responsibility for edgware road
- More local police
- Get rid of the tramps
- People drinking on the street - using street as toilet
- People sleeping homeless at the end of our road (Wakemans hill avenue)
- Not a lot to do apart from the park - make it up to date
- Drinking
- Off licence selling in mornings
- Anti-social behaviour

## RUBBISH - CLEANLINESS

- Rubbish - dirty - remove stuff from pavement
- Looks messy - graffiti
- Public toilets - pub clearing out time
- Buildings old [Burnt oak] - Paint shop-fronts + make more of assets
- Alley back of Springfield mount shops is disgusting - I've lived with it for 45 years and now its worse than ever. It's a dumping ground, rat infested, hotel for tramps. Please, please, please do something.
- Alley Springfield mount - why go to the trouble and expense of erecting gate (very good) and not bother to maintain them - that's a waste of money.
- Thousands of people going through [xx ally] - close it and walk around - private property
- keep it clean
- Springfield mount 'eyesore' - local traders and residents to take responsibility
- I have lived in this are for 56 years. The service road that is at the back of the shops with the entrance from Springfield mount has become a lot worse, inhabited by tramps.
- Rubbish and streets need cleaning up
- Alleys on Wakemans hill a state
- Burnt oak streets - cleanliness and issue
- Cleaner streets
- [The Hyde] Improve street cleanliness
- Area needs a good clean-up
- Street cleanliness and tidiness - fly tipping
- Improve cleanliness
- Alleyway at Springfield mount - very poor - rats
- Rubbish, alleyways
- Enforcement action required - takeouts - rubbish
- Street cleansing on Wakeman hill
- Rubbish on streets

## PARKING

- More sustainable parking in the area - free
- Stricter parking control/enforcement (esp on side roads)
- Lack of long term parking
- Currently unregulated parking
- No parking meters [The Hyde] - but maximum stay (1-2 hours)
- Get high street parking - introduce parking meters or short 15mins parking
- Buisness permits for parking - limited number
- Traders could pay pre-paid charges (up to 5 hours) in a booklet form that they could give to their customers (if electronic payment is the only option, perhaps the traders could pay for some one-off codes that they could give to the customers when paying parking charge by text)
- The Ford staff use up a lot of the parking spaces on The Hyde because there is no on site parking for their staff
- The traders don't mind parking meters as long as the charge is not too high and not to escalate a lot after a year.
- The traders prefer coin operated meters.
- Free parking after 4pm
- Parking permits for businesses
- Parking Issue - car drivers are put off visiting the high street because parking is difficult (compared to supermarkets & retail parks)
- Burnt Oak road to station - car parking problem (busy road)
- Barnet residents concerned about parking in surrounding plots
- Ford staff - no parking for staff - park at the Hyde
- The Hyde parking - tickets given to customers - paid by shopkeepers. Up to 5 hours (1-4 hours)
- More parking - enforcement on grove park
- Proper car park at the back [The Hyde] - Formalise car park
- Parking meters should be reintroduced
- Parking for businesses is essential
- Where can the Hyde shoppers park if improvements are going ahead?
- Car park behind - not used properly - not in good condition
- Convenience shopping - short stay only
- Parking is an issue [the Hyde]
- Parking used by shopkeepers - nowhere to park for customers

# Roads

'Dangerous junction'  
*the hyde*

'Difficult to cross the  
road - and drive'  
*Burnt oak*

## BUSSES

- Busgate 'would be perfect'
- Please close stag lane - but let busses through
- public transport - circular bus would be good
- Route no. 305 needs to be more frequent on Sundays and in evening
- Bad bus connections - Burnt oak to the rest of Brent eg Wembley
- bus lanes 4-x/ 24h confusing
- Shift the bus stop [Wakemans hill] a lay-by could be created
- Bus lane priority is good for public transport but problematic for traffic

- Traffic bad on A5 - usually asda junction - Sunday especially at tile shop - cars can't get out
- Definitely improved - very congested, no other alternative - speed bumps on back routes

## CYCLISTS

- not many cyclists now
- Transportation unit - cycling programs?
- cycle lanes good - getting to cycle lanes on north circular would be good

## MOTORISTS

- [Burnt oak] Difficult to cross the road - and drive
- The road is too busy - person hurt
- Traffic on Wakemans hill avenue needs looking at
- Dangerous junction [the hyde] needs attention
- Hyde junction - dangerous - improve traffic lights
- bit worrying slip roads [the hyde]
- Make the road wider [Burnt oak - in response to proposal image]
- Need to keep stag lane open
- [Carlisle road] terrible road surface
- Cars cut through to Kingsbury from Stag lane
- The road should be widened
- Traffic - mostly drive through coming north - bus lanes, speed cameras - que into asda - could the bus lane stop sooner
- [The Hyde] one roundabout - with shared road surface?
- Stag Lane- Capitol way traffic lights? New roundabout should be introduced - top priority
- one way street [capitol way]
- Couple of cameras here [Kingsbury road junction] would be a good 'money spinner'
- Improvements to right hand turn at Kingsbury road
- Double yellow lines for stag lane to melrose Ave
- Rased table at junction of Melrose ave and Stag lane to slow down cars
- Concern that intensity of new development will adversely impact on traffic flow/ circulation
- Colindeep Lane - feel very strongly
- The hyde - stricter controls needed at this junction to minimise/ eradicate dangerous use of service roads as rat runs
- Dangerous junctions
- Sheaveshill avenue - problems with speeding traffic - there should be speed bumps
- The Hyde - one roundabout is better than two

## PEDESTRIANS - CROSSINGS


- Straighter crossings good - if they can be made to work
- Make sure traffic light signals are working eg apex R-A not working
- [The Hyde] Less cars - more pedestrian focus
- people are lazy - they wouldn't walk
- Crossing - very dangerous at the moment
- Burnt oak Junction - people walking between buses - crossing south of the junction
- Outside tesco - problem - could there be another crossing south of the junction?
- difficult to cross the road [the hyde] - traffic from all directions
- More crossings over road - zebra crossing / traffic light crossings
- Dangerous junction at the spot where we had our tent [near the Hyde]
- [Burnt Oak] Difficult to cross the road
- On A5 - more safer crossings
- Crossings with medians are good - can cross safely - cars know what pedestrians are doing
- More pedestrian crossings between Hay lane and Sheaveshill Avenue
- Near misses as people step out of lane
- Need better crossings
- Difficult to cross the road [the Hyde] - Island at the wrong place



# Proposals



'More trees'



'Improve pavements  
- one thing that  
would make most  
difference'

## GENERAL

- Does not go far enough
- 'that looks good'
- Option 2 better [the hyde]
- The Hyde - dreadful
- That's fantastic [The Hyde]
- About bloody time
- Maddening
- 'most of its on there'
- [The Hyde proposals] Really good - Safer
- Knock it down and start again
- people get used to how the area is
- Good luck!
- Good that someone is looking at it - has been neglected in recent years
- Mixture of stuff
- Enhanced planting/ streetscape/ seating in Colindale 'town centre' will improve appearance/ vitality of centre

## PAVEMENTS

- Poor quality paving - needs improvements
- Improve pavements - one thing that would make most difference
- Pavement improvements - level and consistent
- New pavements along the Edgware road
- Improve paving
- Clutter on pavements - forced onto road
- Pedestrianise layout - stalls, loading time restricted or at rear
- Better paving
- Looks very nice wide pavement [The Hyde]
- Paving should be bigger blocks rather than smaller. Brick size - trip hazards

## TREES

- Trees make people happier and improve air quality
- Planting trees is not a good idea - they create rubbish
- Fluffy white stuff is annoying (although it is good to have trees)
- Favourite idea is grove of trees - See more greenery (feels less industrial)
- More trees
- Few more trees
- More trees
- Need Trees
- More trees
- Lovely grass [Capitol valley photo]
- Greenery + open space (to support new homes)

## FURNITURE - 'OBJECTS'

- No benches - cycle racks better
- Wide footways are dark at night [Burnt oak]- improve lighting eg outside peacocks
- street furniture too cluttered
- More flower beds
- More benches
- Water feature?
- untidy [Burnt oak]
- Wayfinding

# Local Economy

'Glad to support local business'

'More active frontages - the area looks deserted'

## LOCAL SHOPS/ BUSINESSES

- Don't like encroachment on street [of traders]
- Very higglety pigglety [the hyde] - could do with improvements - shop-fronts tatty
- Work with local businesses to keep up to date with laws and regulations
- Edgware road has become a no-go area. Encourage the locals to support their local shops.
- Review business rates along Edgware road
- Support local businesses with better rates
- Stop giving alcohol licences
- Improve the quality of shops
- Need more stores spreading along the road
- Highlighting independent shops (street in reading) clubbed together
- No decent shops
- If it was nicer then more people would come here - should be using the local shops
- more upmarket shops
- [Burnt oak] Cluttered, too much going on - market is good
- [The Hyde] Active shop fronts
- In the past - butchers, bakers, fishmongers - A mix of stuff
- Glad to support local business
- [The Hyde] Security cameras
- Shop front improvements
- More active frontages for the Hurricane rooms - the area looks deserted
- Security should be improved
- Will new housing generate new shops
- Bit of a miss-match - improve shop fronts - more consistency

## PROPOSED DEVELOPMENT

- More food shopping - too busy in asda
- Lighting not safe at night
- New developments in capital valley - good idea, brings work and enjoyment to the area
- Oriental city - terrible to look at
- Could there be something kid friendly?
- too many flats
- way too many flats
- Oriental city was the best thing ever here - really good
- [Oriental city] a great place to go on sundays, especially in winter - great food - bring it back
- excited to see what is going on - has been empty for ages
- Doctors and schools of Wicks site
- What's going on here - asda - Morrison competition
- Welcome Morrisons + Oriental city development
- Morrisons - good idea
- Oriental city - gap
- Surprised that Art Deco factory has gone
- More active frontages between the Hyde and Burnt Oak
- New developments = traffic congestion
- More publicity for grove park school swimming pool
- Better children's play areas
- Improved facilities and equipment for residents and shoppers
- like IKEA
- No more bookmakers
- Capital park management
- what's happening here? [Capitol way/ A5 junction]
- Sports - swimming pool - Indoor leisure facility
- Important to address housing problems
- More activities for youngsters
- Planning - converted garages for residential - Wakeman Hill



Left: Photographs of the three boards displayed as part of the public consultation - with comments





Left: Photographs of the diagrammatic plans displayed as part of the public consultation - with comments

4 July - The Hyde - Fryent Ward



30 June - Asda - Queensbury Ward



Right: Photographs given to the team during public consultation by a local resident to illustrate areas of concern

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2012

# Equality Analysis

## Guidance and Form





## Brent Council Equality Analysis Form

Please contact the Corporate Diversity team before completing this form. The form is to be used for both predictive Equality Analysis and any reviews of existing policies and practices that may be carried out.

Once you have completed this form, please forward to the Corporate Diversity Team for auditing. Make sure you allow sufficient time for this.

<b>1. Roles and Responsibilities:</b> please refer to stage 1 of the guidance	
<b>Directorate: Regeneration and Growth</b>   <b>Service Area: Planning and Regeneration</b>	<b>Person Responsible:</b> Name: Joyce Ip Title: Regeneration Officer Contact No: 020 8937 2274 Signed:
<b>Name of policy: Burnt Oak, Colindale, The Hyde Placemaking Plan</b>	<b>Date analysis started: 2 October 2013</b> <b>Completion date: 13 December 2013</b> <b>Review date:</b>
<b>Is the policy:</b>  <div style="margin-left: 40px;"> <input checked="" type="checkbox"/> New  <input type="checkbox"/> Old         </div>	<b>Auditing Details:</b> Name: Elizabeth Bryan Title: Partnership Equality Policy Officer Date: 13 December 2013 Contact No: 020 8937 1623 Signed:
<b>Signing Off Manager:</b> responsible for review and monitoring Name: Dave Carroll Title: Head of New Initiatives Date: 13 December 2013 Contact No: 020 8937 5202 Signed:	<b>Decision Maker:</b> Name individual /group/meeting/ committee: <b>Executive Committee</b>  Date: 13 January 2013

**2. Brief description of the policy. Describe the aim and purpose of the policy, what needs or duties is it designed to meet? How does it differ from any existing policy or practice in this area?**

### **The Project:**

Burnt Oak/ Colindale, once home for a very important community focal point, Oriental City/ Yaohan Plaza, is one of the five growth areas in Brent. It is identified as a growth area for around 2,500 homes, on sites arranged along the axis of Edgware Road (A5). All those new developments in the Growth Area when complete will improve the area immensely and bring in new jobs. However, these developments should not be looked at in isolation with the rest of the Burnt Oak and The Hyde Town Centres.

The Burnt Oak, Colindale and The Hyde Placemaking Plan sets out a vision which aims to maximise the opportunity associated with the area along the A5.

It seeks to guide and catalyse change within the area through a suite of co-ordinated public realm interventions and urban design strategies. The proposals included in the document could radically transform the area within the next 10-15 years.

The document has been developed with input from the officers from Brent, Barnet, Harrow and Transport for London and the community. The placemaking plan provides a framework for collaboration amongst Brent, Barnet, TfL and Harrow to improve the A5 and its junctions.

The plan builds on the council's vision to boost the local economy by attracting private investment to the area and improve the area for new and existing residents, businesses and visitors.

Brent Planning Committee approved the BOCH Placemaking Plan on 4 September 2013. The Plan is now a material consideration in determining planning applications locally.

### **Project Objectives:**

It provides a vision for the Council to play an enabling role to improve the area for new and existing residents, businesses and visitors. Having the vision adopted will support and strengthen funding bids. The proposals set out within the placemaking plan seeks to transform the quality of the public realm, and wider perceptions of the area, as a means to help catalyse development and investment and seek to shift the character of A5 away from that of a vehicular 'artery' towards that of a vibrant local high street. It also seeks to help revitalise the town centres, boost economic performance, support regeneration, build community pride, improve community cohesion by creating a more vibrant, pedestrian friendly and permeable environment and improve access to the open spaces and community facilities through the planning process.. The placemaking plan also provides a framework for collaboration amongst Brent, Barnet, TfL and Harrow to improve the A5 and its junctions.

### **Strategic Alignment:**

Regenerating Burnt Oak and Colindale is a corporate priority and is entirely aligned with the objectives of the Council's Regeneration Strategy and the Borough Plan. The BOCH Placemaking Plan will help deliver regenerative transformation; economic development and maximise investment. It will help deliver a significantly better quality of physical environment within a sustainable community.

### **Regeneration Strategy**

The Plan supports/ facilitate new developments in Burnt Oak/ Colindale Growth Area

- The Plan gathers funding pot information and delivery phasing plan would help application assembling when funding opportunities arise
- Give confidence to investors in terms of local environment and joint borough co-operation.

- Clearer guidance for the area would create certainty

### Corporate Strategy

#### **One Borough**

The plan aims to help facilitate regeneration in the area apart from the 2,500 homes to be delivered (affordable housing will be provided), the associated community facilities for the new population – new school, nursery places, new health services, improved local open spaces, a new community swimming pool, new bus services to provide interchanges with local rail and underground stations, multi-use community centre will benefit the wider community and be accessible by all.

#### **One Community**

- Local businesses and residents have been consulted during the process. They will be consulted when detailed designs take place
- Any public realm improvements will improve everyone's quality of life.
- The plan suggests ways to help safeguard local businesses.
- The site specific allocations are for mixed use developments that employment opportunities should be available for local people.

#### **One Council**

Delivering the proposed projects will involve different departments within Brent. Collaborating with TfL and LBs Barnet and Harrow will ensure better co-ordination on tackling cross-borough issues.

### Brent Climate Change Strategy

Planting new trees is part of the proposals to improve public realm. The wider transport strategy of the Placemaking Plan centres on reprioritising the A5 (a corridor of change) with a greater emphasis on public transport and cycling between surrounding neighbourhoods and the 'place' functions of walking around local centres. It aims to :

- create more space for walking and activity where the A5 acts as a local high street spine;
- create better east-west links across the A5, connecting important walking and cycling links in Brent and Barnet;
- make crossing of the A5 and adjoining side roads more direct, safe and inviting;
- make large development parcels more permeable to movement on foot;
- improve the quality and consistency of existing footways across the area, including decluttering and guardrail removal;
- improve wayfinding to stations and other destinations in the local area.

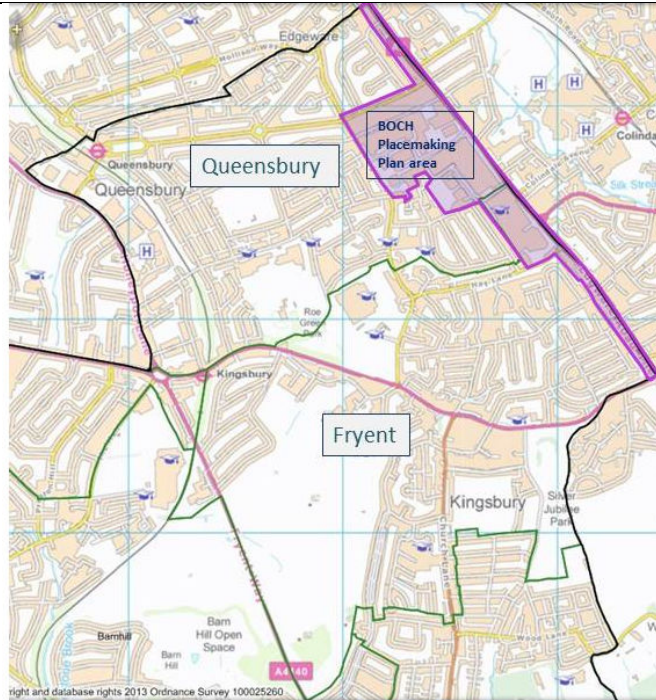
### Scope of Works

The placemaking plan contains a list of projects which is part of the delivery strategy. This list of interventions tabulates various measures recorded in the project mapping. This list is also intended to guide action over forthcoming years, and assist with funding bids and the development of detailed implementation plans when allocating s106, Community Infrastructure Levy funding and possibly Borough Local Implementation Plan (LIP) funding.

### **3. Describe how the policy will impact on all of the protected groups:**

The Placemaking Plan covers an area at the border of Fryent and Queensbury Wards. The 2011 Census results provide some basic indication of demographic composition of the area. However, the Burnt Oak and Colindale Town Centres do serve a bigger catchment rather than just the study area. They are local centres which area meant to serve local





people who likely travel there on foot.

	Fryent and Queensbury Ward						Brent	England and Wales
	Total	Total male	Total female	Total	Total male	Total female		
<b>Age 0 to 4</b>	1,964	1,006	958	6.9%	7.0%	6.7%	7.2%	6.2%
<b>Age 5 to 15</b>	3,885	2,021	1,864	13.6%	14.1%	13.0%	13.0%	12.6%
<b>Age 16 to 64</b>	19,311	9,769	9,542	67.5%	68.3%	66.7%	69.3%	64.7%
<b>Age 65 and over</b>	3,440	1,499	1,941	12.0%	10.5%	13.6%	10.5%	16.4%
<b>Age 85 and over</b>	407	126	281	1.4%	0.9%	2.0%	2.6%	2.2%
<b>Total</b>	28,600	14,295	14,305	100.0%	100.0%	100.0%	100.0%	100.0%

### Age

The age profiles for the Fryent and Queensbury Wards is similarly to Brent average. However, attention should be drawn into the older population. Living in the area. Currently, Burnt Oak, Colindale and The Hyde are disjointed with poor walking environments. One of the objectives of the plan is to create a better environment for walking that will particularly benefit elderly people. Introducing improved crossing facilities the junction configurations will benefit everyone particular the elderly.

### Disability

A key principle of the BOCH Plan is to encourage a reduction in car use and to make public transport more attractive by providing better access and waiting facilities for buses. These improvements will no doubt benefit people with disabilities, for instance, the improvement of paving materials will avoid the unevenness and reduce the occurrence of potholes.

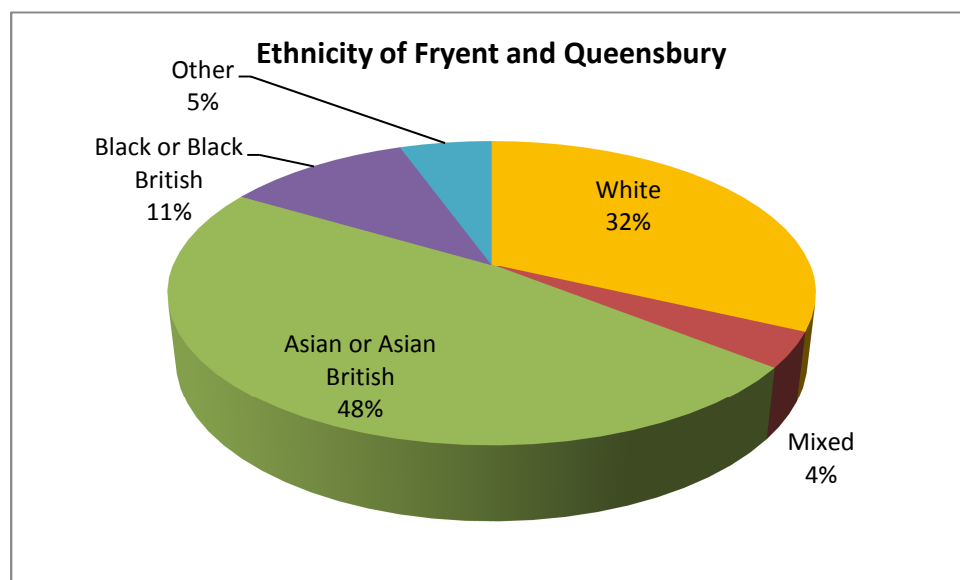
The proposals set out within the placemaking plan seek to transform the quality of the public realm, and wider perceptions of the area, as a means to help catalyse development and investment and seek to shift the character of A5 away from that of a vehicular 'artery' towards that of a vibrant local high street. It also seeks to help revitalise the town centres, boost economic performance, support regeneration, build community pride and improve access to the open spaces and community facilities. All these new developments when complete will improve the area immensely and bring in new jobs. These close to home

jobs will benefit those who have activity limitations because of disabilities, however, are economically active

#### Gender reassignment

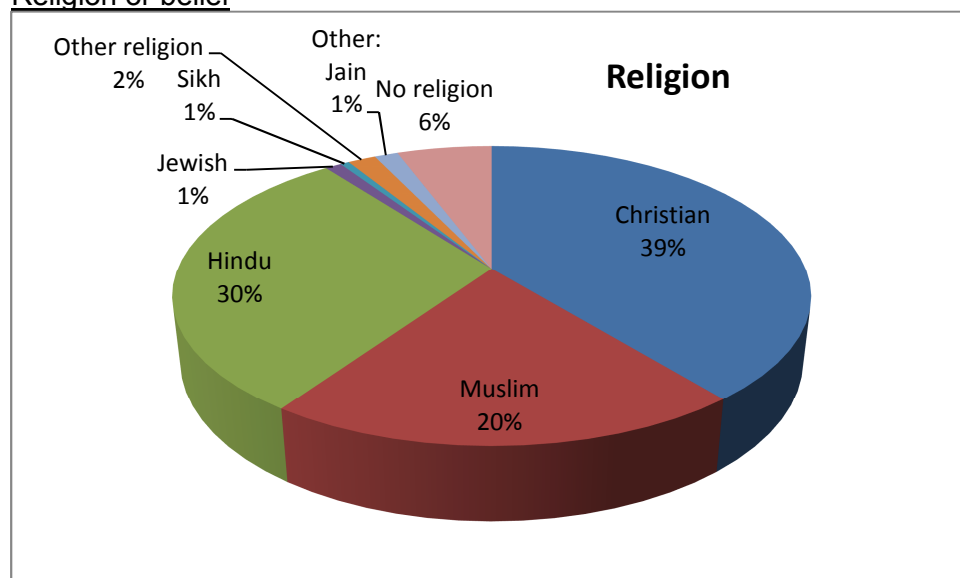
There will be no impact to this protected group

#### Race



Almost half the residents living in Fryent and Queensbury Wards are Asian. The percentage of BAME population in the area is 68.1% which is higher than Brent's 64%. However, the beneficiaries of the proposed projects included in the Placemaking Plan are the general public regardless their gender, age, race, sexuality, marital status and disability.

#### Religion or belief



There are no religion related projects proposed by the placemaking plan. There will be no impact to this protected group. Within the Placemaking area, there are no faith buildings. Therefore, the proposed projects will not result in the loss of any faith buildings.

### Sex, Sexual orientation, Marriage and civil partnership

<b>2011 census</b>	<b>Single</b>	<b>Married</b>	<b>Same-sex civil partnership</b>	<b>Separate</b>	<b>Divorced</b>	<b>Widowed</b>
BOCH	18.6%	58.7%	0.1%	4.9%	8.3%	9.4%
Brent	32.1%	43.8%	0.3%	5.8%	10.5%	7.6%

The beneficiaries of the proposed projects included in the Placemaking Plan are the general public regardless their gender, sexual orientation, marriage and civil partnership.

### Pregnancy and maternity

The main components of the placemaking plan such as using simple, elegant and robust materials, improved streetscape environment and the introduction of street trees would provide a calmer environment for pregnant women. Improving the junction configurations and crossing facilities will improve safety in general. The Placemaking Plan also tries to provide better access by the introduction of better paving materials and the removal of obstructing objects on the street (decluttering) and waiting facilities for buses that will particularly benefit pregnant women.

### **Please give details of the evidence you have used:**

Based on 2011 Census results and responses of the public to our consultation.

### **4. Describe how the policy will impact on the Council's duty to have due regard to the need to:**

#### **(a) Eliminate discrimination (including indirect discrimination), harassment and victimisation;**

Safety and security are an essential element of successful places and spaces, and the overall sustainable community's agenda. Well designed and positive places are attractive environments and are places free from crime and the fear of crime, and contribute to public quality of life. The Placemaking Plan tries to improve the public realm quality to help reduce crime, the fear of crime and create a greater sense of place and reduce anti-social behaviour on streets and other public spaces. The public realm design takes into account natural surveillance and does not integrate enclosed spaces that could be susceptible to anti social behaviour where the protected groups normally are victims of humiliation.

#### **(b) Advance equality of opportunity;**

This stretch of the A5 currently suffers from a poor quality streetscape environment. The public realm is fragmented, cluttered and often poorly maintained. The highway environment is dominated by vehicle movement and is comparatively hostile to pedestrians and cyclists - difficult to cross and navigate, and with notable safety problems. The beneficiaries of the proposed projects included in the Placemaking Plan are the general public regardless their gender, age, race, sexuality, marital status and disability

#### **(c) Foster good relations**

### **5. What engagement activity did you carry out as part of your assessment?**



Public consultation was carried out in locations accessible by people with disabilities. In June 2013, a consultation leaflet was distributed to all the residential properties (more than 9,000) in Burnt Oak and Queensbury Wards and some 250 non-residential properties within the Placemaking Plan area. The two consultation sessions located in Fryent Ward and Queensbury Ward respectively were publicised on the Council website. A four-hour consultation session took place at Asda Colindale in Queensbury Ward on Sunday 30 June 2013. Around 300 people were engaged in the consultation. Graphics explaining the vision for the area and plans with option designs were on display. Most of the consultees were drivers and their passengers as the consultation stall was held by the exit of the car park. Valuable comments written on post-it notes were made by the public from Brent and Barnet. Most of the comments received were supporting the principles of the placemaking Plan particularly around public realm improvements. However, some negative comments were also received around the introduction of median strips and cycle lane. Those consultees were concerned about the potential congestion and pedestrian safety when crossing the road if median strips were installed. The median strips in areas like Oxford Street and Hornchurch Town Centre prove they can actually improve safety when crossing the road. The second four-hour consultation session was held at the Hyde (Colindale Town Centre), in Fryent Ward on Thursday 4 July 2013. Those visited the consultation tent on foot were traders, visitors and residents either making the journey specially after receiving the consultation leaflet or passers-by. Most of the comments received from some 200 consultees were more localised issues such as the dreadful condition of the alleyways, drinking, security and anti-social behaviour problem. Both the consultation sessions were co-hosted by all six of the Fryent and Queensbury councillors. Appendix 2 sets out the responses received by the Council on public consultation.

**6. Have you identified a negative impact on any protected group, or identified any unmet needs/requirements that affect specific protected groups? If so, explain what actions you have undertaken, including consideration of any alternative proposals, to lessen or mitigate against this impact.**

No negative impact on any protected group has been identified. Nevertheless, further study will be required during the design stage of the medium strip to make sure elderly people, small children, pregnant women and people with disabilities will not be impacted or discriminated by the installation of them because. Every location is different.

**Please give details of the evidence you have used:**

Data gathered from the 2011 Census has provided evidence to inform the Equality Analysis.

## 7. Analysis summary

Please tick boxes to summarise the findings of your analysis.

Protected Group	Positive impact	Adverse impact	Neutral
Age	X		

<b>Disability</b>	X		
<b>Gender re-assignment</b>	X		
<b>Marriage and civil partnership</b>	X		
<b>Pregnancy and maternity</b>	X		
<b>Race</b>	X		
<b>Religion or belief</b>	X		
<b>Sex</b>	X		
<b>Sexual orientation</b>	X		

### 8. The Findings of your Analysis

Please complete whichever of the following sections is appropriate (one only).  
Please refer to stage 4 of the guidance.

#### No major change

#### Adjust the policy

#### Continue the policy

The Executive should adopt the Burnt Oak, Colindale and The Hyde Placemaking Plan as a vision for the Burnt Oak, Colindale and The Hyde area as recommended by Brent Planning Committee. Many of the proposals and recommendations within the Placemaking Plan need further study and work to progress them towards implementation - ranging from detailed traffic modelling and options appraisal, through to the development of specific design proposals and consultation to ensure strong community buy-in and pride in the initiative to assure the space is used as envisaged.

#### Stop and remove the policy

### 9. Monitoring and review

Please provide details of how you intend to monitor the policy in the future.  
Please refer to stage 7 of the guidance.

Another equality analysis will be undertaken once the Placemaking Plan is implemented after 5 years in order to clarify the full impact of the project on all protected groups.

### 10. Action plan and outcomes

At Brent, we want to make sure that our equality monitoring and analysis results in positive outcomes for our colleagues and customers.

Use the table below to record any actions we plan to take to address inequality, barriers or opportunities identified in this analysis.

Action	By when	Lead officer	Desired outcome	Date completed	Actual outcome
Provide updates on the delivery of the Placemaking Plan.	Regularly	Joyce Ip	Provide an update on the progress being made on the Placemaking Plan to Council officers, Ward Councillors and resident and business representatives who should be briefed about the specific needs of the protected groups by the co-ordinator.		

**Please forward to the Corporate Diversity Team for auditing.**

## Introduction

The aim of this guidance is to support the Equality Analysis (EA) process and to ensure that Brent Council meets its legal obligations under the Equality Act 2010. Before undertaking the analysis there are three key things to remember:

- It is very important to keep detailed records of every aspect of the process. In particular you must be able to show a clear link between all of your decisions and recommendations and the evidence you have gathered.
- There are other people in the council and in your own department who have done this before and can offer help and support.
- The Diversity and Consultation teams are there to advise you.

## *The Equality Act 2010*

As a Public Authority, Brent Council is required to comply with the Public Sector Equality Duty (PSED) contained in the Equality Act 2010. These duties require Brent Council to have 'due regard' to the need to

- Eliminate discrimination, be it direct or indirect discrimination
- Advance equality of opportunity between persons who share a relevant protected characteristic and others who do not share it; and
- Foster good relations between people who share a protected characteristic and those who do not share it

The equality duty covers:

- Age
- Disability
- Gender reassignment
- Pregnancy and maternity
- Marriage and civil partnership (direct discrimination only)
- Race
- Religion or belief
- Sex (formally known as gender)
- Sexual orientation



## ***What is equality analysis?***

Equality Analysis is core to policy development and decision making and is an essential tool in providing good services. Its purpose is to allow the decision maker to answer two main questions.

- Could the policy have a negative impact on one or more protected groups and therefore create or increase existing inequalities?
- Could the policy have a positive impact on one or more protected groups by reducing or eliminating existing or anticipated inequalities?

## **What should be analysed?**

Due consideration of the need for an Equality Analysis should be addressed in relation to all policies, practices, projects, activities and decisions, existing and new. There will be some which have no equalities considerations, but many will. Where an EA is undertaken, some policies are considered a higher risk than others and will require more time and resources because of their significance. This would include:

- Policies affecting a vulnerable group such as young people, the elderly and people with a disability
- Policies related to elective services such as Sports Centres or Libraries
- High profile services
- Policies involving the withdrawal of services
- Policies involving significant reductions in funding or services
- Policies that affect large groups of people
- Policies that relate to politically sensitive issues

It can sometimes be difficult to identify which policies are more sensitive. If you are in doubt seek advice from a more senior officer or the Diversity Team.

## ***When should equality analysis be done?***

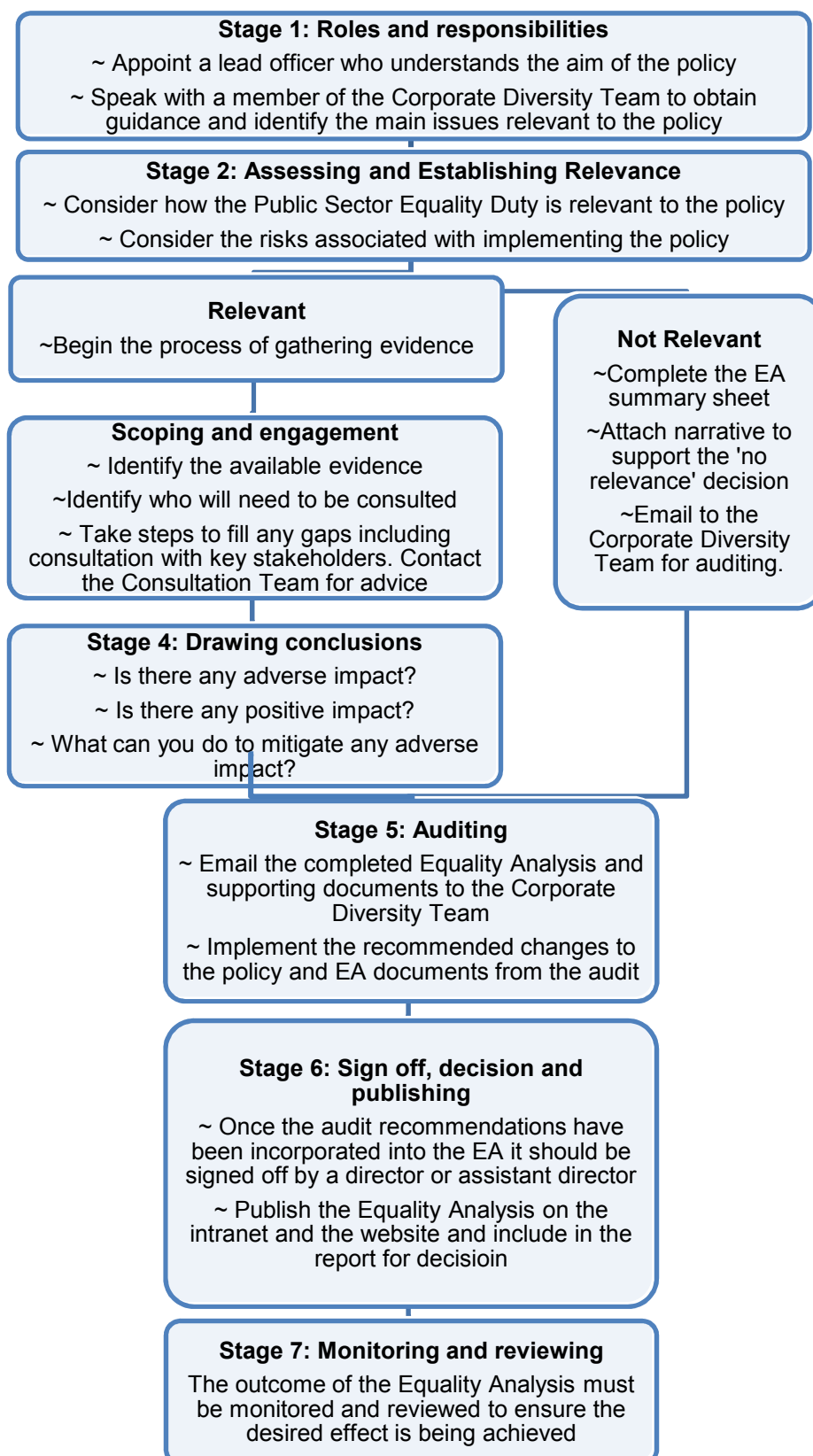
The EA must be completed before the policy is sent to the decision maker but should be carried out at the earliest possible stage. The advantage of starting early is that the equalities data informs and shapes the policy as it develops and progresses and this allows more time to address issues of inequality. You should also bear in mind that several changes may be happening at the same time. This would mean ensuring that there is sufficient relevant information to understand the cumulative effect of all of these decisions.

## **Positive action**

Not all policies can be expected to benefit all groups equally, particularly if they are targeted at addressing particular problems affecting one protected group. (An example would be a policy to improve the access of learning disabled women to cancer screening services.) Policies like this, that are specifically designed to advance equality, will, however, also need to be analysed for their effect on equality across all the protected groups.

## Brent Council's Equality Analysis Process

This flow chart sets out the process for carrying out an EA. Details on each stage of the process follow. Please note that it may be necessary to consult the Corporate Diversity team at each stage and that Legal may also need to be involved. This should be factored in to the time scale.



## Stage 1: Roles and Responsibilities

The first stage in the process is to allocate the following roles.

Role	Responsibilities and tasks
Decision maker - the person or group making the policy decision (e.g. CMT/Executive/Chief Officer).	<ul style="list-style-type: none"><li>• Check that the analysis has been carried out thoroughly:</li><li>• Read and be familiar with the EA and any issues arising from it and know, understand and apply the PSED. (The evidence on which recommendations are based must be available to this person.)</li><li>• Take account of any countervailing factors e.g. budgetary and practical constraints</li></ul>
The officer undertaking the EA	<ul style="list-style-type: none"><li>• Contact the Corporate Diversity and Consultation teams for support and advice</li><li>• Develop an action plan for the analysis</li><li>• Carry out research, consultation and engagement if required</li><li>• Develop recommendations based on the analysis</li><li>• Submit the EA form to the Diversity team for audit with the evidence and any other relevant documents including the report the EA will be attached to</li><li>• Incorporate the recommendations of the audit</li><li>• Include the Equalities Analysis in papers for decision-makers</li></ul>
The Corporate Diversity Team. Usually an individual officer will be assigned at the start of the process	<ul style="list-style-type: none"><li>• Provide support and advice to the responsible officer</li><li>• Carry out the audit of the EA to monitor quality standards and ensure it is sufficiently rigorous to meet the general and public sector duties.</li><li>• Return the analysis to the responsible officer for further work if it fails to meet the necessary standard</li><li>• Consult Legal if necessary (this stage of the process will take at least 5 days)</li></ul>
The council officer responsible for signing off the EA. Usually a senior manager within the relevant directorate	<p>Ensure:</p> <ul style="list-style-type: none"><li>• That the EA form is completed</li><li>• That any issues raised as part of the auditing process have been fully dealt with</li><li>• That the EA, the evidence used and any issues arising from the analysis are brought to the attention of the decision maker</li><li>• Ensure that the findings are used to inform service planning and wider policy development.</li></ul>

## Stage 2: Assessing and Establishing Relevance

We need to ensure that all of our policies and key decisions, both current and proposed, have given appropriate consideration to equality. Consideration of the need for an EA needs to be given to all new policies; all revised policies, all key decisions and changes to service delivery need an EA. Those that are more relevant will require more resources and data.



The following questions can help you to determine the degree of relevance, but this is not an exhaustive list:

**Key Questions:**

- Does the policy have a significant effect in terms of equality on service users, employees or the wider community? Remember that relevance of a policy will depend not only on the number of those affected but also by the significance of the effect on them.
- Is it a major policy, significantly affecting how functions are delivered in terms of equality?
- Will it have a significant effect on how other organisations operate in terms of equality?
- Does the policy relate to functions that previous engagement has identified as being important to particular protected groups?
- Does or could the policy affect different protected groups differently?
- Does it relate to an area with known inequalities (for example, access to public transport for disabled people, racist/homophobic bullying in schools)?
- Does it relate to an area where equality objectives have been set by Brent Council?

If the answer to any of the above is “yes”, you will need to carry out an Equalities Analysis.

**“Not relevant”**

If you decide that a policy does not impact on any of the equality needs contained in the public sector equality duty, you will need to:

- Document your decision, including the reasons and the information that you used to reach this conclusion. **A simple statement of no relevance to equality without any supporting information is not sufficient, nor is a statement that no information is available.** This could leave you vulnerable to legal challenge so obtaining early advice from the Corporate Diversity team would be helpful.
- Complete the EA Form and send it to the Corporate Diversity Team for auditing. If the Corporate Diversity Team advises that policy is relevant then you will need to continue the EA process (See flowchart). If the Corporate Diversity Team advises that the policy is not relevant then you will need to have it signed off, publish it and put in place monitoring arrangements for the policy.

**Stage 3: Scoping**

Scoping establishes the focus for the EA and involves carrying out the following steps:

- Identify how the aims of the policy relate to equality and which aspects have particular importance to equality.
- Identify which protected groups and which parts of the general equality duty the policy will, or is likely to, affect.
- Identify what evidence is available for the analysis, what the information gaps are, and establish which stakeholders can usefully be engaged to support the analysis.

Think about:

- The purpose of the policy, and any changes from any existing policy
- The reason for the policy
- The context
- The beneficiaries
- The intended results

At this early stage you should start to think about potential effects on protected groups. This could mean that you decide to change your overall policy aims or particular aspects of the

policy in order to take better account of equality considerations. It is often easier to do this at an earlier stage rather than having to reconsider later on in the process.

### ***Sources of information***

It is important to have as much up-to-date and reliable information as possible about the different groups likely to be affected by the existing or proposed policy. The information needed will depend on the nature of the existing or proposed policy, but it will probably include many of the items listed below:

- The Brent Borough profile for demographic data and other statistics
- Census findings; the 2011 census data will be available during 2012
- Equality monitoring data for staff and/or service users
- Reports and recommendations from inspections or audits conducted on service areas
- Previous reports that have been produced either on a similar topic or relating to the same service user group
- Responses to public enquiries on similar topics e.g. Freedom of Information requests
- Comparisons with similar policies in other departments or authorities to help you identify relevant equality issues.
- Analysis of enquiries or complaints from the public to help you understand the needs or experiences of different groups.
- Recent research from a range of national, regional and local sources to help you identify relevant equality issues.
- Results of engagement activities or surveys to help you understand the needs or experiences of different groups.
- Local press and other media. This will tell you whether there is public concern about possible equalities implications and help you to highlight issues for engagement

Many of these sources will be consulted as a matter of course when reviewing or developing a policy. Equalities considerations are one part of the policy process, not an extra.

### ***Service user information***

The type of information you need will depend on the nature of the policy. However, information relating to service users is usually essential. Consider:

- The full range of information that you already have about the user group e.g. information contained within service reviews, audit reports, performance reviews, consultation reports
- Who actually uses the service?
- When do they use it?
- How do they use it and what are their experiences?
- Are there alternative sources of provision that could be accessed?
- Who will be using the service in the future?
- Information from groups or agencies who deliver similar services to your target group e.g. survey results from voluntary and community organisations.

### ***Identify your information gaps***

If you do not have equality information relating to a particular policy or about some protected groups, you will need to take steps to fill in your information gaps. This could mean doing further research, undertaking a short study, conducting a one off survey or consultation exercise, holding a focus group etc.

### ***Engagement***

The Consultation team are available to advise on all aspects of engagement.

You may wish to carry out engagement, which can help you to:

- Gather the views, experiences and ideas of those who are, or will be, affected by your decisions.
- Base your policy on evidence rather than on assumptions
- Check out your ideas
- Find solutions to problems and develop ways to overcome barriers faced by particular groups.
- Design more appropriate services,
- Monitor and evaluate the success of your policies and understand where improvements may be necessary.
- Avoid the costs of remedying and adapting services after their implementation
- Pre-empt complaints, which can be costly and time-consuming.

But remember you don't always have to consult or embark upon engagement if you already have enough information to assess the likely impact of the policy change on the equality needs, and if there is no other legal duty to consult. This engagement can form part of the broader consultation being carried out around service changes. You can also use recent engagement and research activities as a starting point, for example on a related policy or strategy and you can use documentation resulting from other equality analysis that Brent Council (or others) have undertaken.

For your engagement to be effective you will need to:

- Think carefully about who you should engage with. You will need to prioritise those who are most likely to be affected by the policy and those who will experience the greatest impact in terms of equality and good relations.
- In regard to people with a disability, as good practice it is recommended that they should be actively involved in engagement activity which directly affects them or the services that they receive.
- Make sure that the level of engagement is appropriate to the significance of the policy and its impact on equality
- Consider what questions you will need to ask, in order to understand the effect of the policy on equality. If you find it difficult to frame suitable questions you may take advice from the Corporate Diversity and Consultation teams
- Link into existing forums or community groups or to speak with representatives to help you reach less visible groups or those you have not engaged with before.
- Create opportunities for people to participate in supportive and safe environments where they feel their privacy will be protected, or via technology such as the internet
- Think of strategies that address barriers to engagement. Other people in the council have experience of this and can advise, as can the Corporate Diversity team and the Consultation team.

#### **Stage 4: Drawing conclusions**

You will need to review all of the information you have gathered in order to make a judgement about what the likely effect of the policy will be on equality, and whether you need to make any changes to the policy.

You may find it useful to ask yourself "What does the evidence (data, consultation outcomes etc.) tell me about the following questions":

- Could the policy outcomes differ between protected groups? If so, is that consistent with the policy aims?



- Is there different take-up of services by different groups?
- Could the policy affect different groups disproportionately?
- Does the policy miss opportunities to advance equality and foster good relations, including, for example, participation in public life?
- Could the policy disadvantage people from a particular group?
- Could any part of the policy discriminate unlawfully?
- Are there other policies that need to change to support the effectiveness of the policy under consideration?

If the answer to any of the above is "yes", you should consider what you can do to mitigate any harmful effects. Advice from the Diversity team will be particularly helpful at this stage.

You will also want to identify positive aspects of the policy by asking yourself:

- Does the policy deliver practical benefits for protected groups?
- Does the policy enable positive action to take place?
- Does the policy help to foster good relations between groups

Having considered the potential or actual effect of your policy on equality, you should be in a position to make an informed judgement about what should be done with your policy.

There are four main steps that you can take:

- **No major change**
- **Adjust the policy**
- **Continue the policy**
- **Stop and remove the policy**

(please see EA form for detailed descriptions of each decision)

Decisions may involve careful balancing between different interests, based on your evidence and engagement. For example, if the analysis suggests the needs of two groups are in conflict, you will need to find an appropriate balance for these groups and for the policy in question. The key point is to make sure the conclusions you reach can be explained and justified. Speak to the Diversity team if you are unsure.

As a result of your analysis you may need to develop new equality objectives and targets. These should be documented on the EA form.

## **Stage 5: Auditing**

Once you have completed the EA you will need to complete the EA Form and send it to the Corporate Diversity Team for auditing. It is important to ensure that the EA Form is completed as fully as possible. Documenting all of your analysis is important to ensure that you can show how the general and specific duties are being met. This aspect of the analysis has been subject to legal challenge so you need to be able to show how you reached your conclusions. The audit process involves the Corporate Diversity Team reviewing the completed form, the information and evidence. Sometimes this may require advice from Legal. You need to bear in mind that this will take at least five days. The team will send you back a feedback form with comments and recommendations which you will need to action prior to the sign off of the form.

## **Stage 6: Sign Off, Decision and Publishing**

Once the EA Form is completed, the document must be signed off and the completed document must be sent to the Corporate Diversity Team to be published on the council website.

### ***Decision-making***

In order to have due regard to the aims of the public sector equality duty, decision-making must be based on a clear understanding of the effects on equality. This means that Directors, CMT and others who ultimately decide on the policy are fully aware of the findings of the EA and have due regard to them in making decisions. They are also entitled to take into account countervailing factors such as budgetary and practical constraints.

### **Stage 7: Monitoring and Reviewing**

Your EA, and any engagement associated with it, will have helped you to anticipate and address the policy's likely effects on different groups. However, the actual effect of the policy will only be known once it has been introduced. You may find that you need to revise the policy if, for instance:

- Negative effects do occur
- Area demographics change, leading to different needs,
- Alternative provision becomes available
- New options to reduce an adverse effect become apparent

You will need to identify a date when the policy will be reviewed to check whether or not it is having its intended effects. This does not mean repeating the EA, but using the experience gained through implementation to check the findings and to make any necessary adjustments. Consider:

- How you will measure the effects of the policy?
- When the policy will be reviewed (usually after a year) and what could trigger an early revision (see above)?
- Who will be responsible for monitoring and review?
- What type of information is needed for monitoring and how often it will be analysed?
- How to engage stakeholders in implementation, monitoring and review?

### Section 3: Glossary

**Civil partnership:** Legal recognition of a same-sex couple's relationship. Civil partners must be treated the same as married couples on a range of legal matters.

**Direct discrimination:** This refers to less favourable treatment of one individual, if, because of that person's protected characteristic, that person is treated less favourably than another. Direct discrimination cannot be justified unless it is discrimination on the grounds of age.

**Disability:** A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities.

**Equality information:** The information that you have (or that you will collect) about people with protected characteristics that will help you to show compliance with the equality duty. This may include the findings of engagement with protected groups and others and evidence about the effect of your policies on protected groups. It includes both qualitative and quantitative information, as well as evidence of analysis you have undertaken.

**Gender reassignment:** This is the process of transitioning from one sex to another. See also trans, transgender, transsexual.

**Harassment:** Unwanted conduct related to a protected characteristic that has the purpose or effect of violating a person's dignity or creates an intimidating, hostile, degrading, humiliating or offensive environment. It may also involve unwanted conduct of a sexual nature or be related to gender reassignment or sex.

**Indirect discrimination:** This is when a neutral provision, criterion or practice is applied to everyone, but which is applied in a way that creates disproportionate disadvantage for persons with a protected characteristic as compared to those who do not share that characteristic, and cannot be shown as being a proportionate means of achieving a legitimate aim.

**Mitigation:** This is when measures are put in place that lessen the negative effects of a policy or policies on protected groups.

**Objective justification:** Your provision may indirectly discriminate against a particular group if:

- It is a proportionate means to achieve a legitimate end
- The discrimination is significantly outweighed by the benefits
- There is no reasonable alternative to achieve the legitimate end

For example, some employers have policies that link pay and benefits to an employee's length of service, such as additional holiday entitlement for long-serving employees. This may indirectly discriminate against younger people who are less likely to have been employed for that length of time, but in most circumstances it is seen as being a proportionate way of encouraging staff loyalty.

Direct discrimination on the grounds of age can also be objectively justified (no other direct discrimination can be).

**Positive action:** Lawful actions that seeks to overcome or minimise disadvantages that people who share a protected characteristic have experienced, or to meet their different needs (for example, providing mentoring to encourage staff from under-represented groups to apply for promotion).

**Pregnancy and Maternity:** Pregnancy is the condition of being pregnant. Maternity is the period after giving birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, including as a result of breastfeeding.

**Proportionality:** The weight given to equality should be proportionate to its relevance to a particular function. This may mean giving greater consideration and resources to functions or policies that have the most effect on the public or on employees.

**Race:** This refers to a group of people defined by their colour, nationality (including citizenship), ethnic or national origins.

**Reasonable adjustment:** Public authorities making adjustments to the way in which they carry out their functions so that disabled people are not disadvantaged by the way in which those functions are carried out. This is with regard to policies, practices or procedures, premises, and the provision of auxiliary aids or services.

**Relevance:** How far a function or policy affects people, as members of the public, and as employees of the authority. Some functions may be more relevant to some protected groups than to others, and to one or more of the three elements of the general equality duty. The function or policy may still be relevant if the numbers affected by it are very small.

**Religion or belief:** Religion means any religion, including a reference to a lack of religion. Belief includes religious and philosophical beliefs including lack of belief (for example, Atheism). Generally, a belief should affect your life choices or the way you live for it to be included.

**Sexual orientation:** This is whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.

**Trans:** The terms 'trans people' and 'transgender people' are both often used as umbrella terms for people whose gender identity and/or gender expression differs from their birth sex, including transsexual people (those who propose to undergo, are undergoing or have undergone a process of gender reassignment to live permanently in their acquired gender), transvestite/cross-dressing people (those who wear clothing traditionally associated with the other gender either occasionally or more regularly), androgyne/polygender people (those who have non-binary gender identities and do not identify as male or female), and others who define as gender variant.

**Transgender:** An umbrella term for people whose gender identity and/or gender expression differs from their birth sex. They may or may not seek to undergo gender reassignment hormonal treatment/surgery. Often used interchangeably with trans.

**Transsexual:** A person who intends to undergo, is undergoing or has undergone gender reassignment (which may or may not involve hormone therapy or surgery). Transsexual people feel the deep conviction to present themselves in the appearance of the opposite sex. They may change their name and identity to live in the preferred gender. Some take hormones and have cosmetic treatments to alter their appearance and physical characteristics. Some undergo surgery to change their bodies to approximate more closely to their preferred gender. Transsexual people have the protected characteristic of gender reassignment under the Equality Act 2010. Under the Act, gender reassignment is a personal process rather than a medical one and it does not require someone to undergo medical treatment in order to be protected.

**Victimisation:** Subjecting a person to a detriment because they have made a complaint of discrimination, or are thought to have done so; or because they have supported someone



else who has made a complaint of discrimination. Victimisation is unlawful under the Equality Act 2010.

### A Summary of the Equality Act 2010

The Equality Act 2010 replaces the existing anti-discrimination laws with a single Act. The legislation covers:

- Employment and work
- Goods and services
- The exercise of public functions
- Premises
- Associations
- Transport
- Education

The act prohibits:

- Direct discrimination
- Indirect discrimination
- Discrimination by association
- Discrimination by perception
- Discrimination arising from disability
- Victimisation
- Harassment

The new legislation no longer refers to 'diversity strands' instead it introduces the concept of 'protected characteristics or groups, the protected characteristics are:

- Age
- Disability
- Gender reassignment
- Race
- Religion or belief
- Sex
- Sexual orientation
- Marriage and civil partnership
- Pregnancy and maternity

### The Public Sector Equality Duty

The public sector equality duty requires that the council must, in the exercise of its functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

These are generally referred to as the three arms of the duty. In relation to 'fostering' there is a duty to have due regard to the need to tackle prejudice and promote understanding.

Equality of opportunity is expanded by placing a duty on the Council to have due regard to the need to:

- Remove or minimize disadvantages connected to a characteristic of a protected group.
- Take steps to meet the needs of protected groups.
- Encourage participation of protected groups in public life where participation is proportionately low.

There is also a specific requirement that councils must take steps to take account of a person's disability and there is a duty to make reasonable adjustments to remove barriers for disabled people. The duty is 'anticipatory'. For example, Brent Council cannot wait until a disabled person wants to use its services, but must think in advance (and on an ongoing basis) about what people with a range of impairments might reasonably need.

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