



Highways and Infrastructure Services
Projects Development
Delegated Approval Report

Report for Head of Highways and
Infrastructure

Wards Affected: Queens Park

**Title: Active Travel Programme - Islamia primary School-
Temporary Footway Widening**

Approved by:

Title	Name	Date
Author	Padideh Asgari	28/10/2020
Team Leader Safety & Travel Planning	Debbie Huckle	28/10/2020
Projects Development Manager	Sandor Fazekas	05/10/2020
Head of Highways & Infrastructure	Tony Kennedy	06/11/2020

1.0 PURPOSE OF REPORT

- 1.1 This report summarises the outcome of public consultation for the provision of COVID-19 measures to support safe social distancing and active travel for the Islamia Primary School, Salisbury Road.
- 1.2 The report seeks approval to progress with implementation of the proposed scheme with the amendments, as detailed on the drawing attached as Appendix A, and the advertising of the Emergency Traffic Management Orders.

2.0 BACKGROUND AND DEVELOPMENT

- 2.1. In September 2020 Islamia Primary School contacted the Council highlighting difficulties in addressing social distancing issues near the school gates during pick up and drop off times.
- 2.2 The Council have been supporting the boroughs' schools with their arrangements to fully and safely reopen in September, and have introduced temporary footway widening, signs and ground markings, and also emergency school streets, where feasible to do so.
- 2.3 To comply with Government social distancing requirements, Islamia Primary school, like many others, introduced a queuing system outside their premises. However, the pavement is relatively narrow and the section of pavement near the

school gates has become congested making it difficult for parents, carers, children and passing pedestrians to maintain a safe social distance.

- 2.4 The Islamia primary school reopened in September 2020 and recently contacted officers to request support. Council officers met with Islamia Primary School representatives on the 15th September and discussed the issues and subsequently developed a scheme to improve social distancing for all pedestrians. Officers observed issues with social distancing on the pavement as parents, carers and children queued to enter the school gates. Although there is space to wait within the school grounds, the gates act as a pinch point and cause issues with social distancing for parents trying to enter. There have also been issues with parents, carers and children approaching teachers and not maintaining social distancing, when on the school grounds.
- 2.6 A scheme was developed to temporarily widen the pavement outside the Islamia Primary School to prevent crowding near the school gates and to provide space for safe social distancing. This is similar to measures provided at other schools in the borough, including Salisbury Primary School which is located nearby.
- 2.5 With schemes of this nature (emergency measures to improve social distancing) the Council does not usually consult residents and prepare implementation using an Emergency Traffic Management Order. However, officers noted that the temporary footway widening would result in the loss of dual use parking bays (pay and display and residents parking) outside the school and decided to undertake a short consultation to gather more information about the use of these parking bays.

3.0 CONSULTATION AND RESULTS

3.1.1 Consultation Procedure

- 3.1.2 Public consultation was carried out between 2nd October and 12th October 2020. A consultation letter, questionnaire and a plan showing the proposals were distributed to 75 addresses.
- 3.1.3 The consultation documents were also emailed and posted to the local ward Councillors, interested groups and statutory authorities including the emergency services and to the Islamia Primary School.
- 3.1.4 Copies of the documents sent out are in **Appendix B**.

3.2 Consultation Results

- 3.2.1 Table 1 shows the number and percentage of questionnaire responses received from the consultation and Table 2 shows the numbers and percentage of respondents who are supportive of or objected to the proposed measures.

	Number	Percentage
Questionnaires Sent Out	75	100
Questionnaires Returned	15	20%

Table 1 – Questionnaire Response Rate

	Number	Percentage
Yes	5	33%
No	9	60%
No Opinion	1	7%

Table 2 – Responses to “1. Do you agree with the proposed temporary suspension of Dual Parking Bays and the installation of Water Filled Barriers?”.

- 3.2.2 Table 1 shows that a total of 15 questionnaires were returned which represented a response rate of 20%. This is marginally above the normal range that has been experienced when undertaking public consultations.
- 3.2.3 Out of the questionnaires returned, five were supportive of the proposal and nine objected. This shows that the majority of respondents (60%) from within the consultation area objected to the scheme.
- 3.2.4 The street by street response analysis is shown in Table 3 in Section 4 which considers the comments, and the objections received in more detail.

4.0 CONSULTATION RESPONSE SUMMARY/ MITIGATION

- 4.1 The consultation results indicate that the majority of residents returning the questionnaire objected to the proposals. Details of concerns raised are summarised below with offers’ response.

Response from Consultees

- 4.2 Queens Park Area Residents Association (QPARA) disagreed with the scheme and provided the following comments;

Please be aware that QPARA, by decision of its monthly meeting on 8 October, objects to this proposal. On behalf of the Association D has completed and posted the paper form sent to us. We don’t understand why an electronic facility to respond was not offered, not least in a time of Covid-19 when everything that can be done online should be done online. As an individual local resident I also object. For once we have before our eyes an experiment in the use of the method proposed, i.e. outside Salusbury School. It is scarcely used and it is causing traffic congestion. Thanks to the ingenuity and common sense of the Salusbury Head Teacher a method of managing arriving and departing children has been devised. It would be great if she could be invited to advise her Islamia colleague on this matter.)

QPARA- Full Response

The aims of the scheme is to

- *Help support social distancing*
- *improve road safety for all road users*

- *Help prevent/slow the spread of Covid-19*

Please see the attached photographs of the scheme that is currently in operation outside Salusbury School. The photographs were taken on Wednesday 7th October between 3.05pm - 3.15pm, the main pick up time. As you can see, the barriers are mainly empty of pedestrians, parents preferring instead to wait on the pavement, thereby not helping with social distancing or potentially helping to prevent the spread of Covid 19. The barriers are also empty at drop off as children now go straight into the school playground and there is no need for any parents to hang around.

The current position of the barriers does not improve road safety for pedestrians or traffic, because pedestrians hardly use them and in fact the barriers impede traffic flow on Salusbury Road as they are positioned beyond the demarcation lines of the parking bays and buses and larger vehicles cannot pass each other. Implementing the same scheme on the same road without any analysis of the impact of a scheme already in operation is totally unjustifiable. Residents who live in Brondesbury Park Mansions will lose access to approximately 10 parking spaces if this new scheme is implemented. Where are they supposed to park? There are double yellow lines outside their homes; the parking bays on Winchester Ave and Chevening Road closest to Salusbury Road are already full.

Parents dropping off and picking up at the Islamia Primary school also utilise the empty spaces in these bays and if these spaces are no longer free, where will they drop off their kids? Will they use the bus stop or the area outside the shops on College Parade where there is the crossing point and the road narrows so that they block the bus from travelling southbound as some currently do anyway? Winchester Ave and Chevening road cannot take any more illegal and dangerous parent parking. The traffic situation on Salusbury road is chronic and children are getting out of their parents' vehicles into the road whilst their parents sit in traffic and then perform a U turn. Local children cannot walk to school safely, these measures will only add further danger to their morning commute.

The head teacher at the Islamia Primary school has already implemented social distancing measures for drop off and pick up:

- *Co-ordinated with the Head Teacher of Salusbury school to ensure that drop off is earlier than Salusbury school to reduce congestion*
- *Opened up the top and bottom gates of the playground and Mother Christine's front garden at pick up time*

The above 2 measures appear to have helped the pavement congestion as much as parents will allow at drop off and pick up and the council is now trying to implement an unworkable scheme for a problem that no longer exists. A new scheme should be centred around a walking bus where the children are dropped off by the park for example and walked to their school, parents trying to drop off and pick up as close as possible to the school should now be a thing of the past.

Should new measures be required, the school has a large playground and it is up to the Head Teacher to implement more changes and make more use of this

space. The residents cannot be discriminated against and lose their only parking 24/7 to potentially implement a scheme that would benefit a handful of people for 30 minutes per day. The council and Head Teacher must work together to come up with a different solution to the problem, if it actually still exists.

- 4.3 The Kensal Rise Business Association disagreed with the scheme and provided the following comments;

The neighbourhood cannot sustain the car parking necessary for residents let alone visitors. Suggest those concerned about catching the virus wear a mask when out and about.

- 4.4 Aylestone Park Resident and Tenants Association (APARTA) disagreed with the scheme and commented as follows;

Removal of yet more parking spaces in an already heavily parked area is unacceptable.

In any case we understand that the situation has changed in as much as the school have made arrangements to stagger arrivals and departures, keeping pupils within bands, which has reduced, or eliminated, the crowding on the pavement, rendering these proposals unnecessary.

Also, preventing parking 24/7 for a situation which last 30 minutes, 5 days a week is ridiculous. Speak to the school – let's have a common sense approach.

Response from other stakeholders

Road	Q1			Comments
	YES	NO	NO OPINION	
Salisbury Rd		1		I must object to the present proposal for the temporary suspension of the parking bays directly opposite my place of residence
Salisbury Rd		1		The proposal is a very bad idea
Salisbury Rd		1		Think the school has enough room in its yard to formulate another system
Salisbury Rd		1		This is a knee jerk plan which has not been thought through in the slightest.
Salisbury Rd		1		Completely oppose, I live opposite and need to park my car
Salisbury Rd		1		Resident parking cost £245pa & there arent enough parking spaces as it stands directly
Salisbury Rd	1			
Salisbury Rd	1			
Salisbury Rd	1			
Salisbury Rd			1	Only support the barriers if you have wards on duty every day
Salisbury Rd	1			Provided active steps are taken to work with parents to safeguard the young children
Salisbury Rd	1			
Tandor Road		1		I object to this proposal to suspend the parking bays on Salisbury Road outside the Islamia School in order to make space for an extended pavement.
Winchester Ave		1		I walk past the Primary School daily on my way from Winchester Avenue to Salisbury Primary school. I have not seen any pavement congestion in the morning at all and at the start of term parts of the pavement were blocked at pick up, however, due to measures implemented by the Head Teacher of the Islamia Primary School (please see below) the only problem area at the moment appears to be parents blocking the pavement outside the lower gate
Windermere Ave		1		As an individual local resident I also object. For once we have before our eyes an experiment in the use of the method proposed, ie outside Salisbury School.
Total	5	9	1	

Table 3 – Street by street analysis

- 4.6 Officer's Response;

- 4.6.1 Temporary Water Filled barrier proposals have been identified by the council following discussions with Islamia Primary School. The pedestrian congestion with little space for social distancing has been observed during school pick up and drop off times. The school introduced staggered arrival and departure times, but found more crowding took place as many parents had several children in different year groups. Furthermore the narrow pavement and the gates create a pinch point, so it is difficult to maintain safe social distance from one another.
- 4.6.2 The school have also considered a one-way system for their gates to allow parents/carers on the school grounds for school pick up/drop off times, but have had issues with parents, carers and children approaching teachers and not maintaining social distancing, when on the school grounds.
- 4.6.3 Salusbury Primary School, had temporary barriers installed to enable social distancing implemented in time for the school opening in September 2020. The school has staggered start and finish times, which further accommodated social distancing during peak hours. Although it may seem to some that the water filled barrier serve little purpose outside Salusbury Primary School, officers have observed that the additional space helps by-passers to pass the school gates during peak hours in a safe space, helping to reduce the spread of the virus. Therefore officers do not accept comments that these barrier serve no purpose outside Salusbury School.
- 4.6.4 The carriageway near Salusbury School is 9.4m wide, therefore the barriers consider that there is sufficient carriageway space. There is a minimum 6.6m width which is sufficient for the two way flow of traffic without causing congestion. Recently the barriers have been moved back to the parking bays as there is still efficient space for pedestrians. The situation will be monitored and adjustments made if required.
- 4.6.5 For the proposed footway widening outside Islamia Primary School, Officers consider that safe social distancing should be provided even though this will result in the temporary loss of some parking spaces. Officer would like to emphasise that the footway spaces outside Islamia Primary School is only 2.8m wide and therefore these measures will greatly help with crowding during peak hours and help reduce the spread of the Coronavirus. Islamia Primary school have trailed staggered start and finish times, but found that this was ineffective as many families have children in different school years and there were issues with crowding.
- 4.6.6 Officers accept that the loss of parking will disadvantage some residents and have therefore amended the proposal to only suspend four parking spaces and convert five dual use parking bays to resident only parking bays to cater for the loss of parking spaces that may disadvantage some residents.
- 4.6.7 Parents whom use the parking bays will be encouraged to park near Queens Park (the park) on Chevening Road or Kingswood Avenue and walk to the school for pick up and drop off. This will help to alleviate some of the traffic congestion and parking pressures nearby the school and encourage walking. A review of free parking on the pay and display bays will be considered for parents/carers in due course, limited to the duration of the pandemic.
- 4.6.8 Officers will encourage the Islamia Primary School to liaise with Salusbury Primary School on the measures that they have introduced to manage safe social

distancing both outside the school and within their grounds. This will include messaging to parents and carers, signs and ground markings, and reconsidering staggered pick up and arrival times. Officers will also assist the school to review their measures to support safe social distancing.

- 4.6.7 Residents have made a number of comparisons between these Primary schools and officers have provided a document with key facts which have been considered in the decision for the implementation of these measures. This is provided in Appendix C.
- 4.6.8 Officers met with Queens Park Area Residents Association, ward councillors and the school representative on the 23th Nov 2020 to discuss the objections received from the consultation. At the meeting it was agreed that the school will use their grounds and communicate with Salisbury Primary School to adapt some common measures to reduce crowding on the pavement. It was also observed by all parties that pedestrian congestion was heavy during school pick up times. In respect of the above, the school representative contacted officers post the meeting to raise momentum for officers to act on providing social distancing measures outside of the school to prevent the spread of the coronavirus.

Conclusion

- 4.6.9 Officers have reviewed all objections and requests and agree that the additional space the water filled barriers will provide will encourage social distancing outside of the school for by-passers, parents/carers and school staff.
- 4.6.10 To minimise any loss of parking for residents, officers have amended the proposal to provide sufficient space for social distancing to allow some parking spaces for the residents that depend of these parking bays.
- 4.6.11 Officers will work with Islamia Primary School to promote the importance of social distancing and wearing masks to the school community. The council will monitor the situation and if concerns are raised it will be referred to our enforcement team for the safety of the wider community.

5.0 EQUALITIES ANALYSIS

- 5.1 Out of the 15 questionnaires returned, 1 respondent completed the equality monitoring questionnaire.
- 5.2 Due to the lack of the equality analysis completed Officers are unable to comment on whether this is representative of the diversity profile of Queens Park ward.

Project Equality Analysis

Protected Characteristic	Positive	Neutral	Negative	Comments	Mitigation if required
Age	X			The scheme will improve safety for all road users alike.	N/A
Disability	X			No reason to believe this group will be disproportionately affected. A disabled parking bay will be provided to provide a positive benefit for people with mobility difficulties.	N/A
Gender reassignment	X			No reason to believe this group will be disproportionately affected	N/A
Pregnancy and maternity	X			No reason to believe this group will be disproportionately affected	N/A
Race	X			No reason to believe this group will be disproportionately affected	N/A
Religion or belief	X			No reason to believe this group will be disproportionately affected	N/A
Sex	X			No reason to believe this group will be disproportionately affected	N/A
Sexual orientation	X			No reason to believe this group will be disproportionately affected.	N/A

Table 8 – Project Equality Analysis

5.3 The equality analysis above demonstrates that does not affect adversely on any groups with protected characteristics and is beneficial to all pedestrians and wheelchair users.

6.0 FINANCIAL IMPLICATIONS

6.1 The scheme will be funded from the 2020-21 TfL Streetspace programme and it will cost approximately £3,600.

7.0 RECOMMENDATION

7.1 After duly considering all the factors set out in this report, the Head of Highways and Infrastructure is therefore recommended to approve the advertising of the necessary Emergency Traffic Management Order (TMO) to implement the proposed scheme with amendments as indicated in Appendix B.

8.0 APPENDICIES

Appendix A - Detailed Design Drawing

Appendix B - Consultation Documents

Appendix C - Social Distancing comparison of both schools

AGREED / REJECTED

Signed:



Date: 06/11/2020

Tony Kennedy

Head of Highways and Infrastructure

Local Government Act 1972 – Access to Information

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

1. Consultation responses and analysis

The above documents may be inspected / copied by contacting:

Contact Officer: Padideh Asgari, Principal Engineer, Highways and Infrastructure Service,

Telephone: 0208 937 5600

Email: transportation@brent.gov.uk
