

 Brent	Highways and Infrastructure Service Projects Development Delegated Approval Report for the Head of Highways and Infrastructure
Wards Affected: Welsh Harp	
Title: Wykeham Primary School – Annesley Close School Street Scheme	

Approved by:

Title	Name	
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Head of Highways and Infrastructure	Tony Kennedy	02/04/2019

1.0 PURPOSE OF REPORT

- 1.1 This report summarises the outcome of the public consultation, undertaken in January and February 2019, for Wykeham Primary School - Annesley Close School Street Scheme. This scheme is being considered following a briefing paper produced for the Lead Member for Regeneration, Highways and Planning on the 15th of November 2018 relating to parking and traffic congestion around Brent schools, mainly caused by parents and carers travelling by private car.
- 1.2 The Head of Highways and Infrastructure is recommended to progress with the implementation of the scheme and the advertising of the Experimental Traffic Management Order necessary to implement the pilot scheme.

2.0 BACKGROUND

- 2.1 The proposals detailed in this report respond to road safety concerns raised at meetings with local residents' groups, Wykeham Primary School staff and Ward councillors. The main concerns are around congestion and obstruction caused by inconsiderate parking near the school accesses in Annesley Close.
- 2.2 The proposed scheme is designed to improve road safety for pedestrians and encourage children and parents/carers to walk to and from the school.
- 2.3 The improvements will also be of benefit to the local residents by reducing the pollution levels next to the school from cars idling.

2.4 Figure 1 shows the extent of the study area for the proposed scheme.



Figure 1: Location Plan

3.0 PROJECT DEVELOPMENT

3.1 Overview

3.1.1 The proposed scheme has been developed using local sources of information. These are:

- Site Visits and Observations.
- Personal Injury Accident data
- Service Requests from local residents and parents
- Cabinet Member Briefing: Parking and Traffic Congestion around Schools

3.2 Site Visits and Observations

3.2.1 A number of site visits were conducted to collect highway inventory data that included existing street furniture, pedestrian crossings and road markings. During these visits many vehicles were observed parking near the school accesses which was consistent with the concerns received from local residents regarding road safety.

3.3 Personal Injury Accident Data

3.3.1 The latest personal injury accident (PIA) data for the study area has been sourced from the Metropolitan Police Service for the recommended 3 year

period. The data shows that one personal injury accident occurred in the study area during the 3-year period and this involved a pedestrian.

3.4 Local Parent and Resident Group's concerns

3.4.1 Wykeham Primary School parents submitted a petition to the Council last year detailing their concerns about safety outside the school. Although additional engineering measures have been introduced around the school, concerns were raised on significant levels of conflict outside the school between pedestrians and vehicles in Annesley Close.

3.5 Lead Member Brief on Parking and Traffic Congestion around Schools

3.5.1 The Lead Member Briefing dated 18th November 2018 noted that the Council are currently implementing a number of measures to increase sustainable travel to schools including school travel plans as well as engineering measures to improve road safety. However, it is acknowledged that School Travel Plans and enforcement do not resolve many of these parking and traffic congestion issues, and the Council are therefore exploring potential future initiatives.

3.5.2 The briefing included measures used by other local authorities to further promote sustainable travel and to manage parking and congestion problems in the vicinity of schools. Most London boroughs are currently trialling different variations of 'School Streets' initiative, which include timed road closures at the start and end of the school day or traffic exclusion zones. The road closures are enforced with physical measures and traffic exclusion zones with CCTV cameras and the issuing of penalty charge notices (PCN's).

3.5.3 The report recommended that two "School Street" schemes were piloted at Harlesden Primary School and Wykeham Primary School and enforced by CCTV cameras. Permits will be issued free of charge to residents and businesses within the vehicle restricted zone to permit access during the operational hours of the zone.

3.5.3 At the end of the 18-month pilot, the initiative will be reviewed to determine if it should be made permanent. If the scheme is withdrawn, the CCTV cameras can be re-deployed elsewhere in the borough. It is not proposed that Brent Council provide concessions to visitors, except for those visiting for health care reasons.

3.6 Scheme Proposal

3.6.1 The proposed scheme is detailed in the scheme plan provided in Appendix A.

3.6.2 Key features of the proposed scheme are:

- The introduction of a Pedestrian and Cycle zone (School Street) in Annesley Close from its junction with Aboyne Road and the turning circle, between 8:15 to 9:15am and 2:30 to 4:00pm. The Permit holders within the proposed zone (Annesley Close), Emergency Service Vehicles, blue badge holders and permitted delivery vehicles would be exempted from the proposed restrictions.

- Introduction of timed “Pedestrian and Cycle” zone entry and exit signs to help the enforcement of this area to improve safety of children and all pedestrians.

3.7 Stage 1 and 2 Road Safety Audit (RSA)

3.7.1 An independent Stage 1/2 Road Safety Audit (RSA) of the proposed design was commissioned and the audit report is provided in Appendix B. In response to design issues highlighted in the RSA report, advanced warning signs and Zone end signs have been included within the scheme design. These amendments have been incorporated into the scheme plan provided in Appendix B.

4.0 CONSULTATION AND RESULTS

4.1 Consultation Procedure

4.1.1 Full public consultation on the proposed scheme was undertaken during January and February 2019. The consultation document, a plan of the proposed scheme and a consultation questionnaire were distributed to a total of 52 households and businesses in the local area. The consultation documents were also emailed and posted to the local Ward Councillors, stakeholder organisations/interested groups and statutory authorities, including the emergency services. A number of exhibitions and door to door interviews also held as a part of this consultation. A copy of the consultation documents is provided in Appendix C.

4.2 Consultation Results

4.2.1 Table 1 shows the number and percentage of questionnaire responses received from the consultation. Table 2 shows the number and percentage of respondents who support or object to the proposed measures.

	Number	Percentage
Questionnaires Sent Out	52	100
Questionnaires Returned	5	10

Table 1 – Questionnaire Response Rate

	Number	Percentage
Yes	4	80
No	-	0
No Opinion	1	20

Table 2 – Responses to “Do you agree with the proposed improvement measures?”

4.2.2 A total of 5 questionnaires were returned giving a response rate of 10%. This response rate is within the expected range for a scheme of this type.

4.2.3 As shown, a clear majority of respondents (80%) support the proposed scheme.

5.0 CONSULTATION ANALYSIS

5.1 Details of the consultation comments received are summarised below together with corresponding responses from Council officers.

5.2 Comment: *Sudden influx of non-residential parking occurs*

Officer Response: The proposed scheme intends to resolve the congestion and parking related problems by stopping access to vehicles for a short time at the start and end of the school day in Annesley Close.

6.0 EQUALITIES ANALYSIS

6.1 Of the 5 respondents, 4 completed at least part of the equality monitoring questionnaire.

Asian or Asian British					Black or Black British				Any other ethnic background	White			Mixed Race / Dual Heritage			Prefer not to say
Indian		Chinese	British	Asian Other	Caribbean	African	Black British	British/ English/ Welsh/ Scottish/ Northern Irish		Irish		White/Black African	White/Asian	Other		
0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0

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

Do you consider yourself to have a disability?			Gender			Sexual Orientation			
Yes	No	Prefer not to say	Male	Female	Preferred not to say	Heterosexual	Gay	Bisexual	Other or Prefer not to say
2	2	0	0	3	0	4	0	0	0

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

Religion										
Agnostic	Buddhist	Christian	Hindu	Humanist	Sikh	Jewish	Muslim	No Religion	Other	Prefer not to say
0	1	1	1	0	0	0	1	0	0	0

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

	Age group							Prefer not to say	
	0-16	16-24	25-34	35-44	45-54	55-64	65-74		75+
	0	0	1	0	3	0	0	0	0

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

6.3 The equality analysis indicates that the diversity profile of respondents to the consultation is broadly representative of Welsh Harp.

Protected Characteristic	Positive	Neutral	Negative	Comments	Mitigation if required
Age	√			The proposed school street scheme will produce congestion free environment and improve road safety of all age groups and will particularly be of benefit to young people.	N/A
Disability	√			The proposed school street scheme will produce congestion and obstruction free environment and improve pedestrians with mobility difficulties to cross the road safely.	N/A
Gender reassignment		√		No reason to believe this group will be disproportionately affected	N/A
Pregnancy and maternity	√			The proposal intends to reduce pollution levels around the school by reducing access to cars during the school access and egress times. It is recognised that young children are affected by pollution levels outside the school environments	N/A
Race		√		No reason to believe this group will be disproportionately affected	N/A
Religion or belief		√		No reason to believe this group will be disproportionately affected	N/A
Sex		√		No reason to believe this group will be disproportionately affected	N/A
Sexual orientation		√		No reason to believe this group will be disproportionately affected	N/A

Table 7: Project Equality Analysis

6.2 The equalities analysis indicates that the proposal would not adversely affect any of the protected groups and will provide a positive benefit to the Protected Characteristic Groups: Age, Disability and Pregnancy/Maternity.

7.0 FINANCIAL IMPLICATIONS

7.1 Scheme costs will be met from the Local Implementation Plan (LIP) programme 2017/18 and 2018/19. An allocation of £35,000 of LIP funding is available to progress the scheme. The initial cost estimate for the works is £28,000. The funding allocation over the two financial years is adequate to deliver the scheme proposal.

8.0 RECOMMENDATION

8.1 That the Head of Highways and Infrastructure approves the advertising of the Experimental Traffic Management Order (TMO) necessary to implement the pilot scheme and, subject to consideration of any representations received during the statutory consultation, approves the subsequent implementation of the proposal.

9.0 APPENDICES

Appendix A: Original Consultation Plan

Appendix B: Amended consultation following consultation and safety audit 1/2

Appendix C: Consultation Documents

Appendix D: Regeneration, Highways, Planning Lead Members Brief: Parking and Traffic Congestion around Schools

AGREED/REJECTED

Signed:



Date: 02/04/2019

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:

- Consultation responses and analysis

The above documents may be inspected / copied by contacting:

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