 Brent	<p>Healthy Street and Parking Road Safety and Travel Planning Delegated Approval Report</p> <p>Report for Head of Healthy Streets and Parking</p>
<p>Wards Affected: Welsh Harp</p>	
<p align="center">Title: School Safety Scheme Wykeham Primary School</p>	

Approved by:

Title	Date Submitted	Name	Date Approved
Principle Engineer (Author)	31/01/2023	Padideh Asgari	31/01/2023
Team Leader Safety & Travel Planning	31/01/2023	Debbie Huckle	01/02/2023
Head of Healthy Street and Parking	31/01/2023	Sandor Fazekas	02/02/2023

1.0 PURPOSE OF REPORT

- 1.1 This report summarises the outcome of the public consultation for Wykeham Primary School, School Safety. The scheme was consulted in October 2022 up until November 2022.
- 1.2 The Head of Healthy Streets and Parking is recommended to progress with the implementation of the scheme based on the majority support received at consultation, subject to the advertising of the Traffic Management Orders necessary to implement the changes to parking and the new Zebra Crossing.

2.0 BACKGROUND

- 2.1. The Lead Members Briefing paper dated 18th November 2018 advised that London Councils are currently implementing a number of measures to increase sustainable travel to schools, such as school travel plans and other engineering improvements to improve road safety. It is, however, acknowledged that School Travel Plans and enforcement do not fully resolve many of these parking and traffic congestion issues, and the Council are therefore exploring potential future initiatives to support modal shift to walking and cycling.

- 2.2 The report intended measures such as School Street schemes that are used by other local authorities to further promote sustainable travel and manage parking and congestion problems in the vicinity of schools.
- 2.3 As of above recommendations Brent Council introduced a School Street scheme to Annesley Close in 2019. First experimentally and the scheme was made permanent in 2020 following a lead member report approved in April 2020.
- 2.4 A number of complaints were received once the introduction of the School Street was introduced in Annesley Close. The complaints related to congestion around the Wykeham Primary School during the school's access and egress times.
- 2.5 As a result, banned turns of traffic from Aboyne Road was introduced in 2021.
- 2.6 Brent operates a network of school crossing patrols outside schools. Patrol officers are authorised to stop the traffic for anyone who wishes to cross the road, as long as they are working at their official site and wearing the correct uniform. For a number of years Wykeham Primary School funded this service for a patrol officer in Aboyne Road. Due to funding cuts and budget pressure this service was terminated.
- 2.7 Subsequently, the proposed scheme recommended in this report was developed to improve road safety for all road users.

3 Project Development

3.1 Site Visits

- 3.2 Site visits were undertaken between May 2022 and October 2022 to collect highways inventory data and observe the behaviour of vehicle traffic, pedestrians and cyclists using local roads.
- 3.3 During the site visit the locations of existing crossing points, trees, lamp columns, utility apparatus and existing parking restrictions were recorded.
- 3.4 It was noted that Aboyne Road already had many existing Road Safety Features in the form of 20mph speed limit, Speed Tables, waiting restrictions and marked parking bays for event day restrictions plus signage.

4 Personal Injury Accident Data

- 4.1 Personal injury accident data for the study area has been sourced from the Metropolitan Police for the recommended 5-year period (2017-2021).
- 4.2 The accident data shows that there were two accidents on Neasden Lane North junction to Aboyne Road. None involved pedestrians and Zero accidents on Aboyne Road.

5. Automated Traffic Counts

- 5.1 Automated Traffic Surveys were commissioned on the 13th May 2022 for a seven day period to survey Aboyne Road for a full week 24hours a day. The 85% speed on Aboyne Road was recorded as 22.59mph which is acceptable for schemes within a 20mph Zone. On average it was noted that between 505 and 632 vehicles use

Aboyne Road daily. With regards to school peak hours it was noted that this equates to an average of 74 vehicles between the hours of 8am-9am and 122 vehicles between 2pm-4pm. This is roughly one vehicle per minute.

6. Pedestrian Movements

6.1 Pedestrian Count and Movement was conducted from the 20th May 2022 until 25th May 2022. The images below highlight the movements captured during the survey.

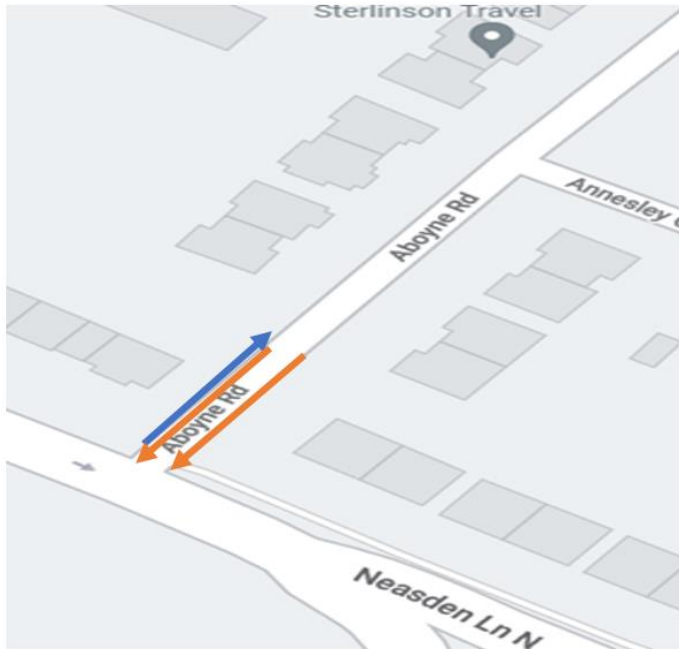


Image 1- Pedestrian Movements

6.2 It was noted that between 8am-9am approximately of 278 pedestrians travels from Neasden Lane north into Aboyne Road (blue arrow) from the western kerbside. It was also noted that approximately 367 pedestrian travels South Bound (Red arrow) between the hours of 2pm-4pm.

5 Proposed Local Road Safety Improvements

5.1 Considering information collected from site visits, personal injury accidents, characteristics of traffic and pedestrians using the roads further mitigation measures were identified to improve road safety on Aboyne Road, NW10.

5.2 The proposed scheme is shown graphically in **Appendix A** and includes the following provisions:

- **Traffic Calming Features-** Extending the flat top speed table at the approach of the junction of Aboyne Road and the A4088. This will provide the space required to implement a raised zebra crossing and improve road safety for all road users by reducing the speed of vehicles at the approach to this junction.
- **New Zebra Crossing-** New zebra crossing to be installed on Aboyne Road on the proposed raised flat top speed table. This will improve road safety for pedestrian by giving priority to pedestrians to cross the road. Drivers and riders should give way to pedestrians to cross and must give way to pedestrians on the Zebra Crossing. The marked Zig-Zag lines will improve road safety for all road users by improving visibility.

- **Parking Bays**- Reconfigure the parking bays on Aboyne Road to ensure no additional parking pressure is caused.
- **Review existing signage** - Move where safe to do so to ensure clear visibility.

Appendix B is the detailed design drawing for the scheme.

5.3 The scheme will improve road safety for all road users by providing a safe space for pedestrians to cross the road, prevent obstructive parking near the crossing point which will improve visibility, and therefore the likelihood of any accidents arising.

6.0 CONSULTATION AND RESULTS

6.1 Consultation Procedure

6.2 The consultation document, a drawing of the proposed design and a questionnaire were distributed to a total of 78 addresses in the local area. Copies of the documents are included in Appendix A.

6.3.1 The consultation documents were also emailed and posted to the local ward Councillors, interested groups and statutory authorities including the emergency services.

7 Consultation Results

7.3.1 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	78	100
Questionnaires Returned	8	10

Table 1 – Questionnaire Response Rate

Q1) Overall, do you support the proposals highlighted in the drawing leaflet titled Overview?		
Yes	7	87.5%
No	1	12.5%
No Opinion	0	0%

Table 2 – Responses to consultation questionnaire.

7.2 Table 1 shows that a total of 8 questionnaires were returned which represented a response rate of 10%. This is the average responses to similar consultations by the Healthy Streets and Parking services.

- 7.3 The results of the questionnaire indicated that:
- 87.5% were supportive of the proposals, 12.5% objected and 0% did not express an opinion.
- 7.4 This shows that; the majority of the respondents supported the overall scheme.
- 7.5 Section 8 below, considers comments, and objections received in more detail.

8 CONSULTATION RESPONSE SUMMARY/ MITIGATION

8.1 **Response from Members-** *No responses were recorded from Members.*

Brent Mencap – *agreed with the proposal.*

Brent Disabled People's Association – *agreed with the proposal.*

Officer Comment: Officers note the support from both groups.

Brent Police : *I have looked at the ACCSTATS and in the last 36 months there have been two collisions at the junction of Aboyne Road, neither involved pedestrians. That's a good thing.*

However, I do have concerns about the placement of the crossing directly on the junction.

I am not in a position to visit the location in person but I have looked on street view, so this gives me an idea of the junction and its layout.

The junction is very shallow and allows a left turn from Neasden Lane North to be taken rather quickly. Also the junction and pedestrians are obscured by the tall hedges on either side.

I assume that these hedges are privately owned and it is not possible to trim these in order to improve vision into the junction.

I can see that the junction has had some treatment in the past with the raised table on the entry, this to me suggests that speed in has been of concern.

Has reducing the radii of the junction, and perhaps increasing the width of the footway (narrowing Aboyne Road at the junction) which would reduce vehicle speeds; been considered?

Officer Comment: The proposal to introduce a zebra near the junction followed guidelines within the TSRGD regulations and was subject to a Road Safety Audit. The distance from the junction to the zebra is 5m allowing one car to stop onto the approach. Which is within design guidelines. The proposal is to also extend the table to accommodate the proposed Zebra Crossing.

During feasibility stage officer considered the width of the junction however the junction is already very narrow any further reductions will not allow refuge waste

collections or emergency vehicles to navigate in. Due to the narrowness of the road width, footway parking is accommodated on this road.

The speed surveys indicated a speed of 22.56mph at 85%tile which is satisfactory as this road is within a 20mph zone.

Comments regarding the hedges are also noted, Highways Act (section 79) empowers authorities to notify land owners to amend hedges. The proposed zebra will also have the Belisha lights which will be located at the front of the footway for additional lighting to magnify the zebra at the approach.

9.2 Response from other stakeholders

9.3 A number of comments were also received from local residents and other stakeholders regarding the proposal. The most frequently received comments are summarised in this section.

9.4 The consultation resulted in a number of comments from the local residents. These are highlighted below:

- We don't want to get to the point where we are being charged to come park on our road by fault of the council or school.
- Yes, its good to place red lines for safety of pedestrians and now days drivers park everywhere.
- It will help the school parking and also will help parents to drop and pick up children.

9.5 Officer Response: All positive responses received are noted. The Scheme does not proposal any controlled parking restrictions and therefore no cost is associated to residents for the implantation of this scheme.

9.6 Officer want to clarify that no red line markings are proposed as part of this scheme. There was however proposals to remove some existing parking feathers. In addition to proposed extension of existing parking bays, as part of the Event Day Parking Bay markings.

10.0 EQUALITIES ANALYSIS

10.1 Out of the eight questionnaires returned, eight respondents completed either all or part of the equality monitoring questionnaire. The total number for each question may not be the same as the total responded because some respondents have not answered every question. A breakdown of the equality data is shown below along with a commentary on any significant variations to the average demographic profile for the affected wards.

Black or Black British	Asian or Asian British	White or White British
3	3	2

Table 4 – 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	Prefer not to say	Heterosexual	prefer not to say / other
2	6	0	2	6	0	4	4

Table 5 – Number of Responses to “Do you consider yourself to have a disability?”, “What is your gender?” and “What is your sexual orientation?”

							Religion	
Buddhist	Christian	Hindu	Jewish	Muslim	No Religious Belief	Other religion	Prefer not to say	
	4	1		3				

Table 6 – Number of Responses to “What is your religion?”

	Age group				
Prefer not to say	35-44	45-54	55-64	65-74	75 +
		3	4	1	

Table 7 – Number of Responses to “which age group do you belong?”

10.2 Table 4 shows that 100% of the respondents have responded to the equalities questionnaire. And these are 37.5% from Asian or Asian British. 37.5% Black or Black British and 25% White or White British. This is broadly similar to the overall ward profile.

- 10.3 Table 5 shows that 100% respondents have responded to the gender questionnaire. And these are 75% female, 25% male. This is not similar to the ward average of 50/ 50 gender. This shows that a higher proportion of female residents responded to the consultation than average. In relation to disability, 25% considered themselves to have a disability and 75% do not consider themselves with any disability. This is broadly similar to the overall ward profile.
- 10.4 Table 6 shows that 50% of respondents are Christians, 12.5% Hindu, 37.5% were Muslims. This is broadly similar to the overall ward profile.
- 10.5 Overall, the equality analysis indicates that the diversity profile of respondents to the consultation is broadly representative of Welsh Harp Ward.

11.0 Project Equality Analysis

Protected Characteristic	Positive	Neutral	Negative	Comments	Mitigation if required
Age		x		The scheme will improve safety for all road users alike.	N/A
Disability		x		No reason to believe this group will be disproportionately affected	N/A
Gender reassignment		X		No reason to believe this group will be disproportionately affected	N/A
Pregnancy and maternity		x		No reason to believe this group will be disproportionately affected	N/A
Race		X		No reason to believe this group will be disproportionately affected	N/A
Religion or belief		X		No reason to believe this group will be disproportionately affected	N/A
Sex		X		No reason to believe this group will be disproportionately affected	N/A
Sexual orientation		X		No reason to believe this group will be disproportionately affected.	N/A

Table 8 – Project Equality Analysis

- 11.1 As shown in Table 8 the scheme will have no reason to believe any protected characteristics groups will be disadvantaged.

12.0 FINANCIAL IMPLICATIONS

- 12.1 The scheme will be funded from the Transport for London allocation for supporting school Engineer Measures A total of £67,000 has been allocated to this scheme including surveys, design, consultation, and management fees. The estimate cost for the works is around £57,000. The funding allocation is adequate to cover both the construction and fees costs to deliver the scheme.

13.0 RECOMMENDATION

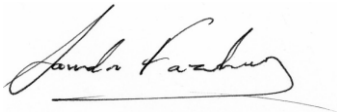
13.1 The Head of Healthy Streets and Parking is recommended to approve the implementation of the proposed scheme.

14.0 APPENDICIES

Appendix A – Consultation Documents
Appendix B - Detailed Design Drawing

~~AGREED / REJECTED~~

Signed:



Date: 2nd February 2023

Sandor Fazekas
Head of Healthy Streets and Parking

Local Government Act 1972 – Access to Information

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

1. Consultation responses and analysis

The above documents may be inspected / copied by contacting:

Contact Officer: P Asgari, Principal Engineer, Highways and Infrastructure Service,
Telephone: 0208 937 5600
Email: Padideh.asgari1@brent.gov.uk

Appendix A- Consultation Leaflet

REF: PA Wykeham
Nov 2022



Public Consultation
School Safety Scheme
Wykeham Primary School

This document outlines our proposals for a School Safety scheme in Abingde Road, NW10. Please read the information in this document, then complete and return the enclosed questionnaire. **postage is free**. Alternatively, this document is also available for completion online at <https://highwaysconsult@brent.gov.uk>. Responses from within the consultation area only will be considered. The closing date for the return of the questionnaire is **XXXXXXXXXXXX**.

Why are we proposing this change?

The Council has been working with Wykeham Primary School on their school travel plan. As part of our sustainable transport policy, Brent Council is progressively improving key walking routes to schools and making them safer for all road users, particularly for vulnerable road users such as children. In consultation with the School and our School Travel Plan officers, further mitigation measures have been identified to improve road safety for all road users. This includes the proposal to introduce a raised Zebra Crossing.

What are the proposed improvements?

The proposed improvement are summarise below:

- **Traffic Calming Features** - Extending the flat top speed table at the approach of the junction of Abingde Road and the A4088. This will provide the space required to implement a raised zebra crossing and improve road safety for all road users by reducing the speed of vehicles at the approach to this junction.
- **New Zebra Crossing**- New zebra crossing to be installed on Abingde Road on the proposed raised flat top speed table. This will improve road safety for pedestrians by giving priority to pedestrians to cross the road. Drivers and riders should give way to pedestrians to cross and **give** give way to pedestrians on the zebra crossing. The marked zig-zag lines will improve road safety for all road users by improving visibility.
- **Parking Bays**- Reconfigure the parking bays on Abingde Road to ensure no additional parking pressure is caused.
- Review existing signage and move where safe to do to ensure clear visibility.

What will happen next?

At this stage of the process we are seeking for your initial views. I would therefore be most grateful if you would consider the proposal and then complete and return the attached questionnaire to Brent Council using the link posted locally by **XXXXXXXXXXXX**.

The results of this consultation will then be used to decide on whether to implement the proposals in the area and you will be notified of the outcome in due course.

Please see the back of this document for further details on how to respond to this consultation.
Sancor Fazekas – Head of Healthy Streets and Parking

We are consulting residents/businesses in the area within the marked red line



Your views are important to us

Only the questionnaire issued by the Council should be used in response to this consultation and no photocopies will be considered. Alternatively, this document is also available for completion online at <https://highwaysconsult@brent.gov.uk> responses from within the consultation area only will be considered

Please complete the enclosed questionnaire and return it in the Freepost envelope provided or send to:
Healthy Streets and Parking
1st Floor, Civic Centre
Eighty-two Way
Wembley, Middlesex
HA9 0LJ

All preparation within the consultation area are shown on the above plan. Local groups, Statutory Authorities, the Emergency Services and Ward Councillors are also being consulted.

Your response is protected as required by the Data Protection Act and will not be identified. **If you would like further information, then please contact:**

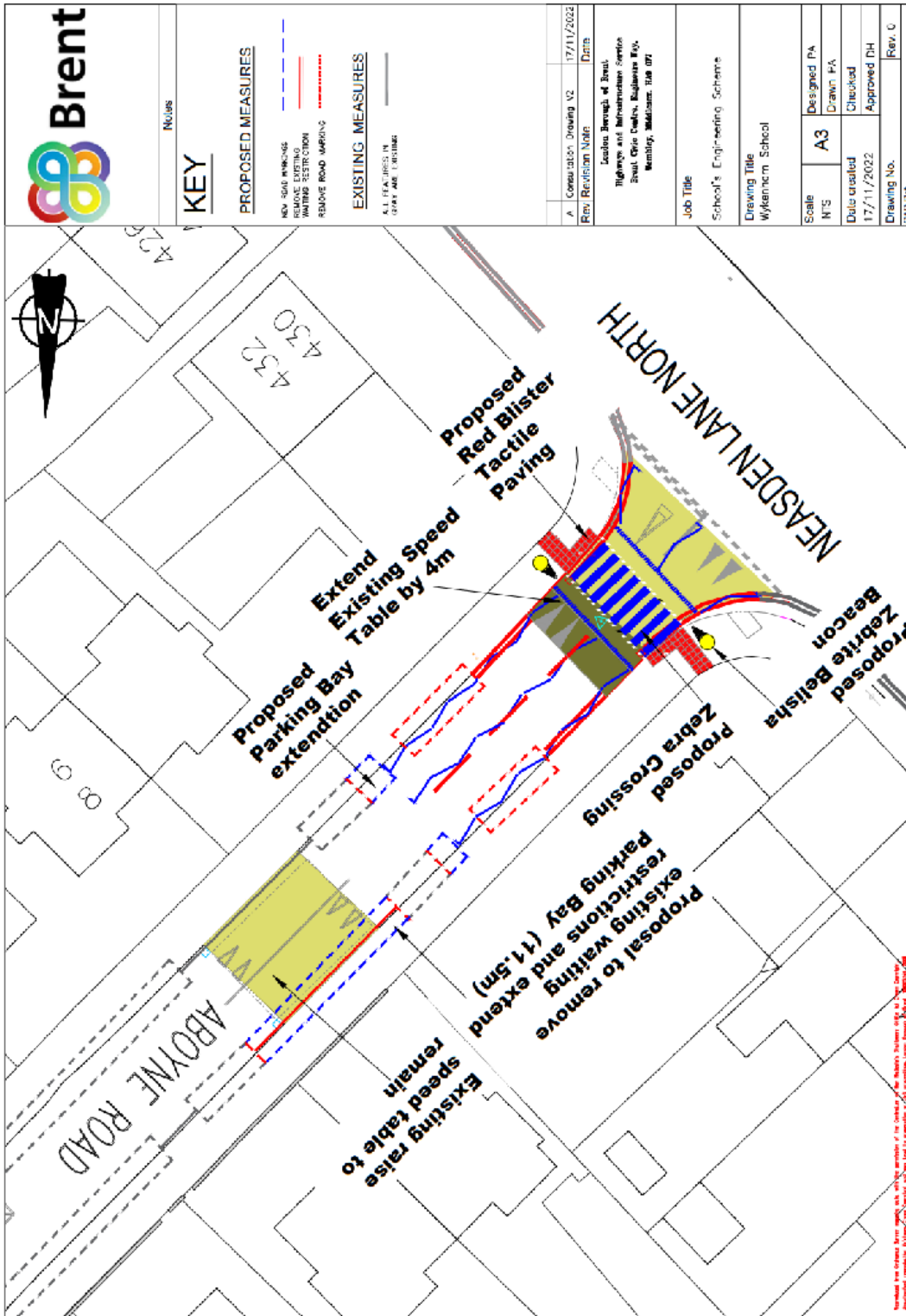
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Brent Building a Better Borough


Appendix A- Consultation Drawing



Appendix B- Detailed Design

