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Extension : x5147

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v1.0	15 th May 2003	
v1.1	19 th May 2003	
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Committee : Highways Committee

Date : 3rd June 2003

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Confidential Line

Report Title :	SAFER ROUTES TO SCHOOL PROGRAMME 2003/2004
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Consultation : Please note that TEN Working Days should normally be allowed for both internal department and external consultation. If no comments are received by that time, it will be assumed that the report is agreed.

Draft sent to	Date	Agreed by	Date	Notes

List of attachments

File Names	Version / Date Drafted	Notes

LONDON BOROUGH OF BRENT

HIGHWAYS COMMITTEE 3rd JUNE 2003

REPORT NO : /03 FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

NAME OF WARDS:
ALL WARDS

SAFER ROUTES TO SCHOOL PROGRAMME 2003/2004

1.0 SUMMARY

- 1.1 This report informs members about the Safer Routes to School programme for this financial year 2003/04 and seeks approval for officers to proceed with all aspects of scheme development, public consultation, statutory consultation and implementation in order to ensure the delivery of the programme within the 2003/04 financial year.

2.0 RECOMMENDATIONS

- 2.1 That the Committee notes the programme of Safer Routes to School schemes detailed in the report and the scheme development work undertaken so far.
- 2.2 That the Committee notes the public consultation strategy to be adopted for the schemes in the programme as detailed in the report.
- 2.3 That the Committee authorises the Director of Transportation to proceed with any necessary statutory consultation for the schemes, to consider any objections or representations and either to refer objections or comments back to this committee where he thinks appropriate, or to implement the orders if there are no objections or representations, or he considers the objections or representations are groundless or insignificant.

3.0 FINANCIAL IMPLICATIONS

- 3.1 Funding has been allocated by Transport for London for Safer Routes to School schemes on the basis of the Borough spending Plan submission for 2003/2004. Funding of £294,000 has been allocated within the Capital Programme for this financial year.

4.0 STAFFING IMPLICATIONS

- 4.1 The Council's Transportation Service Unit will deal with all issues related to the Safer Routes to School Programme.

5.0 ENVIRONMENTAL IMPLICATIONS

- 5.1 The Road Traffic Reduction Act 1997 requires Local Authorities to review existing traffic levels and forecast future levels of traffic on local roads. Safer Routes to School links directly into the Council's road traffic reduction strategy and will contribute to the reduction of traffic on the highway.
- 5.2 The provision of safety features within children's routes to school, particularly near school entrances, are an essential requirement in the Council's bid to encourage children to walk to school in a safe and managed environment, in accordance with the Safer Routes to School objectives. This will lead to a reduction in the number of car borne trips, reduce parking problems outside schools, contribute to reducing air pollution in the environment and raise the levels of health and fitness of individual pupils.
- 5.3 The resulting reduction in any traffic movement will reduce the number of road traffic accidents and generally improve road safety for all road users.

6.0 LEGAL IMPLICATIONS

- 6.1 Some of the schemes highlighted in this report might require parking restrictions and one way streets. These proposals would require the making of traffic regulation orders under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual orders are set out in the associated Statutory Traffic Regulations.
- 6.2 Some of the schemes highlighted in this report might require road hump measures. Road hump measures are made under sections 90 A to F of the Highways Act 1980 and would require the Council to undertake prescribed consultation and consider objections and place statutory notices.
- 6.3 Members are authorising the Director of Transportation to consider and reject objections or representations if he thinks appropriate prior to him implementing the various schemes following the statutory consultation process. This means a further report need not be brought before this committee prior to implementation

7.0 DETAIL

Introduction

- 7.1 Funding has been allocated by Transport for London for Safer Routes to School schemes based on the Borough Spending Plan submission for 2003/2004. A budget of £294,000 has been approved for this financial year within the Capital Programme. The following list of schools and draft proposed measures were included in our Borough Spending Plan submission (see Appendix A) and detailed scheme designs are currently being developed as detailed below:

School	Proposed measures	Cost
Our Lady of Lourdes School	Entry treatments and guard railing	£60,000
Preston Park School	Traffic calming and one way system	£40,000
Lyon Park School (phase 2)	Traffic calming and entry treatments.	£90,000
Kensal Rise School	New road markings and signing possible pedestrian crossing measures at junction	£ 44,000
Northview School	Localised traffic calming	£20,000
Newfield School	Waiting restrictions / signing / entry treatment	£20,000

- 7.2 The costs of the schemes shown above are estimated costs prepared for budgetary purposes only and these costs will be more accurately refined as the respective projects are taken forward such that the total costs will not exceed the overall budget available for Safer Routes to School schemes.

Scheme development process

- 7.3 All the schemes in the Safer Routes to School programme are localised measures and involve essential and necessary amendments to the highway network to improve the safety of road users, particularly school children, travelling to and from school. The scheme development work is focussed on the feedback received from schools, teachers, pupils and parents by the safer routes to school team based in the Transportation Service Unit which works directly with the schools in the programme. Engineering measures are subsequently developed on the basis of that feedback.
- 7.4 Once schemes have been prepared public consultations would be undertaken which would involve distributing public consultation documents to directly affected residents with an invitation to comment on the proposals. The documents would be posted to all addresses in the consultation area providing details of the scheme, a plan of the proposals and a free pre-paid return comment form for residents to give their comments and express their views. The recently adopted public consultation procedure would be followed which requires active consultation with local ward members and area consultative forums.

Authorisation of authority to officers to approve schemes

- 7.5 The relatively small number of Highway Committee meetings and large proportion of schemes which commence at the beginning of the financial year can potentially create delays in the programme through awaiting scheme approval and adversely affect the delivery of scheme implementation by increasing the number of schemes to be constructed towards the end of the financial year.

- 7.6 It is therefore recommended that authorisation to consider the results of public consultation exercises, approving schemes, undertaking statutory consultation (traffic regulation orders / public notices), considering objections to statutory consultation and implementing schemes be given to the Director of Transportation. Any objections to the schemes received as a result of statutory consultations would then be given full consideration by the Director of Transportation and reported back to members if he thinks appropriate. This would permit the smooth and timely delivery of the programme.
- 7.7 It should also be noted by members that the funds provided by Transport for London for this programme of work must be used by the end of March 2004 and requests to carry forward funds are only approved in exceptional circumstances. It is emphasised that the request for authorisation is intended solely to speed up the delivery of schemes and ensure the maximum use of externally provided funds, however, where scheme consultation is inconclusive or where major objections are raised to a proposal then a report will be brought to the Highways Committee for a decision.

8.0 Details of Documents:

Project Files TP224-229

Any person wishing to inspect the above papers should contact Malcolm Keen, Senior Traffic Engineer, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ,
Telephone: 0208 937 5142

Richard Saunders
Director of Environment

Safer Routes To School Programme 2003/2004

APPENDIX A

