

LONDON BOROUGH OF BRENT

HIGHWAYS COMMITTEE 20th APRIL 2004

REPORT NO : /04 FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

NAME OF WARDS:
ALL WARDS

SAFER ROUTES TO SCHOOL PROGRAMME 2004 / 2005

1.0 SUMMARY

- 1.1 This report informs members about the Safer Routes to School programme for this financial year 2004/05 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 2004/05 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 to date.
- 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 2004/2005. Funding of £195,000 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, including 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 and traffic speeds will reduce the number of road traffic accidents and generally improve road safety for all road users.

6.0 LEGAL IMPLICATIONS

The proposals are to introduce 20mph Zone within the two estates surrounding Wykeham and St Margaret Clitherow schools. This will involve a change to the existing speed limit and some waiting restrictions in these areas and will 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.

- 6.1 The required Road hump measures which form part of the mentioned scheme 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. The one way working as part of the safer routes to school scheme will require the making of a traffic regulation order under the Road Traffic Regulation Act 1984
- 6.2 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 DIVERSITY IMPLICATIONS

- 7.1 All public consultation material distributed included a section written in the most common languages used in the Borough with an explanation of how more information about proposals could be obtained.

8.0 DETAIL

Introduction

- 8.1 Funding has been allocated by Transport for London for Safer Routes to School (SRS) schemes based on the Borough Spending Plan submission for 2004/2005. A budget of £195,000 has been approved for this financial year within the Capital Programme. The schools receiving funding this financial year (2004/2005) are listed below. The Safer Routes to School Team has prioritised the schools to receive funding which has been subject to the schools willingness to cooperate in the production of their own School Travel Plan. Details of the funding allocation for engineering works based on the criteria above are as follows.

School	Proposed measures	Cost
Wykeham School, Wembley	20mph Zones with speed cushions, entry treatments and speed platforms.	£65,000
St Margaret Clithorow School Wembley	20mph Zones with speed cushions, entry treatments and speed platforms.	£110,000
Byron Court School Wembley	Detailed design has not started	£5,000
St Mary's Magdalens School Willesden	Detailed design has not started	£5000
Elsley School Wembley	Detailed design has not started	£10,000

- 8.2 The costs of the schemes where shown above are estimated costs prepared for budgetary purposes only and these costs will be more accurately refined as the respective projects are progressed and the total costs will not exceed the overall budget available for Safer Routes to School schemes. The location of the schools is shown in appendix A for information.

Safer Routes to School scheme development process

- 8.3 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 (SRS) team based in the Transportation Service Unit which works directly with the schools in the programme. Engineering measures are subsequently developed and prioritised on the basis of that feedback.
- 8.4 In order to deliver the larger schemes during the summer holiday period this year design work on two of the proposed Safer Routes to School schemes has already commenced in advance of the 2004/2005 financial year. These are schemes for the Wykeham Primary School and St Margaret Clitherow Primary School.

- 8.5 Officers in the Safer Routes to School Team and Traffic management team are developing an initial proposal which incorporates a 20 mph Zone on the estate roads which encompass both of these schools. One way streets are also proposed in Quainton Street and Verney Street. These initial proposals are shown in Appendix B and C and may be subject to change following public consultation. Draft public consultation leaflets will shortly be distributed to local councillors for comment prior to distribution to local residents.
- 8.6 The costs of the design and implementation of all the schemes will be contained within the BSP (2004/05) submission to Transport for London (TfL). 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 public consultation procedure adopted by the Highways Committee in March 2003 would be followed and requires active consultation with local ward members and area consultative forums.
- 8.7 It should be noted that where it is deemed that if highway engineering measures are not necessary funds may be used by the SRS Team to undertake low cost improvements such as signing, guard railing and road marking improvements or towards developing travel plans.

Authorisation of officers to approve schemes

- 8.8 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.
- 8.9 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.
- 8.10 It should also be noted members that the funds provided by TfL for this programme of work must be used by the end of March 2005 and requests to carry forward funds will not be approved by TfL in the future. 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.

9.0 Details of Documents:

Project Files TP294 - TP300

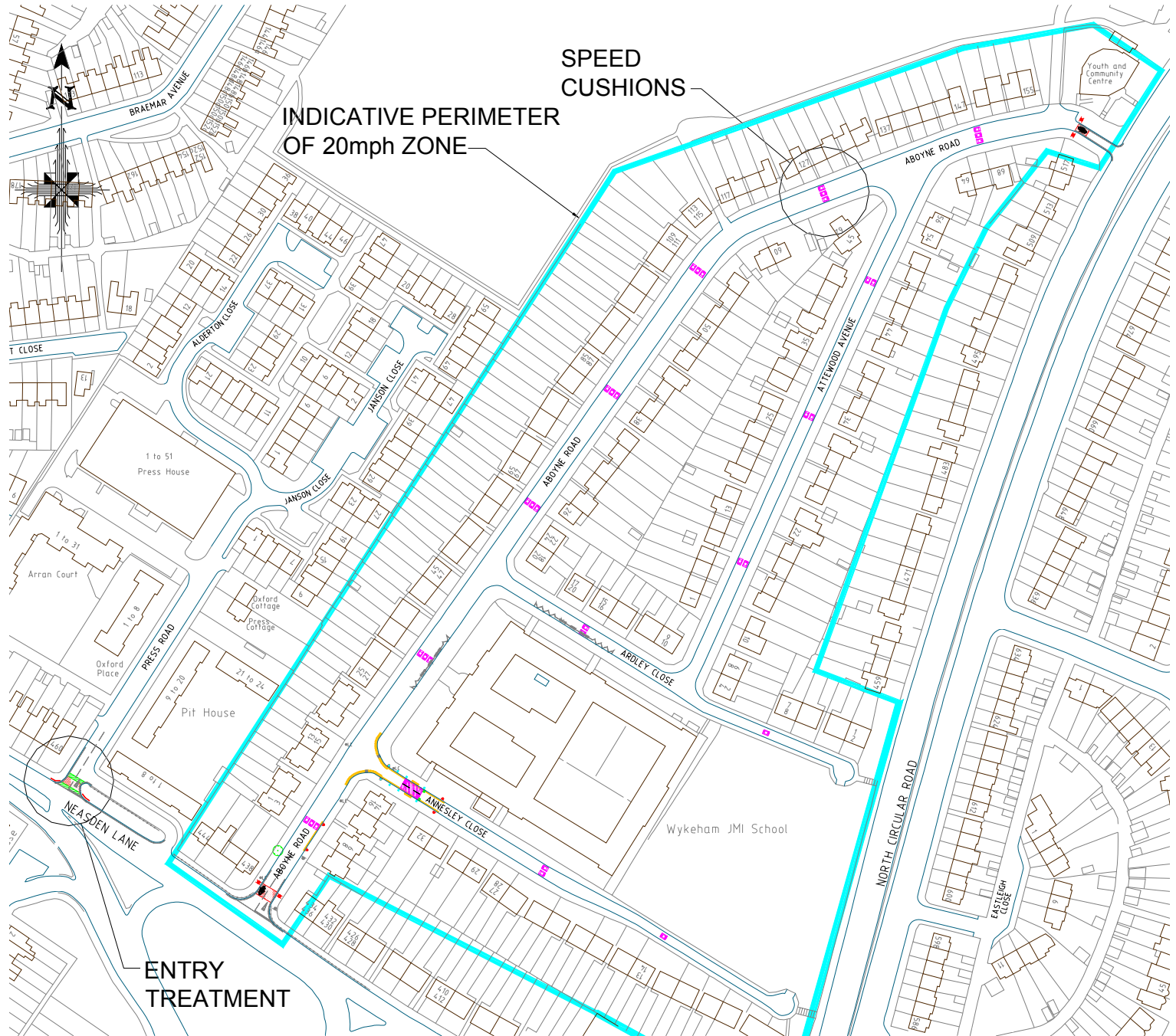
Any person wishing to inspect the above papers should contact Malcolm Keen, Senior Traffic Engineer, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ,
Telephone: 0208 937 5142

Richard Saunders
Director of Environment

Safer Routes To School Programme 2004/2005 APPENDIX A



Wykeham School



**Safer Routes To School Programme 2004/2005
APPENDIX C**

St Margaret Clitherow School

