



## Highways Committee

27 March 2017

### Report from the Strategic Director of Regeneration and Environment

For Action

Wards Affected:  
Welsh Harp

## Petition for Road Safety Improvements Near Wykeham Primary School

### 1.0 Summary

- 1.1 This Report informs the Committee of a petition from parents at Wykeham Primary School, located on Aboyne Road, London, NW10 0EX, to improve road safety outside the school.
- 1.2 It provides information detailing the road safety concerns identified by petitioners and identifies measures that will be taken to improve road safety near the school.

### 2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition from concerned parents and the issues that are raised.
- 2.2 That the Committee notes the outcome of officer's investigations, and instructs the Head of Highways and Infrastructure to implement the actions identified within this report.
- 2.3 That the Committee authorises the Head of Highways and Infrastructure to undertake any necessary statutory and non-statutory consultation for engineering improvement measures, and implement the scheme where there are no objections or representations or he considers these to be groundless.

### 3.0 Background

#### The Petition

- 3.1 The petition requests that the council improve road safety outside Wykeham Primary School in order to reduce risk to the children attending the school.
- 3.2 The petition has 160 signatures; this included both a paper and an online petition which closed on 29<sup>th</sup> December 2016. The petition has been verified in accordance with Standing Orders.
- 3.3 The full wording of the petition is:

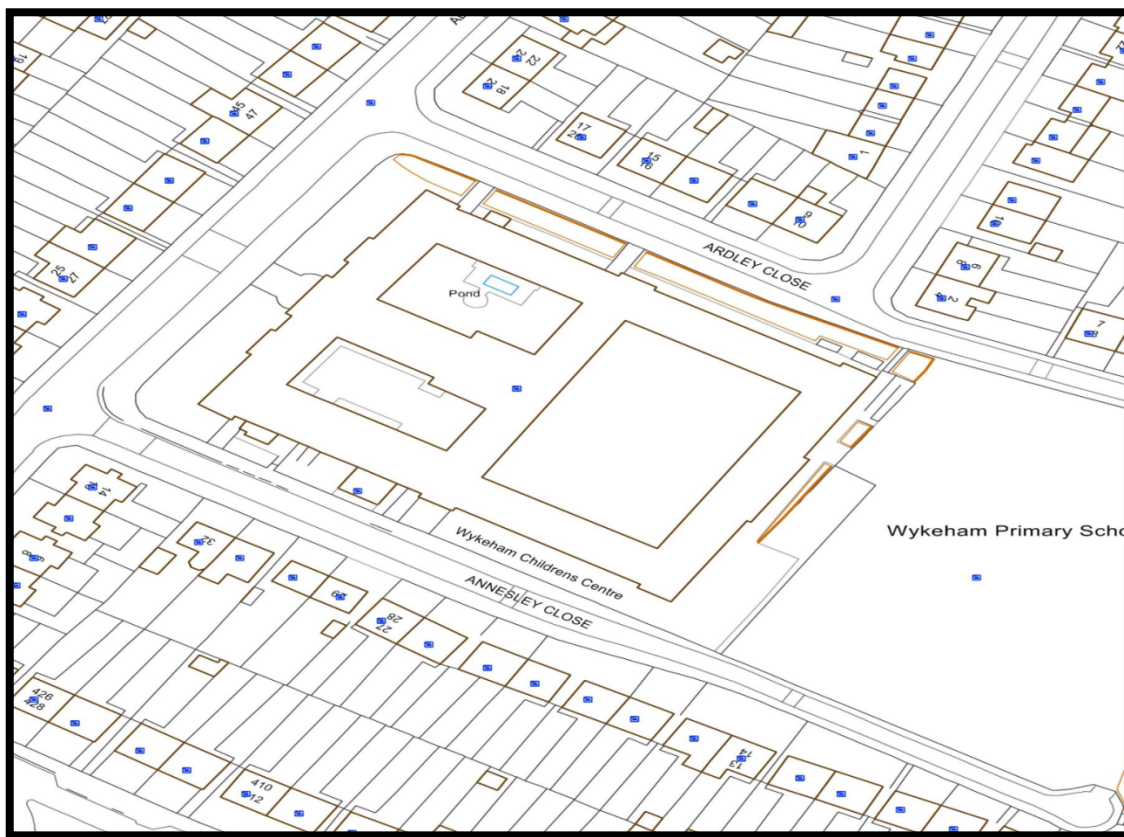
*"We the undersigned petition the council to make the roads around Wykeham Primary School safe so our children can go to school without any risk.  
There is an accident waiting to happen in Annesley Close, NW10 as the children go to and from school.*

*The cars coming into this road do not see the young children on the pavement or crossing the road and this is dangerous as the drivers are not looking where they are going. Too often children have almost been knocked down by cars trying to park or avoid other cars.*

*Also cars are parking on the pavements causing damage to the pavements and making families squeeze against the fences to avoid being run over. Please sign our petition to ask the council for help in managing the traffic in Annesley Close, Aboyne Road and Ardley Close.”*

## **Detail**

- 3.4 The safety of children in the vicinity of schools is a key feature of the Councils Long Term Transport Strategy. School entrances can often experience severe traffic and parking congestion at the start and end of each school day. Afternoons are often more problematic as parents drop off children that travel in a car, but need to park and wait after school.
- 3.5 The Councils Safety and Travel Planning team work with the borough’s schools on the development of their travel plans to encourage the use of sustainable modes of transport and reduce car dependency. Travel plans also identify engineering measures that can be implemented to improve road safety and encourage sustainable travel, these are prioritised and funded by Transport for London to deliver the Councils Local Implementation Plan.
- 3.6 Wykeham Primary school is located on Aboyne Road NW10 and has two pupil entrances, one on Annesley Close and the other on Ardley Close. It is situated in a residential area off of Neasden Lane North and behind the North Circular Road (see plan below). There is no access to the North Circular Road from Aboyne Road, vehicles can only exit from is Neasden Lane North.



- 3.7 The school is within a 20 mph zone, which includes traffic calming measures such as road humps and kerb build outs. There are school keep clear markings, timing plates and speed limit signs painted on the road and posts. Guard railing is positioned on the corner of Ardley Close and in Annesley Close, however, there are only two lengths outside the entrance on Annesley Close and none on Ardley Close.

- 3.8 Wykeham Primary school is within the Wembley Stadium event day zone and parking is available free of charge on all days except event days.
- 3.9 In 2013 a footway parking scheme and minor safety improvements were introduced in Aboyne Road and Annesley Close to improve the two-way traffic flow and ease traffic congestion during school opening and closing hours.
- 3.10 The school pays for a school crossing patrol that is located in Aboyne Road near Neasden Lane North. There was a gap in the service provision between June and December 2016 as the patrol resigned and recruitment to this post took longer than expected. A new patrol started on 5<sup>th</sup> December 2016 and assists the pupils to cross the road safely at this location.
- 3.11 Wykeham Primary school has a bronze accredited travel plan and reviews this on an annual basis. The current travel plan (submitted in June 2016) includes evidence to show they are reminding parents not to park on the school entrance markings, however, it does not mention any road safety concerns.
- 3.12 During the last three years, there have been two slight injury accidents in this area the first involved a pedestrian in Annesley Close which was outside of school hours, including arrival and departure window. The second involved a driver hitting a parked car.
- 3.13 The Council can enforce school keep clear markings using CCTV equipped vehicles, however, yellow line restrictions need to be enforced by Civil Enforcement Officers. Visits to the school are included in the enforcement plan for the area.
- 3.14 Following contact by the Lead Petitioner, a meeting took place between officers and concerned residents on 24<sup>th</sup> November 2016 to discuss local concerns and identify potential improvements.
- 3.15 A main concern was vehicles parking and manoeuvring on the pavement and pedestrian and vehicle conflicts. The site has been reviewed again and it has been noted that safety could be improved by the installation of additional guard railing, bollards and trees in Annesley Close and Ardley Close to prevent drivers from parking on the pavements (Appendix A provides details). If the school includes these concerns in this year's travel plan the cost for this could be met from Transport for London funds available for school travel plan engineering measures in 2017/18.
- 3.16 The proposals were discussed with petitioners at the meeting and they were supportive. Officers do not consider other physical measures to be necessary at this time, and will continue to work with the school on initiatives to reduce car travel to the school, and improve driver behaviour.

## **Conclusion**

- 3.17 There are already road safety measures outside the school including a 20mph zone, traffic calming and a school crossing patrol.
- 3.18 The two reported incidents resulting in personal injury at this location in the last 3 years are not school related.
- 3.19 The school are committed to their travel plan and will be supported to encourage more pupils to walk to school. They will be advised to document their concerns relating to safety outside the school to enable access to the Transport for London funding.
- 3.20 Additional guard railing, bollards and trees could be installed to help improve safety although this would be subject to public consultation.
- 3.21 Regular parking enforcement will be scheduled to take action against vehicles encroaching onto the pavement near the school.

## **4.0 Financial Implications**

- 4.1 The cost of the design, consultation and works can be funded from the 2017/18 LIP budget for school travel plan engineering measures as long as the school include this in their travel plan. If this is not included officers will not have access to funding to implement improvements.
- 4.2 There are no financial implications on the Councils revenue budgets. The approved LIP capital budget for 2017/18 is £2.545m.

## **5.0 Legal Implications**

- 5.1 Under Standing Order 68(e) (ii,) petitions with 50 or more signatures concerning specific decisions planned to be made are referred to the planned decision-maker. Under Standing Order (e) (iii), other petitions with 50 or more signatures are referred to the Cabinet, the Council or a council committee, unless the petition is concerned with a decision which has already been made in which case this is not required. Standing Order 68(h) provides that when a Council committee considers a petition it shall note it, and one of actions it may take is to make a decision concerning the matter if it has sufficient information before it to do. This will normally mean an officer's report.
- 5.2 Section 1 (1) of the Localism Act 2011 gives the Council a general power of competence to do anything that individuals generally may do. However the power does not permit the Council to do anything that is specifically prohibited in legislation. It appears that the proposed works would fall with this power.

## **6.0 Diversity Implications**

- 6.1 S149 of the Equality Act 2010 provides that the Council must have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between those who share a protected characteristic, and those who do not.
- 6.2 The proposals in this report have been subject to screening there are considered to be no diversity implications that require full assessment.
- 6.3 The proposed engineering measures will potentially have a positive impact on young people, pregnant (and maternity) mothers and disabled parent/carers visiting/ attending the school as the area will be safer.

**CONTACT OFFICERS**

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