



Executive - appendices: school crossings

Monday, 19 September 2011 at 7.00 pm

Committee Rooms 1, 2 and 3, Brent Town Hall, Forty Lane, Wembley, HA9 9HD

Membership:

Lead Member Councillors:

Portfolio

John (Chair)	Leader/Lead Member for Corporate Strategy and Policy Co-ordination
Butt (Vice-Chair)	Deputy Leader/Lead Member for Resources
Arnold	Lead Member for Children and Families
Beswick	Lead Member for Crime and Public Safety
Crane	Lead Member for Regeneration and Major Projects
Jones	Lead Member for Customers and Citizens
Long	Lead Member for Housing
J Moher	Lead Member for Highways and Transportation
R Moher	Lead Member for Adults and Health
Powney	Lead Member for Environment and Neighbourhoods

For further information contact: Anne Reid, Principal Democratic Services Officer
020 8937 1359, anne.reid@brent.gov.uk

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www.brent.gov.uk/committees

The press and public are welcome to attend this meeting

Agenda - appendices: school crossings

Introductions, if appropriate.

Apologies for absence and clarification of alternate members.

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This report explains that consultation on an early set of proposals took place earlier this year. The results of the consultation are summarised and discussed within the report. The report explains that following consideration of the feedback from the consultation, the proposals, whilst still now involving adoption of a risk evaluation model, are significantly different from those originally proposed.

Ward Affected:
All Wards

Lead Member: Councillor J Moher
Contact Officer: Sue Harper, Director of
Environment and Neighbourhood Services
Tel: 020 8937 5192 sue.harper@brent.gov.uk

Date of the next meeting: Monday, 17 October 2011



- Please remember to **SWITCH OFF** your mobile phone during the meeting.
- The meeting room is accessible by lift and seats will be provided for members of the public.
 - Toilets are available on the second floor.
 - Catering facilities can be found on the first floor near The Paul Daisley Hall.
 - A public telephone is located in the foyer on the ground floor, opposite the Porters' Lodge

Appendix A

Location of current SCP sites

	SCP Site	School	School Address	Ward
1	Aboyne Road NW10	Wykeham Primary	Aboyne Road, London NW10 0EX	Welsh Harp
2	Acton Lane NW10	Harlesden Primary	Acton Lane, London NW10 8UT	Harlesden
3	Acton Lane NW10	Harlesden Primary	Acton Lane, London NW10 8UT	Harlesden
4	Anson Road NW2	Anson Primary	Anson Road, London NW2 4AB	Mapesbury
5	Aylestone Avenue NW6	Malorees Infant & Junior	Christchurch Ave, London NW6 7PB	Brondesbury Park
6	Brentfield Road NW10	Swaminaryan School	260 Brentfield Road, London NW10 8HE	Stonebridge
7	Bridge Road NW10	Mitchell Brook Primary	Bridge Road, London NW10 9BX	Stonebridge
8	Brondesbury Park NW6	Malorees Infant & Junior	Christchurch Ave, London NW6 7PB	Brondesbury Park
9	Canterbury Road NW6	St Marys RC Primary	Canterbury Road, London NW6 5ST	Kilburn
10	Chamberlayne Road NW6	Kensal Rise Primary	Harvist Road, London NW6 6HJ	Queens Park
11	Chaplin Road Wembley	Barham Primary	Danethorpe Road, Wembley HA0 4RQ	Sudbury
12	Church Lane NW9	Fryent Primary	Church Lane, London NW9 8JD	Fryent
13	College Road NW10	Princess Frederica Primary	College Road, London NW10 5TP	Queens Park
14	Crest Road NW2	Braintcroft Primary	Warren Road, London NW2 7LL	Dollis Hill
15	Cullingworth Road NW10	Gladstone Park Primary	Sherrick Green Road, London NW10 1LB	Duden Hill
16	Dollis Hill Lane NW2	Our Lady of Grace Juniors	Dollis Hill Lane, London NW2 6HS	Dollis Hill
17	Dollis Hill Lane NW2	Our Lady of Grace Infants	Dollis Hill Avenue, London NW2 6EU	Dollis Hill
18	Donnington Road NW10	Donnington Primary	Uffington Road, London NW10 3TL	Willesden Green
19	Dudden Hill Lane NW10	Northview Primary	Northview Crescent, London NW10 1RD	Dudden Hill
20	East Lane Wembley	Wembley Primary	East Lane, Wembley HA9 7NW	Preston
21	Furness Road NW10	Furness Primary	Furness Road, London NW10 5YT	Kensal Green

22	Goodson Road NW10	St Josephs Primary	Goodson Road, London NW10 9LS	Harlesden
23	Harrow Road Sudbury	Sudbury Primary	Watford Road, Wembley HA0 3EY	Sudbury
24	Hawkeshead Road NW10	Leopold Primary	Hawkshead Road, London NW10 9UR	Harlesden
25	High Road Willesden NW2	Convent of Jesus & Mary Infants	21 Park Avenue, London NW2 5AN	Willesden Green
26	Hillside NW10	Stonebridge & Our Lady of Lourdes	Wesley Road, London NW10 8PP	Stonebridge
27	Kingswood Ave NW6	Salusbury Primary	Salusbury Road, London NW6 6RG	Queens Park
28	Manor Farm Road Wembley	Ealing Schools	N/A	N/A
29	Manor Park Road NW10	John Keeble Primary	Crownhill Road, London NW10 4DR	Kensal Green
30	Mapesbury Road NW2	NW London Jewish School	180 Willesden Lane, London NW6 7PP	Brondesbury Park
31	Milman Road NW6	Salusbury Primary	Salusbury Road, London NW6 6RG	Queens Park
32	Mora Road NW2	Mora Primary	Mora Road, London NW2 6TD	Mapesbury
33	Mount Pleasant Wembley	Lyon Park Infant & Junior	Vincent Road, Wembley HA0 4HH	Alperton
34	Mount Stewart Ave Kenton	Mount Stewart Infant & Junior	Mount Stewart Ave, Kenton HA3 0JX	Kenton
35	Neasden Lane North NW10	Wykeham Primary	Aboyne Road, London NW10 0EX	Welsh Harp
36	Neasden Lane North NW10	Wykeham Primary	Aboyne Road, London NW10 0EX	Welsh Harp
37	Oakington Manor Dv Wembley	Oakington Manor Primary	Oakington Manor Drive, Wembley HA9 6NF	Tokington
38	Park Avenue NW2	Convent of Jesus & Mary Infants	21 Park Avenue, London NW2 5AN	Willesden Green
39	Park Lane Wembley	Park Lane Primary	Park Lane, Wembley HA9 7RY	Wembley Central
40	Princes Ave NW9	Roe Green Infant & Junior	Princes Avenue, London NW9 9JL	Queensbury
41	Salusbury Road NW6	Islamia Primary	Salusbury Road, London NW6 6PE	Queens Park
42	Salusbury Road NW6	Salusbury Primary	Salusbury Road, London NW6 6RG	Queens Park
43	Shaftesbury Ave Kenton	Mount Stewart Infant & Junior	Mount Stewart Ave, Kenton HA3 0JX	Kenton
44	Slough Lane NW9	St Robert Southwell Primary	Slough Lane, London NW9 8YD	Fryent
45	Willesden Lane NW6	Christchurch Primary	Clarence Road, London NW6 7TG	Kilburn

46	Woodstock Road Wembley	Lyon Park Infant & Junior	Vincent Road, Wembley HA0 4HH	Alperton
47	Wrottesley Road NW10	Furness Primary	Furness Road, London NW10 5YT	Kensal Green

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			Risk Adjustments																		Risk Mitigation															
			Carriageway Width		Footpath	Down Gradient	Speed/visibility travelling between 30 and 40mph				Visibility Obstructions	Street lighting	Road Markings	Junctions		Accidents involving pedestrians	Weight of traffic	Age Factors			Crossing Facilities				Safety Measures											
Column Number 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21																
			Between 7.5 and 10m	In excess of 10m	Less than 2m	Steeper than 12.5% (1 in 8)	Less than 12.5% greater than 5% (1 in 20)	Less than 50m	Between 50 and 75m	Between 75 and 100m	signs, street furniture, trees etc within 100m	85%ile speed 40mph +	Complicated markings within 50m	On a major road within 20m	On a minor road within 20m	Weekdays only within 50m	Pedestrian flow light, vehicle flow heavy	Average age Primary (up to 11 yrs)	Average age secondary (12+ yrs)	Total of risk adjustment factors and 10% compound multiplier (see table below)	PV² Ⓢ x 10% compound multiplier = PV² Ⓢ		Signal control (Any)	Zebra (A,B & C)	Zebra (Other)	Accompanied Children nursery Infants	20 MPH Zone	Traffic Calming	Traffic Island	Total risk mitigation score	Final Score	Ranking	Ranking Criteria Measure	1		
			Adjustment Factor Scoring (plus)																		Risk Mitigation scoring (minus)															
Site	Survey Date	PV² Ⓢ	1+	2+	1+	2+	1+	3+	2+	1+	1+	1+ to 3+	1+	2+	1+	1 x no. accidents	1+	5+	1+			100%	80%	100%	100%	30%	30%	20%								
Dudden Hill Lane NW10	05/02/2010	17.598	1	0	0	2	0	3	0	0	0	0	0	2	0	0	1	5	0	14 = 3.798	66.837	0%	0%	0%	0%	0%	0%	20%	20%	53.470	1	No				
East Lane Wembley	02/11/2009	79.789	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	5	0	9 = 2.358	188.142	0%	0%	0%	0%	0%	0%	0%	0%	80%	37.628	2	No			
High Road Willesden NW2	11/11/2009	74.163	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	5	0	9 = 2.358	174.876	0%	80%	0%	0%	0%	0%	0%	0%	80%	34.975	3	No			
Wrotesley Road NW10	18/09/2009	12.220	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	8 = 2.144	26.2	0%	0%	0%	0%	0%	0%	20%	20%	20.960	4	No				
Anson Road NW2	14/09/2010	21.246	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	7 = 1.949	41.408	0%	0%	0%	0%	0%	30%	20%	50%	20.704	5	No				
Crest Road NW2	02/02/2011	10.430	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	7 = 1.949	20.328	0%	0%	0%	0%	0%	0%	0%	0%	20.328	6	No				
Slough Lane NW9	04/07/2003	14.847	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	5	0	7 = 1.949	28.937	0%	0%	0%	0%	0%	30%	0%	30%	20.256	7	No				
Shaftesbury Ave Kenton	30/09/2010	9.184	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	7 = 1.949	17.900	0%	0%	0%	0%	0%	0%	0%	0%	17.900	8	No				
Cullingworth Road NW10	26/02/2010	13.331	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	6 = 1.772	23.623	0%	0%	0%	0%	0%	30%	0%	30%	16.536	9	No				
College Road NW10	25/09/2009	18.019	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	6 = 1.772	31.93	0%	0%	0%	0%	30%	0%	20%	50%	15.965	10	No				
Donnington Road NW10	26/11/2009	14.400	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	5	0	8 = 2.144	30.874	0%	0%	0%	0%	0%	30%	20%	50%	15.437	11	No				
Woodstock Road Wembley	09/11/2009	10.581	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5	0	7 = 1.949	20.622	0%	0%	0%	0%	0%	30%	0%	30%	14.435	12	No				
Mora Road NW2	19/03/2010	9.756	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	7 = 1.949	19.014	0%	0%	0%	0%	0%	30%	0%	30%	13.310	13	No				
Chaplin Road Wembley	20/01/2010	8.809	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	7 = 1.949	17.169	0%	0%	0%	0%	0%	30%	0%	30%	12.018	14	No			
Park Lane Wembley	12/11/2009	22.204	1	0	0	0	0	3	0	0	0	0	0	0	0	0	1	5	0	10 = 2.594	57.597	0%	80%	0%	0%	0%	0%	0%	0%	80%	11.519	15	No			
Acton Lane j/w Minet NW10	03/04/2010	16.37	1	0	0	0	1	3	0	0	0	0	0	0	0	1	1	0	5	0	12 = 3.139	51.385	0%	80%	0%	0%	0%	0%	0%	0%	80%	10.277	16	No		
Salisbury Road (Islamia) NW6	13/12/2009	37.01	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3 = 1.331	49.26	0%	80%	0%	0%	0%	0%	0%	0%	80%	9.852	17	No			
Kingswood Avenue NW6	21/01/2010	9.760	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	7 = 1.949	19.022	0%	0%	0%	0%	0%	30%	20%	50%	9.511	18	No				
Acton Lane j/w Greenhill NW10	23/09/2009	21.988	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	8 = 2.144	47.142	0%	80%	0%	0%	0%	0%	0%	0%	80%	9.428	19	No			
Windsor Lane NW6	03/03/2010	4.107	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	8 = 2.144	8.805	0%	0%	0%	0%	0%	0%	0%	0%	8.805	20	No				
College Road NW10	18/11/2009	7.552	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5 = 1.610	12.159	0%	0%	0%	0%	0%	30%	0%	30%	8.511	21	No				
Windsor Lane NW6	22/09/2009	5.28	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	0	8 = 2.144	11.32	0%	0%	0%	0%	30%	0%	0%	30%	7.924	22	No				
Mount Stewart Avenue Kenton	04/06/2010	6.156	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	6 = 1.772	10.908	0%	0%	0%	0%	0%	30%	0%	30%	7.636	23	No				
Windsor Farm Road Wembley	19/01/2010	9.619	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	7 = 1.949	18.747	0%	80%	0%	0%	0%	0%	0%	0%	8.749	24	No				
Windsor Road NW10	09/02/2010	4.729	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	7 = 1.949	9.217	0%	0%	0%	0%	0%	30%	0%	0%	6.06	25	No				
Windsor Road NW10	09/02/2011	2.316	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	6 = 1.772	4.104	0%	0%	0%	0%	0%	30%	0%	0%	6.06	1.642	26	No			
Windsor Road NW10	01/10/2010	1.824	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	6 = 1.772	3.232	0%	0%	0%	0%	0%	30%	0%	0%	6.06	27	No				
Camberbury Road NW6	28/09/2010	0.602	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0	8 = 2.144	1.291	0%	0%	0%	0%	0%	30%	0%	0%	2.00	0.904	28	Yes			
Aylestone Avenue NW6	12/05/2009	2.296	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	7 = 1.949	4.475	0%	0%	0%	0%	30%	20%	80%	0.895	29	Yes				
Oakington Manor Dr Wembley	05/11/2009	1.113	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	6 = 1.772	1.972	0%	0%	0%	0%	30%	30%	0%	0.6	0.789	30	Yes			
Millman Road NW6	08/02/2011	0.714	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	7 = 1.949	1.392	0%	0%	0%	0%	0%	30%	20%	50%	0.696	31	Yes				
Hillside NW10	06/11/2009	164.670	1	0	0	0	0	0	0	0	0	0	0	2	0	1	1	5	0	10 = 2.594	427.153	100%	0%	0%	0%	0%	0%	0%	100%	0.000	32	Yes				
Dollis Hill Lane NW2 Infants	04/11/2009	14.545	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	0	9 = 2.358	34.297	0%	0%	0%	100%	0%	0%	20%	100%	0.000	32	Yes				
Park Avenue NW2	08/10/2010	3.586	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0	6 = 1.772	6.354	0%	0%	0%	100%	30%	0%	0%	100%	0.000	32	Yes				
Church Lane NW9	01/02/2011	39.354	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	6 = 1.772	69.735	0%	0%	100%	0%	0%	0%	0%	0%	100%	0.000	32	Yes			
Harrow Road Sudbury	15/09/2009	13.747	0	2	0	0	0	0	0	0	0	0	0	2	0	1	1	5	0	10 = 2.594	35.66	100%	0%	0%	0%	0%	0%	0%	100%	0.000	32	Yes				
Mount Pleasant Wembley	07/02/2011	15.469	0	0	0	0	0	1	3	0	0	0	0	0	2	0	0	1	5	0	12 = 3.139	48.557	0%	0%	100%	0%	0%	0%	0%	100%	0.000	32	Yes			
Princes Avenue NW9	05/03/2010	62.925	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	5	0	9 = 2.358	148.377	0%	0%	100%	0%	0%	0%	0%	0%	100%	0.000	32	Yes			
Manor Park Road NW10	10/03/2010	15.864	1	0	0	0	0	0	0	0	0	0	0	2	0	1	1	5	0	10 = 2.594	41.151	100%	0%	0%	0%	0%	0%	0%	100%	0.000	32	Yes				
Brentfield Road NW10	16/09/2010	13.747	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	4 = 1.464	20.126	100%	0%	0%	0%	0%	0%	0%	100%	0.000	32	Yes				
Chamberlayne Road NW6	01/04/2010	38.951	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	5	0	9 = 2.358	91.275	100%	0%	0%	0%	0%	0%	0%	100%	0.000	32	Yes				
Brondesbury Park NW6	24/09/2009	48.115	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	5	0	9 = 2.358	113.455	100%	0%	0%	0%	0%	30%	0%	200%	0.000	32	Yes				
Dollis Hill Lane NW2 Juniors	17/09/2009	16.605	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5 = 1.610	26.86	0%	0%	100%	0%	0%	0%	0%	100%	0.000	32	Yes				
Salisbury Road (Primary) NW6	02/03/2010	32.998	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	5	0	9 = 2.358	77.809	100%	0%	0%	0%	0%	0%	0%	100%	0.000	32	Yes				
Mapesbury Road NW2	03/11/2009	36.757	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	6 = 1.772	65.133	0%	0%	100%	0%	0%	0%	0%	0%	100%	0.000	32	Yes			
Neasden Lane North NW10	16/03/2010	126.370																																		

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Appendix “C”: List of priority & lower priority SCP sites (as at September 2011) based on use of the proposed model.

Priority sites			
No	SCP site	School	Ward
1	Aboyne Road	Wykeham Primary	Welsh Harp
2	Acton Lane j/w Greenhill Rd	Harlesden Primary	Harlesden
3	Acton Lane j/w Minet Ave	Harlesden Primary	Harlesden
4	Anson Rd	Anson Primary	Mapesbury
5	Bridge Rd	Mitchell Brook Primary	Stonebridge
6	Chaplin Rd	Barham Primary	Wembley Central
7	College Rd	Princess Frederica Primary	Queens Park
8	Crest Rd	Braincroft Primary	Dollis Hill
9	Cullingworth Rd	Gladstone Pk Primary	Dudden Hill
10	Donnington Rd	Donnington Primary	Willesden Green/Brodesbury
11	Dudden Hill Lane	Northview Primary	Dudden Hill
12	East Lane (Wembley)	Wembley primary	Preston
13	Furness Rd	Furness Primary	Kensal Green
14	Goodson Rd	St Josephs Primary	Harlesden
15	Hawkshead Rd	Leopold Primary	Harlesden
16	High Rd, Willesden	Convent of Jesus & Mary	Willesden Green
17	Kingswood Ave	Salusbury Primary	Queens Park
18	Manor Farm Rd	Ealing Schools	Alperton
19	Mora Rd	Mora Primary	Mapesbury
20	Mount Stewart Ave	Mount Stewart Schools	Kenton
21	Park Lane, Wembley	Park Lane Primary	Wembley Central
22	Salusbury Road	Islamia Primary	Queens Park
23	Shaftesbury Avenue	Mount Stewart Schools	Kenton
24	Slough Lane	St Robert Southwell	Fryent
25	Willesden Lane	Christchurch Primary	Kilburn
26	Woodstock Rd	Lyon Park Schools	Alperton
27	Wrotesley Rd	Furness Primary	Kensal Green
Lower priority sites			
No	SCP site	School	Ward
1	Aylesstone Ave	Malorees Infants & Junior	Brondesbury Park
2	Brentfield Rd	Swaminaryan School	Stonebridge
3	Brondesbury Park	Malorees Infants & Junior	Brondesbury Park
4	Canterbury Rd	St Marys RC Primary	Kilburn
5	Chamberlayne Rd	Kensal Rise Primary	Queens Park
6	Church lane	Fryent Primary	Fryent
7	Dollis Hill Lane	Our Lady of Grace Juniors	Dollis Hill
8	Dollis Hill Lane	Our Lady of Grace Infants	Dollis Hill
9	Hillside	Stonebridge & Our Lady of Lourdes	Stonebridge
10	Manor Park Rd	John Keeble primary	Kensal Green
11	Mapesbury Rd	NW London Jewish school	Brondesbury Park
12	Milman Rd	Salusbury Primary	Queens Park
13	Mount Pleasant, Wembley	Lyon Park Schools	Alperton
14	Oakington Manor Drive	Oakington Manor Primary	Tokyington
15	Park Avenue	Convent of Jesus & Mary Infants	Willesden Green
16	Princes Ave	Roe Green Infant & Junior	Queensbury

17	Salisbury Road	Salisbury Primary	Queens Park

Appendix “D” – Proposed changes to the SCP service as initially proposed and consulted on in May/June 2011.

Sites where the SCP service would continue to be provided (if the original proposals were to be adopted.			
	School	SCP Site	Ward
1	Anson Primary	Anson Road NW2	Mapesbury
2	Barham Primary	Chaplin Road Wembley	Sudbury
3	Braintcroft Primary	Crest Road NW2	Dollis Hill
4	Christchurch Primary	Willesden Lane NW6	Kilburn
5	Donnington Primary	Donnington Road NW10	Willesden Green
6	Furness Primary	Furness Road NW10	Kensal Green
7	Furness Primary	Wrotesley Road NW10	Kensal Green
8	Gladstone Park Primary	Cullingworth Road NW10	Dudden Hill
9	Lyon Park Infant & Junior	Woodstock Road Wembley	Alperton
10	Mitchell Brook Primary	Bridge Road NW10	Stonebridge
11	Mora Primary	Mora Road NW2	Mapesbury
12	Mount Stewart Infant & Junior	Mount Stewart Ave Kenton	Kenton
13	Mount Stewart Infant & Junior	Shaftesbury Ave Kenton	Kenton
14	Northview Primary	Dudden Hill Lane NW10	Dudden Hill
15	Princess Frederica Primary	College Road NW10	Queens Park
16	Salusbury Primary	Kingswood Ave NW6	Queens Park
17	St Robert Southwell Primary	Slough Lane NW9	Fryent
Sites where the SCP service would be discontinued to be provided (if the original proposals were to be adopted).			
1	Aboyne Road NW10	Wykeham Primary	Welsh Harp
2	Acton Lane NW10	Harlesden Primary	Harlesden
3	Acton Lane NW10	Harlesden Primary	Harlesden
4	Aylestone Avenue NW6	Malorees Infant & Junior	Brondesbury Park
5	Brentfield Road NW10	Swaminarian School	Stonebridge
6	Brondesbury Park NW6	Malorees Infant & Junior	Brondesbury Park
7	Canterbury Road NW6	St Marys RC Primary	Kilburn
8	Chamberlayne Road NW6	Kensal Rise Primary	Queens Park
9	Church Lane NW9	Fryent Primary	Fryent
10	Dollis Hill Lane NW2	Our Lady of Grace Juniors	Dollis Hill
11	Dollis Hill Lane NW2	Our Lady of Grace Infants	Dollis Hill
12	East Lane Wembley	Wembley Primary	Preston
13	Goodson Road NW10	St Josephs Primary	Harlesden
14	Harrow Road Sudbury	Sudbury Primary	Sudbury
15	Hawkeshead Road NW10	Leopold Primary	Harlesden
16	High Road Willesden NW2	Convent of Jesus & Mary Infants	Willesden Green
17	Hillside NW10	Stonebridge & Our Lady of Lourdes	Stonebridge

18	Manor Farm Road Wembley	Ealing Schools	N/A
19	Manor Park Road NW10	John Keeble Primary	Kensal Green
20	Mapesbury Road NW2	NW London Jewish School	Brondesbury Park
21	Milman Road NW6	Salusbury Primary	Queens Park
22	Mount Pleasant Wembley	Lyon Park Infant & Junior	Alperton
23	Neasden Lane North NW10	Wykeham Primary	Welsh Harp
24	Neasden Lane North NW10	Wykeham Primary	Welsh Harp
25	Oakington Manor Drive	Oakington Manor Primary	Tokyngton
26	Park Avenue NW2	Convent of Jesus & Mary Infants	Willesden Green
27	Park Lane Wembley	Park Lane Primary	Wembley Central
28	Princes Ave NW9	Roe Green Infant & Junior	Queensbury
29	Salusbury Road NW6	Islamia Primary	Queens Park
30	Salusbury Road NW6	Salusbury Primary	Queens Park

Appendix E

Brent Council: Directorate of Environment & Neighbourhood Services.

Proposed changes to the School Crossing Patrol Service

Consultation Report

1. Introduction

This report sets out the arrangements used to consult on the proposed changes to the SCP services, sets out the response received and analyses those responses.

2. Consultation arrangements

2.1 General

There have been 3 strands to the consultation

- (i) Consultation with staff
- (ii) Consultation with schools
- (iii) Open (public) consultation

The 3 (strands of) consultations took place more or less simultaneously at the end of May/beginning of June 2011. Each consultation was open for responses over a 30 day period. The consultations were timed to end on a date which would have afforded opportunity for responses to be made analysed and presented to the Councils Executive Committee at their July meeting such that, if the Committee were minded to approve changes, those changes could be implemented by the start of the 2011/12 school year.

The consultation arrangements are described for each strand below.

Arrangements were also made to capture any responses that were provided outside of the formal consultation arrangements.

2.2 Consultation arrangements - consultation with staff.

Consistent with the Council's Managing Change Policy & Procedure, staff within the service were consulted over a 30 day period from 23rd May to 21st June 2011.

The Staff Consultation document provided to staff is shown at Appendix 1. The document contained details of which schools would no longer be provided with a SCP at the Council's expense (unless the individual schools made alternative arrangements) if the proposals were to be introduced.

Mindful of the working arrangements and composition of the staff, the consultation arrangements were enhanced beyond the standard arrangements. This ensured staff were able to understand the proposals in detail and were given every opportunity to respond to them. The arrangements comprised: statutory letters, presentations from the management team, drop in sessions to deal with queries and offers of meetings with all individual members of staff. Trade Union representatives were invited to briefings etc and able to support their members as required.

2.3 Consultation arrangements - consultation with Schools

Schools were consulted over a 30 day period from ** May to ** June 2011. Schools were advised of the proposals through the extranet site that is the accepted medium of communication with Brent

schools. Using the extranet, all schools (ie primary and secondary, community and voluntary aided) were afforded the opportunity to respond to the proposals, regardless of whether they are currently provided with a SCP.

A SCP service is currently provided, on roads that are the responsibility of the Council, to two Ealing schools and to one independent school. Those schools were directly consulted over the proposals.

Letters were sent on the 19th May 2011 via the extranet to all schools (in advance of the consultation) to alert them to the proposals and the forthcoming consultation. Letters were also sent (via the post and the extranet) to schools mid-way through the consultation period to encourage schools to respond to the proposals.

Additionally, the primary schools convenors group were briefed on the proposals and the consultation arrangements during the consultation period.

The Consultation pack provided to schools is shown at Appendix 2.

Schools were afforded the opportunity to respond to the consultation using a simple questionnaire. The questionnaire asked the schools to indicate whether they would like to explore the alternative arrangements (described in 4.3) in the event that the proposals were to be introduced such that their school would no longer have a SCP.

The document contained details of those schools which would no longer be provided with a SCP at the Council's expense (unless the individual schools made alternative arrangements) if the proposals were to be introduced.

2.4 Consultation arrangements – open (public) consultation

Open (public) consultation took place using the consultations facility on the Council's website. The 30 day consultation period ran from 23rd May to 21st June 2011.

In order to increase awareness of the proposals and encourage participation in the open consultation a number of actions were taken:

- (i) Within all correspondence with schools, they were alerted to the mechanism for capturing public responses (ie the public consultation) and encouraged to encourage members of the school community (staff, parents/carers, pupils and residents etc) to respond
- (ii) A press release was made
- (iii) A notice was posted on the "latest news" sections of both the Council's intranet and internet sites
- (iv) A letter was sent to all ward councillors

A simplified explanation of the proposals was provided within the material available in the open consultation but again the output from the model was displayed such that potential respondents were able to see details of changes that would come about if the proposals were to be introduced.

Responses to the public consultation were captured through completion of an on-line questionnaire.

Details of the open (public) consultation pack are provided at Appendix 3.

3. Consultation results

3.1 Consultation results – General

The following section sets out details of the responses received to the consultation.

A significant number of responses were received outside of the “formal” consultation arrangements. Accordingly, details of responses to the consultation are presented as follows:

- (i) Responses from staff
- (ii) Responses from schools – through the questionnaire
- (iii) Responses from schools – direct (ie outside of the “formal” consultation arrangements)
- (iv) Responses to the open (public) consultation (through the website)
- (v) Responses to the consultation provided outside of the on-line arrangements – this includes petitions, responses from councillors and direct letters and emails from the wider public.

Where possible, and without compromising the Council’s obligations with regard to the data protection act, demographic and other information has been provided so as to enable the responses to be analysed in context.

3.2 Consultation results - responses from staff

One response from a member of staff was received in relation to the proposals. This response is summarised at Appendix 4. This approximates to a 2% response rate.

Many queries relating to the proposals were received and dealt with during the drop-in sessions provide for staff but these primarily related to how the Council’s managing change arrangements would impact on staff (individually or collectively) if the proposals were to be implemented in full or in part. Those queries were dealt with in accordance with the Council’s managing change arrangements are not discussed within this report.

3.3 Consultation results - responses from schools through the questionnaire.

A total of 5 schools returned a questionnaire. One school provided 2 returns (one from the Head Teacher and one from the Chair of Governors).

This approximates to a 14% response rate from those schools that are currently served by a SCP and a 5% response rate from all schools.

A summary of the questionnaire responses received from schools is shown at Appendix 5.

3.4 Consultation results - Responses from Schools – direct (ie outside of the formal consultation arrangements)

A total of 5 schools responded outside of the consultation by writing directly to the Head of Transportation or the lead member. Responses were received from both the Head Teacher and the

either the Chair of Governors or the Chair of the PSA form 2 schools. Additionally a written response was received from the Brent Primary Schools Headteachers Group Convenors.

These responses approximate to a 14% response rate from those schools that are currently served by a SCP and a 5% response rate from all schools.

A summary of these responses is shown at Appendix 6.

3.5 Consultation results -responses to the open (public) consultation (through the website)

A total of 86 responses were received through the on-line consultation questionnaire. This means that fewer than 1% of the affected school community (parents/carers/staff of schools with a scp) responded to this strand of consultation.

Of the responses received:

- 49 (57%) related to 21 (44% of) schools
- 40 (46%) related to 2 schools.
- No responses were received relating to 36 schools.
- 35 (42%) related to 3 crossing sites.
- No responses were received in relation to 22 sites.
- 74(86%) respondents used the SCP sites at least once a day with 6 (less than 1%) using the SCP less than once a week.
- 50 (65%) disagreed or strongly disagreed with the adoption of a risk based model, 20 (26%) agreed or strongly agreed and 6 (8%) had no view.
- 67 (78%) chose to make a comment on the proposal
- 55 (64%) chose to make a comment on a particular SCP site.
- 54 (63%) of respondents were female, 17 (20%) were male and 15 chose not to disclose their gender.
- All respondents were aged between 25 and 64 with 47 (55%) aged between 35 and 44. 15 (17%) chose not to discuss their age.
- 49 (70%) were white (British, Irish or other), 8 (11%) were Asian, 5 (7%) were black and 22% chose not to discuss their ethnicity.
- None of the respondents considered themselves to have a disability although 44% of respondents chose to skip the question
- 25 (36%) of respondents said they were Christian, 19 (27%) were of no religion and 28 (33%) chose not to state their religion.

The responses to the on-line questionnaire are shown in Appendix 7.

3.6 Consultation results -responses to the consultation provided outside of the on-line arrangements – this includes petitions, responses from councillors and direct letters and emails from the wider public

A relatively high number of responses were received from the wider public (including from ward councillors) outside of the formal consultation arrangements.

Petitions received.

A total of 8 petitions were received. In excess of 2000 residents, pupils or school staff signed these petitions. The petitions are summarised at Appendix 8.

Other responses

A relatively high number of responses (46) were received from individuals outside of the formal consultation arrangements. The responses were generally sent directly to the Head of Transportation or the Executive member for Highways.

These responses are summarised at Appendix 9. The responses include a number from ward councillors.

4. Analysis of responses

4.1 Analysis of responses - General

Although there has been a certain amount of overlap (a number of respondents were through more than one avenue) the following is a high level summary of the responses received:

From schools:

A total of 13 schools responded (35% of those currently with a SCP). 24 (65%) schools currently with a SCP failed to respond.

5 schools responded using the consultation questionnaire. 8 responses were received outside of the consultation.

7 schools were the centre of the 8 petitions received.

From staff:

One response was received.

From the wider community (including ward councillors):

Eight (8) petitions were received with in excess of 2000 signatures from pupils, parents/carers, staff and residents. Four (4) of the petitions failed to meet the Council's threshold for consideration as petitions.

A total of 132 responses were received, directly or using the on-line consultation arrangements, from the wider public. Of these responses 16 (12%) were from ward councillors.

4.2 Analysis of responses - content of responses

Overall, the responses received were negative regardless of their source.

A small number of responses (20 (26%) of the on-line responses and 2 (33%) of schools responding by questionnaire) indicated a degree of support for adopting a risk evaluation model. However the majority of responses were generally unsympathetic to that approach and any support was highest where the approach would result in a particular site continuing to be provided.

There were a number of recurring themes within the responses received. These can be summarised as follows:

- The consultation was poorly timed and/or inadequate
- The proposals will reduce road safety, at all sites or specific sites (where a SCP would no longer be provided) and this would inevitably increase accidents and road casualties
- The proposed model fails to adequately take into account of issues such as traffic volumes and composition, traffic speeds, congestion, general “busy-ness”, driving standards and user behaviour at each site
- The proposed model fails to take account of issues associated with the school roll at each school such as the level of autistic, SEN or financially disadvantaged pupils
- The proposed model fails to take into accounts schools with expansion plans or split sites or with large catchment areas
- The proposals will be detrimental to the environment and the health of pupils (and the Council’s wider environmental and transport objectives) since they will reduce the number of pupils walking or cycling to school and the continuation of “walking bus” initiatives
- The proposals are wholly cost (savings) driven
- The Council is responsible for road safety and should continue to provide the service in entirety
- The cost savings that would be generated are minimal (in relation to road safety risk)and cannot be justified.

The nature of the consultation and the way responses were framed and captured means that it is not possible to analyse the proportion of responses that can be ascribed to each of these arguments.

Each of the recurring themes is discussed in turn within the report to the Executive Committee. Where appropriate the Equalities Analysis has considered the results of the consultation and the source of the responses.

Consultation report

Appendices

Appendix 1 – Staff consultation document

Appendix 2 – Schools consultation pack

Appendix 3 – Open (public) consultation details

Appendix 4 – Summary of staff responses

Appendix 5 – Summary of responses from schools (through questionnaires)

Appendix 6 – Summary of other (direct) responses received from schools

Appendix 7 – Summary of public responses to the on-line questionnaire

Appendix 8 – Details of petitions received

Appendix 9 – Summary of other public responses received.

Appendix 1: Staff Consultation Document

Proposed changes to the Brent School Crossing Patrol Service.

Staff Consultation – document from Tim Jackson, Head of Transportation.

1. Summary

This is a consultation report for staff.

The report outlines proposed changes to the School Crossing Patrol Service currently provided by the Council. It is proposed to change the way the Council decides which schools to provide School Crossing Patrol officers (SCPO) at.

If the proposals are introduced the number of sites covered by a SCPO would be reduced from 48 to 17 from the beginning of September 2011. The number of SCPOs employed by the Council would be reduced to the same number.

There may be further reductions in future years as more measures are introduced to reduce the risk of accidents at those sites where it is proposed to continue to provide a SCP .

The report describes a model that will be used to decide which SCP sites would continue to be covered.

The consultation process is set out in this report – what the process is, when & who will make a decision and what the arrangements would be if a decision to introduce the proposals is made.

2. Background

The School Crossing Patrol (SCP) service assists school children and their parents/carers crossing roads close to a number of schools by stopping traffic. Staff also help in the delivery of road safety education to individual schools.

The Council has no duty to provide a SCP service and it is not provided to all schools in Brent.

Brent Council has been responsible for the service since 2000 when the service was transferred from the Metropolitan Police to individual London Boroughs. At that time, 27 sites (locations close to schools) were covered by SCP officers (SCPOs). Since 2000 the service has been expanded and there are now nearly 50 SCP sites covering over half of Brent primary schools. This makes it one of the largest services in London.

The Council is committed to reducing the number of casualties (particularly child casualties) on Brent roads and has successfully exceeded the National & London targets for child casualty reduction. The SCP service has played an important part in that success.

In recent years, conditions outside many schools have changed. As part of the Council's road casualty reduction work measures to calm traffic and improve pedestrian crossing facilities have been introduced on roads at many schools. This has included pelican and zebra crossings, islands, 20mph speed restrictions and calming features such as road humps.

From time to time changes have been made at individual sites (in response to staff changes or requests from schools).

However, unlike many other Council services, up to now there has been no review of the SCP service - to consider whether the service should be provided and, if so, where the service should be provided.

That review has now been undertaken. This document describes changes that are proposed as a result of that review. It is proposed to introduce the changes in time for the beginning of the new (2011/12) school year in September 2011.

3. Purpose of the formal staff consultation

The purpose of the staff consultation, of which this document forms an important part, is to provide staff in the service with the opportunity to:

- Understand the proposals,
- Understand the implications of the proposals on their current role and the options available to them
- Feedback on the proposals as a whole,
- Feedback on the staffing structure and arrangements that will be put in place if the proposals are introduced.

The Council is also consulting on the proposals with schools and the public. When all the consultation has been completed the Council's Executive Committee will consider whether or not to introduce the changes. No changes will be made until after the Executive Committee has met and this document does not pre-empt the Committee decision.

4. Timescale for the staff consultation

The formal consultation with staff begins on 23rd May 2011 and will end on 21st June 2011. Once the staff consultation period has been closed and all issues raised have been considered a feedback report will be produced and shared with staff. That feedback report will also be incorporated within the report to be considered by the Executive Committee.

5. Current service arrangements

The Council currently provides a SCP service covering 47 sites located throughout the Borough. There are 48 SCP officer posts (one to provide cover) and 2 supervisors.

The sites are outside of schools or on routes used by pupils in close proximity of schools.

Of the 47 sites:

- 9 are sites on signal controlled crossings

- 12 are sites on zebra crossings
- 2 are sites where pupils are always accompanied by adults (infant schools only)
- 8 are sites within 20mph speed limit zones
- 17 are sites on roads with traffic calming measures.

The service operates twice a day, during school term times, at times when children are arriving and leaving school.

All SCP officers have the same job description and are required to work at any SCP site within Brent if required. However, recognising that the many staff have a preference to work at one particular school to suit their lifestyles and where they live, it has been custom and practice to base staff (except the cover SCP) at the site they prefer and to train them to operate at that particular site.

Risk assessments are undertaken regularly to ensure the safety of staff.

6. Proposed future SCP service arrangements

It is proposed to use a risk evaluation model to decide which sites should be provided with a SCP. No crossing point on roads in the Borough is entirely free of the risk of an accident (to children or adults) but the proposals would result in a SCP being provided by the Council at those sites where it is considered that risks are not adequately mitigated (reduced) by other factors. Those sites where there are measures that make crossing the road much safer (where there are zebra crossings for example) would not be covered.

If the proposals are introduced, the number of sites covered by a SCP officer would be reduced from 47 to 17. The number of supervisors would be reduced to 1. No relief cover would be provided.

The proposals are not a reflection of the performance of the service as a whole or of individuals within it. Decisions on which sites will remain and which sites will not remain have been based on the characteristics of sites regardless of the SCPO based there.

The model would be used in future years to decide which SCP sites should be covered. This would mean that as engineering measures (zebra crossings etc) are introduced outside schools the size of the service could be further reduced. Similarly if new schools are built, or existing schools have major changes, the model would be used to decide whether to provide a SCPO at those sites.

It is recognised that schools which would no longer have a SCP if the proposals are introduced may wish to continue to have one. It is proposed to offer those schools the opportunity to “buy” provision of an SCPO if they wish, or to provide an SCPO that the Council would train, subject to certain conditions being met.

It is also recognised that where a SCP has been provided at a site for many years children and parents/carers will have become used to being supported by the SCPO. At locations where SCPOs would no longer to be provided the Council will take a number of actions to ensure that children, parents/carers and motorists are aware of the changes and the impact is minimised. These actions

would comprise: making additional road safety training available to those schools, reviewing and refreshing/upgrading warning signs, lines etc around those schools, increasing parking enforcement in the vicinity of those schools.

Appendix “A” is a list of those 17 sites where a SCP would continue to be provided beyond September 2011 if the proposals are introduced.

Appendix “B” is a map of where those 17 sites are.

If a SCPO is currently based at a site where it is proposed to remove the SCP it does not necessarily mean that particular SCP will be required to leave the Council’s service. Similarly, if a SCPO is currently based at a site where it is proposed to keep a SCP it does not necessarily mean that particular SCPO will continue as a SCP in the Council’s service. There would be a selection process to decide how to staff the reduced service.

7. The risk evaluation model

Council officers have developed a model that uses available data and the characteristics of SCP sites. The model is based on national guidance so far as possible. The model uses traffic and pedestrian counts to evaluate road safety risk at sites and uses information on site characteristics to evaluate the level to which those risks are reduced. Using the model each site is given a score. It is proposed that below a certain (threshold) score no SCP service would be provided (at that site) at the Council’s expense.

At those sites above the threshold score a SCP would continue to be provided on the basis that the road safety risk is sufficiently high and the level of mitigation to reduce that risk not sufficiently high to justify the provision of a SCP.

8. Proposed SCP service structure – job (post) changes.

The proposed changes would impact on all posts within the service.

The number of SCPO posts would be reduced to 17 (although this may change if individual schools decide to “buy-back” additional SCPs). It is not proposed to change the grade (Scale 2) or conditions of service of the remaining posts.

It is proposed to delete both the Senior SCP supervisor and the SCP supervisor posts and create a new post of SCP & Road Safety Education Supervisor. A new job description will be developed, matching the scope of the new service and revised priorities, and evaluated when issued. It is anticipated that post will be evaluated at SO1 grade.

These proposed changes can be summarised as follows:

Supervisors

Existing number of posts: 2

Proposed number of posts: 1

School Crossing Patrol Officers

Existing number of posts: 48

Proposed number of posts: 17

9. Implementing the proposals

The proposals would be implemented in accordance with the Council's "managing change" policies and procedures. The Council's approach to any downsizing of the workforce is to minimise compulsory redundancies and seek alternatives including voluntary redundancy.

The process would be implemented by support and training for staff. Training and support will be adapted where possible to meet the particular needs of the staff group affected by these proposals.

Arrangements will be made to explain to staff how the proposals would be implemented during the consultation period. Those arrangements will include an explanation of the Council's voluntary redundancy arrangements.

All staff in the service will be offered voluntary redundancy. Unless the number of requests for voluntary redundancy exceeds the number (32) of posts to be deleted applications for voluntary redundancy will be accepted. Any staff who have previously requested voluntary redundancy, as part of the recent Council-wide offer will not need to apply again.

The process of recruiting to the new SCP & Road Safety Education Supervisor post will comprise matching the person specifications of those 2 supervisor posts which are proposed for deletion to that of the new post and filling the new post through assimilation or competitive selection as appropriate.

Recruitment to the (remaining) 17 SCP officer posts would be from the pool of those (48) current SCP officers - taking account of any current vacancies and applications for voluntary redundancy,

The process would include an interview and a practical test. The process would also take account of which sites, of the (17) sites where a SCP would be provided, existing staff would be willing to work at.

Before any interview staff would be asked to state which site, or sites, they would prefer or be willing to work at. That information would be used as part of the process to ensure that all sites are covered in a way that suits the lifestyles and home location of staff so far as is practicable.

If staff are required to attend meetings or interviews, as part of the consultation or selection arrangements, at times outside of their normal working hours they will be paid overtime to attend those meetings or interviews.

It is recognised that the SCP service operates differently from many other services. Staff are not based in Council offices, do not have access to (Council) email and may need support in responding to the proposals. Consultation arrangements will be flexible and modified to accommodate the needs of staff as far as possible.

10. Timetable

The following table shows the programme for staff consultation. It also show the programme for making changes if, following the consultation, the Executive Committee decide to approve them.

Actions affecting staff alone are shown in **bold**.

Date	Activity
23rd May 2011	Formal Staff Consultation begins. This includes consultation with Trade Unions.
23 rd May 2011	Consultation with schools and the public begins
Thursday 26th May 2011	<p>Drop in meetings (at Barham Park) for the presentation of the proposals to staff.</p> <p>These will take place at 10am, 1pm and 5pm to allow staff to attend without disrupting the service.</p> <p>Managers & HR officers will attend these meetings.</p> <p>Additional arrangements will be made to enable staff unable to attend these sessions to meet with managers & HR officers.</p>
30 th May – 3 rd June 2011	Half term week
1st, 7th and 8th June 2011	<p>One to one drop in sessions for individual staff to discuss proposals and individual concerns/issues etc. These will all be at Brent House.</p> <p>Wednesday 1st June – 9am to 12noon</p> <p>Tuesday 7th June – 9.30am to 12noon</p> <p>Wednesday 8th June – 1pm to 5.30pm</p>
14th June 2011	Closing date for applications for voluntary redundancy
21st June 2011	Formal staff consultation ends
21 st June 2011	Consultation with schools and the public ends
29th June 2011	Report in response to staff consultation provided to staff
First week July (date & time to be confirmed)	Meeting to feedback to staff

	8 th July 2011	Agenda for 18 th July 2011 Executive Committee meeting published – with report on proposals for the SCP service (including report on responses to all consultation).
	18 th July 2011	Executive Committee meeting to consider report
	19 th July 2011*	Implementation of any proposals agreed by Executive Committee Schools & staff notified
	22 nd July – 12 th August 2011*	Selection of staff for remaining service & sites (job matching, assimilation /selection processes, interviews. Training of selected staff where necessary. Negotiation with individual schools seeking a SCP at their school site.
	22 nd July onwards*	Work (lines, signs etc) at those sites where service will cease.
	1 st September 2011*	New service arrangements in place.

(* - this would depend on the nature of the decision made by the Executive Committee on 18th July 2011.

11. Support arrangements for staff affected by the proposals

The Council has arrangements to support any staff affected by organisational change. Those arrangements are set out in Appendix “C” and will be available to all staff affected by the proposals described.

12. Financial implications

The current SCP service costs £340,000 each year. If the proposals described are introduced the cost of the service (staff, supervision, on-costs and road safety training would be approximately £140,000 each year). This would represent a saving to the Council of around £200,000 each full year.

If the proposals described are introduced at the beginning of the 2011/12 school year (ie in September 2011) a saving of approximately £90,000 to £100,000 (exclusive of the cost of any redundancy costs) would be made.

13. How staff can feedback on the proposals

Feedback on the proposals is welcomed from all staff that may be affected by the proposals during the consultation period. That feedback needs to be in writing and received before the closing date.

Staff can write or email directly to:

Debbie Fowler – Team Leader (Accident Prevention team)

Transportation Unit,

Brent House

349-357 High Road,

Wembley HA9 6BZ

Email to debbie.fowler@brent.gov.uk

Staff will be provided with stamp & addressed envelopes for use if required.

Arrangements will also be made for individual members of staff to meet with managers and HR officers who will listen to responses and capture them in writing if staff would prefer that approach.

Contacts

The following staff will be supporting staff through the consultation period and through the implementation period (if the proposals are agreed by the Executive Committee) and can be contacted for advice and support:

Debbie Fowler (Team leader – APU): tel 020 8937 5570 or debbie.fowler@brent.gov.uk

Sandor Fazekas (Assistant Head – Highways & Civil Engineering): tel 020 8937 5113 or sandor.fazekas@brent.gov.uk

Chiraag Panchal (HR Officer): tel 020 8937 5538 or chiraag.panchal@brent.gov.uk

Trade Union contacts:

Unison – Branch Secretary: Phil O’Riley

GMB – Branch Secretary: George Fraser

Report written by: Tim Jackson (Head of Transportation)

13th May 2011

Appendix A – List of sites where SCP service would continue to be provided (if the proposals are implemented).

	School	SCP Site	School Address	Ward
1	Anson Primary	Anson Road NW2	Anson Road, London NW2 4AB	Mapesbury
2	Barham Primary	Chaplin Road Wembley	Danethorpe Road, Wembley HA0 4RQ	Sudbury
3	Braintcroft Primary	Crest Road NW2	Warren Road, London NW2 7LL	Dollis Hill
4	Christchurch Primary	Willesden Lane NW6	Clarence Road, London NW6 7TG	Kilburn
5	Donnington Primary	Donnington Road NW10	Uffington Road, London NW10 3TL	Willesden Green
6	Furness Primary	Furness Road NW10	Furness Road, London NW10 5YT	Kensal Green
7	Furness Primary	Wrotesley Road NW10	Furness Road, London NW10 5YT	Kensal Green
8	Gladstone Park Primary	Cullingworth Road NW10	Sherrick Green Road, London NW10 1LB	Dudden Hill
9	Lyon Park Infant & Junior	Woodstock Road Wembley	Vincent Road, Wembley HA0 4HH	Alpertton
10	Mitchell Brook Primary	Bridge Road NW10	Bridge Road, London NW10 9BX	Stonebridge
11	Mora Primary	Mora Road NW2	Mora Road, London NW2 6TD	Mapesbury
12	Mount Stewart Infant & Junior	Mount Stewart Ave Kenton	Mount Stewart Ave, Kenton HA3 0JX	Kenton
13	Mount Stewart Infant & Junior	Shaftesbury Ave Kenton	Mount Stewart Ave, Kenton HA3 0JX	Kenton
14	Northview Primary	Dudden Hill Lane NW10	Northview Crescent, London NW10 1RD	Dudden Hill
15	Princess Frederica Primary	College Road NW10	College Road, London NW10 5TP	Queens Park
16	Salisbury Primary	Kingswood Ave NW6	Salisbury Road, London NW6 6RG	Queens Park
17	St Robert Southwell Primary	Slough Lane NW9	Slough Lane, London NW9 8YD	Fryent

Appendix 2: Schools consultation pack

Letter to all head teachers

Consultation on proposed changes to the School Crossing Patrol Service

Dear Head teacher,

You may recall that I wrote to you last week alerting you to imminent consultation on proposed changes to the School Crossing Patrol (SCP) service provided by the Council.

The changes, if introduced, would see the use of a risk evaluation model to determine where SCP officers are provided. The use of this model would see the size of the service reduced from provision at 47 sites to 17 sites with further reductions in future years as local circumstances change.

Consultation on the proposals has now begun and concludes on 21st June 2011.

There are 3 separate strands to the consultation – consultation with staff, with schools and with the wider public.

The purpose of this letter is to invite you to respond to the consultation with schools.

Attached to this letter you will find a report setting out details of the proposals together with a questionnaire inviting you to comment on the proposals. I apologise for the length of the report but it is important that schools have sufficient detail about the proposals to enable an informed response.

I would be pleased if you could complete the questionnaire and return it, by post or email to the address shown before 21st June 2011.

If you have any queries relating to the proposals that are not covered in the report please contact me at tim.jackson@brent.gov.uk.

Finally, you will note that we are separately consulting with the wider public on the proposals.

I am sure that parents, carers, pupils, teaching staff and others connected with your school may wish to have their say on the proposals. Those comments are welcomed.

I would be grateful if you would alert members your school community to the proposals and consultation using the communications tools (newsletters etc) you use on a regular basis. Please could you also encourage anyone that is interested to visit the consultation page on the Council's website www.brent.gov.uk/consultation where details of the proposals can be found and there are facilities to enable responses to be made.

I look forward to receiving your schools response to the proposals.

YF

TJ

HoT

Brent Council

Transportation Service

Directorate of Environment & Neighbourhood Services

Proposed changes to the School Crossing Patrol service

CONSULTATION WITH SCHOOLS

Proposed changes to the Brent School Crossing Patrol Service.

Consultation with Schools.

14. Summary

Brent Council is proposing to make changes to the School Crossing Patrol service. It is proposed to change the way the Council decides which schools to provide School Crossing Patrol officers (SCPO) at.

The Council is consulting separately with staff, with schools and with the wider public on the proposals.

This report is part of the consultation with schools in Brent. It accompanies a questionnaire for individual schools to return to give their views on the proposals. Responses from schools will be considered, alongside responses from staff and to the open (wider public) consultation before a final decision on the proposals is made.

If the proposals are introduced the number of sites covered by a SCPO would be reduced from 48 to 17 from the beginning of September 2011.

There may be further reductions in future years as more measures are introduced to reduce the risk of accidents at those sites where it is proposed to continue to provide a SCP.

The report describes a model that would be used to decide which SCP sites would continue to be covered.

The report also describes arrangements that would be made to enable those schools that would no longer have a service at their site to “buy back” a service from the Council.

Consultation with schools runs until Tuesday 21st June 2011. A final decision on the proposals will be made by the Council’s Executive Committee on 18th July 2011.

15. Background

The School Crossing Patrol (SCP) service assists school children and their parents/carers crossing roads close to a number of schools by stopping traffic. Staff also help in the delivery of road safety education to individual schools.

The Council has no duty to provide a SCP service and it is not provided to all schools in Brent.

Brent Council has been responsible for the service since 2000 when the service was transferred from the Metropolitan Police. At that time, 27 sites (locations close to schools) were covered by SCP officers (SCPOs). Since 2000 the service has been expanded and there are now nearly 50 SCP sites covering over half of Brent primary schools. This makes it one of the largest services in London.

The Council is committed to reducing the number of casualties (particularly child casualties) on Brent roads and has successfully exceeded the National & London targets for child casualty reduction. The SCP service has played an important part in that success.

In recent years, conditions outside many schools have changed. As part of the Council's road casualty reduction work measures to calm traffic and improve pedestrian crossing facilities have been introduced on roads at many schools. This has included pelican and zebra crossings, islands, 20mph speed restrictions and calming features such as road humps.

From time to time changes have been made at individual sites (in response to staff changes or requests from schools).

However, unlike many other Council services, up to now there has been no review of the SCP service - to consider whether the service should be provided and, if so, where the service should be provided.

That review has now been undertaken. This document describes changes that are proposed as a result of that review. It is proposed to introduce the changes in time for the beginning of the new (2011/12) school year in September 2011.

16. Purpose of the consultation with schools

The purpose of the consultation, of which this document forms an important part, is to provide schools with the opportunity to:

- Understand the proposals,
- Understand the implications of the proposals on their school and the options available to them
- Feedback on the proposals,
- Where schools would no longer have a SCP (if the proposals were to be implemented), indicate whether they would be interested in "buying back" the service as outlined in the proposals.

The Council is also consulting on the proposals with schools and the public. When all the consultation has been completed the Council's Executive Committee will consider whether or not to introduce the changes. No changes will be made until after the Executive Committee meeting. This document does not pre-empt the Committee decision.

17. Current service arrangements

The Council currently provides a SCP service covering 47 sites located throughout the Borough. There are 48 SCP officer posts (one to provide cover) and 2 supervisors.

The sites are outside of schools or on routes used by pupils in close proximity of schools.

Of the 47 sites:

- 9 are sites on signal controlled crossings
- 12 are sites on zebra crossings

- 2 are sites where pupils are always accompanied by adults (infant schools only)
- 8 are sites within 20mph speed limit zones
- 17 are sites on roads with traffic calming measures.

The service operates twice a day, during school term times, at times when children are arriving and leaving school.

All SCP officers have the same job description and are required to work at any SCP site within Brent if required however it has been custom and practice to base staff at the site they prefer and to train them to operate at that particular site.

Risk assessments are undertaken regularly to ensure the safety of staff.

18. Proposed future SCP service arrangements

It is proposed to use a risk evaluation model to decide which sites should be provided with a SCP. No crossing point on roads in the Borough is entirely free of the risk of an accident (to children or adults) but the proposals would result in a SCP being provided by the Council at those sites where it is considered that risks are not adequately mitigated (reduced) by other factors. Those sites where there are measures that make crossing the road much safer (where there are zebra crossings for example) would not be covered.

Output from the proposed risk evaluation model is shown at Appendix “A”. An explanation of the model is shown at Appendix “B”.

If the proposals are introduced, the number of sites covered by a SCP officer at the Council’s expense would be reduced from 47 to 17. No relief cover would be provided.

The model would be used in future years to decide which SCP sites should be covered. This would mean that as engineering measures (zebra crossings etc) are introduced outside schools the size of the service could be further reduced. Similarly if new schools are built, or existing schools have major changes, the model would be used to decide whether to provide a SCPO at those sites.

It is recognised that schools which would no longer have a SCP if the proposals are introduced may wish to continue to have one. It is proposed to offer those schools the opportunity to “buy” provision of an SCPO if they wish, or to provide an SCPO that the Council would train, subject to certain conditions being met. These arrangements are outlined in more detail below.

It is also recognised that where a SCP has been provided at a site for many years children and parents/carers will have become used to being supported by the SCPO.

At locations where SCPOs would no longer to be provided the Council will take a number of actions to ensure that children, parents/carers and motorists are aware of the changes and the impact is minimised.

These actions would comprise:

- (i) Checking (and improving if necessary) advance warning signs to make sure drivers are aware that they are approaching a school or crossing point and making sure all “school keep clear” and yellow line markings are clear and visible
- (ii) Visiting those schools affected by changes to offer additional road safety education training to reinforce key road safety messages
- (iii) Giving priority to enforcing “school keep clear” and yellow lines around affected schools so as to maintain/improve visibility at affected schools.

Appendix “C” is a list of all 47 sites where a SCP is provided at the current time.

Appendix “D” is a list of those 17 sites where a SCP would continue to be provided, at the Council’s expense, beyond September 2011 if the proposals are introduced.

19. The risk evaluation model

Council officers have developed a model that uses available data and the characteristics of SCP sites. The model is based on national guidance so far as possible. The model uses traffic and pedestrian counts to evaluate road safety risk at sites and uses information on site characteristics to evaluate the level to which those risks are reduced. Using the model each site is given a score. It is proposed that below a certain (threshold) score no SCP service would be provided (at that site) at the Council’s expense.

At those sites above the threshold score a SCP would continue to be provided on the basis that the road safety risk is sufficiently high and the level of mitigation to reduce that risk not sufficiently high to justify the provision of a SCP.

20. Options available to schools that would be affected by the proposed changes.

It is recognised that schools value the SCP service and that, where existing arrangements are proposed to cease, individual schools may wish to make arrangements such that the service could continue.

In those circumstances there would be 3 options available to Schools:

- (i) To “buy back” the service from the Council. In this scenario a SCPO would be provided within the continuing service for that particular school at a cost of £6000 per year. The Council would supply the service in entirety – employing the SCPO, providing all supervision, equipment, training etc. A Service Level Agreement would need to be entered into between the school and the Council to cover issues such as service length, notice period etc. The sum of £6000 equates to the current, actual, cost of providing a SCPO.
- (ii) For the school to employ someone, or a group of people, who would be risk assessed, trained and given the authority to stop traffic etc by the Council. The school would have to meet the cost of the training etc at a cost of £500 per year. The school would have financial and operational responsibility for the service.

- (iii) For individual schools to make their own arrangements to deploy individuals to encourage children (and their carers) to cross safely in the vicinity of schools. In those circumstances the Council would not be able to delegate authority to stop traffic and consequently there would be potential liability issues for the schools to consider. The schools would have to make arrangements for risk assessments, training, management etc.

An important issue that schools seeking to pursue one of these options relates to restrictions on funding. The Schools Finance Regulations specifically preclude schools funding a SCP service from the Schools Budget. Consequently schools seeking provision of a SCP utilising one of these options would have to ensure compliance with the Regulations by ensuring that costs are met from budgets other than the Schools Budget.

21. Timetable

Consultation with schools is taking place from 23rd May until 21st June 2011.

A report on the proposed arrangements will be considered by the Council's Executive on 18th July 2011. That report will include an analysis of responses (from staff, schools and the wider public).

If the Executive decide to implement the changes, schools will be advised prior to the end of the Summer term and the new arrangements would be in place at the beginning of the 2011/12 school year (ie in September).

22. Financial implications

The proposals have been driven by a need to review the service and not by the need to make financial savings. However if the proposals are progressed there would be financial savings.

The current SCP service costs £340,000 each year. If the proposals described are introduced the cost of the service (staff, supervision, on-costs and road safety training would be approximately £140,000 each year). This would represent a saving to the Council of around £200,000 each full year.

23. Feedback arrangements.

All schools are encouraged to respond to the proposals using the enclosed questionnaire.

Completed questionnaires should be returned before 21st June (by post or email) to:

Debbie Fowler – Team Leader (Accident Prevention team)

Transportation Unit,

Brent House

349-357 High Road,

Wembley HA9 6BZ

Email to debbie.fowler@brent.gov.uk

Responses are welcome from all schools – regardless of whether they currently have a SCP and/or whether they would be affected by the proposals.

24. Consultation arrangements for others (individual parents, carers teachers, local residents etc)

The purpose of the attached questionnaire is to capture responses from schools only. Separate consultation is being undertaken with the wider public. Arrangements have been made to present the proposals and to capture any responses through the Council's website.

Schools should encourage any parents, carers, pupils etc. that wish to respond to the proposals to use the link www.brent.gov.uk/consultation to provide any responses. All responses will be properly considered before a final decision is made.

Paper written by: Tim Jackson (Head of Transportation)

19th May 2011

Appendix “B”

Explanation of the risk evaluation model and threshold

The information below provides an explanation of the process used in the proposed risk based model.

Column Number	Action
1	School Crossing Patrol site
2	Date survey conducted between 08.15 and 09.15am
3	Survey results assessed against national guidance (vehicles x vehicles x pedestrians = PV^2 for busiest half hour) all figures are 10 to the power of 6
4 to 20	Assessment of current risks, accidents age of pupils, visibility etc
21	Total of current risks and adjustment factor
22	Survey result (PV^2 ①) multiplied by adjustment factor
23 to 28	Evaluation level of risk mitigation in place - safety features in place, signal control, zebra crossing, 20mph etc
29	Total score for safety features (% score to subtract)
30	Final score
31	Position - highest score to lowest

Threshold

The sites highlighted in green are sites which have been evaluated as having risk that should continue to be mitigated by the provision of a SCP.

They have a score higher than 7.

Those sites shown in white have been evaluated as having lower levels of risk (scores lower than 7). It is proposed that school crossing patrols will be no longer be provided at these sites unless the school chooses to fund the service.

The proposed threshold of 7 has been established based on site conditions and risk.

All 17 of the sites which have been evaluated as needing continued provision have fewer safety measures in place and have over 200 pupils crossing with the school crossing patrol or in excess of 400 vehicles passing the location within an hour. The potential for conflict between pedestrians and vehicles is much higher at these locations.

Proposed changes to the Brent School Crossing Patrol Service.

Questionnaire for Schools.

This questionnaire should be completed and returned by post or email, by 21st June 2011, to:

Debbie Fowler (Team Leader – APU)

Brent Transportation Service, Brent House, 349-357 High Road, Wembley HA9 6BZ

e-mail: debbie.fowler@brent.gov.uk

1. Your school details

Name of school	
Address of School	
Name of key contact	
Contact telephone number	
Contact Email address	
Does your school currently have a SCP?	

2. Questionnaire response (*delete as appropriate)

	Question	Response*
1.	Do you agree that the Council should adopt a risk evaluation to decide where to provide School Crossing Patrols?	Yes/No Your comments:
2.	Do you think the proposed risk evaluation model takes account of the right factors?	Yes/No Your comments:

3	Do you think the proposed risk evaluation model provides the right weighting to the various factors?	Yes/No Your comments:
4	Are there any special factors about your school SCP site, or any other SCP site that you are aware of, that will not have been taken into account of in the model?	
5.	Do you think that the threshold chosen for the provision of a school crossing patrol service is correct?	Yes/No Your comments:
6.	If the answer to Q5 is no – where do you think the threshold should be set?	
7.	If, as a result of the proposals, a SCP would no longer be provided at your school, would your school be interested in discussing arrangements to continue having a SCP (through the “buy-back” arrangement or by employing someone who the Council would train)?	Yes/No** Our preference is: Through a “buy back service: Yes/No By employing someone the Council would train – Yes/No
8.	Have you got any other comments or observations on the proposals?	Please insert any other comments you have on the proposals here:

Appendix 3: Details of open (public) consultation.

Open (public) consultation on the proposals took place, consistent with the Council's normal arrangements, through the Council's web-site (consultations page).

Information on the proposals was displayed on the website for the 30 day period from 2nd May until 2nd July 2011. Anyone with a view on the proposals was able to respond to the Council using an on-line questionnaire.

The information provided on the website is shown on the following pages and comprised:

- (i) A paper describing the proposals, including the risk based model, and the reasons for change
- (ii) A questionnaire
- (iii) An explanation of the risk based model and the threshold
- (iv) A table showing "higher risk" sites (where provision remain)
- (v) A table showing "lower risk" sites (where provision would cease)
- (vi) A map showing all current SCP sites

The information provided is shown on the following pages of this Appendix.

**London Borough of Brent
Transportation Service Unit
School Crossing Patrol Service Review 2011
Proposals for consultation**

Brent residents can now have their say on the future of the School Crossing Patrol service. This document sets out the proposals for changes which are subject to public consultation from 23rd May 2011 to 21st June 2011.

The School Crossing Patrol Review aims to provide School Crossing Patrols only at higher risk patrol sites, ensuring that Brent's residents are provided with a relevant and cost effective school crossing patrol service.

The following options were considered before continuing with the proposals stated below.

Options Appraisal

- Option 1: Stop providing the service, as it is not a statutory service Brent Council has no legal obligation to provide it
- Option 2: Do nothing, continue without making changes
- Option 3: Introduce a risk based service ensuring SCPO's remain at high risk locations, also giving the schools the opportunity to fund their own School Crossing Patrol
- Option 4: Stop providing the service and allow schools to pay the Council to manage the service
- Option 5: Stop providing the service and leave the school to fund and manage their own School Crossing Patrol at their discretion

Due to the current climate Brent Council have to review the way and extent to which it delivers a majority of its services as this service has not been reviewed for a number of years. The school Crossing Patrol Service is not a statutory service and currently Brent has one of the largest services in London. At present there are 47 School Crossing Patrol sites at various locations throughout Brent, some of these are operating where controlled pedestrian crossing facilities such as zebra and pelican crossings already exist or have been recently introduced.

It is proposed that the council introduce a School Crossing Patrol Service review which aims to introduce a risk based model to determine where School Crossing Patrols should be provided.

The Proposals:

- To review the current service provided and change the way it is delivered
- Introduce a model to rank the sites according to the level of risk present, taking into account the safety features already in place at the school crossing patrol site (e.g. pelican / zebra crossing) and adopt a threshold level which indicates the need for a school crossing patrol. All current sites under the threshold will no longer have a school crossing patrol

See Files:

A – Risk based model

B – Explanation of model and threshold

- By implementing this model and threshold the school crossing patrol service will reduce from 47 to 17 patrol sites with School Crossing Patrols remaining at higher risk locations throughout Brent

See Files:

C – Table higher risk sites

D – Table lower risk sites

E – Map higher & lower risk sites

- The proposed model and threshold will become the standard for assessing all school crossing patrol sites in Brent
- The 30 low risk sites will not have a School Crossing Patrol present unless the school choose to fund this
- All schools will be sent an information pack detailing their options and the conditions for funding a school crossing patrol
- The changes will be in place by the start of the new school year in September 2011

Lower Risk Sites

Of the 30 low risk sites being removed:

9 are sites on signal controlled crossings
12 are sites on zebra crossings
2 have pupils accompanied by adults at all times (infant school)
5 have traffic calming and are within a 20mph zone
1 has traffic calming and a traffic island
1 has a traffic island and is within a 20mph zone

We will check all the low priority sites to ensure the correct advance warning signs are in place to make drivers aware they are approaching a school or crossing point and will make sure all school entrance markings and yellow lines are clear and visible to discourage illegal parking which can cause visibility problems. The parking enforcement officers and camera cars will also make these locations a priority and will visit on a regularly basis if vehicles are parking illegally.

We are proposing to visit all of the 27 schools affected by the changes and offer a road safety education session for all of their pupils to reinforce the key road safety messages. The pupils will also be given resources to take home together with a high visibility arm band which we hope the pupils will wear on their school journey.

Staff

We will provide all members of staff the appropriate support and training throughout the process in accordance with Brent's managing change programme. Staff will be asked if they wish to apply to work at one of the priority sites as they will not automatically remain in post, as there are less posts than patrol sites.

Schools

The proposals include the opportunity for schools to fund their own School Crossing Patrol they will be given an information pack explaining the options available to them. They will be able to "buy back" the service from the council at a cost and the council will remain responsible for managing the SCPO, or they can make their own arrangements to employ a SCPO and the school will be responsible. Financial regulations do not allow schools to fund school crossing patrols through their schools budget, they must be funded from other sources e.g. fund raising.

Delivering a fair service

We will ensure the needs of all groups are taken into account during the review of the service. A full equalities impact assessment will be carried out to ensure actions are put in place to reduce the negative impact created by the proposals.

How do I comment on these proposals?

Brent Council wants to ensure that everyone who lives or works in Brent has an opportunity to have their say about the future of the School Crossing Patrol Service. The consultation will take place between 23rd May and 21st June 2011.

All School Crossing Patrol Service review documentation including the questionnaire will be available on Brent Council's Consultation Tracker website – www.brent.gov.uk/consultation

Hard copies of the consultation documentation can be obtained by telephoning 020 8937 5570, they will also be distributed to schools.

Copies of all background consultation documentation and questionnaires in alternative formats and languages are available on request.

Brent School Crossing Patrol Service Review Questionnaire

Brent Council is proposing to review the way it runs the school crossing patrol service and we are inviting you to have your say on the proposed changes.

The purpose of the consultation is to find out what people think of the proposal to provide a risk based school crossing patrol service in the future.

This consultation will take place from the 23rd May 2011 to 21st June 2011. Please help us by taking a few minutes to answer the following questions.

Section A: Your use of the school crossing patrol service

1. How often do you use the School Crossing Patrol Service?

(Please tick one)

Twice a day
Once a day
2 – 3 times a week
Once a week
Occasionally
Never

2. Which school crossing patrol site do you use?

(If more than one please tick all)

Add list of all current scp sites or leave space to write location

3. Which school does your child (or children) attend?

Leave space to write school name

Section B: Your views about the future of the school crossing patrol service

The Council proposes to:

- Provide a risk based school crossing patrol service to higher priority sites
- Provide the schools with an opportunity to pay for a managed service
- Review all warning signs and school markings outside lower risk sites
- Offer a road safety education and resources to all pupils attending schools at low risk sites

1. Do you agree with the adoption of a risk based service?

YES / NO

2. Do you have any comments regarding this?

3. Do you have any comments regarding a particular school crossing patrol site?

Section C: About You - If you are a **Brent resident** please complete this section.

By answering the following questions, you will help us ensure that we deliver a fair service to all our community. You do not have to give us this information, but we hope you will. All information will be treated in the strictest of confidence and will only be used to monitor and improve Brent Council services.

20. Are you..... (tick one box)

☐ Male ☐ Female

21. Your age group: (tick one box)

- | | | | |
|--------------------------|----------|--------------------------|-------|
| <input type="checkbox"/> | Under 16 | <input type="checkbox"/> | 45-54 |
| <input type="checkbox"/> | 16-24 | <input type="checkbox"/> | 55-64 |
| <input type="checkbox"/> | 25-34 | <input type="checkbox"/> | 65-74 |
| <input type="checkbox"/> | 35-44 | <input type="checkbox"/> | 75+ |

22. Which one of these groups do you feel you belong to? (tick one box)

- | | | | |
|--------------------------|-------------------|--------------------------|-------------------------------|
| <input type="checkbox"/> | Asian Indian | <input type="checkbox"/> | Mixed White & Asian |
| <input type="checkbox"/> | Asian Pakistani | <input type="checkbox"/> | Mixed White & Black African |
| <input type="checkbox"/> | Asian Bangladeshi | <input type="checkbox"/> | Mixed White & Black Caribbean |
| <input type="checkbox"/> | Asian Other | <input type="checkbox"/> | Mixed Other |
| <input type="checkbox"/> | Black African | <input type="checkbox"/> | White British |
| <input type="checkbox"/> | Black Caribbean | <input type="checkbox"/> | White Irish |
| <input type="checkbox"/> | Black Other | <input type="checkbox"/> | White Other |
| <input type="checkbox"/> | Chinese | <input type="checkbox"/> | Other Ethnic Group |

23. Do you consider yourself to have a disability? (tick one box)

- | | | | |
|--------------------------|-----|--------------------------|----|
| <input type="checkbox"/> | Yes | <input type="checkbox"/> | No |
|--------------------------|-----|--------------------------|----|

24. Does your disability or impairment affect your daily life? (tick one box)

☐ Yes ☐ No

25. What is your religion? (tick one box)

- | | | | |
|--------------------------|--------------|--------------------------|-------------------|
| <input type="checkbox"/> | Baha'i | <input type="checkbox"/> | Islam |
| <input type="checkbox"/> | Buddhism | <input type="checkbox"/> | Sikhism |
| <input type="checkbox"/> | Christianity | <input type="checkbox"/> | Taoism |
| <input type="checkbox"/> | Hinduism | <input type="checkbox"/> | No religion |
| <input type="checkbox"/> | Jainism | <input type="checkbox"/> | Prefer not to say |
| <input type="checkbox"/> | Judaism | <input type="checkbox"/> | Other |

26. What is your sexual orientation? (tick one box)

- ☐ Bisexual
- ☐ Gay
- ☐ Heterosexual
- ☐ Lesbian
- ☐ Prefer not to say

Thank you for taking part in this survey

Please send this back to us using the FREEPOST address below by **Tuesday, 21st June 2011**. You do not need to put a stamp.

School Crossing Patrol Service Review

FREEPOST (SCE 11999)

Room 25

Town Hall annexe

Wembley

HA9 9HD

Copies of this survey will be made available in large print and other formats on request.

For further information please call 020 8937 5570

Explanation of Model and Threshold

The information below provides a step by step explanation of the process used in the proposed risk based model.

Column Number	Action
1	School Crossing Patrol site
2	Date survey conducted between 08.15 and 09.15am
3	Survey results assessed against national guidance (vehicles x vehicles x pedestrians = PV^2 for busiest half hour) all figures are 10 to the power of 6
4 to 20	Assessment of current risks, accidents age of pupils, visibility etc
21	Total of current risks and adjustment factor
22	Survey result (PV^2 ①) multiplied by adjustment factor
23 to 28	Assessment of safety features in place, signal control, zebra crossing, 20mph
29	Total score for safety features (% score to subtract)
30	Final score
31	Position - highest score to lowest

Threshold

The sites highlighted in green are higher risk sites as they have a score higher than 7 and it is proposed that school crossing patrols will remain at these locations. Those in white will be classed as lower risk sites with a score lower than 7 and it is proposed that the school crossing patrol will be removed from this location unless the school chooses to fund the service.

The proposed threshold of 7 has been established based on site conditions and risk. All 17 of the higher priority sites have fewer safety measures in place and have over 200 pupils crossing with the school crossing patrol or in excess of 400 vehicles passing the location within an hour. The potential for conflict between pedestrians and vehicles is much higher at this location.

Table of Higher Risk School Crossing Patrol Sites

School	SCP Site	School Address	Ward
Anson Primary	Anson Road NW2	Anson Road, London NW2 4AB	Mapesbury
Barham Primary	Chaplin Road Wembley	Danethorpe Road, Wembley HA0 4RQ	Sudbury
Braintcroft Primary	Crest Road NW2	Warren Road, London NW2 7LL	Dollis Hill
Christchurch Primary	Willesden Lane NW6	Clarence Road, London NW6 7TG	Kilburn
Donnington Primary	Donnington Road NW10	Uffington Road, London NW10 3TL	Willesden Green
Furness Primary	Furness Road NW10	Furness Road, London NW10 5YT	Kensal Green
Furness Primary	Wrotesley Road NW10	Furness Road, London NW10 5YT	Kensal Green
Gladstone Park Primary	Cullingworth Road NW10	Sherrick Green Road, London NW10 1LB	Dudden Hill
Lyon Park Infant & Junior	Woodstock Road Wembley	Vincent Road, Wembley HA0 4HH	Alperton
Mitchell Brook Primary	Bridge Road NW10	Bridge Road, London NW10 9BX	Stonebridge
Mora Primary	Mora Road NW2	Mora Road, London NW2 6TD	Mapesbury
Mount Stewart Infant & Junior	Mount Stewart Ave Kenton	Mount Stewart Ave, Kenton HA3 0JX	Kenton
Mount Stewart Infant & Junior	Shaftesbury Ave Kenton	Mount Stewart Ave, Kenton HA3 0JX	Kenton
Northview Primary	Dudden Hill Lane NW10	Northview Crescent, London NW10 1RD	Dudden Hill
Princess Frederica Primary	College Road NW10	College Road, London NW10 5TP	Queens Park

Salusbury Primary	Kingswood Ave NW6	Salusbury Road, London NW6 6RG	Queens Park
St Robert Southwell Primary	Slough Lane NW9	Slough Lane, London NW9 8YD	Fryent

Table Lower Risk School Crossing Patrol Sites

School	SCP Site	School Address	Ward
Convent of Jesus & Mary Infants	High Road Willesden NW2	21 Park Avenue, London NW2 5AN	Willesden Green
Convent of Jesus & Mary Infants	Park Avenue NW2	21 Park Avenue, London NW2 5AN	Willesden Green
Ealing Schools	Manor Farm Road Wembley	N/A	N/A
Fryent Primary	Church Lane NW9	Church Lane, London NW9 8JD	Fryent
Harlesden Primary	Acton Lane NW10	Acton Lane, London NW10 8UT	Harlesden
Harlesden Primary	Acton Lane NW10	Acton Lane, London NW10 8UT	Harlesden
Islamia Primary	Salisbury Road NW6	Salisbury Road, London NW6 6PE	Queens Park
John Keble Primary	Manor Park Road NW10	Crownhill Road, London NW10 4DR	Kensal Green
Kensal Rise Primary	Chamberlayne Road NW6	Harvist Road, London NW6 6HJ	Queens Park
Leopold Primary	Hawkeshead Road NW10	Hawkshead Road, London NW10 9UR	Harlesden
Lyon Park Infant & Junior	Mount Pleasant Wembley	Vincent Road, Wembley HA0 4HH	Alperton
Malorees Infant & Junior	Aylestone Avenue NW6	Christchurch Ave, London NW6 7PB	Brondesbury Park
Malorees Infant & Junior	Brondesbury Park NW6	Christchurch Ave, London NW6 7PB	Brondesbury Park
NW London Jewish School	Mapesbury Road NW2	180 Willesden Lane, London NW6 7PP	Brondesbury Park
Oakington Manor Primary	Oakington Manor Dv Wembley	Oakington Manor Drive, Wembley HA9	Tokington

		6NF	
Our Lady of Grace Infants	Dollis Hill Lane NW2	Dollis Hill Avenue, London NW2 6EU	Dollis Hill
Our Lady of Grace Juniors	Dollis Hill Lane NW2	Dollis Hill Lane, London NW2 6HS	Dollis Hill
Park Lane Primary	Park Lane Wembley	Park Lane, Wembley HA9 7RY	Wembley Central
Roe Green Infant & Junior	Princes Ave NW9	Princes Avenue, London NW9 9JL	Queensbury
Salusbury Primary	Milman Road NW6	Salusbury Road, London NW6 6RG	Queens Park
Salusbury Primary	Salusbury Road NW6	Salusbury Road, London NW6 6RG	Queens Park

Appendix 4: Staff responses to the consultation.

Proposed changes to the SCP service: Summary of responses from staff

Response	Site	Summary of response
1	Salisbury Road	<p>This is a very busy road used by emergency vehicles and non-compliance with the traffic signals.</p> <p>A large number of children walk to school unaccompanied.</p> <p>Proposers don't appreciate the issues at this site.</p> <p>There has always been a SCP at this site (with signals).</p> <p>The proposals should be explained to the pupils.</p>

Appendix 5: Summary of Questionnaire responses received from schools.

Appendix 5.

Summary of responses received from schools to the consultation questionnaire.

Q1 – do you agree that the Council should adopt a risk evaluation model?

Q2 – do you think the proposed risk evaluation model takes into account the right factors?

Q3 – do you think the proposed risk evaluation model provides the right weighting to the various factors/

Q4 – are there are special factors about your SCP site, or any other SCP site that will not have been taken into account be he model?

Q5 – do you think the threshold chosen for provision of a SCP is correct?

Q6 – If the answer to Q5 is no where do you think the threshold should be set?

Q7 – if as a result of the proposals your school would not be provided with a SCP would you be interested in discussing alternative arrangements?

Q8 – Have you got any other observations or comments?

Summary of responses:

No	School	SCP site served	Q1 response	Q2 response	Q3 response	Q4 response	Q5 response	Q6 response	Q7 response	Q8 response
1	Donnington Primary	Donnington Road	Yes (NW10 is a RTA traffic hotspot and continued provision is necessary)	Neither	Too little information provided to allow a response	Model not clear but does not take into account emergency routes, bus routes and associated	See response to Q4	It may be that this is a proposal which should not go ahead	This would mean the school cutting something else – so the logical response is for the	Safety is the responsibility of the LA who should not expect schools to meet any gap in service

						activity and accident records			proposals no to go ahead.	provision. If SCPs are to be removed they should be replaced by an equally effective alternative (lights, zebra or warning lights with reduced road speed). Do nothing is the preferred option.
2	Vicars Green Primary School (Ealing School)	Manor Farm Road	No	No – parents rely on the SCP and it will result in more accidents	No – more weight should be given to the proximity to a major road which increases traffic and speed	See response to Q3	No – there should be no threshold	SCP should be provided at schools request	No – this is a small school with no budget available.	SCPs allow children to travel safely – what cost a child's life?
3	Islamia Primary	Salisbury Road	No	No – school data is out of date	No	Yes – this is a split site school	No – school roll has increased since survey was	No response	No – the approach taken is unfair	School is a split site with pupils crossing 2 busy roads.

							undertaken			A SCP is needed in addition to the zebra crossing.
4	St Robert Southwell RC Primary (Head)	Slough Lane	Yes	No – factors can vary in importance at different locations	Unable to comment	Our school has congestion issues not reflected in model. Also model does not cover proximity to other schools which increases risk	No – we believe threshold has been set to fix the size of the service not on safety level	At a level where risk to children is minimal	Yes	This is a front line service & safety of children should be given priority.
5	St Robert Southwell RC Primary (Governor)	Slough Lane	Yes	No – needs of every school are different and model does not take account of this	No – opinion influenced by our school situation	Our school has on-going congestion and residents complaints	No – every child deserves maximum protection	No response	Yes	Whilst every school would like to have a SCP without one at this school there is a high chance of the death of a child.
6	Salusbury Primary school	Salusbury Road	No – the decisions	No	No – Salusbury	Non-compliance	No	No response	School should not	School is concerned

			made do not reflect the level of safety at certain crossings		school is on a main road and should continue to have a SCP	(at speed) with traffic signals has not been taken into account.			have this responsibility	about the implications of not having a SCP. Someone should observe the preils of crossing near this school.
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Appendix 6: Summary of responses received from schools outside of the formal consultation arrangements.

Appendix 6.

Summary of responses received directly from schools (ie other than by a returned consultation questionnaire).

No	School	Response from	SCP site(s)	Summary of response content
1	Gladstone Park Primary	Chair of Governors	Cullingworth Road	Support risk based model. Object to any influence of decision based on volume or strength of feeling. SCP Selection process – want to retain the current SCPO.
2	Gladstone Park Primary	PSA Committee	Cullingworth Road	Agree with retention of SCP at this site/school. Concerned to see the current SCP officer at this site.
3	Roe Green Junior & Infant Schools	Head teachers	Princes Avenue	We object – please reconsider Princes Avenue is very busy with a high proportion of commercial vehicles and is an emergency services route. High proportion of pupils (2900+) in the area generally. Community value of the SCP is important.
4	Wykeham Primary School	Chair of Governors	Aboyne Road & Neasden Lane North (2 sites)	Neasden Lane North is very busy, risk at central island, particular risk to autistic children (high % of SEN pupild at Wykeham School. Aboyne Road – school expansion has led to greater distances & increased car use, near misses will increase, will jeopardise walking bus. Buy back proposals disadvantage schools in higher areas of deprivation – equality issues. Out of date surveys. School is opposed to removal of SCPs.
5	Wykeham Primary School	Head Teacher	Aboyne Road & Neasden Lane North (2 sites)	Neadsen lane North – very busy, speed, will compromise the walking bus. Aboyne Road - congested
6	Our Lady of Grace RC Junior School	Head Teacher	Dollis Hill Lane	Disagree with cuts – too great a risk
7	Fryent Primary	Governing Body	Church Lane	In absence of signals at this (zebra crossing) site provision should be retained – bearing in mind poor

				driver behaviour – otherwise unacceptable risk.
8	Brent Primary Schools Head teachers Convenors Group	N/A	All	Proposals are shameful Proposals perverse in relation to travel planning approach of recent years. Proposals will inevitably increase road casualties Small saving will reverse major health & environmental benefits. CE should intervene.

Appendix 7 – Responses to the on-line questionnaire.

Brent School Crossing Patrol Service Review

Topline Summary as at 27 June 2011

1. Which school does your child/children attend?

Responses:	count
Anson Primary:	2
Avigdor Hirsch Primary:	0
Barham Primary:	0
Braintcroft Primary:	0
Brentfield Primary:	0
Byron Court Primary:	0
Carlton Vale Infants:	0
Chalkhill Primary:	0
Christchurch Primary:	0
Convent of Jesus & Mary Infants:	3
Donnington Primary:	3
Elsley Primary:	0
Fryent Primary:	0
Furness Primary:	1
Gladstone Park Primary:	1
Harlesden Primary:	0
Islamia Primary:	0
John Keeble Primary:	0
Kensal Rise Primary:	0
Kilburn Park Juniors:	0
Kingsbury Green Primary:	0
Leopold Primary:	4
Lyon Park Infants:	0
Lyon Park Juniors:	0
Malorees Infants:	13
Malorees Juniors:	6
Michael Sobell Sinai Primary:	0
Mitchell Brook Primary:	0
Mora Primary:	0
Mount Stewart Infants:	0
Mount Stewart Juniors:	0
Newfield Primary:	0
North West London Jewish Day School:	5
Northview Primary:	0
Oakington Manor Primary:	2
Oliver Goldsmith Primary:	1
Our Lady of Grace Infants:	4
Our Lady of Grace Juniors:	1

Our Lady of Lourdes Primary:	1
Park Lane Primary:	1
Preston Park Primary:	0
Princess Frederica Primary:	1
Roe Green Infants:	1
Roe Green Juniors:	1
Salisbury Primary:	27
St Andrew & St Francis Primary:	0
St Josephs Infants:	0
St Josephs Juniors:	0
St Josephs RC Primary:	0
St Margaret Clitherow Primary:	0
St Mary's CE Primary:	0
St Mary's RC Primary:	0
St Mary Magdalen's Juniors:	1
St Robert Southwell Primary:	0
Sudbury Primary:	1
Stonebridge Primary:	0
Uxendon Manor Primary:	0
Wembley Primary:	3
Wykeham Primary:	2
Total Responded to this question:	85
Total who skipped this question:	1
Total:	86

2. Which school crossing patrol site do you/your children use?

Responses:	count
Aboyne Road NW10:	2
Acton Lane NW10:	0
Acton Lane NW10:	0
Anson Road NW2:	2
Aylestone Avenue NW6:	12
Brentfield Road NW10:	0
Bridge Road NW10:	0
Brondesbury Park NW6:	5
Canterbury Road NW6:	0
Chamberlayne Road NW6:	0
Chaplin Road Wembley:	0
Church Lane NW9:	0
College Road NW10:	1
Crest Road NW2:	0
Cullingworth Road NW10:	1
Dollis Hill Lane NW2:	5
Donnington Road NW10:	3
Dudden Hill Lane NW10:	0

East Lane Wembley:	2
Furness Road NW10:	1
Goodson Road NW10:	0
Harrow Road Sudbury:	1
Hawkeshead Road NW10:	4
High Road Willesden NW2:	1
Hillside NW10:	1
Kingswood Ave NW6:	0
Manor Farm Road Wembley:	0
Manor Park Road NW10:	0
Mapesbury Road NW2:	5
Milman Road NW6:	4
Mora Road NW2:	0
Mount Pleasant Wembley:	0
Mount Stewart Ave Kenton:	0
Neasden Lane North NW10:	2
Neasden Lane North NW10:	0
Oakington Manor Dv Wembley:	2
Park Avenue NW2:	2
Park Lane Wembley:	1
Princes Ave NW9:	2
Salusbury Road NW6:	12
Salusbury Road NW6:	11
Shaftesbury Ave Kenton:	0
Slough Lane NW9:	0
Willesden Lane NW6:	1
Woodstock Road Wembley:	0
Wrotesley Road NW10:	0
Total Responded to this question:	83
Total who skipped this question:	3
Total:	86

3. How often do you use the School Crossing Patrol Service?

Responses:	count
Twice a day:	69
Once a day:	5
2 - 3 times a week:	6
Once a week:	1
Occasionally:	4
Never:	1
Total Responded to this question:	86
Total who skipped this question:	0
Total:	86

4. To what extent do you agree with the adoption of a risk based School Crossing Patrol service?

Responses:	count
Strongly Agree:	14
Agree:	6
Neither agree nor disagree:	6
Disagree:	8
Strongly Disagree:	42
Total Responded to this question:	76
Total who skipped this question:	10
Total:	86

5. Do you have any comments regarding the proposal to adopt a risk based school crossing patrol service?

Responses:	count
Total Responded to this question:	67
Total who skipped this question:	19
Total:	86

6. Do you have any comments regarding a particular school crossing patrol site?

Responses:	count
Total Responded to this question:	55
Total who skipped this question:	31
Total:	86

7. Are you

Responses:	count
Male:	17
Female:	54
Total Responded to this question:	71
Total who skipped this question:	15
Total:	86

8. Your age group:

Responses:	count
Under 16:	0
16-24:	0
25-34:	8
35-44:	47
45-54:	15
55-64:	1
65-74:	0
75+:	0
Total Responded to this question:	71
Total who skipped this question:	15
Total:	86

9. Which one of these groups do you feel you belong to?

Responses:	count
Asian Indian:	6
Asian Pakistani:	1
Asian Bangladeshi:	0
Asian Other:	1
Black Caribbean:	2
Black African:	3
Black Other:	0
Chinese:	1
Mixed White and Black Caribbean:	2
Mixed White and Black African:	0
Mixed White and Asian:	0
Mixed Other:	2
White British:	34
White Irish:	4
White Other:	11
Other Ethnic Group:	3
Total Responded to this question:	70
Total who skipped this question:	16
Total:	86

10. Do you consider yourself to have a disability?

Responses:	count
Yes:	0
No:	70
Total Responded to this question:	70
Total who skipped this question:	16
Total:	86

11. Does your disability or impairment affect your daily life?

Responses:	count
Yes:	0
No:	48
Total Responded to this question:	48
Total who skipped this question:	38
Total:	86

12. What is your religion?

Responses:	count
Baha'i:	0
Buddhism:	0
Christianity:	25

Hinduism:	5
Jainism:	1
Judaism:	6
Islam:	2
Sikhism:	0
Taoism:	0
Other religion:	0
No religion:	19
Prefer not to state:	12
Total Responded to this question:	70
Total who skipped this question:	16
Total:	86

5. Do you have any comments regarding the proposal to adopt a risk based school crossing patrol service?

Easy for the council to understand the model, but to me makes no sense.

Regardless of "risk", SCPs protect children and encourage better driving. These aims are worth the money. I would rather the council cut a few highly-paid middle and senior managers to save enough money to retain the low-paid SCPs.

I think cutting costs where children are involved isn't the way to win public support.

It is very important for the safety of children, to keep the school crossing patrol service.

it is very important for all the children to be safe with school crossing patrol service.

The consultation period is very short, and over a holiday period. It doesn't allow proper investigation or discussion among school communities.

The specific proposal is oversimplified and doesn't reflect the reality of road conditions at a busy time of day.

No evidence to back the validity of the criteria (what national studies show that these are the key factors that should be used). etc.

The criteria are flawed and too narrow- no account of accidents including fatalities or near misses in the area (and therefore the potential number of incidents prevented)

Very crude measures for other criteria,

One single session observing is inadequate

You haven't looked at other sites which could benefit from additional school crossing patrols eg. Chevening Millman/Tiverton Road junction or The Avenue near junction with Aylstone Ave.

Why did Brent only recently have a huge recruitment drive of SCPs only to decide they didn't need most of them now?

I would love to know who and when the site visit was done as i can understand how you can say Aboyne road is low risk when you have idiots flying down this road in the morning and afternoon? Looks like you are waiting for an accident to happen before you really think about what you are doing?

Your analysis is flawed and will leave the children unsafe. The consultation has been rushed through without proper care and consideration, without consultation of the schools and without adequate time to find alternative solutions. The savings proposed are meagre in the scheme of the boroughs budgets and yet provide an essential service to the community, so much more than just saving lives and preventing accidents (please don't think I am considering that this primary function is insignificant). The children are known to the lollipop persons individually and are part of the community.

I think its criminal that the crossing services are being removed AT ALL. Its a very small cost saving and childrens lives at stake.

Quite outrageous....

I understand the case for risk based services, and in many cases they are appropriate and I welcome some service allocation on risk criteria. However, school crossings is not such a case. The crossing assistance is an essential symbol of security and watchfulness in a child's life. The role of the wardens in ensuring that no child need fear, or need be in danger, is vital. It permits our families to send children walking with confidence, and thus reduces traffic. The borough has a reasonable record on child pedestrian fatalities, I know, but not good enough that we can support the removal of one of the standards of safety.

it is my opinion that the school crossings should all be patrolled as they are today. i can see how it is hard to register the value of this service when it is not particularly quantifiable, but i personally believe they offer an invaluable service and help make queens park (my particular area) the amazing community that it is today.

Save money elsewhere, not on risking the lives of children.

Also there you are not giving enough time for proper discussion of this matter.

I feel the aim of the proposal is to try to cut costs on an area of spending that shouldn't be cut. There should be more crossing support not less.

A risk based system based upon probability is not an infallible or indeed a sensible approach when dealing with the issue of road safety. This is especially so in the case of crossings which are used directly by school children and local residents on a particularly busy street.

I hope Brent councillors are sensible enough to re-consider the proposal and at the very least, to offer residents across the borough a more realistic timeframe for the consultation process.

I understand why this strategy is proposed and i think the higher risk sites should be prioritised, but i also believe the whole crossing patrol service should be prioritised. It is extremely valuable to have these crossings monitored as it encourages walking to school - deters motorists (including parents dropping off their children) from behaving badly, and is all round a good, positive influence.

I would agree in principle but when I see the crossing with lights on Salusbury Road which you would think is a safe place to cross, some cars do not wait for green to start and it is a really busy road at school times.

Crossing Patrol systems save lives. Children are incredibly vulnerable amongst increasing traffic, and the inevitable crush of adults and children at school gates. Suggesting that the presence of islands in the middle of roads mitigates against the need for a crossing patrol is a nonsense. Even small children accompanied by adults are not safe without properly stopped traffic, they can run off in an instant, however watchful you are as a parent.

I don't object to a review of the service in the current economic climate, but this should be done in a reasonable timescale with school staff and parents properly consulted. It is very difficult to see such a massive slash in personnel as anything other than cost-cutting, rather than a thought through risk strategy and it is important that parents buy in to any changes in strategy so that there is no increase in child death and injury as a result of it.

While I don't object to a review I think there
a risk based school crossing service sounds very inappropriate for a matter relating to child safety
Salusbury Road is an extremely busy road with heavy traffic, it will put childrens lives at risk if this service was withdrawn.

How will the council adopt the higher risk sites? base don number of accidents or deaths?! This is a very irresponsible proposal by the council. I understand Councils need to look at ways of cutting cost as their budgets have been cut but risks chilren's lives is not an answer. Maybe the council should look at the underworked and overpaid staff members they employ...and this is not just a comment from the air...its based on stories I have heard from Council's own employees! Efficient work practices would help council save lots of money!

Protecting the safety of children should be a greater priority than cost. You should fine another area to save money rather than jeopardising children's health.

I feel very strongly that you should be encouraging children to walk to school. I strongly disagree with the fact that the Salusbury Road school crossing is LOW risk!

keep the crossing patrol,our childrens need it

A risk based approach when it comes to child safety is irrelevant. It is very difficult to anticipate what can come up in a child's mind and a risk based approach will not help much. All efforts should be made to keep the children safety to the highest standard as possible. Even in difficult times like the ones we are living, I am sure other areas of cost reduction could be found.

It is absolutely essential that we keep the crossing guards. Traffic in the early morning is particularly horrendous and special care is needed to look after the safety of the pedestrians

I am not in a position to comment

I'm sure there are areas where more money could be saved that do not affect the welfare of the borough's children. We encourage children to walk/cycle to work but are not providing safe street crossings.

The amount of money you'll save is not that high and it's not worth the risk to children's safety. As soon as one child gets killed, Brent will change its policy because of the terrible publicity.

I think that it impossible to have a generalised risk based school crossing patrol service. Each road and level of danger is different depending on the traffic level use of a particular road.

We are trying to teach our children about looking after the environment. Walking, scootering and biking to school are all ways to lower our carbon footprint. Removing school crossing patrols makes it much more dangerous for our children to be on the roads. I have to walk 4 small children to school 3 to 4 days a week and having the safety of the school crossing guard makes the trip less stressful and dangerous for everyone. By decreasing the number of patrols we are sending the wrong message and increasing the danger to our children.

It seems to me to be a big mistake not to be putting childrens safety walking to school as a top priority. How can you be encouraging people to walk to school with one hand and then making it more difficult/ dangerous with the other. We want as many people walking as possible, it is better for everyone to have less people in cars and more on foot for a multitude of reasons.

School crossing patrols are vital on every school crossing - who is to say where a rogue driver will ignore lights/speed limits. it certainly doesnt happen on only the most risky roads. My child is at Salusbury School - we use the crossing twice most days running errands before school and when it finishes. Without the patrol i can say hand on heart that there would be numerous accidents and drivers (including bus drivers!) who merrily ignore small children crossing and whose right of way it rightfully is. I would hate for the loss of school crossing patrol services to lead to loss of childrens lives - and sadly I think there would be a real risk of this if Brent were to adopt a risk based approach based on some reviews and statistics which may or may not be accurate. dont put our children at risk

In order to encourage road awariness & safety in addition to responsible independance - LIFE LONG SKILLS - we must offer & maintain these ESSENTIAL services - How many traffic tickets are issued for speeding & irresponsible driving /parking near schools? You have already raised the funds - One life, One family, One school community One entire universe is directly impacted by this decision to not protect children - SPEND THE MONEY!
Children need visible adults to secure safe road crossing- especially at primary school age.

you are potentially putting children who walk to school at risk. how can you measure which school crossing has a higher risk against another school. i think that proposal is unrealistic.

you need to consider the long term effects. the service is very valuable and is needed to ensure that children can cross the road sensibly and safely.

may be part of the changes could be to introduce workshops within schools to introduce to children the importance of safety, being sensible and the rules when crossing the road. the schools do have 'one day' workshops but i think they need to be over a period of weeks, to reinforce the importance of safety.

It is total madness that there is any consideration to change this service. Walking or cycling to school as we do is not a stress free option at all. And the presence of friendly professional road assistance at dangerous points on the road are VITAL! This is a busy road with fast drivers as well as learners drivers. A perfect combination for an accident! I regularly see teenagers on bikes whizzing down that road whilst meeting younger children from QPCS. The safety and community friendliness of a patrol servicer is immensely important to me and other parents alike. This is a valuable service and not a place for saving pennies!

It is total unjustified that there is any consideration to change this service. Walking or cycling to school, as we do is not a stress free option at all. And the presence of friendly professional road assistance at dangerous points on the road is totally VITAL! Aylestone Avenue is a busy road with fast drivers as well as learners drivers. A perfect combination for an accident! The safety and community presence of a patrol servicer is immensely important to me, my children and other parents/children alike. This is a valuable service and not a place for saving pennies!

I think the factors that are included also need to include the incidence of accidents in the area, what the potential risks area weighed against the costs of having a lollipop lady in the area.

I think the risk assessment is too general and doesn't consider the reality of just how many children (accompanied and unaccompanied) rely on this safe service, nor the nature of the driving mornings and afternoons.

Many children would not be able to walk to school accompanied if this service is removed, thus reducing their independence. There would almost certainly be an increase in traffic congestion with more cars driving children to school to guarantee their safety, compounding the problem for those children trying to cross roads unaccompanied.

The idea of training the children in road safety is a good one - but are you going to also train the thousands of drivers on the roads at these busy times? There is some very dangerous driving on Kingswood Avenue and Salusbury Road, even with SCPO's. I hate to think what might happen once they are removed.

Given the need to cut services and save money, I feel that there are other less vital services that could be cut in the borough. Please think again.

Brent is doing well in reducing road accidents

<http://www.brent.gov.uk/pressreleases.nsf/News/LBB-535>

Reduction in school patrol service will demand will be a backwards step. The amount of children walking to school should be a consideration apart from high risk areas; child population projections in the future.

Numbers of children currently walking to school of a specific school.

I am concerned that the approach taken to assess the risks is fundamentally flawed and that this consultation itself is also of limited value due to numerous limitations in its architecture. The key flaw with the risk assessment methodology is that it seems to immediately designate an area with a signal control or zebra crossing as low risk. It, therefore does not take into account the change in behaviour of small children when in larger groups and near the school gates, and it also assumes that drivers adjust their behaviour appropriately to a signal control or zebra crossing. The presence of a crossing patrol helps to minimise these risks and heighten awareness for all concerned. If the risk assessment was re-run without the "-100%" adjustment for a crossing it would show a very different picture of where the risks lie. Although most schools have an existing crossing near the gates, these are still most likely the highest risk areas. The reason the accident rates are lower than the risk might suggest is most likely because of the presence of the crossing patrol. I would also note that the consultation and feedback system itself is also flawed in that it assumes every participant only uses one crossing patrol (we use three, twice a day) and in the drop down boxes does not distinguish properly between crossings when there are more than one crossing in one street.

Any road by a school should be considered high risk, but especially on a main road.

Keeping my children (aged 8 and 6) safe on the roads requires constant and repetitive teaching about the potential dangers and how to stay safe. The lollipop ladies around Salusbury School and the park are essential in helping protect my children and I urge you to reconsider losing ANY of them. They're part of the network of protection for our children and it would be a big mistake to think them unnecessary. I saw a girl hit hard by a car outside Salusbury School a few weeks ago and it was awful. She'd rushed out into the road without looking carefully I think, but I wonder if the car parked on the zig zag 'No Parking' lines outside the school had partly blocked her view. Please don't remove the traffic safety net for our children - it's already dangerous enough for them even on our supposedly quiet residential roads.

Not at the moment

On the basis that Mapesbury Road has been assessed a low risk, without giving thought to the unique nature of the school (most children at the school come from out of borough and are involved in rotas involving 4-6 children per car, most of the available parking is in roads opposite the school and the fact that the school crossing lady frequently narrowly misses being run over on a regular basis by angry motorists) I consider that the risk based approach does not work

The wording is deceptive. From reading the proposals, this would be a clearer way of putting it.

'Legally Brent Council doesn't have to provide school crossing patrols so we propose cutting over 60% of them.'

I only agree to this as long as it makes better and safer for children

The model is based on data that was collected while the crossing patrols were in place. The risks are different and higher when the school crossing patrols are not in place.

As a Governor at Malorees I am amazed that this proposal may result in proposed cuts to what the most fundamental of resources - "Ensuring our children get to school safely"

If you are weighing up the risk then Park Lane has an increased risk of death or injury because of the bend on the road and the volume of traffic regardless of the zebra crossing. I do not believe you should risk our children's lives.

I believe ALL children have the right to be able to go to school safely, and the roads are too dangerous to consider taking this service away putting them at risk of harm. I have seen with my own eyes motorists failing to stop even with the lollipop ladies so I please urge you to rethink this proposal.

This is a disgusting exercise in putting children's lives at risk to save a few pounds.

The safety of our children is a priority. Saving money by making the walk to school more dangerous is not acceptable. Even at controlled crossings the crossing patrol service makes it considerably safer. I have seen cars drive through a red light at our crossing. I also do not believe that the council is saving a lot of money here; there must be better ways of saving money. Try cutting some of the fat at the top instead of at the bottom. The patrol service is an important part of our community. This proposal sends a clear message that safety and community are not important.

I think all schools should have school crossing patrol services, particularly when the borough of Brent has so many road accidents.

What determines which crossing has a higher risk? The amount of children using it? The amount of traffic overall or just in the morning or pick up times? If the cross is around the corner from a busy road, does it not need to be included as if it were a busy road? Vague about what determines a higher risk.

School crossings are there for a reason. I have looked after young children for almost 25 years and I have always taught them the cars are taller than you and they may not see you. Also not to run because if you fall down They DEFINATELY won't see you. The crossings, which have been there for most of our lives, are very important!

I think that ***** the Lollipop lady is a very important part

of safety for all the school children crossing to go to school.

This is very important in light of the building works that are going on at the moment.

Surely the children's safety in such a built up area is of paramount importance.

The safest way for these sometimes extremely young children to cross Hawkeshead Road at these very busy times of day is to provide a dedicated "lollipop lady" there to stop the cars and allow the children to cross safely. No amount of "risk based school crossing patrol services" will be able to replace this.

It shows a total disregard for our children's safety that the council is even contemplating getting rid of the woman who currently works on that crossing, given that the savings are going to be minimal. At what cost a child's life? I'm furious and this whole cost-cutting exercise is ludicrous and misplaced. where there is traffic and children, then surely every school is a risk.

The savings made by reducing School crossing patrol Services are a pittance compared to the very real risk of injury to a child.

I disagree with your assessment that Aylestone Ave is a low risk crossing. Please see below.

I do not think a risk based school crossing patrol service is fair. This is because some school will get the service while others do not. If one school gets it, then ALL schools should get the service as well.

I object strongly to the mealy-mouthed way this consultation has been brought forward. It is not about providing "a risk based school crossing patrol service" and "schools with an opportunity to pay for a managed service", it is about cuts, pure and simple.

Treating parents, schools and school crossing patrol staff in this dishonest way is little short of patronising and insulting, especially when we are talking about a cheap and well-established means to improve road safety for children.

A proper period of consultation and preparation (as, for example, the year adopted by Dorset County Council for the review of its school crossing patrols service) is the bear minimum parents, schools and staff are entitled to expect. That would mean there would be a reasonable process for assessment of facilities and preparation for any changes. The "risk based" approach is just a cover for cuts, and all parents, schools and staff know that.

This approach seems a highly irresponsible way to deal with children. While you might be able to assess the risk on paper, there will ALWAYS be an element of the unknown. Having a school crossing patrol service reduces that risk dramatically. We are concerned about the lack of consultation with parents and the schools themselves who can provide the vital information that you need before you make your risk assessments.

I strongly believe that cutting crossing patrols from 47 to 17 crossings is a huge cut in services and that an alternative solution needs to be found for this funding crises. The classification process of school crossing sites as higher and lower risk has some credence however these surveys were conducted on one day and some as long as two years ago and may not truly represent the risk that pupils are exposed to when crossing surrounding roads to their school.

Surely if a school has any risk, they should retain their crossing patrol. According to your Risk assessment, that would mean that further 9 schools would keep their crossing patrols (final score above 0).

The idea that schools pay for a managed service is one solution however schools are enduring significant cuts also. Using school funds to pay for crossing patrols would mean that money would have to be taken out of other vital services and curriculum items that schools must pay for. Ultimately the children would lose out.

Reviewing road signs and offering education sessions for the children is no substitution for a trained crossing patrol man or woman. They offer a familiar face; the children know to go to them for a safe place to cross the road and they also signal to drivers that there is a school crossing ahead and the must stop or slow down.

Q6. Do you have any comments regarding a particular school crossing patrol site?

All needed

Mapesbury Road may be considered "low risk" by the council, but when we have tried to cross it without SCP outside the hours of school drop-off/collection, it is not easy at all. Cars travel down this road relatively fast for the speed limit and conditions, and the traffic is heavy as this is a major arterial route from Willesden to West Hampstead.

Without the Aylstone Avenue crossing, the amount of walking/cycling will be greatly reduced as parents will more often drive rather than allow their kids to walk.

The nearby junction has many cars turning in and out at drop-off and pick-up time.

This will in particular affect older junior and younger senior kids who are just becoming independent on their school journeys and who need to form habits which are healthy for themselves and for their environment.

We use 3 if the crossings twice a day, Milman Road, Kingswood Avenue and Salusbury Road.

Salusbury road is a very busy main road and the lights beep for a short time, those with children and buggies (myself included) find it difficult to cross in the allotted 'green man' time and rely on the lollipop lady to hold up the traffic for longer to cross safely. This road is dangerous without a crossing patrol.

Milman road is used as a cut through to avoid Salusbury Road, it has bumps to slow cars down, but these are ineffective (the whole area is covered in bumps and the big cars just drive down the centre of the road fast). There is no zebra crossing, just a traffic island and fast cars, the children are only safe crossing with a lollipop lady.

Kingswood Avenue is used as a cut through to avoid Salusbury Road, it has bumps to slow cars down, but these are ineffective (the whole area is covered in bumps and the big cars just drive down the centre of the road fast). There is no zebra crossing, just a traffic island and fast cars, the children are only safe crossing with a lollipop lady.

The salusbury crossing, although enjoying an automatic signal, shows the need. Morning traffic is bumper to bumper and the warden has to guide kids around cars that are stranded on the crossing itself. The number of kids on the crossing (around 1000, including the islamia schools) means that the sheer density of traffic is more than can be managed by mechanical means: human judgement on the crossing is essential

The crossing at salusbury road is very busy and would be very dangerous at school drop and pickup times without a lollipop person.

The current lollipop people are vital for the safety of the children crossing the road. The pelican crossing does not stop the cars when the lights are on amber Salusbury Road has a history of recent traffic accidents involving children who have been knocked down. As a parent of children at the School I am extremely concerned at the suggestion of removing the existing staff who maintain safety levels at key times in the day when the road and pavements are congested.

It seems ludicrous that Brent Council proposes to undertake a consultation process within a very limited time span - it suggests that the Council is not taking on board the full issues of safety with any level of seriousness. The costs that are expected to be saved with the sacking of the school crossing patrol officers are a small proportion in comparison with other council costs e.g. building and administration.

Our Lollipop man on Anson road - Mr Sawyers is a very joyous contribution to our journey to school. He takes his responsibilities very seriously, and is a very good influence in teaching children about road safety and pedestrian etiquette.

We use Salusbury Road and Milman Road crossings regularly. The cars often don't wait for full green lights to start on Salusbury Rd while children might still be crossing. On Milman Rd, the cars are just speeding down and the visibility for children is not good at the crossing.

So please, don't save money that way...that wouldn't be great to have a little one hurt.

Thank you

Salusbury school is a very big school, with most of the children walking to school. removing the school crossing patrol would certainly change that.

Salusbury Road crossing; this is an incredibly busy road particularly at 8.30-9.00am. Mary does an exceptional role ensuring the safety of children when crossing this road. Without the control of a very visible lollipop lady traffic will inevitably pressure those trying to cross the road. This is an incredibly short sighted proposal which will unfortunately lead to accidents.

We use 2 crossing sites twice every day(Kingswood Ave & Salusbury Road), there is such heavy traffic on Salusbury Road one needs the crossing lady to make sure that the cars don't speed over the red light. Anybody who sees how many children use this crossing site would very quickly come to the conclusion that with the amount of traffic using the main road an accident may occur without the crossing ladies.

keep the crossing patrol,our childrens need it

We actually cross over 2 sites, Kingswood Avenue and Salusbury Road. Both sites are very busy with drivers pre-occupied with getting to work and not necessarily thinking about children walking to school. THEY ARE ESSENTIAL!

The proposal to delete the crossing patrol on Princes Avenue is unacceptable to the parents, children and local community of Roe Green Junior and Infant schools.

Please see email from Head ***** to Tim Jackson

The ladies that patrol Salusbury Road do a fantastic job on a dangerous cross cut through to the M1.

Salusbury Road is a very busy road, especially in the morning. It's a huge primary school with over 650 pupils. If half of them use that crossing, then it's money well spent to have a lollipop person there.

Salusbury road is an extremely busy road and increasingly so. Salusbury school is a huge school of nearly 700 pupils and the immediate crossing outside the school is of vital importance due to the high number of children using it. Salusbury road has several schools on it, the number of children attending that area must be well over 1000. We are also very near the police station, on several occasions the crossing lady has had to organise children away from the crossing, despite the green man as fast response cars hurtle through the lights! Many motorists no longer respect lights and crossings. It is a incredibly dangerous road with a lot of commuting traffic that feels frustrated by the school crossing slowing up traffic. The crossing lady manages this frustration and keeps the safety of the children as a priority, not peoples busy lives. Has any one deemed to be an official been to see this crossing in action?? From the proposal I think

not. Each crossing needs to be assessed on it's own merit. A little lazy and unthinking to not do so! we are talking about childrens lives here guys, budget deficit will not kill us, cars do.

Our school crossing is a vital service. The lollipop people offer extra reassurance for people to cross and they are an added set of eyes and ears to keep the journey home from school monitored by friendly, reliable, trustworthy, adults. we need more not less people like this in the general community to keep our streets safe.. it just helps to send all the right messages and the right atmosphere.

See comments in box above re the crossing on Salusbury road. Its an enormous school, on a very busy road. The school crossing patrol service is essential for children and adult safety at busy times - as its rush hour in the morning when the children go to school and traffic is insane then - and almost as bad when they go home.

hillside road is a very busy and dangerous road

Do we single out specific children here or the well being & safety of an entire community? My 2 children use the Aylestone crossing twice a day every school day cross through Tiverton Green, risk the bend at the QPCS entrance, struggle to find a safe place to cross along Mount Pleasant (Speed kills) & then use the traffic lights to cross at Sidmouth Parade - The ONLY safe place to cross -

It's not less School crossing patrols needed it possibly more with a really good look at childrens routes to & from school!

My son and I use the crossing patrol every day - it is a busy road during school hours and there are no crossing lights or zebra crossings so the lollipop lady is the only safe way to cross the road especially as there are some children that go to school on their own.

There has already been an accident at Mapesbury Rd with a school crossing patrol present. Withdrawing this would be placing children in real danger. the two crossing in neasden lane - very busy road through out the day, there have been a number of accidents in the past. aboyne road - problems with cars going both ways and coming off the neasden lane very fast. since we have had the 'lollipop' people at each of those patrol sites, it has been alot safer for the children.

The woman who works here is a friendly community member who cares for her local area. She carries out her job with passion and pride and knows most of the children who pass daily. I cannot express how valuable this is to the children!

This lollypop woman is friendly and knows all of the children who pass daily. This is a valuable service and not a place for saving pennies!

The ones particular on aylestone and brondesbury park are of concern to us.

I would like to see the Salusbury Road (Salusbury Primary) SCPO retained.

Salusbury Road is the busiest road in the area, often severely congested morning and afternoon. Aside from the many cars rushing to work in the morning (and parents dropping at school), large lorries are regularly delivering to Sainsbury's, and many buses travel down the road. The road is often used as an overflow road when the Kilburn High Road or Chamberlayne Roads are closed. This is not a good environment for children to be attempting to cross the road - crossing or no crossing.

There have been a number of road traffic / pedestrian accidents in the vicinity in the last year. In the last 6 months a motorbike rider was killed, and a young girl was knocked down in the street - both within 250 yards of the crossing you are considering removing our SCPO from. Your risk assessment form only appears to count incidents on the actual crossing itself, not the surrounding area. This is disingenuous at best, and dangerous at worst.

The presence of the SCPOs in the area means that many parents feel their children are safe on the way to school. This would change dramatically if the SCPO's were removed - it is surely the presence of the SCPO that keeps the crossing safe, not the other way around? I have personally seen a number of cars (and lorries) fail to stop at the crossing at different dayparts when the SCPO is not there - our SCPO is instrumental in making most traffic stop. I believe the whole crossing would become much more dangerous without the SCPO.

The risk assessment fails to acknowledge the crucial role the SCPO at Salusbury Road plays in keeping children safe at the roadside when waiting for the 'green man'. SO many kids attempt to rush across the crossing without her, in hurry to get to school in the morning, or the park in the afternoon. Often, kids are running ahead of their parents and it is Mary, the SCPO who stops them in their tracks and keeps them safe. Who will perform this vital role if she is no longer there? You cannot rely on children as young as 3 or 4 to understand that they have to look left and right before rushing across the crossing.

I urge you to reconsider this ridiculous policy.

And finally - your options above did not give me the option to indicate that we use TWO crossings each day - Kingswood Ave and Salusbury Road. Both are crucial given the speed of traffic in the area.

Mapesbury Road where it joins Willesden Lane has heavy traffic, especially at school start and end times, but this is not just school traffic. Only a few months ago a boy was injured by a truck crossing the road (not crossing with the lollipop lady). If the council does adopt this strategy it should be considered a high risk area.

My children use all the crossings around Salusbury School and Queen's Park, but all children (and their parents) need to know they have safe, reliable places to cross. As our council it is surely your duty to protect and promote safety on our busy roads. We walk or cycle almost everywhere locally, or take public transport - please encourage us in this by protecting pedestrians as much as you can. (Feel free to charge drivers as much as you like - I pay a small fortune to park my car outside my house and, cumulatively, another small fortune on parking meters across Brent. I don't resent this as I'm in favour of encouraging us Londoners to get out of our cars and cycle/walk. You should be pushing us all in this direction too. Make money on the drivers and protect our children!)
Dear Mr Jackson

Please do not reduce the number of lollipop ladies in Brent. We have 3 small children aged 6, 7, and 8 who walk to and from school every morning and use the services of the lollipop ladies outside Salusbury Primary school on Salusbury Road and Kingswood Avenue by Queens Park.

Without the safety they give our children, we will have to drive our children to and from school every day, adding to the already heavy traffic congestion on Salusbury Road. We have been encouraging the children to walk to school for health, pollution and traffic reasons but do not wish to risk their lives on such busy roads during the rush hour.

The lollipop ladies are not just helpful but absolutely necessary for the safety of our children on busy roads that have already seen too many accidents over the last 18 months.

We should be considering the provision of more lollipop ladies, especially on the junction of Tiverton Road, Wrentham Avenuen and The Avenue to protect children crossing the roads for Salusbury Primary, Mallorees, Hop Scotch Nursery, the Islamia schools and Queens Park Community School.

Please do not allow more school children to be run over. We rely on you to protect the safety of our children.

No

Mapesbury Road. Being a Jewish school, most children at the school come from out of borough and most take part in school rotas. My rota consists of 5 children and this is not an unusual number for a rota. Most of the available parking is in roads opposite the school. A school crossing patrol is invaluable as it can be difficult to control 5 children crossing the road quickly, along with every other parent also crossing at the same time. The zebra crossing is a lot less safe than the previous crossing. Drivers frequently get cross at having to wait while so many children cross the road at the same time. Since the zebra crossing has been installed, the school patrol crossing lady risks her life every time she stops traffic. If she is not quick enough she narrowly misses being run over on a regular basis by angry motorists. You should carry out a proper assessmnt on a number of days to understand how unsafe this crossing has began. It may be illegal to drive over a crossing while people are crossing, but motorists attempt to and if it was not for the school crossing lady a child would already have been injured on the crossing.

special consideration needs to be given to the unique nature of this school.

I also consider that this consultation should not only have gone to local residents but parents who have children at the schools where you are considering removing the school patrol. As such I do not consider this consultation will truely represent all those affected by it. I only discovered the existence of the consultation last night.

Salusbury Road is a very busy main road with a number of schools. School crossing patrols are necessary.

East lane the person on duty is mostly late and sometime too busy talking to people rather than doing the job in hand

Hawkshead Road is not only used by children attending Leopold Primary school but also by children attending St. Josephs Primary school, Newfield Primary School, Curzon Crescent Nursery and John Keble Primary School.

Hawkshead Road is a one way road which encourages higher speeds than the speed limit. The road has parking bays on both sides and visibility of small (short) children by motorists travelling down Hawkshead Road is very poor. And the visibility of the oncoming traffic is of course also very poor for young children.

Children and parents alike rely on the lollipop lady here as many of the pupils walk to and from school without parental supervision. They rush to and from school and traffic may sometimes be the last thing on their mind.

I have seen near misses at Ayleston Road crossing. It is on a corner and a vital service.

I believe that the crossing service is vital and must be maintained for the health and safety of our children.

Park Lane is a very busy road where cars speed continuously.

I think if the cars actually stop always when the pedestrian light is red for cars then it's safe not to have a school patrol.

Brondesbury Park is a busy road, with speeding cars. Lose the lollipop person there, and put our children's lives at risk.

Any councillor proposing this cut should hang their head in shame, and get ready to be voted out at the next election.

As I said above I have seen cars drive through a red light at our controlled crossing. The patrol service makes it considerably safer.

Donnington Primary School is located by a very busy road, Donnington Road, where several children have been involved in car accidents. It is already a dangerous road for children at Capital City Academy who do not have a crossing by their school, and being teenagers are more prone to taking risks when crossing roads.

Gladstone Park Primary has a cross on Cullingworth Road and needs to have a crossing guard there due to the proximity of the NCR and Neasden Lane.

Because of that proximity, there is a higher risk due to cars also stopping to drop off children by the corner or on the crossing itself. It creates near misses every day due to impatient drivers pulling out around cars which have stopped. We need our crossing guard Simon Isaacs who knows the parents who are the worst offenders and his easy rapport with the children. Please do not make him reapply for his job. It's outrageous and a cowardly way for the council to hide behind their cutbacks by dangling a carrot to the 2/3's of the Brent Crossing Guards who will be out of a job.

At Hawksmead crossing by Leopold school, there is always a NON-STOP traffic maze in the mornings and afternoons. The crossing there is a necessity for not only the children but the cars and adults too.

For example; I attempted to cross the road behind the Lollipop Lady and she corrected us to use her and go always in front. At that time a driver was not paying attention and stopped because of her at 3:35 in the afternoon, when all the children and families were leaving the school.

These roads around this school are very narrow, one way and vehicles parked on both sides.

Thank you for your attention to this matter.

***** does a very good job

Hawkeshead Road is a very busy cross at that time of day - lots of cars and the kids are very young indeed as the crossing is right outside the nursery entrance where children as young as 3 attend.

The Salusbury Road crossing is used extensively - the road is a busy one and small children in particular are extremely vulnerable on this crossing.

Aylestone Ave is a busy road and because it is wide, despite traffic calming measures, cars drive fast along it. Many Malorees kids walk to school and they come at the Aylestone Rd crossing from 4 sides, and cars come from 3. It was a dangerous crossing before the Lollipop lady arrived - and not just for the school kid - and she has made a huge difference. Safety is paramount and if Brent Council can fund a rubbish bin cleaning service (!) it can surely protect the community that pays its taxes.

I have one child who attends Our Lady of Grace Infant school and the second child will join in September. My wife and I use the school crossing patrol in Dollis Hill Lane, which is constantly a very busy road, twice a day, when we drop our child and when we pick him up. We think our children will be at risk if there is no school crossing patrol in the Dollis Hill Lane, NW2 site.

The Aylestone Avenue crossing is well used and is significant. For example, it means I can allow my five-year old son to cycle ahead of me, and thereby gain a sense of independence that will serve him well in future years, because I know when he reaches the crossing point there is someone familiar to him who will ensure he waits until I've caught up with him. This is precisely the sort of day-to-day improvement to children's road safety that crossing staff provide, at incredibly low cost.

We are extremely concerned about the removal of patrols on Salusbury Road, NW6. This is a very busy road, with a police station at one end of it. There are several schools and nurseries on this road, so traffic levels increase considerably at drop off and pick up times. The speed of cars, buses and other vehicles is at times alarming. Children from Salusbury Primary School depend on our 'lollipop lady' Mary to calm traffic that might not pay heed otherwise.

The school was not consulted about the removal of this patrol so your decision to assess it as a 'low risk' site is based on incomplete evidence.

Oakington Manor Primary school has been assessed as a lower risk site. This judgement was based upon a survey conducted almost two years ago (5/11/09) and in the morning (between 8:15 and 9:15). We feel that this is not fully representative of the level of traffic and risk that we have outside our school grounds. The highest risk for the children who attend our school occurs after and not before school. This is due to the fact that the majority of the children leave school at the same time (3:30). This is when the crossing patrol is needed the most. That is not to say that the morning poses little risk however it is lower as children arrive at school at various times. The busiest time is between 8:45 and 8:55.

In addition our school has only one entrance and exit therefore 720 plus students use the same gates that are situated opposite a crossroad with another

road, we feel that that also raises the risk outside our school.

Another issue is the fact that the road is two way and rather narrow, we have parked cars going up both sides of the road which means that our children rely upon our crossing patrol to find a safe place to park which is not between parked cars. Although we have speed bumps on our road, we have received various complaints regarding speeding cars from our neighbours.

Oakington Manor Primary School currently has various street signs warning drivers that there is a school ahead. This has done little to slow down traffic. We also have an issue with cars parking in front of the school gates. The crossing patrol man helps to move these cars on and keep our entrance clear, this something that signs cannot do. We have had some support from Traffic control cameras however they tend to arrive at quiet periods such as 8am which is of very little use to us.

In conclusion, we strongly believe that Oakington Manor should retain their crossing patrol as it helps to keep our pupils safe. Surely this is the most important thing.

Appendix 8: Summary of petitions received.

Appendix 8.

Summary of responses from the wider public outside of the on-line consultation arrangements – Petitions.

A total of 8 petitions were received in a variety of formats. These are summarised in the following table. A number of the petitions did not contain signatures of more than 50 residents on the electoral roll and do not comply with the Council's definition of a "verified" petition. Those petitions are identified in the table.

No	Name of Lead petitioner	Petition narrative (para-phrased)	Nature of petition	Complies with Council's threshold for a verified petition?	School (where relevant)	SCP site (where relevant)
1	Mr Wooley	Keep our SCP officer through the selection process	Petition from around 110 adult residents (parents/carers?) and school staff seeking retention of the current SCP officer at the Cullingworth Road site if the proposals are to be implemented.	Yes	Gladstone Primary	Cullingworth Road
2	Ms Hutton	Save our lollipop ladies/men	Petition with around 800 signatures (no title or addresses) in relation to Harlesden, Furness & Oakington Manor Schools. Signatures are likely to be of parents, pupils and staff.	No	Harlesden, Furness & Oakington Manor Schools	Acton Lane, Furness Road & Oakington Manor Drive
3	Ms Hutton	Save our lollipop lady – she does a wonderful job on a dangerous road	Petition with around 120 signatures (no title or addresses in relation to Lyon Park Schools.	No	Lyon Park Schools	Woodstock Road & Mount Pleasant Road

			Signatures are likely to be of pupils.			
4	Mr Schwab	-	30 individual letters from Yr1 school children asking if the lollipop lady could be kept	No	North West London Jewish day School	Mapesbury Road
5	Mr Schwab	Safety of my child is important. I oppose the council's plan to scrap the SCP at Mapesbury Road	Petition from 36 residents (parents) with addresses.	No	North West London Jewish day School	Mapesbury Road
6	Ms Kendall	Parents & Children of Leopold Primary School and residents object to losing our lollipop lady. She is valuable community member preventing accidents. Please re-consider.	Petition of over 300 signatures with addresses alongside a statement of reasons and a 40 signature on line petition	Yes	Leopold Primary School	Hawkshead Road
7	Mr Burn	We are unhappy at decision to sack 30 of the 47 SCP officers despite high rates of child injury & fatality in this country and Brent. We are unhappy at the short consultation which is inadequate. We demand the plans are	Petition of over 500 signatures (with addresses) of residents, primarily of the Queens Park area, including staff pupils and parents of Malorees & Salusbury Primary Schools.	Yes	No specific school	No specific sites

		suspended pending adequate consultation and consideration.				
8	Cllr Lorber	The safety of my child is important. I oppose the Council's plans to scrap the school crossing patrol at Harrow Road	Petition of over 80 signatures from residents (parents) with addresses.	Yes	No specific school	Harrow Road (Sudbury)

Appendix 9: Summary of other public responses received.

Appendix 9.

Summary of responses received from the wider public and ward councillors outside of the formal consultation arrangements.

No	Type of respondent	SCP site(s) (where relevant and stated)	School(s) (where relevant and stated)	Summary of narrative in response
1	Resident	Brondesbury Park	Malorees Infant	Disappointed. Important workers. Safety. Please keep and even increase numbers.
2	Resident	Salusbury Road	Salusbury Primary	Do not cancel especially on busy roads such as Salusbury Road
3	Resident	Salusbury Road (2 sites)	Salusbury Primary & Islamia Primary	Against removal of both crossings at Salusbury Road. Near accident recently. Poor driver behaviours, noncompliance at signals. SCP's supportive in other ways. See sense
4	Resident	Brondesbury Park	Malorees Infants & junior	Conscious of environment and health issues. Busy site. Supports road safety. Contrary to sustainable transport objectives. Value for money peanuts vs risk to safety.
5	Resident	Aylestone Avenue	-	Walking and cycling not stress free. SCP is vital. Accident risk. Community presence important. Valuable service not for saving pennies.
6	Resident	Queens Park/Kensal Rise area	-	I am uneasy. Must be other areas for savings other than putting lives at risk
7	Resident	Salusbury Road (2 sites)	Salusbury Primary	SCP's key to safety and community. Busy. Traffic too fast. Not safe without SCP's. accident history. Please rethink
8	Resident	Brondesbury Park	Malorees Infants & junior	SCP's vital to children's safety. Essential service. Short-sighted. Will it take a death?
9	Resident	-	-	Outraged. Walk and cycle. Pelican is not sufficient. Compliance problems. Vital service not for cost cutting. Leave services alone.
10	Resident	Salusbury Road & Kingswood Avenue	-	Please do not reduce. We will drive. Helpful and necessary. Too many accidents in the area. Need more SCP's especially in this area

11	Resident	Aylestone Avenue	-	Walking and cycling not stress free. SCP is vital. Accident risk. Community presence important. Valuable service not for saving pennies
12	Resident	Salusbury Road (2 sites), Kingswood Avenue & Milman Road.	Salusbury Primary	Complain. Extremely valuable. Traffic appalling. Don't do this for the sake of a few pounds. Makes no sense.
13	Resident	Salusbury Road	Salusbury Primary	I object. Busy road. Busses, speeding motorbikes, deliveries. Poor visibility. Already one fatal accident. Will impact negatively on walking to school. SCP control situation. Potentially dangerous. Ridiculous. Short sighted. Will cause injury / death.
14	Resident	Brondesbury Park	Malorees Infants & junior	Shocking and disappointing plans. Walking encouraged. Important that supervised. Do fantastic job. Road safety greater threat to young people. Accident recently - can't be stopped.
15	Resident	-	-	One child mowed down cost more than few pounds. False economy
16	Resident	-	-	Too brief a consultation period
17	Resident	Salusbury Road (2 sites)	-	Contradictory approach. Expanding Islamia School and removing SCP's. will make situation even more dangerous. Already very busy. Please reconsider especially in relation to Salusbury Road. Accident waiting to happen.
18	Resident	Princes Avenue	-	Motorist supporting extension of SCP at this site. Flawless performance. "accident waiting to happen" without SCP. Please reconsider. Economic considerations at expense of child safety wrong.
19	Resident	Hawkshead Road	Leopold Primary	Horrified, savings not worthwhile, will lead to more accidents
20	Resident	Hawkshead Road	Leopold Primary	Busy & congested roads around school, low driver compliance, speed, catastrophic affect likely
21	Resident	Hawkshead Road	Leopold Primary	Busy & congested, SCP community value, children unaccompanied, short sighted, will increase accidents, not worth savings
22	Resident	Hawkshead Road	Leopold Primary	Chaotic roads here, please save SCP

23	Resident	Brondesbury Park	Malorees Schools	Busy, bus stop causes visibility problems, will cause increase in fatal & near fatal accidents
24	Resident	Hawkshead Road	Leopold Primary	Appalled, short-sighted, busy roads, compliance an issue, increased walking will be compromised
25	Resident	Salisbury Road	Islamia Primary	Busy road, movement between school sites increases risk, expansion proposed, SCP prevents accidents
26	Resident	Hawkshead Road	Leopold Primary	Shocked & disappointed, roads congested & hazardous, accidents could happen, SCP has a crucial role, risk of serious accident, make cuts elsewhere
27	Resident	Hawkshead Road	Leopold Primary	SCP vital part of community & important in ensuring pedestrian safety
28	Resident	Hawkshead Road	Leopold Primary	SCP controls driver behaviour, rat run, accident more likely to happen without a SCP
29	Resident	Aylestone Avenue & Brondesbury Park	Malorees Schools	SCP essential part of road safety. Rethink the proposals
30	Resident	-	-	Inadequate consultation. Savings are small in relation to risk of road casualties. Driver behaviour presents too much risk. Will increase car use & reduce cycling & walking to school. Please repeat the consultation at an appropriate time.
31	Ward member	Church Lane	Fryent Primary	Opposed to proposals, site has no signal controls, busy road, speed is an issue
32	Ward member	Park Avenue	Convent of Jesus & St Mary Infants	Supportive of proposals at this site although more mitigation possible
33	Ward member	High Road, Willesden	Convent of Jesus & St Mary Infants	Not supportive of proposals for this site – more mitigation is needed
34	Ward member	Harrow Road, Sudbury	Sudbury Primary & others	Invalid model, flawed consultation designed to reach limited audience. Special needs not taken into account. Local speed, motorist and user compliance and obstruction at this site not taken into account.
35	Ward member	Aylestone Avenue	Malorees Schools	Busy crossing. Users not familiar because of catchment. SCP should

				be retained.
36	Ward member	-	-	General opposition to any reductions – savings not worth the risk to child safety
37	Ward member	Donnington Road	Donnington School	Support (proposed) retention at this site. Past accident record justifies retention
38	Ward member	East Lane	Wembley Primary	Foolish to remove this site. Heavy traffic. Saving does not justify risk of accidents
39	Ward member	All	All	Timing & nature of consultation precluded schools from engaging properly.
40	Ward member	Aboyne Road & Neasden Lane North (2 sites)	Wykeham Primary School	Proposals will have a disproportionate impact on school with high levels of autistic & disadvantaged pupils will end walking bus, is an untried model which will increase casualties.
41	Ward member	All	All	Opposed to any reductions
42	Ward member	Chamberlayne Road	Kensal Road Primary	Very dangerous road. Pupils mainly from poorer families have to walk and use crossing (because of low car ownership)
43	Ward member	All & Chamberlayne Road site particularly	All but particularly Kensal Rise primary	Chamberlayne Road site is busy junction with a history of accidents. Reconsider * & possibly cancel proposals as a whole – not worth the saving. Contrary to encouraging walking to school. Adversely affects low income families with low car ownership. Will cause increased traffic and pollution.
44	Ward member	All sites in Kilburn area	All schools in Kilburn area	Observations provided about each crossing. There is a need to consider other risk factors including deprivation.
45	Ward member	Acton Lane (2 sites)	Harlesden Primary	Narrow road with heavy traffic with high proportion of bus routes and lorries. Visibility obstructed by bends. Ceasing provision would be great risk to road safety. School is unable to fund provision.
46	Ward member	Acton Lane (2 sites)	Harlesden Primary	Signage needs to be improved. Poor motorist behaviour makes crossing site unsafe.
47	Ward member	All	All	Consultation with schools poorly timed. Generic information provided was not the right approach & individualised approach

				should have been adopted.
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Consultation report prepared by: Tim Jackson (Head of Transportation)

Date: 4th August 2011.

END OF REPORT

APPENDIX F - EQUALITIES IMPACT ASSESSMENT

Department: Environment and Neighbourhoods	Person Responsible: Tim Jackson
Service Area: Highway and Transport Delivery	Timescale for Equality Impact Assessment : By 19.09.11
Date: September 2011	Completion date: 08.09.11
Name of service/policy/procedure/project etc: School Crossing Patrol Service Review	Is the service/policy/procedure/project etc: New <input checked="" type="checkbox"/> Old <input type="checkbox"/>
Predictive <input checked="" type="checkbox"/> Retrospective <input type="checkbox"/>	Adverse impact <input checked="" type="checkbox"/> Not found <input type="checkbox"/> Found <input type="checkbox"/> Service/policy/procedure/project etc, amended to stop or reduce adverse impact Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Is there likely to be a differential impact on any group? Possibly No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	Please state below:
1. Grounds of race: Ethnicity, nationality or national origin e.g. people of different ethnic backgrounds including Gypsies and Travellers and Refugees/ Asylum Seekers No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	2. Grounds of gender: Sex, marital status, transgendered people and people with caring responsibilities No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>
3. Grounds of disability: Physical or sensory impairment, mental disability or learning disability No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	4. Grounds of faith or belief: Religion/faith including people who do not have a religion Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
1. Grounds of sexual orientation: Lesbian, Gay and bisexual Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	2. Grounds of age: Older people, children and young People No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>
Consultation conducted No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	
Person responsible for monitoring: Sandor Fazekas / Debbie Fowler	Date results due to be published and where: September 2011 – Council website

Please note that you must complete this form if you are undertaking a formal Impact Needs/Requirement Assessment. You may also wish to use this form for guidance to undertake an initial assessment, please indicate.

1. What is the service/policy/procedure/project etc to be assessed?

School Crossing Patrol Service Review – Formal Impact Assessment

2. Briefly describe the aim of the service/policy etc? What needs or duties is it designed to meet? How does it differ from any existing services/ policies etc in this area

2.1 Aims of the Service

The aim of the School Crossing Patrol service is to provide a safer crossing place in the vicinity of schools (during the period when pupils are going to and from school) where otherwise crossing to school would be more difficult.

The concept of having a School Crossing Patrol (SCP) officer outside of schools in the UK, to assist pupils crossing busy roads to or from school safely, is well established and was originally facilitated by the School Crossing Patrol SCP Act 1954.

It is a discretionary service. The Road Traffic Regulation Act 1984 provides that London Boroughs *may* make arrangements for patrolling school crossings but there is no statutory duty to do so.

The service is well respected and has made a contribution to a successful reduction in casualties from road accidents in recent years along with the Councils road safety education programme and the introduction of physical engineering measures to reduce risk. It has also contributed to improvements in the proportion of pupils travelling to school using sustainable transport modes and the healthy lifestyle agenda.

2.2 Background

At the current time 47 sites are covered by school crossing patrols; there is also one school crossing patrol officer employed as cover, and two supervisory staff, making it one of the largest services in London

2.3 Site Prioritisation

Guidelines exist (the "School Crossing Patrol Service Guidelines 2008" published by the Local Authority Road Safety Officer's Association (LARSOA in conjunction with ROSPA) to assist those Council's that provide a SCP service.

The Guidance effectively uses a formula to calculate a numerical value which is then used to determine whether provision is appropriate at a site where no service currently exists using pedestrian and vehicle flows to calculate a value (PV^2) which is taken as empirical measure of potential conflict between pedestrians and vehicles and delays to pedestrians. Where the calculated PV^2 value for a site is close to the threshold the Guidance uses weightings related to site specific conditions to adjust the coarse PV^2 score so as to produce a more refined result. This moves the score away from the threshold so as to produce a more definitive result in cases where it would otherwise not be clear whether an SCP should or should not be provided.

Guidelines describe what is considered to be best practice. They are not binding. The preface to the Guidelines states "*Authorities...should decide how best to apply the guidelines and the criteria for assessing SCP sites*", They are essentially a general tool and are used accordingly by Brent officers.

This Guidance mainly considers "activity" and so the vast majority of busy urban sites qualify. It was not designed as a mechanism for evaluating a service as a whole or prioritising within it. It has no specific recommendations around disestablishing sites and is not definitive when considering the impact of traffic control/calming measures (such as crossings) on the need for a SCP at a particular site.

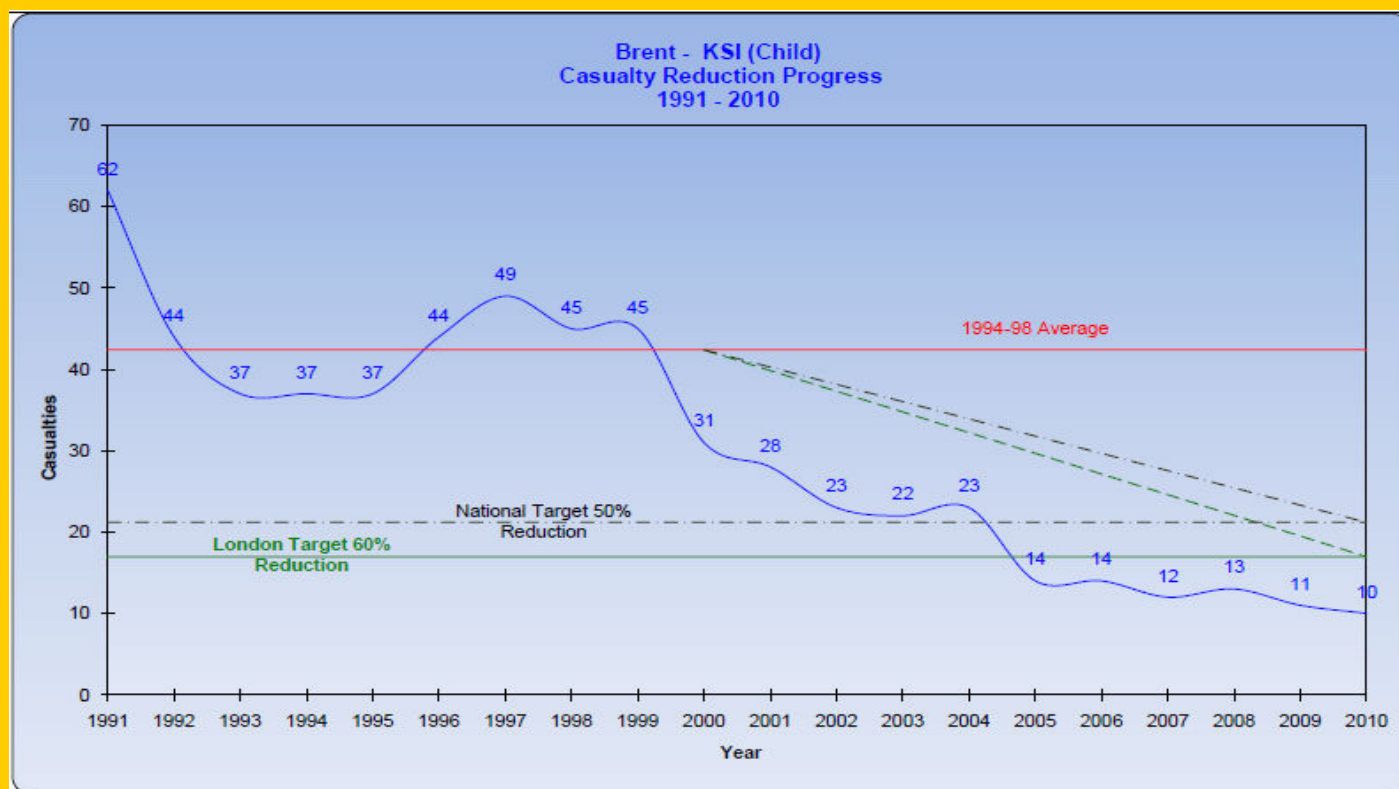
Currently all sites are risk assessed on an annual basis to meet the Council's obligations in relation to the welfare of its employees. Additionally a full site review is completed every 2 years within a rolling programme. The site review includes a traffic and pedestrian

count to determine a PV² score. This “activity/risk” score is used to rank sites so as to determine where to prioritise cover in the event of staff absence.

2.4 Road Casualty Reduction

In recent years Brent has been one of London’s highest performers in relation to the reduction of road casualties (of all classes and severities).

Fig. 1 below sets out Brent’s performance in relation to the reduction in Children Killed or Seriously Injured (KSI) in road accidents.



This shows that the number of child KSI casualties has fallen from over 40 p.a. in the late 1990s to less than 15 p.a. in the late 2000s.

The Chart also shows that Brent exceeded its’ (London mayoral) target of reducing Children KSI by 60% (based on the 1994/98 average baseline) by 2010, much earlier than anticipated.

A similar situation exists in relation to children receiving “slight” injuries as a result of a road accident.

In the last few years there has been only one slight injury to a child (age 9) at a SCP site during SCP operational times. A child stepped out onto the road whilst accompanied by an adult on a site operated by a school crossing patrol on a controlled crossing.

Road casualty reduction, in Brent and nationwide, is the result of the combination of a wide range of activities and initiatives – improved and focussed road safety education, the introduction of engineering measures, improvements to vehicle technology etc. In Brent there has been a decade long prioritisation of improving road safety and the result has been a significant decline in road casualties.

Consequently, although the SCP service has been an integral part of the Council’s successful strategy to reduce road, particularly child, casualties, it is difficult to identify the direct contribution that the SCP service has made to the reductions.

The location of SCP sites with all (KSI and slight) child road accident casualties over the last 3 year period for which data is available has been analysed and this indicates;

- (i) The majority of child casualties are not associated with school related journeys
- (ii) The majority of child casualties associated with school related journeys occur away from SCP sites
- (iii) There have been no KSI child casualties associated with school related journeys at in or the immediate vicinity of SCP sites.

2.5 Drivers for Change

The current financial climate has seen many London authorities review their (SCP) service levels. There is, nationally and within London, a wide range of service provision. In London there are authorities where there is no service provision, others where the minority of schools are provided with a SCP and some (including Brent) where the majority of schools are provided for.

The current service is funded from revenue at a cost of £340,000 per annum. The Schools Finance (England) Regulations 2008 specifically prescribe that the SCP service cannot be funded through the Schools Budget. Consequently SCP services are typically funded from Local Authority General Fund (Revenue) budgets. School crossing patrols may be funded by schools from sources other than the (delegated) Schools Budget.

However, unlike many other Council services, the SCP service has continued to operate in the absence of fundamental review to determine whether the service should continue to be provided and, if so, where the service should be provided.

It is in this context that the Council is reviewing the way and extent to which it delivers the majority of its services and that a review of the SCP service has been undertaken.

2.6 Proposal to provide a more risk based service

A number of school crossing patrols are located at sites where there are measures, such as controlled pedestrian crossings (signal controlled e.g. pelican, toucan or zebras) or uncontrolled crossings where there are pedestrian refuge island and/or traffic calming features such as 20mph zones or speed tables / humps or cushions which mitigate the risk associated with crossing the road at those locations. Effectively the presence of a school crossing patrol provides a “double” level of protection at controlled crossing locations and other features reduce the risk of accidents. Officers developed proposals to change the SCP service:

It is proposed to move to a situation where SCP sites are prioritised according to an assessment of the mitigated risk at each site. At the heart of the proposals is a numerical model. The model evaluates the level of risk at each site and the level of risk mitigation provided.

Alongside the proposal to use the model to determine where to prioritise provision of the service were measures to mitigate the effect at those sites where a service was no longer to be provided by (i) offering additional road safety training (ii) reviewing and refreshing warning signage & road markings and (iii) prioritising parking enforcement.

A third element of the proposals were arrangements to continue to provide SCPs (at schools where they would otherwise not be provided) if the schools were to fund them or provide staff.

An initial package of proposals was developed (based around the 3 elements described above). This initial package used a model which would have seen number of SCP sites reduced from 47 to 17 by applying a threshold risk evaluation score of 7 ($\times 10^6$).

Consultation on this package of proposals took place in May/June 2011.

In response to the feedback from that consultation a new set of proposals have been developed.

There are still 3 strands to the proposals (the use of a numerical model to prioritise which sites to cover, the implementation of mitigating measures (extra road safety education etc) where provision would cease and the offer of “buy-back” arrangements to schools where provision would otherwise cease) but the proposals have changed in that:

- the mitigation criteria within the model have been changed
- the threshold (above which) provision would continue has been changed (lowered)
- it is now proposed to implement any changes in response to staff turnover (natural wastage) rather than at a prescribed date.

It is now proposed that any SCP sites with an adjusted score over 1($\times 10^6$) are prioritised for cover retained, Sites below this score would be considered “low priority” and cover would cease if the SCP at that site left the Councils service through natural wastage. If SCP staff at priority sites leave the Council’s service cover would be maintained by re-assigning SCPs from the pool of lower priority sites.

There would be 27 priority sites (above the threshold) and 20 lower priority sites (below the threshold).

The proposals (use of the model) would come into effect from September 2011. However, as any changes would only take place in

response to staff leaving the service through natural wastage, changes would be incremental over a number of years.

The model would be re-run as site conditions change and new data on traffic/pedestrian flows becomes available so that the number of sites above and below the threshold is correct. Over time, and using the model, it is anticipated that the service would gradually be reduced as staff leave the service and engineering mitigation measures are introduced.

The proposals would:

- Provide a more structured and transparent, risk evaluated, approach to providing the service.
- Provide improved value for money for the Council and the taxpayer.
- Enable schools being able to 'buy back' their school crossing patrol service
- Mitigate the impact at sites where the SCP would no longer be provided
- Provide the opportunity for savings in future years as Transport for London and S106 developer funded traffic safety measures are introduced .

2.6 Staff

Any reduction in the service would be in accordance with the Councils managing change policy and staff have been consulted on the proposed changes to the service.

Although school crossing patrol officers are contractually required to work at any borough site as directed, in practice the majority of staff are based at one location for the duration of their employment. That location usually is most suited to the employee's lifestyle (a number of the officers have employment within the school outside of which they work) or travelling arrangements.

In recognition of this particular issue, the process of re-assigning staff to priority sites as a response to natural wastage (at the priority sites) will be cognisant of the current arrangements and anticipated on-going expectations of staff, whilst ensuring the arrangements are consistent with the Councils policies, employment law and good HR practice.

2.7. Community Engagement and Consultation

A 30 day consultation was carried out in May/June 2011. The consultation covered staff, all schools and a questionnaire published on the Councils website facilitated open (public) responses. The proposals have been significantly changed in a way that will result in fewer changes over a much longer period of time than was originally proposed.

3. Are the aims consistent with the council's Comprehensive Equality Policy?

This proposal is consistent with the Council's CEP aim to ensure that the services we provide are relevant to the needs of the community.

The purpose of this policy is to ensure that services are relevant, responsive and sensitive and we are deemed to be fair and equitable by our service users.

4. Is there any evidence to suggest that this could affect some groups of people? Is there an adverse impact around race/gender/disability/faith/sexual orientation/health etc? What are the reasons for this adverse impact?

This equality impact assessment is being undertaken to determine the impact of the discontinuation of the school crossing patrol service, over time, at 20 of the current 47 sites within the borough on the eight equality strands namely age; race; disability; gender; faith sexuality, maternity and pregnancy.

The introduction of the proposals will see changes take place in response to "natural (staff) wastage" only. In that it is impossible to predict which staff might leave the service and when it is not possible to predict how and when any changes may take place.

This assessment is therefore a "worst case" assessment which assumes that cover at the 17 lower priority sites ceases in the near future (as a result of staff leaving the service) and that none of the 17 sites are subsequently covered through the "buy-back" arrangements which are integral to the proposals.

The key stakeholders directly affected by the proposals are –

- School children, parents and carers walking to school

- Staff within the service
- To a lesser extent, motorists

The main group affected will be schoolchildren, particularly those attending primary schools between 6 and 12yrs.

Annexe B explores the impact on the eight equality strands and identifies any issues/adverse impacts and needs,

Annexe C explores these issues in more detail

Annexe D identifies the proposed mitigation.

5. Please describe the evidence you have used to make your judgement. What existing data for example (qualitative or quantitative) have you used to form your judgement? Please supply us with the evidence you used to make your judgement separately (by race, gender and disability etc).

The issues/ impacts identified are based on school data and census data plus site surveys/ conditions to assess risk. Consideration has also been given to the responses to the consultation.

Refer to Annexe B for the equality strand analysis and comprehensive detail on the sources used. The consultation report is available and will be appended to any report to the Executive Committee (who will make any decisions on the proposals).

6. Are there any unmet needs/requirements that can be identified that affect specific groups? (Please refer to provisions of the Disability Discrimination Act and the regulations on sexual orientation and faith, Age regulations/legislation if applicable)

An analysis of the equality strands is available in Annexe B, the issues further explored in Annexe C and the proposed mitigation cited in Annexe D.

In summary, 4 key issues emanated from the public consultation and needs assessment exercises. In effect the analysis indicates that the proposals will impact on 4 of the equality strands namely gender, disability, age and BME.

7. Have you consulted externally as part of your assessment? Who have you consulted with? What methods did you use? What have you done with the results i.e. how do you intend to use the information gathered as part of the consultation?

Yes - consultation on the proposed changes to the school crossing patrol service commenced on 25th May 2011 and ended on 24th June 2011.

Details of the consultation (including an analysis of responses) are provided within the consultation report which is available and will be appended to the report to the Executive Committee

8. Have you published the results of the consultation, if so where?

Not yet. The results of the formal consultation will be published on the Council's website both on the Consultation homepages and with the report to the Council's Executive.

9. Is there a public concern (in the media etc) that this function or policy is being operated in a discriminatory manner?

There has been public concern about the proposals in general and in relation to their impact on children. There has been media coverage. The public concern has been captured in responses to the consultation and analysed within the consultation report

10. If in your judgement, the proposed service/policy etc does have an adverse impact, can that impact be justified? You need to think about whether the proposed service/policy etc will have a positive or negative effect on the promotion of equality of opportunity, if it will help eliminate discrimination in any way, or encourage or hinder community relations.

Yes – the adverse impact is justified.

Detailed mitigation has been considered for the potential adverse impacts of adopting the risk based model and introducing a more risk based approach to the service.

Annexe A provides further detail on the proposed changes to the school crossing patrol service. An analysis of the equality strands is available in Annexe B, the issues are further explored in Annexe C and the proposed mitigation cited in Annexe D.

11. If the impact cannot be justified, how do you intend to deal with it?

The EIA shows that the identified adverse impacts are mitigated by proposed actions, in particular through targeted activities.

12. What can be done to improve access to/take up of services?

Not relevant. The assistance of an SCPO is available to all users of crossings at the specified sites during operational hours.

13. What is the justification for taking these measures?

The current economic situation and its impact on local government necessitate a review of all services at local, regional and national level. The SCP service is a discretionary one and it is appropriate to consider the extent to which it is provided and where SCPs are provided.

The aim of the proposal is to give priority to providing a school crossing patrol service where the risks are not considered to be sufficiently mitigated by the availability of a signal controlled pedestrian crossing (pelican, puffin, etc) or zebra, and/or traffic calming measures.

Providing the service only at 'priority' sites in response to staff changes through natural wastage would, over time, result in a more efficient use of the resources the Council has available.

14. Please provide us with separate evidence of how you intend to monitor in the future. Please give the name of the person who will be responsible for this on the front page.

The SCP service is part of the Council's general strategy to improve road safety and reduce road casualties. The revised service will continue to be managed and monitored using current mechanisms.

The Council will continue to monitor accident statistics in the Borough and investigate those reported that involve children or where people are killed or seriously injured, and initiate road safety improvements and/or additional road safety education/training where necessary. Through this process accident rates and trends in the vicinity of schools will be monitored.

National Indicator (NI)48 (a target of 50% reduction in the number of children killed or seriously injured on the roads based on the 1994-1998 average baseline) will cease at the end of 2010. A draft national road safety strategy has been produced by the DfT and the proposed new target is a further 50% reduction in the number of children under 18 killed or seriously injured by 2020, against a baseline of the average for 2004-2008.

Should you

1. Take any immediate action?
2. Develop equality objectives and targets based on the conclusions?
3. Carry out further research?

No further immediate action is required. Depending on the Executive decision, as the proposal is implemented, there will be a need to ensure targets and objectives deliver the mitigation measures identified in this document.

16. If equality objectives and targets need to be developed, please list them here.

Equality objectives and targets will need to be developed which focus on schools effected by the withdrawal of existing school crossing patrol sites particularly children and young people and young boys from Afro-Caribbean backgrounds.

17. What will your resource allocation for action comprise of?

There will not be a specific 'mitigation' budget.

There is, and will continue to be, sufficient resources to implement the mitigation initiatives identified as necessary in the event of

cover at any site ceasing.

Staff resources are available from other service areas to provide the additional road safety training that forms part of the proposed mitigation.

Any additional parking enforcement required will be provided from existing resources although it is envisaged to be self –funded.

If you need more space for any of your answers please continue on a separate sheet

ANNEXE A - SCHOOL CROSSING PATROL SERVICE REVIEW (FURTHER INFORMATION)

ANNEXE B - EQUALITY STRAND ANALYSIS

ANNEXE C - RISK MITIGATION

Signed by the manager undertaking the assessment:

Full name (in capitals please):

Date: 05-09-2011

Sandor Fazekas, Asst. Head, Highway and Civil Engineering

Service Area and position in the council:

Head of Transportation, Highway and Transport Delivery Service, Environment and Neighbourhoods

Details of others involved in the assessment - auditing team/peer review:

Debbie Fowler, Team Leader - Accident Prevention, Highway and Civil Engineering.

ANNEXE A – SCHOOL CROSSING PATROL SERVICE REVIEW (ADDITIONAL INFORMATION)

It is proposed to use a risk evaluation model to prioritise which sites should be provided with a SCP in the event of sites becoming vacant through staff leaving the service through natural wastage. No crossing point on roads in the Borough is entirely free of the risk of an accident (to children or adults) but the proposals would result in a School Crossing Patrol (SCP) being provided by the Council at those sites where it is considered that risks are not adequately mitigated (reduced) by other factors. Those sites where there are measures that make crossing the road much safer (where there are zebra or pelican crossings for example) would not be prioritised for cover unless there are other factors that are considered to significantly increase risk.

If the proposals are introduced, over time and in response to staff leaving the service, the number of sites covered by a SCP officer could be reduced from 47 to 27.

Decisions on which sites will be prioritised for cover and which sites will be considered as a lower priority and would not be covered (as staff leave the service) have been based on the characteristics of sites and risks. The model would be used in future years to decide which SCP sites should be covered. This would mean that as engineering measures (zebra or pelican crossings etc) are introduced outside schools the size of the service could be further reduced. Similarly if new schools are built, or existing schools have major changes, the model would be used to decide whether to provide a SCPO at those sites.

It is recognised that schools which would no longer have a SCP (if the proposals are introduced) may wish to continue to have one. It is proposed to offer those schools the opportunity to “buy” provision of an SCPO if they wish, or to provide an SCPO that the Council would train, subject to certain conditions being met.

It is also recognised that where a SCP has been provided at a site for many years children and parents/carers will have become used to being supported by the SCPO. At locations where SCPOs would no longer be provided, the Council will take action to ensure that children, parents/carers and motorists are aware of the changes and that the impact is minimised.

Table 1 below is a list of the current 47 sites where a school crossing patrol service is currently provided.

	SCP Site	School	School Address	Ward
1	Aboyne Road NW10	Wykeham Primary	Aboyne Road, London NW10 0EX	Welsh Harp
2	Acton Lane NW10	Harlesden Primary	Acton Lane, London NW10 8UT	Harlesden
3	Acton Lane NW10	Harlesden Primary	Acton Lane, London NW10 8UT	Harlesden
4	Anson Road NW2	Anson Primary	Anson Road, London NW2 4AB	Mapesbury
5	Aylestone Avenue NW6	Malorees Infant & Junior	Christchurch Ave, London NW6 7PB	Brondesbury Park
6	Brentfield Road NW10	Swaminaryan School	260 Brentfield Road, London NW10 8HE	Stonebridge
7	Bridge Road NW10	Mitchell Brook Primary	Bridge Road, London NW10 9BX	Stonebridge
8	Brondesbury Park NW6	Malorees Infant & Junior	Christchurch Ave, London NW6 7PB	Brondesbury Park
9	Canterbury Road NW6	St Marys RC Primary	Canterbury Road, London NW6 5ST	Kilburn
10	Chamberlayne Road NW6	Kensal Rise Primary	Harvist Road, London NW6 6HJ	Queens Park

11	Chaplin Road Wembley	Barham Primary	Danethorpe Road, Wembley HA0 4RQ	Sudbury
12	Church Lane NW9	Fryent Primary	Church Lane, London NW9 8JD	Fryent
13	College Road NW10	Princess Frederica Primary	College Road, London NW10 5TP	Queens Park
14	Crest Road NW2	Braintcroft Primary	Warren Road, London NW2 7LL	Dollis Hill
15	Cullingworth Road NW10	Gladstone Park Primary	Sherrick Green Road, London NW10 1LB	Duden Hill
16	Dollis Hill Lane NW2	Our Lady of Grace Juniors	Dollis Hill Lane, London NW2 6HS	Dollis Hill
17	Dollis Hill Lane NW2	Our Lady of Grace Infants	Dollis Hill Avenue, London NW2 6EU	Dollis Hill
18	Donnington Road NW10	Donnington Primary	Uffington Road, London NW10 3TL	Willesden Green
19	Dudden Hill Lane NW10	Northview Primary	Northview Crescent, London NW10 1RD	Dudden Hill
20	East Lane Wembley	Wembley Primary	East Lane, Wembley HA9 7NW	Preston
21	Furness Road NW10	Furness Primary	Furness Road, London NW10 5YT	Kensal Green
22	Goodson Road NW10	St Josephs Primary	Goodson Road, London NW10 9LS	Harlesden
23	Harrow Road, Sudbury	Sudbury Primary	Watford Road, Wembley HA0 3EY	Sudbury
24	Hawkeshead Road NW10	Leopold Primary	Hawkshead Road, London NW10 9UR	Harlesden
25	High Road Willesden NW2	Convent of Jesus & Mary Infants	21 Park Avenue, London NW2 5AN	Willesden Green
26	Hillside NW10	Stonebridge & Our Lady of Lourdes	Wesley Road, London NW10 8PP	Stonebridge
27	Kingswood Ave NW6	Salusbury Primary	Salusbury Road, London NW6 6RG	Queens Park
28	Manor Farm Road Wembley	Ealing Schools	N/A	N/A
29	Manor Park Road NW10	John Keeble Primary	Crownhill Road, London NW10 4DR	Kensal Green
30	Mapesbury Road NW2	NW London Jewish School	180 Willesden Lane, London NW6 7PP	Brondesbury Park
31	Milman Road NW6	Salusbury Primary	Salusbury Road, London NW6 6RG	Queens Park
32	Mora Road NW2	Mora Primary	Mora Road, London NW2 6TD	Mapesbury
33	Mount Pleasant Wembley	Lyon Park Infant & Junior	Vincent Road, Wembley HA0 4HH	Alperton
34	Mount Stewart Ave Kenton	Mount Stewart Infant & Junior	Mount Stewart Ave, Kenton HA3 0JX	Kenton
35	Neasden Lane North NW10	Wykeham Primary	Aboyne Road, London NW10 0EX	Welsh Harp
36	Neasden Lane North NW10	Wykeham Primary	Aboyne Road, London NW10 0EX	Welsh Harp
37	Oakington Manor Dv Wembley	Oakington Manor Primary	Oakington Manor Drive, Wembley HA9 6NF	Tokington
38	Park Avenue NW2	Convent of Jesus & Mary Infants	21 Park Avenue, London NW2 5AN	Willesden Green
39	Park Lane Wembley	Park Lane Primary	Park Lane, Wembley HA9 7RY	Wembley Central
40	Princes Ave NW9	Roe Green Infant & Junior	Princes Avenue, London NW9 9JL	Queensbury
41	Salusbury Road NW6	Islamia Primary	Salusbury Road, London NW6 6PE	Queens Park
42	Salusbury Road NW6	Salusbury Primary	Salusbury Road, London NW6 6RG	Queens Park
43	Shaftesbury Ave Kenton	Mount Stewart Infant & Junior	Mount Stewart Ave, Kenton HA3 0JX	Kenton
44	Slough Lane NW9	St Robert Southwell Primary	Slough Lane, London NW9 8YD	Fryent
45	Willesden Lane NW6	Christchurch Primary	Clarence Road, London NW6 7TG	Kilburn
46	Woodstock Road Wembley	Lyon Park Infant & Junior	Vincent Road, Wembley HA0 4HH	Alperton
47	Wrottesley Road NW10	Furness Primary	Furness Road, London NW10 5YT	Kensal Green

Of the 47 current sites:

- 9 are sites on signal controlled crossings
- 12 are sites on zebra crossings
- 2 are sites where pupils are always accompanied by adults (infant schools only)
- 8 are sites within 20mph speed limit zones
- 17 are sites on roads with traffic calming measures.

Road casualty reduction, in Brent and nationwide, is the result of the combination of a wide range of activities and initiatives – improved and focussed road safety education, the introduction of engineering measures, improvements to vehicle technology etc. The number of child KSI casualties has fallen from over 40 p.a. in the late 1990s to less than 15 p.a. in the late 2000s. A similar situation exists in relation to children receiving “slight” injuries as a result of a road accident. Brent exceeded its’ (London mayoral) target of reducing Children KSI by 60% (based on the 1994/98 average baseline) by 2010, much earlier than anticipated.

The focus of the service has continued to be on maintaining/improving road safety although in recent years, the service has also supported the wider transport agenda (encouraging sustainable transport modes such as walking & cycling and promoting School Travel Planning).

Consequently, although the SCP service has been an integral part of the Council’s successful strategy to reduce road, particularly child, casualties, there is no definitive evidence that the provision of a SCP service prevents road accidents and resultant casualties and it is difficult to identify the direct contribution that the SCP service has made to the reductions.

Officers have devised a “risk evaluation model” which is designed to ensure that SCPs are provided at those locations where the road safety risk (after mitigation) is greatest. This model is described in detail in the Executive Committee report of 19th September 2011 which considers its adoption. The model would also assist in prioritising where best to implement mitigation measures going forward.

The model contains a threshold below which continued, or future, provision of a SCPO at that site is not considered a priority and hence where provision could cease in response to staff leaving the service (through natural wastage).

Table 2 below is a list of the 20 lower priority sites where a SCP, over a period of time and in response to staff changes, would not be provided if the proposals are introduced.

	SCP Site	School	School Address	Ward
1	Aylestone Avenue NW6	Malorees Infant & Junior	Christchurch Ave, London NW6 7PB	Brondesbury Park
2	Brentfield Road NW10	Swaminaryan School	260 Brentfield Road, London NW10 8HE	Stonebridge
3	Brondesbury Park NW6	Malorees Infant & Junior	Christchurch Ave, London NW6 7PB	Brondesbury Park
4	Canterbury Road NW6	St Marys RC Primary	Canterbury Road, London NW6 5ST	Kilburn
5	Chamberlayne Road NW6	Kensal Rise Primary	Harvist Road, London NW6 6HJ	Queens Park
6	Church Lane NW9	Fryent Primary	Church Lane, London NW9 8JD	Fryent
7	Dollis Hill Lane NW2	Our Lady of Grace Juniors	Dollis Hill Lane, London NW2 6HS	Dollis Hill
8	Dollis Hill Lane NW2	Our Lady of Grace Infants	Dollis Hill Avenue, London NW2 6EU	Dollis Hill
9	Harrow Road, Sudbury	Sudbury Primary	Watford Road, Wembley HA0 3EY	Sudbury
10	Hillside NW10	Stonebridge & Our Lady of Lourdes	Wesley Road, London NW10 8PP	Stonebridge
11	Manor Park Road NW10	John Keeble Primary	Crownhill Road, London NW10 4DR	Kensal Green
12	Mapesbury Road NW2	NW London Jewish School	180 Willesden Lane, London NW6 7PP	Brondesbury Park
13	Milman Road NW6	Salusbury Primary	Salusbury Road, London NW6 6RG	Queens Park
14	Mount Pleasant Wembley	Lyon Park Infant & Junior	Vincent Road, Wembley HA0 4HH	Alperton
15	Neasden Lane North NW10	Wykeham Primary	Aboyne Road, London NW10 0EX	Welsh Harp
16	Neasden Lane North	Wykeham Primary	Aboyne Road, London NW10 0EX	Welsh Harp

	NW10			
17	Oakington Manor Dv Wembley	Oakington Manor Primary	Oakington Manor Drive, Wembley HA9 6NF	Tokington
18	Park Avenue NW2	Convent of Jesus & Mary Infants	21 Park Avenue, London NW2 5AN	Willesden Green
19	Princes Ave NW9	Roe Green Infant & Junior	Princes Avenue, London NW9 9JL	Queensbury
20	Salisbury Road NW6	Salisbury Primary	Salisbury Road, London NW6 6RG	Queens Park

It is proposed that the model is used to evaluate whether or not SCPs should be provided at sites associated with new or re-modelled schools in the future.

An integral part of the proposals are actions to mitigate the impact of the removal of SCPs at certain sites through (i) provision of additional road safety education/training (ii) reviewing and refreshing road signage and markings and (iii) prioritising parking enforcement in the vicinity.

Additionally the proposals included arrangements whereby SCP provision could continue (at sites where it otherwise would not) if schools were to provide resources.

Consultation

This Executive Committee report of 19th September 2011 will consider the results of the consultation process (see the consultation report)

The majority of responders were mainly concerned with the impact of reducing the number of school crossing patrols on the safety of children travelling to and from school. Many said they had witnessed or knew of accidents or near misses and that driver behaviour was generally poor in terms of giving children and other pedestrians a priority on controlled crossings, expressing concern that the proposals would increase the risk of school children being killed or seriously injured as a result of road traffic accidents.

Although some expressed serious concerns regarding children with special educational needs, ethnicity and gender were not highlighted as main issues.

A common issue raised was the value of the school crossing patrol officers as members of the school and wider community and the contribution they make to safety and well being in the area.

The proposals that are the subject of this analysis have been developed in response to the feedback from the consultation and are significantly different (in that they will have less impact) than those that were the subject of consultation.

ANNEXE B - EQUALITY STRAND ANALYSIS

Introduction

The equality assessment is being undertaken to determine the impact of proposal to introduce a risk based prioritisation model to determine where the Council should prioritise provision within the School Crossing Patrol Service. Currently there are 47 sites where this service is provided and under the proposal this could be reduced to 27 over time and in response to staff leaving the service through natural wastage.

This assessment considers the worst case scenario whereby provision ceases, in the short term, at 20 lower priority sites in response to staff leaving the service and no schools not taking advantage of the “buy back” arrangements to provide SCPs.

This assesses the impact on the 8 equality strands namely age; race; disability; gender; faith sexuality, maternity and pregnancy.

The key stakeholders directly affected by the proposals are –

- Schoolchildren, parents/carers
- non-users (other road users)
- Staff

However, it has been acknowledged that a separate Staff Impact Needs Requirement Assessment would be carried out if the proposals were ratified as part of the ‘Managing Change’ process.

This analysis is based on census data, readily available school population data, school crossing patrol management information, and demographic analysis from Mosaic. We have cited the census 2001 data to ascertain knowledge of the resident demography. It is acknowledged that this census data is ten years old but the census 2011 information will not be available until next year.

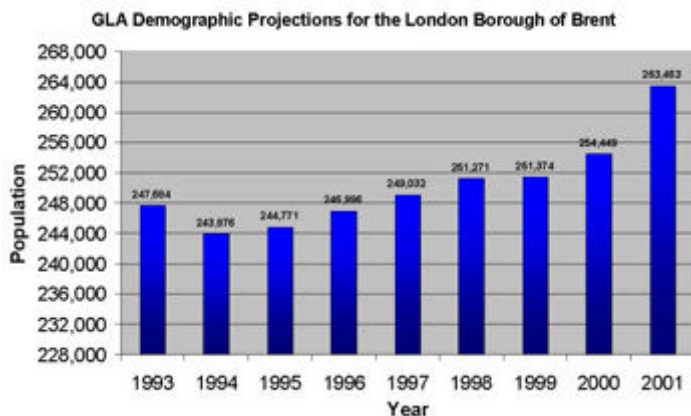
Potentially affected wards

Table 2 in Annexe A identifies that 13 of the boroughs 21 wards could be affected by these proposals. However, the school catchment areas are wider than the ward boundaries and therefore the proposals could affect those residing in other wards. Furthermore, operation of a school crossing patrol affects other road users travelling through Brent.

Brent’s Population

Brent’s population at the time of the 2001 census release was 263,464 and the Borough has experienced a growth rate of 3.2% since 1991.

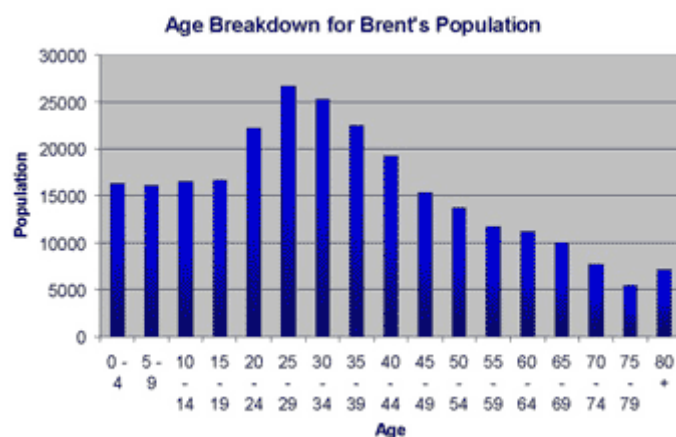
Brent has a high level of natural change, and is also characterised by a high levels of migration out of the borough which is responsible for the low level of overall population growth between 1991 and 1999. The fall in Brent’s population in 1994 is due to the boundary change that occurred at the time.



It should be noted that Brent has a high level of migrant residents.

1. Age Equality

The chart below shows the age breakdown of the borough. Brent's population has a relatively young age structure with 25% of the population being in the 0 to 19 range and 37% in the 20 to 39 range. Brent's pensioners make up 14% of the population, lower than the Greater London and England and Wales figures of 15.5% and 18% respectively. Brent's population has a high fertility rate compared to most other London boroughs which accounts for the high level of 0 to 9 year olds.



© GLA 2001 Round Demographic Projections, Central Projection, updated March 2002

Younger people: Although school crossing patrols benefit children from secondary schools they are provided for children attending Primary (Infants and Junior) schools.

Children attending Infants/Nursery schools are accompanied by parents or carers and secondary school children are considered to have developed sufficient road craft skills. Therefore the age of the children most affected by the withdrawal of school crossing patrols are those under 12 years of age and specifically those between 6 and 11 years.

Of the 43,766 children attending schools in the borough 24,907 attend infants or junior schools,

The withdrawal of the school crossing patrol service from 20 sites would affect 19 schools in the borough (some have more than one school crossing patrol). It would impact on 5 Infants schools and 14 primary / junior schools. These are attended by c8139 of the boroughs c24907 infant/junior population.

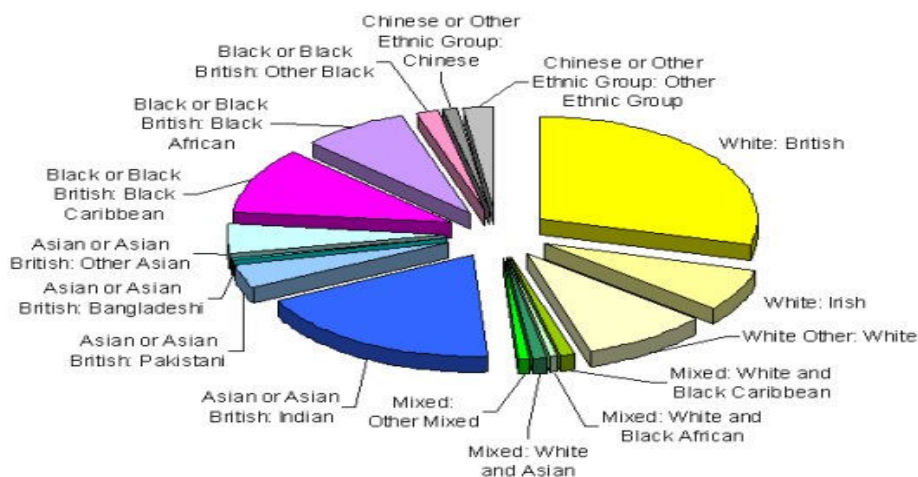
The proposal would mainly affect 1,217 children of infant school age (3-6) and 6,922 children of junior/primary school age (6-11).

Older people: The proposals would not have a disproportionate impact of older people within the general population. Although of the 46 employees in the SCP service, 11 (23%) are over 65 years old the proposals will not impact on staff because it is not proposed to reduce the service through compulsory or voluntary redundancy. Any changes to the sites where staff are assigned will be managed under the Council's managing change policies and procedures and subject to a separate equalities assessment.

The SCP service is designed to support children crossing to school. It is clear that the proposals will have a significantly disproportionate impact on a proportion of that particular age group (aged 6-11)

2. Race Equality

Brent is one of the most culturally diverse boroughs. Black and Minority Ethnic (BME) groups in Brent now make up the majority of the population at 54.7%, according to GLA projections. This is the second highest of all the London Boroughs after Newham. The chart below reflects the ethnic grouping categories defined by the Office for National Statistics (ONS), five randomly selected colour bands have been used to classify broader groupings. *The term BME Black and Minority Ethnic groups refers to all ethnic groups apart from White: British, White: Irish and White Other: White*



Information is available on the number of children within each ethnicity category by school but this is not displayed within this document for personal data protection purposes (since the numbers would enable individual children to be identified). If Executive or ward members wish to view that information it can be viewed, on a confidential basis, by appointment with the contact officers.

The ethnicity of children attending all schools is 32.5% Asian, 27.9% Black, 19.9% White, 6.7% mixed, 7.0% other (6.0% not obtained).

The ethnicity of children attending Infants / Primary Schools is; 31.7% Asian, 29.1% Black, 23.9% White, 7.2% mixed, 7.3% other (0.8% not obtained).

Of the 20 Infant/ primary schools where the SCP service could to be withdrawn, the combined ethnicity data for these schools is 33.7% Asian, 26.5% Black 24.9% white, 7.9% mixed and 6% other which is close to the ethnic mix for all primary and infants schools.

Black and minority ethnic groups make up 74.1% of the total school roll, 75.3% of children attending all Infants / Primary Schools and 74.1% at schools where the SCP service is to be withdrawn.

It should be noted that the ethnic mix for the boroughs schools will vary year on year. Nevertheless the analysis shows that the proposals will not significantly disproportionately impact on any ethnic group.

There is statistical evidence that, historically, black children (especially those of Afro- Caribbean ethnicity) are more at risk of being killed or seriously injured in road traffic accidents across London, although there is no known evidence why this is so.

The table below is an analysis of child road casualty accident data between 2006 and 2010.

Child - All Casualties by Ethnicity and Sex in Brent (2006 to 2010)															
	Afro-Caribbean			Asian			White European			Others			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2006	14	12	26	9	7	16	8	6	14	20	14	34	43	33	76
2007	12	10	22	8	8	16	5	3	8	20	15	35	40	33	73
2008	6	5	11	10	5	15	9	5	14	18	16	34	34	26	60
2009	19	12	31	7	7	14	7	5	12	19	9	28	45	28	73
2010	19	9	28	1	6	7	6	6	12	20	15	35	40	30	70
Total	70	48	118	35	33	68	35	25	60	97	69	166	202	150	352
	Afro-Caribbean			Asian			White European			Others			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2006	18%	16%	34%	12%	9%	21%	11%	8%	18%	26%	18%	45%	57%	43%	100.0%
2007	16%	14%	30%	11%	11%	22%	7%	4%	11%	27%	21%	48%	55%	45%	100.0%
2008	10%	8%	18%	17%	8%	25%	15%	8%	23%	30%	27%	57%	57%	43%	100.0%
2009	26%	16%	42%	10%	10%	19%	10%	7%	16%	26%	12%	38%	62%	38%	100.0%
2010	27%	13%	40%	1%	9%	10%	9%	9%	17%	29%	21%	50%	57%	43%	100.0%
Total	20%	14%	34%	10%	9%	19%	10%	7%	17%	28%	20%	47%	57%	43%	100.0%

Child - KSI Casualties by Ethnicity and Sex in Brent (2006 to 2010)															
	Afro-Caribbean			Asian			White European			Others			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total

	le	e	l	e	e	l	e	e	l	e	e	l	e	e	
2006	2	0	2	3	3	6	3	1	4	4	2	6	9	5	14
2007	2	0	2	2	2	4	1	0	1	5	1	6	9	3	12
2008	4	2	6	2	1	3	1	2	3	2	2	4	8	5	13
2009	1	3	4	0	2	2	1	1	2	3	2	5	4	7	11
2010	5	1	6	0	0	0	1	1	2	3	1	4	8	2	10
Total	14	6	20	7	8	15	7	5	12	17	8	25	38	22	60
	Afro-Caribbean			Asian			White European			Others			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2006	14%	0%	14%	21%	21%	43%	21%	7%	29%	29%	14%	43%	64%	36%	100.0%
2007	17%	0%	17%	17%	17%	33%	8%	0%	8%	42%	8%	50%	75%	25%	100.0%
2008	31%	15%	46%	15%	8%	23%	8%	15%	23%	15%	15%	31%	62%	38%	100.0%
2009	9%	27%	36%	0%	18%	18%	9%	9%	18%	27%	18%	45%	36%	64%	100.0%
2010	50%	10%	60%	0%	0%	0%	10%	10%	20%	30%	10%	40%	80%	20%	100.0%
Total	23%	10%	33%	12%	13%	25%	12%	8%	20%	28%	13%	42%	63%	37%	100.0%

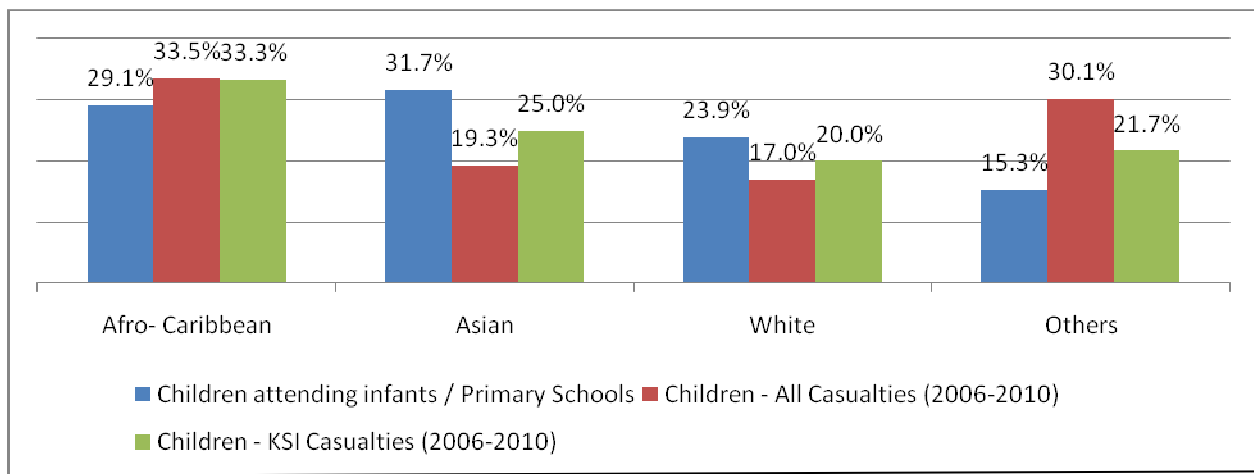
Data source: TfL STATS20 ,Others includes, Dark-skinned European, Oriental, Arab and Not Known
National trends –TfL information.

This data includes all children casualties and those killed or seriously injured (under 16years old) in the Borough identifying ethnicity and gender. Stat 20 data differs from the ONS ethnicity groupings. It includes both pedestrian casualties and those involved in motor vehicle accidents. The above tables indicate that overall children from a BME background and particularly those from an Afro-Caribbean background are proportionally more likely to be a casualty in a road traffic accident.

In terms of child pedestrian casualties in the vicinity of school crossing patrols, an analysis of site specific information indicates that no KSI accidents have been reported in the vicinity (i.e. within 30 metres) of a school crossing patrol during operational times over the last 5 years. There has only been one incident where a child accompanied by a parent was slightly injured when they stepped onto the road at a controlled crossing with a SCP in operation. As many sites have other safety features such as controlled (signal or zebra) crossing facilities, the contribution by virtue of the presence of the patrol is inconclusive.

Percentage of children attending infants/Primary schools & Road Traffic Casualties

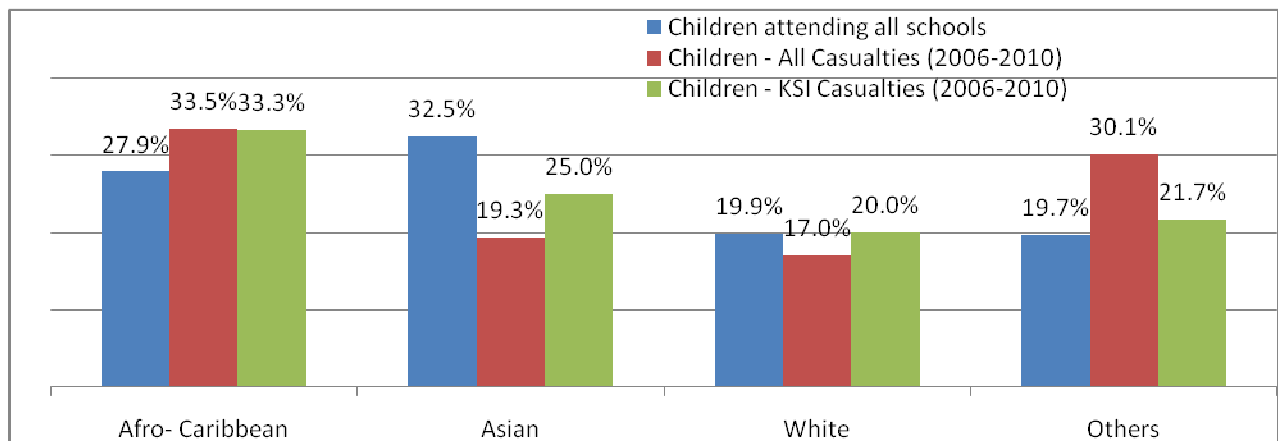
	Afro- Caribbean	Asian	White	Others
Children attending infants / Primary Schools	29.1%	31.7%	23.9%	15.3%
Children - All Casualties (2006-2010)	33.5%	19.3%	17.0%	30.1%
Children - KSI Casualties (2006-2010)	33.3%	25.0%	20.0%	21.7%



The above table and chart compares child road traffic casualties with ethnicity of the school children attending primary and infants schools. The table and chart below compares child road traffic casualties with the ethnicity of school children attending all schools.

Percentage of children attending all schools & Road Traffic Casualties

	Afro- Caribbean	Asian	White	Others
Children attending all schools	27.9%	32.5%	19.9%	19.7%
Children - All Casualties (2006-2010)	33.5%	19.3%	17.0%	30.1%
Children - KSI Casualties (2006-2010)	33.3%	25.0%	20.0%	21.7%



The data indicates that in general, black children especially those of Afro- Caribbean ethnicity are more at risk of being killed or seriously injured in road traffic accidents.

The table below identifies the casualties in accidents involving children going to or coming from school. It includes casualties that were travelling on foot and by vehicle. 77% of these injuries were sustained to child pedestrians, 37% involved children of Afro-Caribbean ethnicity.

Reported Personal Injury Road Traffic Accident Casualties involving Children going to and from school

(for 5 year period ending in 2010)

Table 1 - Casualties by road user type

	Fatal	Serious	Slight	Total	% of Total
Vehicle driver	0	0	3	3	4%
Passenger	0	2	10	12	17%
Motorcycle rider	0	0	0	0	0%
Cyclist	0	0	1	1	1%
Pedestrian	0	10	45	55	77%
Total	0	12	59	71	100%

Table2 - Casualty by Ethnicity

	Fatal	Serious	Slight	Total	% of Total
Afro-Caribbean	0	6	20	26	37%
Asian	0	5	16	21	30%
White-Skinned	0	1	6	7	10%
Others	0	0	17	17	24%
Total	0	12	59	71	100%

In conclusion, BME and particularly children from an Afro-Caribbean ethnicity are more likely to be to be involved in road accidents and, by implication, more disadvantaged by the withdrawal of school crossing patrols from sites in the borough.

Over the last 5 years 71 children have been injured which represents only a small proportion (in the region of 0.15%) of the school population circa 43,800.

3. Disability Equality

There are currently 4 special schools in Brent for children with special needs due to more severe disability. These are attended by 480 pupils. None of these schools have a school crossing patrol service as children are accompanied to and from these schools. The proposals will not therefore impact on those children with the more severe disabilities.

A smaller group of children with physical or learning difficulties/disabilities attend mainstream schools.

The following table shows the number of children in infant/primary schools with each category of learning difficulty/disability:

	Number of Children
Mainstream LCD – Language and communication disorder	55
Mainstream EBD – Emotional & Behaviour disorder	67
MLD - Moderate Learning difficulties	101
VI – Visually impaired	8
SpLD – specific Learning Disability	23
PD – Physical Disability	16
HI – Hearing Impaired	5
SLD - Severe Learning Difficulties	2

Autistic	103
Social Communication Disorder	28
Speech and Language Disorder	14
Mainstream Learning	4
Other	2
Total	428

428 of the boroughs Infants / primary school children have a learning difficulty/disability. This represents 1.7% of the 24,907 children attending these schools. There are 154 children with SEN at the 20 schools where the SCP service is to be withdrawn representing 1.9% of the 8,139 children that attend.

The advice from the Director of Children & Families is that, whilst the proportion of children with learning difficulties/disabilities across Brent remains reasonably constant, the numbers within individual schools can vary significantly with the cohort and are subject to continual change.

Information is available on the number of children within each category by school but this is not displayed within this document for personal data protection purposes (since the numbers would enable individual children to be identified). If Executive or ward members wish to view that information it can be viewed, on a confidential basis, by appointment with the author.

An analysis of that information demonstrates that the percentage of children with a learning difficulty/disability at schools currently served by a SCP ranges between 0.01 and 4.1% with the majority of schools having less than 1%. All those (5) schools with a proportion of children with a learning difficulty/disability greater than 1% will continue to be provided with a SCP if the proposals are implemented.

No information exists to indicate how children with learning difficulties/disabilities travel to and from schools and hence whether they are likely to be impacted by the proposals.

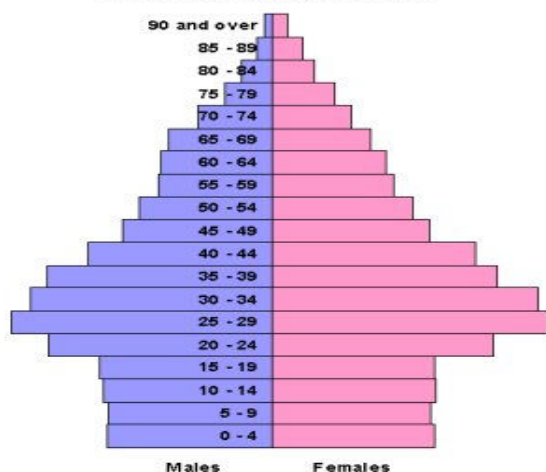
The proposals will see the SCP service being reduced at zebra and pelican crossings which have facilities (tactile paving, flashing lights or displays, beepers etc) designed to support those (including children) with visual or hearing impairments to cross.

It is reasonable to assume that those children whose learning difficulty/disability places them at greatest risk (with regard to road safety) would normally be accompanied and hence would not be directly impacted by the proposals.

4. Gender

The chart below provides information on age / gender in the Borough.

**2001 Population counts by age and sex for
London borough of Brent**



Males make up 48.5% of Brent's population, while the Greater London and England and Wales figures are 48.5% and 49.3% respectively. The proportion of male to female children is approximately equal.

RESIDENT POPULATION ESTIMATES MID-2006: QUINARY AGE GROUPS BY GENDER

Thousands

BRENT

	PERSONS	MALES	FEMALES
ALL AGES	271.4	136.0	135.4
Under 1	4.5	2.3	2.1
1-4	14.8	7.6	7.2
5-9	14.0	7.1	7.0
10-14	14.3	7.3	7.0
15-19	16.4	8.5	8.0
20-24	20.7	10.1	10.5

There are marginally more boys than girls in the infant/primary school population as a whole and therefore the proposals will have a marginally (but not significantly) greater impact on boys rather than girls.

Information in the strand 2 Race Equality analysis includes accident data identifying gender.

Between 2006 and 2010 there were 352 child injury accidents of which 202 (57%) were boys and 150 (43%) were girls.

Accident statistics show that boys are slightly more likely to be injured in road traffic accidents than girls. This is thought to be mainly because boys are more likely to take 'extreme risks' and this is reflected widely in statistics.

Boys are therefore likely to be slightly more disadvantaged by the withdrawal of the school crossing patrol service at some sites in the borough. A differentiated approach to the additional road safety education/training that forms part of the proposals will be required. Road safety education material that targets boys is available and will need to be used.

Parents have a responsibility to make sure their children arrive at school. The majority of parents and carers that take children to and from school tend to be female. As a result a higher proportion of women than men will be impacted by the proposals. The SCP service is provided to assist children to safely cross the road but this does not discharge parents from their responsibilities. It is a parental decision usually based on lifestyle as to who will accompany children to or from school. There is no evidence to suggest that women will be significantly disadvantaged as a result of the proposals.

5. Sexual Orientation

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

6. Faith

The proposal could result in the withdrawal of a school crossing patrol service from 8 faith schools including Roman Catholic, Jewish, and a Hindu school. However, the proposals classify SCP sites at other faith schools in the borough as priority sites where a service would continue to be provided.

No data is available correlating road safety casualty rates to type of faith.

We have no evidence or reason to believe that the proposals would have greater or lesser effect on children on account of their faith.

7. Maternity

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

8. Pregnancy

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

Other Key Issues

Socio-economic factors

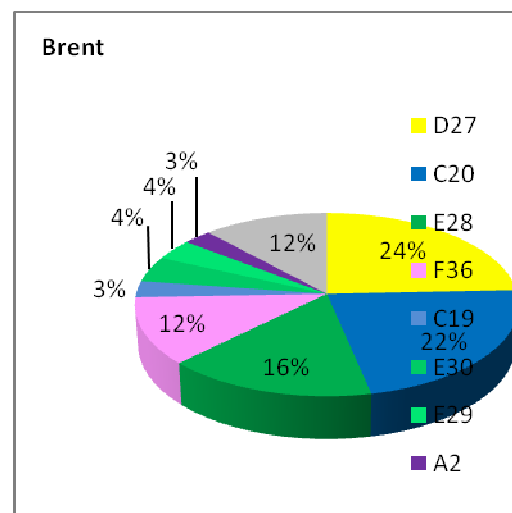
The Council's Road Danger Reduction Plan 2007-2011 outlined that the number of young people from African Caribbean and Asian communities involved in road accidents was comparatively higher than their white counterparts, however, it also identified that Children in Socioeconomic class V are five times more likely to be killed on the road than children in Socio-economic Class I. A high proportion of pedestrians injured are children or elderly people, reflecting both their greater vulnerability and their greater dependence on getting around on foot in the presence of road traffic.

The table below provides information on the profile of Brent's residents.

Brent 2009

Mosaic Profile

Mosaic Type		Brent	
		Number	%
D27	Multi-cultural inner city terraces attracting second generation settlers from diverse communities	26368	24.3
C20	Suburbs sought after by the more successful members of the Asian community	24240	22.4
E28	Neighbourhoods with transient singles living in multiply occupied large old houses	17240	15.9
F36	High density social housing, mostly in inner London, with high levels of diversity	12797	11.8
C19	Singles and childless couples increasingly taking over attractive older suburbs	3122	2.9
E30	Young professionals and their families who have gentrified terraces in pre 1914 suburbs	4936	4.6
E29	Economically successful singles, many living in privately rented inner city flats	4011	3.7
A2	Highly educated senior professionals, many working in the media, politics and law	2881	2.7
Other		11.8	



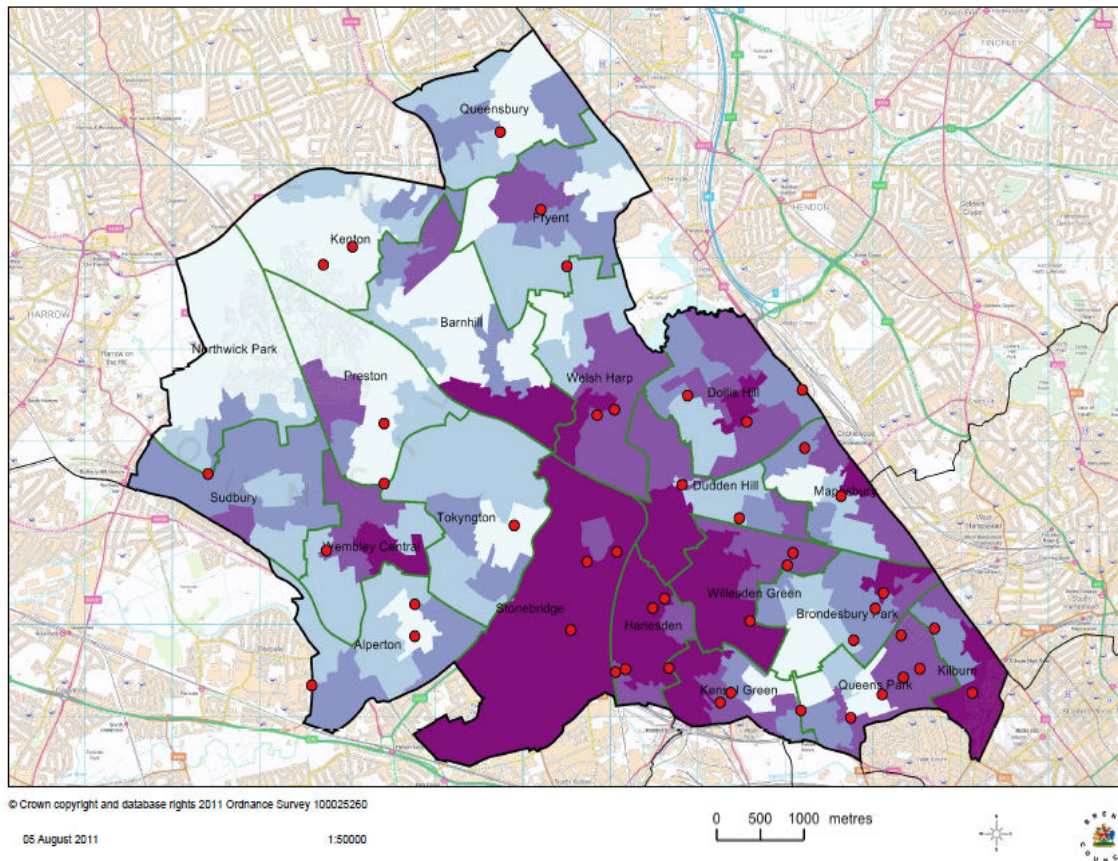
The top three mosaic types across Brent are D27, C20 and E28.

Income and Deprivation

Whilst income and deprivation is not an equality strand, this issue is of concern in terms of schools ability to raise funds to 'buy back' a school crossing patrol service.

Although many of Brent's residents are affluent, parts of the borough continue to suffer high levels of social and economic disadvantage. Nationally, Brent is ranked 53rd out of 354 areas in the Indices of Multiple Deprivation (IMD) 2007 (1=most deprived,354=least deprived).This is a drop of 28 places from 2004, moving Brent from being within the 25% most deprived local authorities in the country to be within the 15% most deprived.

The map below identifies areas of highest deprivation and the location of SCP sites..



The neighbourhoods experiencing the highest levels of deprivation are largely located in the south of Brent. However, this situation is changing with levels of deprivation now seen in pockets of the north of the borough. Indeed, 19 out of Brent's 21 neighbourhoods have become more deprived.. The specific reasons for this rise in deprivation are not fully known, but the most deprived residents also have the lowest income levels, highest unemployment levels, poor and overcrowded housing and the worst health outcomes 23. The prevalence of life-limiting health conditions and health inequalities is also higher within the localities (Harlesden, Willesden and Kilburn) experiencing greatest deprivation.

The proposals will see the cessation of provision at a number of schools within wards with high deprivation as well as the continuation of provision at a number of other schools within the same wards.

There is no evidence that the proposals will significantly and disproportionately impact on schools in wards with high levels of deprivation. The proposals include arrangements to support schools in identifying suitable arrangements to buy-back SCP provision if they perceive it as a priority. These arrangements will mitigate against disproportionate impact flowing from location.

Other Key Issues

Impact on Social Cohesion

School Crossing Patrols are often considered an integral part of the school community and are generally highly valued by children, parents and carers, as well as the schools themselves. They provide a highly visual service and this can promote the feeling of a safe environment and encourage walking and cycling to school and therefore a healthy lifestyle. In recent years, many patrols have also

helped deliver key road safety education messages and are also well known within the wider community.

Concerns were raised during consultation that the proposed changes may initially have a detrimental effect on community cohesion in the areas where the school crossing patrol service is withdrawn as children, parents and carers may not feel as safe and choose to walk or cycle to school.

There is no evidence that these concerns are disproportionately shared by residents of a particular age, gender, disability, race or faith. Similarly there is no evidence that those who were concerned about this issue believed the proposals would disproportionately impact on one particular group or another in relation to this issue.

The contribution that SCP officers can make to the school community is recognised by the Council. However the primary purpose of the SCP service, and the staff within it, is to make a contribution to maintaining road safety by helping children to cross the road.

There is no evidence that the proposals will have a significantly detrimental impact on community cohesion within the Borough as a whole or within particular areas. Similarly there is no evidence that the proposals will impact on cohesion with or between particular groups.

ANNEXE C – RISK MITIGATION

Risk	Level of risk	Comments & Mitigation
Increase in road casualties across Brent.	low	<p>There is no definitive evidence that the provision of a SCP service prevents road accidents and resultant casualties. Adoption of the prioritisation model will result in continued provision at locations with greatest activity and limited physical site safety measures and this will mitigate against an increase in road accidents in Brent. Further site safety measures e.g. raised pedestrian crossing points, additional refuge islands etc. would further reduce risk.</p> <p>Outreach (pedestrian skills) work within those schools where the service is no longer to be provided will further mitigate against this risk.</p> <p>Work to ensure that warning signs and road markings etc (in the vicinity of schools where the service is no longer to be provided) are reviewed, to check they are adequate and subsequently refreshed or improved to highlight the likelihood of children crossing the road will further mitigate against this risk.</p> <p>Prioritisation of parking enforcement activity (at schools where the service is no longer to be provided) will further mitigate against risk.</p>
Increase in road casualties at sites where service is discontinued	medium	<p>Although it is intuitive that sites with a “dual level of protection” (ie with a school crossing patrol and facilities such as a controlled crossing) must be safer than those without a SCP officer, there is no evidence that accidents will increase at sites where the service is to be discontinued.</p> <p>Outreach (pedestrian skills) work within those schools where the service is no longer to be provided will further mitigate against this risk.</p> <p>Work to ensure that warning signs and road markings etc (in the vicinity of schools where the service is no longer to be provided) are reviewed, to check they are adequate and subsequently refreshed or improved to highlight the likelihood of children crossing the road will further mitigate against this risk.</p> <p>Prioritisation of parking enforcement activity (at schools where the service is no longer to be provided) will further mitigate against risk.</p> <p>The continuation of provision of a service (at locations where it would otherwise be discontinued) by agreement with individual schools would obviate this risk.</p>
Increase in the number of	Low/medium	Typically, the proportion of children travelling to

children travelling to school by car at those schools where service is discontinued.		<p>school by car is driven by factors (lifestyle issues) other than road safety concerns.</p> <p>This risk can be mitigated by outreach work to enhance pedestrian skills and a focus on Travel Planning in those schools where the service is discontinued. Meetings would be held in the evenings to educate parents on road safety and to promote sustainable transport.</p> <p>Prioritisation of parking enforcement activity (at schools where the service is no longer to be provided) will further mitigate against risk.</p>
Equality Strands		
1. Age Equality	High	The age of the children most affected by the withdrawal of school crossing patrols are those under 12 years of age and specifically those between 6 and 11 years as younger children are always accompanied by parents or carers. Road safety education (RSE) targeted at this age group would improve road craft and mitigate risk.
2. Race Equality	Medium	BME and particularly children from an Afro-Caribbean ethnicity are more vulnerable. Road safety education would be targeted to more vulnerable groups to mitigate risk.
3. Disability	Low	The statistics indicate that only 1.7% of primary children are registered as SEN. Road safety education would include suitable media for these children.
4. Gender	Medium	The statistic indicate that boys are more likely to be involved in traffic related accidents than girls. RSE would include material suitable for both boys and girls. Further investigation will be carried out to ascertain how the effectiveness of educational material can be improved.
5. Sexual Orientation	N/A	
6. Faith	N/A	
7. Maternity	N/A	
8. Pregnancy	N/A	
Other		Mitigation can include; RSE targeted to improve driver behaviour,. RSE aimed at parents. Road safety campaign aimed at improving driver behaviour. Joint working with the metropolitan and community police to improve driver behaviour. Parking enforcement near schools.

