



**Highways Committee
18 December 2012**

**Report from the
Director of Environment & Neighbourhood
Services**

For Decision

Wards Affected:
Brondesbury Park

**Response to petition to improve road safety outside
Malorees Infant and Junior School**

1.0 Summary

1.1 This Report informs the Committee of a petition from parents at Malorees Infant and Junior schools, located on Christchurch Avenue, London, NW6 7PB, to improve road safety outside the schools.

2.0 Recommendations

2.1 That the Committee notes the contents of the petition and the issues that are raised.

2.2 That the Committee notes the outcomes of investigations and instructs the Head of Transportation to implement school warning and camera enforcement signs in Christchurch Avenue to warn drivers that they are approaching a school, and to deter illegal parking.

3.0 Content of Petition

3.1 The petition requests that the council improve road safety outside Malorees Infant and Junior schools in order to reduce risk to the children attending the schools. The petition has been verified in accordance with Standing Orders.

3.2 The petition was originally received on 27th July 2012 but had insufficient signatures; additional signatures were received on 18th September 2012.

3.3 The full wording of the petition is:

“To: Executive Member for Highways & Transportation, Brent Council:

“We call upon Brent Council to improve the road safety outside Malorees Infant and Junior Schools, in order to reduce risk to children attending school. We call for:

- A school crossing patrol to see children safely across the road
- Warning signs along Christchurch Avenue near the school (possibly with images designed by the children)
- Any other additional appropriate measures”

The petition has 84 signatures.

- 3.4 Local councillors, the police safer neighbourhoods’ team, residents and parents have previously expressed concern about dangerous parking near Malorees Infant and Junior Schools. It has been reported that some parents picking up or dropping off their children are driving at speed, carrying out U-Turns and parking on the School Keep Clear “zig-zag” lines directly outside the school, which obstructs the children’s view of oncoming traffic. Traffic enforcement has been increased but parents and other stakeholder groups feel that further measures are needed.

4.0 Detail

- 4.1 The safety of children in the vicinity of schools is a key feature of the wider transport strategy. School entrances can sometimes be chaotic locations for traffic and parking at the start and end of each school day. Afternoons are often more problematic as parents drop off children that travel in a car, but need to park and wait after school.
- 4.2 The Councils road safety team work with the borough’s schools on the development of their travel plans to encourage the use of sustainable modes of transport and reduce car dependency. Travel plans also identify engineering measures that can be implemented to improve road safety; these are prioritised and funded by Transport for London through the Local Implementation Plan.
- 4.3 Malorees Infant and Junior schools are located within a 20 mph zone, which includes traffic calming measures such as road humps and kerb build outs. There are school keep clear markings, timing plates and guard railing outside the entrances and speed limit signs painted on the road and on posts. However, there are currently no traffic signs to warn drivers they are approaching a school.
- 4.4 The schools are within a controlled parking zone with several pay and display bays located outside the school. There is additional pay and display bays in Aylestone Avenue, less than 5 minutes walk from the school
- 4.5 Malorees Infant and Junior school requested a school crossing patrol in Christchurch Avenue in 2004 a survey was carried out and the results showed

the site did not meet the national criteria as the number of pupils crossing the road when compared to traffic flow was insufficient to meet the required standard. Additional surveys were carried out near the schools, in Aylestone Avenue and Brondesbury Park. These two sites met the criteria as the number of pupils and traffic flow was much higher. As a result, patrols were provided.

- 4.6 Within their school travel plan, Malorees Infant and Junior schools highlighted their concerns for pupil safety crossing Christchurch Avenue. As this could not be resolved using a school crossing patrol, school travel plan funding was sourced and a Zebra crossing was installed in 2009, together with kerb build-outs to maximise visibility for pupils crossing this road.
- 4.7 The location plan in **Appendix A** shows the sites of two existing school crossing patrols and indicates the proposed location for a third on Christchurch Avenue, as requested by the petitioners. The photograph in **Appendix B** shows the petitioner's requested crossing patrol location on Christchurch Avenue.
- 4.8 Following the School Crossing Patrol Service review in 2011 and by using the adopted risk evaluation model the requested site in Christchurch Avenue would pose a very low risk as it has a zebra crossing in place and is on an unclassified road. It is not therefore proposed to introduce a further crossing patrol at this location.
- 4.9 Both schools continue to review their travel plans on an annual basis and they both have a bronze level accreditation. Their current travel plans identify problems with congestion outside the schools and the dangers pupils face as a result of parents parking and executing U-turns in the road. To help address these problems their action plans include promoting walking and cycling to school, car sharing and park and stride. Both schools actively promote walk once a week (WoW) and provide cycle storage, the junior school is a 'Bike it' school and offers a variety of cycling activities including cycle training.
- 4.10 It should be noted that in Christchurch Avenue between Aylestone Avenue and Brondesbury Park there have been no reported incidents resulting in personal injury in the three years since the zebra crossing was installed (2009 to June 2012).
- 4.11 The current regulatory signage is adequate and penalty charge notices can be issued to vehicles that are parked illegally. During the 'Schools Safer Roads' campaign in September, two penalty charge notices were issued to parents during afternoon dispersal time. Parking enforcement regularly takes place and this location is considered high priority with a minimum of five visits being undertaken by a CCTV equipped vehicle every month.
- 4.12 The site has been reviewed again following receipt of the petition and it has been noted that advance warning signage on the approach to the school could be improved, and that CCTV enforcement signage may help to deter illegal parking. The cost implications of these works are relatively modest and

could be met from Transport for London funds available for school travel plan engineering measures.

- 4.13 Officers do not consider other physical measures to be necessary and will continue to work with the schools on initiatives to reduce car travel and improve driver behaviour.

5.0 Summary

- 5.1 There are already substantial road safety measures outside these schools and within the vicinity, including a 20 mph zone, traffic calming measures, a zebra crossing and two school crossing patrols.
- 5.2 There are no reported incidents resulting in personal injury at this location over the past three year period.
- 5.3 The schools are committed to their travel plan and encourage more pupils to walk and cycle to school to help reduce congestion. A regular patrol by the Junior Road Safety Officers and a school staff presence outside the school could deter inappropriate parent behaviour, an extension of the 'Schools Safer Roads' campaign.
- 5.4 Additional school warning signs and camera enforcement signs could assist to warn drivers of the school's presence and deter illegal parking, the cost of which could be met from existing budgets.
- 5.5 Regular parking enforcement will continue to take place.

6.0 Financial Implications

- 6.1 The financial implications arising from this report include £350 to £400 to purchase and install two school warning signs; these can be funded by a capital budget from Transport for London for school travel plan engineering measures.

7.0 Legal Implications

- 7.1 There are no legal implications arising from this report and its recommendations at this time.

8.0 Diversity Implications

There are no diversity implications arising from this report and its recommendations at this time.

9.0 Staffing/Accommodation Implications (if appropriate)

- 9.1 There are no additional staffing implications. As outlined above, Civil Enforcement Officers are employed to patrol schools as part of their normal enforcement duties.

Background Papers

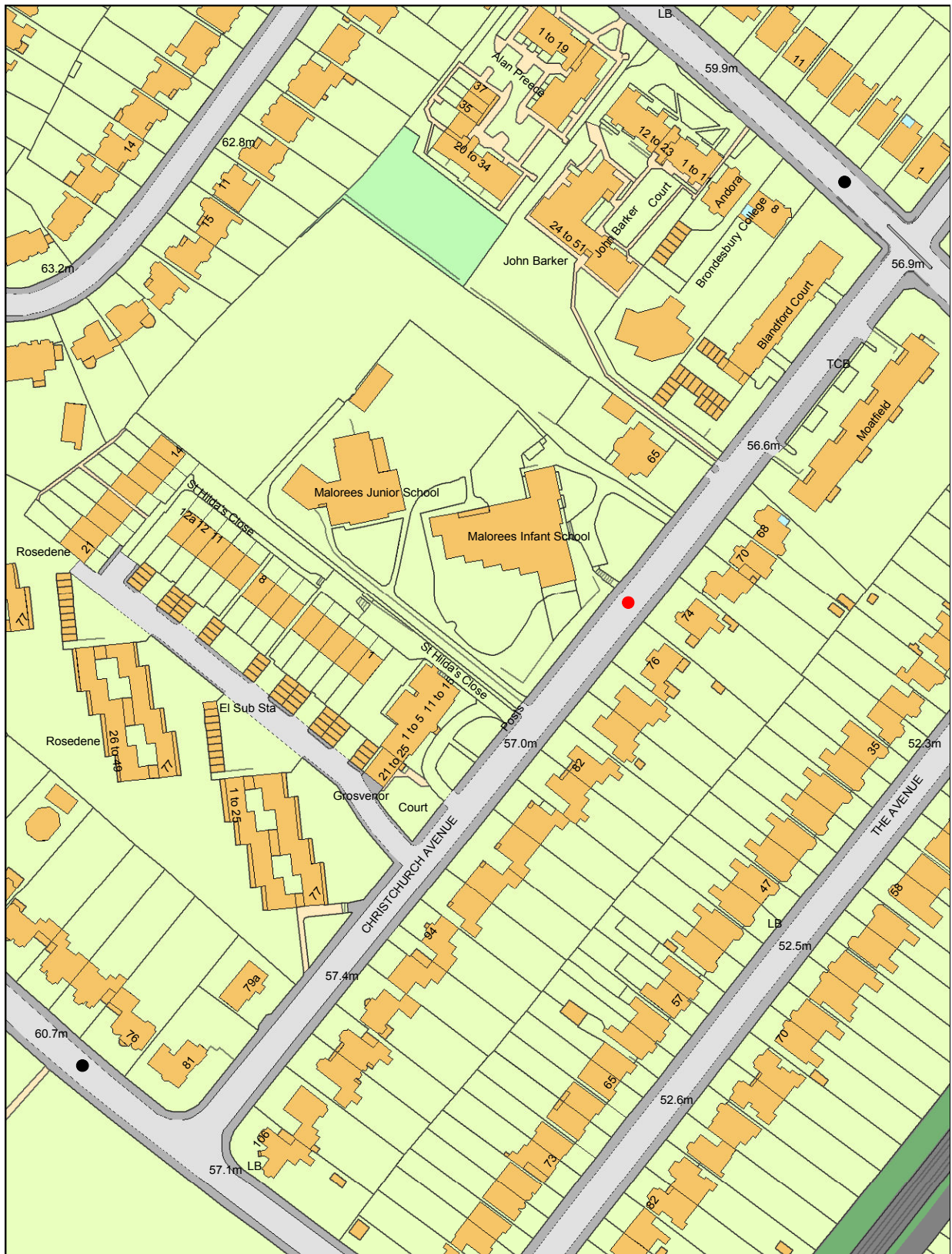
- Parent petition July 2012
- Malorees Infant and Junior School Travel Plans 2012

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Appendix A – Location Plan



- Existing two school crossing patrol sites
- Proposed location for third school crossing patrol

Appendix B – Christchurch Avenue NW6 requested school crossing patrol location

