

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	Wrottesley 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	Alperton
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	Tokyngham

		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
Salisbury Primary	Milman Road NW6	Salisbury Road, London NW6 6RG	Queens Park
Salisbury Primary	Salisbury Road NW6	Salisbury 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	Salisbury Primary school	Salisbury Road	No – the decisions	No	No – Salisbury	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
Salisbury Road NW6:	12
Salisbury Road NW6:	11
Shaftesbury Ave Kenton:	0
Slough Lane NW9:	0
Willesden Lane NW6:	1
Woodstock Road Wembley:	0
Wrottesley 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?

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 childrens 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 approached based on some reviews and statistics which may or may not be accurate.
dont put our children at risk

In order to encourage road awarness & 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 wont 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 bare 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 lollypop 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 lollypop 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 frustrstion 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 its 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 than it's safe not to have a school patrol

Brondebury 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 ways 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	Salisbury Road	Salisbury Primary	Do not cancel especially on busy roads such as Salisbury Road
3	Resident	Salisbury Road (2 sites)	Salisbury Primary & Islamia Primary	Against removal of both crossings at Salisbury 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	Salisbury Road (2 sites)	Salisbury 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	Salisbury 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	Salisbury Road (2 sites), Kingswood Avenue & Milman Road.	Salisbury Primary	Complain. Extremely valuable. Traffic appalling. Don't do this for the sake of a few pounds. Makes no sense.
13	Resident	Salisbury Road	Salisbury Primary	I object. Busy road. Buses, 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	Salisbury 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 Salisbury 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