



Highways Committee
7 February 2012

**Report from the Head of
Transportation**

For decision

Wards Affected:
Fryent & Welsh Harp

**Petition for the introduction of a pelican crossing on Church Lane outside
Fryent Primary School**

1.0 Summary

- 1.1 This report informs the Committee of a petition seeking the introduction of Pelican crossing on Church Lane outside Fryent Primary School - where a zebra crossing already exists. The petitioners are concerned about the safety of children crossing the road at this location.

The report outlines the results of a review of the situation and advises that Transport for London (TfL) set the criteria for, and make decisions on, the introduction of pelican crossings in London. The report explains that this location does not meet their criteria for the introduction of a pelican crossing.

The report explains that officers have already identified, and are consulting residents of the area on, alternative measures that will reduce speeding and improve safety in the vicinity of the school.

The report seeks approval to continue with the current course of action.

2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the issues raised.
- 2.2 That the Committee notes the course of action taken by officers in relation to the issue.

- 2.3 That the Committee decides whether, having given consideration to the petition and the action taken by officers, to instruct the Head of Transportation to take a different course of action.

3.0 The petition

- 3.1 The petition, received from resident of the area, requests the introduction of Pelican crossing on Church Lane outside Fryent Primary School. The petition has been verified to be in accordance with Standing Orders.

- 3.2 The full wording of the petition is:

We, the undersigned, petition Brent Council to Install a pedestrian crossing directly outside the premises of Fryent Primary School, Church Lane NW9 8JD, Kingsbury, in place of the existing Zebra crossing. This is in order to protect the physical wellbeing of our children attending Fryent Primary School and to help them cross a very busy road safely and easily."

The petition has 102 signatures.

4.0 Existing Situation

Church Lane is a north/south local access road running between Kingsbury Road (A4006) and Blackbird Hill (A4088), and is therefore a popular traffic route.

The road is between 8 and 9m wide but locally narrowed to 7m at the location of the existing zebra crossing adjoining the school entrance.

The Council has provided a School Crossing Patrol officer (SCPo) on the existing zebra crossing to assist students and parents/carers crossing to and from the school for a number of years. There has been no SCPo at the site for several months following the resignation of the last SCPo and whilst the recruitment of a temporary replacement is undertaken.

Following a review of the SCP service, the Executive Committee agreed at their meeting on 19th September 2011 that this site would be classified as a "lower priority" site where the Council would no longer meet the cost of providing the service following "natural staff wastage". Accordingly, once recruitment is complete, a SCPo will be provided until the end of the summer term. After that date the service will no longer be provided unless alternative funding arrangements are agreed with the school.

The Executive also agreed to prioritise the introduction of speed reduction interventions and controlled crossings at SCP sites such that the number of lower priority sites would increase over time and risks would be reduced generally.

5.0 Detail

Traffic signals within Greater London are owned, installed and maintained by Transport for London (TfL), part of the Greater London Authority. It is their decision (and not the Councils) as to whether any new traffic signals, including Pelican crossings, can be installed at any particular location.

TfL's current ambition is to minimise the introduction of new traffic signals within Greater London. To that end they have established criteria that have to be met as part of the approval process for new signals.

In regards to new Pelican/Toucan or Puffin crossings the criteria is

- (a) that the proposed site has an personal injury accident (PIA) rate equal to or greater than the average pelican installation on roads in the boroughs area and it achieves a positive First Year Rate of Return (FYRR – taking into account positive and negative scheme impacts);

and

- (b) that it meets the PV^2 criteria (see appendix A)

The average PIA rate at pelican crossings within Brent is 1.8 per annum.

An accident investigation of the section of Church Lane in the vicinity of Fryent Primary school has identified that there has been 1 PIA in the last 3 years. This involved a vehicle colliding with the traffic island at the Elthorne Road junction at 4am on a Sunday morning. This is approximately 80m north of the existing Zebra crossing.

Even including this incident, the annual PIA rate is 0.3 per annum which is well below the required level of 1.8.

A PV^2 assessment of the site provides a peak value of 0.7×10^8 for the hour including the school start time.

This is clearly due to the level of pedestrian activity associated with the school. Outside the school start and finish times PV^2 levels will be lower. This means that the 4 hour average PV^2 will be well below the TfL required level of 1×10^8

Notwithstanding the fact that even if TfL's criteria were to be met funding for the introduction of a pelican crossing would have to be identified, it is clear that this location does not meet TfL's requirement for the introduction of a pelican crossing.

However, consistent with the of Executive Committee's decision on the 19th September 2011, officers have been examining opportunities to introduce additional risk mitigation measures in the vicinity of the entrance to Fryent Primary School.

Proposals have been developed and will be the subject of consultation with the local community during February 2012. The plan at Appendix B shows the proposals.

The key elements of the proposals are.

- The raising the existing Zebra crossing outside the school to reduce vehicular approach speed.
- The introduction of a raised informal crossing point at the site of an existing traffic island south of the school - to enhance this crossing point and to assist in slowing the speed of vehicles along this section of Church Lane.

In addition, vehicle activated signs (VAS) are to be installed to deter excessive speed on the approaches to the zebra crossing.

Lastly, if provision of a SCPo at the crossing ceases after July 2012 the School will be offered additional road safety education training alongside additional parking enforcement – consistent with the decisions made by the Executive on 19th September 2011.

Budget to introduce the proposals, subject to a positive response to the consultation, utilising a developer S106 contribution, has been identified.

6.0 Financial Implications

The estimated cost of the works is £40,000. There is sufficient capital funding within the available (transport) S106 budget to fully cover the cost of the scheme.

The future maintenance of VAS is not covered by the Councils street lighting PFI. The Council does not have a discrete budget for the replacement of VA signs when they are life expired. Accordingly the replacement of the signs proposed at a future date is dependent on the availability of funding at that time.

7.0 Legal Implications

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

8.0 Equalities implications

There are no other equalities implications associated with this issue at this time. An equalities analysis may need to be undertaken once consultation on the proposals has been completed.

Appendices

Appendix "A" – PV² criteria for pelican crossings

Appendix "B" - Drawing showing proposals

Background Papers

Report to Executive (19th September 2011) - Proposed Changes to the School Crossing Patrol Service.–

Contact Officers

Peter Boddy – Transportation Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5446. E-mail peter.boddy@brent.gov.uk.

Tim Jackson – Head of Transportation, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5151. E-mail tim.jackson@brent.gov.uk.

Appendix A – PV² Criteria

P = the pedestrian flow (pedestrians / hour) across a 100m length of road centred on the proposed crossing site.

V = the number of vehicles in both directions (vehicles / hour)

The PV² value should be the average over the four busiest hours of the day and a crossing is normally justified where the calculated value of PV² is equal to or greater than 1×10^8 on an undivided road or 2×10^8 on a carriageway incorporating a staggered crossing.

Appendix B – Proposals

