

RESPONSES
London Borough of Brent
<div></div>
School Streets programme
<p>10 schools (see Appendix C for map of schemes)</p> <ul style="list-style-type: none"> • Princess Frederica, College Road Kensal Rise NW10 5TP • Ark Franklin, Harvist Road Kilburn NW6 6HJ • Queens Park Community School, Aylestone Ave NW6 7BQ • Malorees Infant & Junior Schools, Christchurch Ave NW6 7PB • Carlton Vale Infants & Kilburn Park Juniors, Malvern Road NW6 5PU • Kingsbury High, Princes Ave NW9 9JR (Bacon Lane entrance) • Barham, Danethorpe Road Wembley HA0 4RQ • Kingsbury Green, Old Kenton Lane NW9 9ND • Mount Stewart Infant & Junior Schools, Mount Stewart Ave Kenton HA3 0JX • Uxendon Manor, Vista Way Kenton HA3 0UX (Falcon Way entrance)
<p>Implementation costs incl. design and fees: Signs (4 signs with 2 at entrances) and barriers/cones x 10 = £48,000 Experimental Traffic Orders and Notices = £10,000 total implementation: £58,000</p> <p>Monitoring: Air quality monitoring to measure changes in NOX and PM over the course of a day at select schools = £8,000</p> <p><u>Total:</u> £66,000</p>
N/A
Low traffic neighbourhoods

Aims:

- 1) Enable social distancing around schools
- 2) Reduce air pollution around schools
- 3) Facilitate increased active travel to help improve health, reduce pressure on public transport, and improve road safety by reducing numbers of cars.

Objective:

- Expand Brent's School Streets programme from 25 to 35 School Streets, restricting sections of streets to through-traffic at pick up and drop off times.

How will it work?

- an additional 10 schools will be set up as "emergency" school streets using Experimental Traffic Orders, enabling quick implementation from July – September.
- School engagement and behaviour change – resource packs explaining the process, expectations (i.e. putting out barriers and involving pupils in surveys) and how they can support behaviour change will be sent to schools. A signage competition will be held to brand the School Streets programme. A memorandum of understanding will be signed by each participating school.

How were they chosen?

- Schools were prioritised by social distancing needs, feasibility, air quality and modal shift potential.
- Road Safety and Travel Planning Officers conducted site visits and conversations with schools around the borough to ascertain social distancing requirements.
- Area based schemes have been selected to deliver value for money e.g. Harlesden (see map in Appendix C).
- Brent is investing £80,000 in supporting other schools with social distancing (e.g. barriers, signage, risk assessments) where School Streets were not feasible in the timeframe

6/10 schools are in or bordering a proposed Low Traffic Neighbourhood. The remaining schools have been selected due to specific social distancing issues and/or air quality implications.

The proposal includes Ark Franklin Primary which was identified as a priority school in the Mayor’s School Air Quality Audit Programme.

Brent currently has two School Streets so it is an existing programme which will be extended. The previous schemes were funded by TfL LIP funding.

Overview

Expanding our current School Streets programme by 10 new schools (emergency school streets) to support social distancing, with implementation planned by September.

The framework in Appendix C outlines the approach for implementing the emergency School Streets.

June - July - Planning and Preliminary design:

- Formal site visits will be conducted to finalise positioning of the road closure and signage.
- Schools will continue to be engaged with and a Memorandum of Understanding signed
- Communications and behaviour change campaign: a resource pack will be sent to school and communications to parents about changes
- Collect baseline data

July - August - Traffic Orders:

- Experimental Traffic Orders established and residents/key stakeholders notified
- Install Advance warning signage where appropriate (see Appendix C for examples)
- Initial letters out to residents/ Cllrs / key stakeholders

August - September - Implementation:

- Install signs (see appendix C for examples)
- Schools put out barriers each day
- Data collection

Further engagement (throughout):

- Signage/ branding competition with schools
- Site visits in the first week by Council Officers to help answer questions.

Review:

- comments collected over the course of the 6 month consultation period will be reviewed.
- review data from schemes along with consultation to establish if it can be translated into a permanent notice

N/A

N/A - no School Street locations have been selected on bus routes

N/A

N/A

An 'Initial Screening' has been carried out as part of the Brent Covid-19 Transport Recovery Plan . This ensures that the proposals do not have a negative impact on a particular group, or that any adverse impacts identified are appropriately mitigated. Blue Badge holders and residents will still be able to access the road closures.

N/A

Measures will be introduced using experimental/temporary traffic orders where needed. Notification letters will be sent and community and business engagement and consultation will be ongoing throughout the initial 6 month experimental period with a further public consultation being undertaken at the end of the experimental period.

Road Safety and Travel Planning Officers have been in contact with schools to discuss plans. Schools have been engaged and are supportive of the programme. Resources are being provided to the schools to support engagement with parents and guardians at the school.

The Brent Covid-19 Transport Recovery Plan Draft (Appendix A) has been published and outlines the Councils approach for introducing measures to support social distancing and walking and cycling instead of car use; <https://www.brent.gov.uk/your-community/coronavirus/changes-to-council-services/transport-and-streets/> . It includes measures to support School Streets. This has been approved by the Cabinet Member for Regeneration, Property and Planning and Cabinet Member for Environment and also by the Council's Policy Coordination Group (PCG) on Thursday 4th June 2020 which includes cabinet members and chief officers.

Risk 1 Difficulty in enforcement- **Mitigation:** Review with schools - potential to use CCTV camera cars where there are issues.

Risk 2: Residents concerned about changes - **Mitigation:** Council Officers will visit the schools at "school Streets" times to help with initial engagement - ensure there are enough resources and communications circulated.

Risk 3: Schools do not put out the barriers **Mitigation:** Ensure schools are clear what their role is - sign an MOU and providing a resource pack. Remain in contact with the schools.

Opportunities:

Together with other Streetspace initiatives including Low Traffic Neighbourhoods, cycling improvements, footway widening and town centre enhancement, we see School Streets as an opportunity to radically change how residents travel to and from school. They are key in supporting the public health priority of social distancing, but also in promoting active travel helping to reduce childhood obesity and improve mental health. Critically, they are also key to reducing the exposure of children to air pollution which has numerous health benefits. This is an opportunity to demonstrate how School Streets can improve the health and well-being of Brent's youngest residents and this first step can act as a springboard to a wider, and permanent, programme in the longer term.

See Appendix B for a borough-wide programme plan.

A consultation portal will be set up on the Brent Council website to collect feedback from residents and businesses. Feedback will also be provided by the Council's Road Safety and Travel Planning Officers on the effectiveness of the measures. Feedback will also be collected on accessibility for vulnerable people, emergency services and other statutory bodies.

Specific monitoring for each scheme aims to involve students as much as possible, including Junior Travel Ambassadors e.g.

a) Mode of travel surveys:

- a "hands up" survey asking pupils 'How do you normally travel to school?' and "how do you travel now?"

b) Observed travel choices - survey of travel during operational times of a School Street

c) Air quality

- Baseline data: Brent carried out NOx diffusion tube air quality monitoring at 66 schools over 2019 - therefore indicative baseline data exists for 17/23 schools. The LAEI 2016 data can be used for remaining schools.

- Reviewing impact of scheme: aim to use diffusion tubes and an air quality sensor at select schools.

- Other data: traffic volume, casualty data