

AGENDA ITEM: 9

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Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	23 September 2008
Subject	2008/2009 School Travel Plan – Implementation Engineering Schemes (STPIES): King Alfred School.
Report of	Cabinet Member for Environment & Transport
Summary	To seek approval for the provision of engineering initiatives identified through the School Travel Plan (STP) process at King Alfred School as part of the 2008/2009 STP Implementation Works.
Officer Contributors	Mike Freestone, Director of Environment and Transport
Status (public or exempt)	Public
Wards affected	Garden Suburb Ward
Enclosures	Appendix A – Risk Assessment report Appendix B – List of proposed measures
For decision by	Finchley and Golders Green Area Environment Sub-Committee
Function of	Executive
Reason for urgency / exemption from call-in (if appropriate)	Not Applicable

Contact for further information: Mervyn Bartlett, Environment and Transport, 020 8359 3052 or e-mail mervyn.bartlett@barnet.gov.uk

1. RECOMMENDATIONS

1.1 That, subject to the funds being available, the Director of Environment and Transport be instructed to design and implement schemes to provide engineering measures at King Alfred School subject to:-

i. the appropriate consultation with local residents/occupiers and the school community who are directly affected by the proposals, and with public transport operators and the emergency services;

ii. consultation with Ward Members; and

iii. any unresolved material objections being dealt with by the Director of Environment and Transport under delegated powers in consultation with the Cabinet Member for Environment & Transport and the Chairman of this Sub-Committee.

2. RELEVANT PREVIOUS DECISIONS

2.1 Finchley and Golders Green Area Environment Sub-Committee 19 February 2002 decision number 7, 17 September 2002 decision number 5, and 2 December 2003 decision number 10 approving safer routes to school measures at various schools. Finchley and Golders Green Area Environment Sub-Committee decisions number 8 of 7 June 2007, number 11 of 10 March 2008 and number 9 of 19 June 2008 approving School Travel Plan Implementation Engineering Schemes (STPIES).

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

3.1 The Future Strategy for Traffic Management approved by Cabinet on 5 November 2002 seeks to achieve improvements in traffic movement on the major road network, thus reducing the attraction of alternative, less suitable local roads. Improvements at those junctions that experience heavy congestion, long delays and high levels of personal injury will provide the community with a comprehensive improvement.

3.2 The Sustainable Community Strategy for Barnet 2006 – 2016 Action Plan identifies under the ambition of Growing Successfully – ‘Keep Barnet Moving’ to reduce the number of unnecessary journeys and level of traffic in the Borough by encouraging more sustainable travel through Travel Plans. Barnet’s Local Area Agreement includes a target to reduce the percentage of primary school children travelling to school by car (National Indicator 198).

3.3 The Council’s Corporate Plan 2008/9 – 2011/12 confirms the Council’s commitment to continue the programme to develop School Travel Plans for all schools by the Academic Year 2009/10.

- 3.4 The Borough's adopted Unitary Development Plan (May 2006) indicates that the Council will seek to improve facilities for pedestrians, to reduce walking times, improve the pedestrian environment and to minimise the risk of accidents to pedestrians, with particular attention to those groups most likely to be at risk, such as the elderly, children and people with disabilities. The Council will encourage improvement of pedestrian facilities for crossing roads, at public transport interchanges and in shopping streets. (Policy M6.2). It also states that the pedestrian environment is important to the quality of life of those who live and work in the Borough, in particular those who do not have access to a car or who have mobility problems. (Paragraph 6.1).

4. RISK MANAGEMENT ISSUES

- 4.1 A risk assessment has been carried out for the scheme and is attached as Appendix A.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The introduction of the engineering measures will help to meet the local community needs, and support vulnerable road users to have safer access to the public highway.
- 5.2 The design of crossing points will include tactile paving which directly benefit road users who are blind or visually impaired.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 Transport for London (TfL) has allocated an additional £178,000 on top of the £213,000 reported to the March and June 2008 meetings of the Area Environment Sub-Committees, resulting in a total of £391,000. The funding is in the form of a grant for various measures to promote STPIES within the 2008/09 financial year across the 3 Sub Committee areas.
- 6.2 The cost of the scheme for King Alfred School recommended in this report is approximately £7,000, including implementation fees. Feasibility, design and consultation fees for all 2008/09 STPIES will be from a TfL feasibility grant of £60,000 included in the total above. The introduction of the scheme will be facilitated by the employment of existing staffing arrangements.
- 6.3 The introduction of the measures will meet customer expectations, demonstrating a commitment to listening to the community, and provide value for money by addressing the travel issues identified in the schools' travel plans.
- 6.4 There are no other staffing, ICT or property implications.
- 6.5 Members are requested to approve the action recommended in this report that commits approximately £7,000.

6.6 Schemes have been identified elsewhere in the Borough to fully commit the grant allocation.

7. LEGAL ISSUES

7.1 None

8. CONSTITUTIONAL POWERS

8.1 Constitution Part 3 'Responsibility for Functions' Para 3.10 Area Environment Sub-Committees perform functions that are the responsibility of the Executive relating to highways use and regulation , within the boundaries of their areas in accordance with Council policy and within budget.

9 BACKGROUND INFORMATION

9.1 Central Government requires all schools to prepare a STP by 2010, and officers from the Highways Group are working closely with education colleagues to deliver this target.

9.2 A TfL requirement for approval of grant funding, is that schools must develop and implement a STP. This plan looks at how children travel to school, seeks to reduce the 'school run' and improve safety on the journey to and from school. This is in line with the Council's objective on school travel.

9.3 King Alfred School has been identified for inclusion in the STPIES programme for 2008/09. The King Alfred STP was approved in September 2007. Physical measures required near or on the routes to and from the school have been identified as part of their plan and are listed in Appendix B.

9.4 These measures, subject to feasibility design work, will help to reduce congestion in and around the vicinity of the school by reducing the amount of traffic travelling on the 'school run'. Officers will work with the appropriate personnel at the school to monitor changes to travel modes used by pupils.

9.5 The effectiveness of the STP will be monitored by looking at the changes in pupil travel choices (modal shift) on an annual basis through whole school surveys asking how children travel to school.

9.6 Public consultation will be carried out with residents/occupiers who are directly affected by the proposals, the emergency services, public transport operators and Ward Members. It is recommended that after consultation with the Ward Members any unresolved material objections are dealt with by the Director of Environment and Transport using delegated powers, in consultation with the Chairman of this Sub-Committee and the Cabinet Member for Environment & Transport.

- 9.7 The opportunity will be taken at scheme locations to carry out other maintenance and enhancement works to the physical fabric of the public highway at the same time, to present an overall improvement, as well as minimising overall inconvenience to residents and local occupiers. Where appropriate, proposals will also be examined to ensure they complement and enhance the work being undertaken to make public transport more attractive to use and to further other policy priorities. This is in line with the Future Strategy for Traffic Management approved by Cabinet on 5 November 2002.
- 9.8 Members are requested to approve the action recommended in this report which commits approximately £7,000.

10. LIST OF BACKGROUND PAPERS

- 10.1 School Travel Plan – King Alfred School
- 10.2 Any persons wishing to inspect the above should telephone 020 8359 3052, e-mail mervyn.bartlett@barnet.gov.uk or telephone 020 8359 7603 or e-mail alison.sharpe@barnet.gov.uk

Legal:JM
CFO:MG

Risk Assessment Form				
Scheme:	Pedestrian improvements for STP engineering works King Alfred School			
Objective:	To improve pedestrian safety walking to school. To reduce congestion caused by the 'school run'			
Risk Category	Description	Likelihood of not being met	Impact	Response
Strategic	National Indicator (NI) target to reduce accidents may not be met	L	L	Accept – Scheme objectives will help to meet NI targets
Operational	Use of contractors to carry out works may lead to delays in implementation due to programming	L	M	Reduce – On-site supervision and early programming will reduce any issues from using contractors.
Staffing & Culture	Staff may not be aware of targets and objectives	L	H	Reduce – Promotion and reinforcement of key objectives and corporate plan with all staff
Financial	Inability to maintain works within allocated budget.	L	H	Reduce – Procedures and monitoring in place to minimise risks of financial irregularities.
Compliance	Work outside relevant Legislation and council policies	L	H	Reduce – Procedures in place to audit safety of works and current legislation adhered to and managed.

Key to risk or impact H=high M=Medium L=Low

School	School Travel Plan Targets	Scheme Cost (£)	Proposed measures
King Alfred	<p>Objectives</p> <ul style="list-style-type: none"> • To decrease the congestion around the school • To encourage confidence and road-sense in children • To encourage safe and responsible travel • To address the concerns of parents about independent travel to school • To keep the current bus drop off point and thus maintain safety for pupils by having a drop off point that doesn't require hazardous crossings <p>Targets (To be updated in September 2008)</p> <ul style="list-style-type: none"> • To increase the numbers of pupils walking to school from 71 (11.8%) to 76 (12.7%) by September 2008 • To increase the number of full time staff cycling to work from 9 (10%) to 10 (11%) by September 2008 • Work with Barnet Council to 	£7,000	<p>North End Road</p> <ul style="list-style-type: none"> • Review the appropriateness of the current location and design of the controlled crossing outside King Alfred School and warning and safety signage in the area. Introduce anti-skid surfacing. <p>Wellgarth Road</p> <ul style="list-style-type: none"> • Review appropriateness of existing coach bay to ensure continued suitability.

	implement at least one highway improvement by September 2008		
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