

MUNICIPAL YEAR 2014/2015 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:

Cabinet Member for Environment &
Community Safety

REPORT OF:

Director – Regeneration &
Environment

Agenda – Part: 1

KD Num: N/A

**Subject: GRANGE PARK PRIMARY
SCHOOL EXPANSION: CONSULTATION
ON PROPOSED HIGHWAY & ROAD
SAFETY IMPROVEMENTS**

Wards: WINCHMORE HILL

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1. EXECUTIVE SUMMARY

- 1.1 This report presents the results of the consultation on proposals to introduce measures to mitigate the impact of the expansion of Grange Park Primary school in Worlds End Lane N21.
- 1.2 Approximately 1100 leaflets were delivered to residents in the Worlds End Lane area. In addition, 800 No letters and travel questionnaires were sent to the school for parents of pupils attending the school. Respondents were also given the alternative option of responding to the consultation questionnaire online.
- 1.3 A total of 58 (5.3%) valid responses were received by post. A further 53 valid responses were received online mostly from parents of pupils attending the school. One online response did not include a street name or post code and was excluded.
- 1.4 A further batch of 48 responses was received from parents who received photo copies of the main consultation document from the school. These have been recorded and comments noted.
- 1.5 This report seeks approval to implement the measures described in this report and shown in Appendix B.

2. RECOMMENDATIONS

- 2.1 To implement the improvement measures described in this report as part of the Enfield Primary Expansion Programme. The estimated cost to implement the proposals consulted on and described in this report is £223,000, which will be funded from the School's & Children's Services budget.
- 2.2 To advertise the required statutory notices and make the traffic management orders, (subject to resolving any objections), for the introduction of waiting restrictions, traffic calming and zebra crossing as described in this report.
- 2.3 To inform local residents and businesses of the decision made as a result of this report.

3. BACKGROUND

- 3.1 Grange Park Primary school is located in Worlds End Lane N21 in the northern region of the borough. The school is adjacent to Highlands Secondary school to the north and is 500 yards south of Merryhills Primary school in Bincote Road.
- 3.2 The area is mainly residential to the north and west with a large golf course and sports ground to the south of the school.
- 3.3 Public transport is relatively poor with only two hopper buses serving the area, route W9 from the south via Worlds End Lane and route 377 from the north via Bincote Road, running daily at approximately 15 and 30 minute intervals respectively.

Routes 377 and W9 service the Lonsdale and Highlands housing estates to the west respectively and neither provides a through service along Bincote Road and Worlds End Lane;

- 3.4 The Council has a legal duty to ensure that every child resident in the Borough has a school place. The increasing demand for primary school places in this area has led to the recent proposal to increase the size of the school to cater for an additional 150 pupils by 2018, making a total of 840 pupils.
- 3.5 Planning permission for the expansion was granted on the 28th January 2014, subject to conditions, which include the introduction of approved highway mitigation measures as described below and in Appendix A and B.

4. PROPOSALS CONSULTED UPON

- 4.1 A review of the walking environment along Worlds End Lane and adjacent roads has been carried out and a number of areas for improvement identified in the following categories and shown in Appendix A.
- 4.2 **Accessibility:** widening of the footways in Worlds End Lane at several identified locations to improve footway capacity and the walking environment;
- 4.3 **Pedestrian Safety:** increasing the width and capacity of the existing pelican crossing opposite the pedestrian entrance to Grange Park Primary in Worlds End Lane;
 - Introduction of a new zebra pedestrian crossing on Worlds End Lane north of Tresillian Avenue;
 - Pedestrian crossing improvements at the Worlds End Lane/Eversley Park Rd junction;

4.4 **Parking Control:** new waiting restrictions to operate during the peak school drop off and pick up period, 08:15 to 09:15 and 2:45 to 4:00pm;

- Junction protection, i.e. double yellow lines at junctions of residential roads by the school off Worlds End Lane;
- New CCTV Parking Enforcement Camera

4.5 **Speed Management:** Worlds End Lane is within an existing 20mph zone which requires traffic calming features to assist in speed management. The review concluded that additional traffic calming is required between Glenbrook South and Lonsdale Drive;

5. RESULTS OF CONSULTATION

5.1 Consultation was carried out by means of a leaflet and questionnaire with a plan showing the measures, (copy attached in Appendix A). These were delivered to approximately 1100 local residents, businesses, the school, Ward Councillors and other interested parties. A total of 58 responses were received, which represents a total return rate of 5.3%. See table 5.5 below.

5.2 In addition to the above, the details of the proposed scheme and the questionnaire were also published via the Council's website. This enabled residents and other stakeholders to complete the questionnaire and submit a response online.

5.3 Fifty three valid responses to the consultation were received via the online questionnaire. One response was received with insufficient information to determine a valid address and will therefore be excluded. Details of these responses are shown in Table 5.6 below.

5.4 In addition to the above forty three parents returned responses by post after receiving a photo copy of the original questionnaire from the school. Details of these responses are shown in Table 5.7 below.

TABLE 5.5

POSTAL RESPONSES	Q1*		Q2**		Q3***		Q4****	
ROAD NAME	YES	NO	YES	NO	YES	NO	YES	NO
ANDERSON CLOSE	2	0	2	0	2	0	2	0
ASHBURY COURT	1	0	1	0	1	0	1	0
ASPEN HOUSE (1 HANBURY DRIVE)	1	1	1	1	1	1	1	1
BAYLISS CLOSE	1	0	1	0	1	0	1	0
BEVERIDGE COURT	2	0	2	0	1	1	2	0
CORFIELD RD	3	0	3	0	2	1	1	2
GILLIES COURT (3 DONOVAN COURT)	1	0	1	0	1	0	1	0
HANBURY DRIVE	3	-	4	0	4	0	4	0
HANSEN DRIVE	2	0	1	1	2	0	1	1
LIDLAW DRIVE	4	0	4	0	4	0	4	0
LINDAL CRESCENT	5	0	5	0	5	0	4	1
LONSDALE DRIVE	3	1	4	0	4	0	4	0
MACLEOD RD	3	0	3	0	2	1	2	1
MCBURNEY COURT (HIGHLANDS VILLAGE)	0	1	0	1	0	1	0	1
PITMAN HOUSE (1 FLEMING DRIVE)	1	0	1	0	1	0	1	0
PRINGLE HOUSE (18 NEWSHOLME DRIVE)	1	0	1	0	1	0	1	0
REGANG HOUSE (84 PENNINGTON DRIVE)	1	0	1	0	1	0	1	0
ROUNDHILL DRIVE	5	1	5	1	3	3	4	2
RUSHEY HILL	2	0	2	0	1	1	2	0
STONE COURT (1 DONOVAN PLACE)	1	0	1	0	1	0	1	0
TRESILLIAN AVENUE	1	0	1	0	1	0	1	0
TREVES CLOSE (HIGHLANDS VILLAGE)	1	0	1	0	1	0	1	0
WORLDS END LANE	2	2	3	1	4	0	2	2
NO STREET NAME	4	1	5		4	1	5	
SUB TOTALS	50	7	53	5	48	10	47	11
Indeterminate/Non Response	1							
GRAND TOTAL RESPONSES	58		58		58		58	
Online Consultation Responses = 4No valid								
* = Question 1 - Are you in favour of the proposed footway widening improvements in the Worlds End Lane area?								
** = Question 2 - Are you in favour of the proposed pedestrian safety improvements in the Worlds End Lane area?								
*** = Question 3 - Are you in favour of the proposed parking control improvements in Worlds End Lane & neighbouring side roads?								
**** = Question 4 - Are you in favour of the proposed Speed Management (Traffic Calming) improvements in Worlds End Lane?								

ONLINE RESPONSES	Q1*		Q2**		Q3***		Q4****	
ROAD NAME	YES	NO	YES	NO	YES	NO	YES	NO
BINCOTE ROAD	4		4		3	1	3	1
BLAKE COURT (1 NEWSHOLME DRIVE)	1		1		1		1	
BRIDGE GATE	1		1		1		1	
BROADFIELDS AVENUE	1		1		1		1	
CHASE RIDINGS	0	1	1		0	1	0	1
CHASE SIDE	1		1		1		0	1
CHEYENNE WALK	2		2		1	1	2	
CLIFTON GARDENS	1		1		1		1	
CRANLEIGH GARDENS	1		1		1		1	
DEEPPDENE COURT	1		1		0	1	0	1
ELMER CLOSE	2		2		1	1	2	
GLADBECK WAY	1		1		1		1	
GREEN DRAGON LANE	1		1		0	1	1	
GROSVENOR GARDENS	1		1		0	1	1	
LAIDLAW DRIVE	1		1		1		0	1
LANGHAM GARDENS	2	1	2	1	3		2	1
LONSDALE DRIVE	2		2		2		2	
LOWTHER DRIVE	1		1		1		1	
MACLEOAD RD	0	1	0	1	0	1	0	1
MERRIDENE	1		1		1		1	
MILLERS GREEN CLOSE	1		1		1		1	
NETHERBY GARDENS	2		2		2		2	
OAKWOOD CRESCENT	2		2		1	1	1	1
OLD PARK GARDENS	1		1		1			1
OLD PARK VIEW	1		1		1		1	
POYNTER ROAD	1		1		1		1	
SEYMOUR COURT	1		1		1		0	1
SLADES GARDENS	0	1	0	1	1		0	1
SLADES HILL	1		1		1		1	
STATION ROAD	1		1		1		0	1
THE RIDGEWAY	1		1		0	1	0	1
THE SPINNEY	1		1		1		1	
TRESILLIAN AVENUE	1		1		1		1	
TREVES CLOSE (HIGHLANDS VILLAGE)	1		1		1		1	
UPLANDS PARK ROAD	1		1		1		1	
UPLANDS WAY	1		1		1		1	
VICARS MOOR LANE	1		1		1		1	
WINDMILL HILL	1		1		0	1	1	
WORLDS END LANE	1	1	2		2		2	
NO STREET NAME	3	0	3	0	3	0	3	0
SUB TOTALS	48	5	50	3	42	11	40	13
NO VALID ADDRESS	1							
GRAND TOTAL RESPONSES	53		53		53		53	
Invalid Responses = 1No								

TABLE 5.6

PARENT POSTAL RESPONSES (SCHOOL PHOTO COPIED LEAFLET)	Q1*		Q2**		Q3***		Q4****	
ROAD NAME	YES	NO	YES	NO	YES	NO	YES	NO
BANTING DRIVE	1		1		1		1	
BOUNCES ROAD	1		1		1		1	
BRAMLEY ROAD	1		1		1		1	
CHEYENE WALK	2		2		2		2	
DONCASTER ROAD	1		1		1		1	
ELMER CLOSE	1		1		0	1	1	
GROVEBURY COURT (CHASE ROAD N14)	1		1		1		1	
HADLEY CLOSE	1		1		1		1	
HANSEN DRIVE	1		1		1		1	
HILLCREST	1		1		0	1	1	
HOUNSDEN ROAD	2		2		1	-	2	
LAUDER COURT (WINCHMORE HILL ROAD N14 6AL)	1		1		1		1	
LONSDALE DRIVE	1		1		1		1	
NETHERBY GARDENS	1		1		1		1	
OAKWOOD CLOSE	1		1		1		1	
OAKWOOD PARK ROAD	0	1	-	-	-	-	1	
PRINCE GEORGE AVENUE	1		1		0	1	1	
RINGWOOD WAY	1		1			1	1	
ROUNDHILL DRIVE	2		2		2		2	
ST. JOHNS CLOSE	1		1		1		1	
TAUNTON DRIVE	1		1			1	1	
THE CHINE	2		2		2		2	
THE GROVE	0	1	0	1	1		1	
THE RIDGEWAY	1		1		1		1	
THE VALE	1		1		0	1	1	
TRENTWOOD SIDE	-	-	-	-	-	-	-	-
UPLANDS DRIVE	1		1		1		1	
UVEDALE ROAD	1		1		1		1	
VICARS MOOR LANE	1		1		0	1	1	
WETHERBY GARDENS	1		1			1	1	
WINCHMORE HILL ROAD	1		1		1			1
NO STREET NAME	12	1	13	-	6	6	9	2
SUB TOTALS	43	3	44	1	30	14	42	3
NO RESPONSE	2		3		4		3	
GRAND TOTAL RESPONSES	48		48		48		48	

TABLE 5.7

5.8 The majority of all respondents were in favour of the proposals described in the consultation document.

5.9 A sample of comments received from both residents and parents for and against the proposals and officers comments are as follows:

Comments from residents in favour of all proposals

"It is imperative that better parking restrictions are applied in Lonsdale Drive during peak school pick up + drop off. There should only be parking on one side of the road from Boxers Lake to Worlds End Lane"

"Our only concern is the impact upon the unregulated kerb space such as that outside our house. As there are fewer options for parents to park it seems inevitable that they will use those few spaces remaining which will affect residents like us. Please can you advise how you intend to prevent this?"

"Parking and congestion is a massive problem on Worlds End Lane. This week, there were 2 coaches outside Merryhills School which caused absolute chaos. Cars could not see when pulling out of the side road just past the school and it was incredibly dangerous. Something needs to be done urgently before a child gets seriously hurt"

Officer's response:

The introduction of a single yellow line parking restrictions will be considered for both Lonsdale Drive and Tresillian Avenue operating during the school run period. The benefits will include protection of domestic crossovers from blocking and for maintaining access for bus routes 377 and W9.

The issue of coach parking in Bincote Road during the school run period was brought to our attention recently by the school and from our own observations. We have discussed a number of options with Merryhills Primary school staff and have advised that they instruct the coach driver to park off highway away from the school and for the children to be escorted for the remainder of the journey via a walking bus. The school has informally agreed to our recommendation.

Comments from residents partially in favour of proposals

"The problem is that parents drive down World's End Lane to Merry Hills and other need to get up the hill to Grange Park. There is nowhere to park with 3 schools in the same street. I understand it can upset local people. Restrictions won't be helpful everyone will park at Sainsbury's so shopping will be impossible. Sometimes parents are 45min early to pick up their kids so they get a parking spot, ridiculous! Some parents even drive from Highlands Village to Highlands's secondary school! I agree with improving pathways as some are in a bad condition and not wide enough. Speed cushions aren't necessary as the traffic is very slow anyway"

Officer's response:

The proposals include off street parking provision for parents at the Old Grammarians car park in Green Dragon Lane, which will be open for use during the school run period.

In addition, the school is proposing to introduce a "Walking Bus" from the Sainsbury's Car Park in Florey Square to the school entrance in Worlds End Lane. Parents making the most efficient use of this facility will assist in maximising the car park usage by leaving their children with the "Walking Bus" supervisors and leaving the car park space for the next parent to use;

Comments from resident against all proposals:

"Local residents, Parents and Grandparents of children attending Grange Park raised the issues of excessive traffic at the proposal stage of the development of Grange Park. They and their views were completely belittled and ignored by the local authority representative. Now the Local Authority understands the problems they have created in the area and they are trying by restrictions and really nothing else to "do something".

There are 3 schools along a small stretch of road and no consideration was given to this fact at the development stage. I note that any works will be funded from the education budget. The only positive proposal is the upgrading of the Old Grammarians Car Park - however I do not support this work being funded out of the Education Budget - neither do I support any of the other works being funded from the Education budget - these works if they are carried out should be funded from the highways budget.

It's clear to us all that the Local Authority have given no consideration to the development that will inevitably be required to Highland School in response to that of Grange Park. Short term thinking is the disease of the politicians and the mainly male staff in the local authority planning department. My advice is that you go back to the drawing board and have a radical think about how you clear up the mess you have created. Simply sticking in bumps and drawing yellow lines everywhere won't do it...."

Officer's response:

Comments on the school expansion programme will be passed to our colleagues in School's & Children's Services.

The school expansion programme is funded by the Council's School's & Children's Services department via central government's Department for Education.

Planning approval for the expansion includes several conditions that must be met including the introduction of highway and road safety improvement measures to address the impact of increased pedestrian and vehicular traffic

in the area. Consequently all works associated with the expansion are funded from the same source including these improvement measures.

We endeavour to programme these works with the Highway departments planned footway and carriageway maintenance works where possible to maximise the benefits and costs savings and to minimise disruption to the public.

Along with the other primary schools in the area, our consultant school travel advisor will be engaging with Highlands Secondary in a coordinated approach to encourage the promotion and implementation of sustainable travel initiatives.

Comments from parents against additional parking restrictions:

"I have a complex journey - dropping my daughter at her grandmothers or our school before going to work and timeframes are tight. I am concerned that parking is already very difficult within a 5-7 minute walk of the school and further parking controls will make things more difficult"

"I tend to walk my daughter to school if weather is bad I drive. I dislike driving to school already as I find by the time I have parked I may have as well walked. If driving I only ever park in Sainsbury's and I find it stressful enough touch and go as to the weather I will get a space. Adding parking controlled times would make Sainsbury's parking on the odd occasion even more painful"

"Has anyone stood at the problem areas and seen the amount of traffic going to Grange Park, Highlands and Merryhills? Could you work with London Transport to make bus fares for adults discounted in school drop off times? Getting to school by any means even on foot has become an unpleasant experience. Footpaths are too narrow on the approach to the school (from Green Dragon Lane)..."

Officer's response:

The proposed parking restrictions are the minimum we believe necessary to maintain through access on Worlds End Lane and other roads in the area. Junction protection is required to ensure that visibility and access at junctions is not compromised.

Additional off street parking has been provided for parents during the school run at the Old Grammarians Car Park in Green Dragon Lane. This should help to relieve parking pressure and congestion issues in the area.

Concessionary fares for adults accompanying young children during the primary school run are unlikely to be introduced. Free travel already exists for school children on London's buses.

The footway paved area will be increased at several locations where possible along Worlds End Lane to address the capacity issues raised.

Comment from parent in favour of all proposals:

"I think the biggest improvement would be to close the shared roundabout between Grange Park and Highlands's school so it cannot be used as a drop off zone"

Officer's response:

Stopping within the access road will be restricted during the school run period by the introduction of "School Keep Clear" markings and parking restricted at all other times by "No Waiting" restrictions.

Comment from parent with no specific response to proposals:

"Proposals do not offer any safety measures for the Bincote Road/Enfield Rd residents walking their children to school - Expansion also affects us and a large number of our children attend Grange Park or Highlands!"

Officer's response:

A review of highway and road safety improvements has taken place in the Bincote Road area around Merryhills Primary School and the Council has agreed to consult on possible improvement measures in the near future, subject to funding.

5.7 Local Ward Councillors, the emergency services, London Buses and other interested groups were also consulted on the scheme proposals.

The Metropolitan Police comment as follows:

"Thank you for sending me details of these proposed road safety improvements. Having looked at the plans on the consultation leaflet, I can confirm that the Metropolitan Police supports these changes, in particular the proposed double yellow line restrictions around many of the junctions.

The only detail we should question is the proposed new zebra crossing in Worlds End Lane, which is very close to the junction with Tresillian Avenue. I presume that this is on a particular desire line, and that this is the reason for its location so close to the mini roundabout? Although clearly more than (the minimum) 5 metres from any driver emerging from Tresillian Avenue, its close proximity and the presence of only one zig zag marking on the approach may not provide drivers with sufficient warning of it. At a roundabout a left turning driver's attention will be focussed on approaching to the right, and there may be insufficient time - for some - to appreciate that there is a zebra crossing a short distance ahead. Is there a possibility of moving this crossing further from the roundabout and increasing the number of zig zag markings?"

Officer's response:

The pedestrian desire lines will be a determining factor in the layout of the new crossing. However, a review of the crossings proximity to the roundabout will be included during the detailed design of the scheme and adjustments made where possible.

An email query from Councillor Vince was received regarding when parents of pupils attending Merryhills/Grange Park Primary would receive the consultation proposals and questionnaire:

Officer's response: parents of pupils attending Grange Park Primary School, not Merryhills, will receive a letter regarding the proposals along with a parents travel questionnaire. A copy of the link to the Council's consultation web page showing the proposals will be included in the letter.

The parent travel questionnaire will give parents an opportunity to provide information on the reasons for their journey choices and to identify road safety issues they would like us to investigate.

6. ALTERNATIVE OPTIONS CONSIDERED AND PROPOSED CHANGES

- 6.1 **Option 1 - Do nothing** – The Council has a duty of care to all road users. By not implementing the proposals vulnerable road users may be put at risk as the school expands.
- 6.2 Several parents have commented that the narrowness of the footway at a number of locations in Worlds End Lane causes access difficulties during the school run period. In addition to areas previously highlighted for treatment, Appendix B expands this further.
- 6.3 Recent changes in legislation regarding the use of CCTV Parking Enforcement cameras now limits enforcement to "School Keep Clear" markings and certain moving violations only. As cameras can no longer be used to enforce waiting and loading restrictions and white zig zag markings at formal crossings, it will be removed from the scheme.

To meet the extra demands that the legislation will place on enforcement during the school run, a review of the Council's school parking enforcement strategy and resource requirements is ongoing.
- 6.4 To address the concerns expressed by several parents regarding the approach speed of traffic and vulnerability of pedestrians crossing at the mini roundabouts in Worlds End Lane; additional traffic calming features will be introduced. See Appendix B.
- 6.5 The introduction of parking restrictions operating during the school run will be considered along sections in Lonsdale Drive and Tresillian Avenue to improve access for bus routes 377 and W9 and to protect resident's vehicle crossovers from illegal blocking.

7. REASONS FOR RECOMMENDATIONS

- 7.1 The results of the consultation indicate there is broad support for the proposals.
- 7.2 It is expected that increasing the footway capacity along Worlds End Lane will meet the current and future footfall demands during the school run and encourage an increase in walking for at least part of the journey to school;
- 7.3 The introduction of a formal pedestrian crossing in Worlds End Lane north of the junction of Tresillian Avenue should improve the walking environment to from Sainsbury's Car Park and the school. The school will be encouraged to introduce a "Walking Bus" from the car park which should improve its efficiency;
- 7.4 Improving the storage capacity at the Pelican pedestrian crossing opposite the school entrance should reduce pedestrian congestion and improve the efficiency of the crossing;
- 7.5 The introduction of double yellow line junction protection and strategically placed single yellow line restrictions in Worlds End Lane and on the bus routes in Tresillian Avenue and Lonsdale Drive should improve access and reduce congestion during the school run.

8. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES, AND OTHER DEPARTMENTS

8.1 Financial Implications

The remaining proposed costs of £223,000 for implementing the recommended highway and road safety improvement measures have been agreed with SCS SEP project management. They can be funded from the existing capital budget for this scheme, which is within the approved SCS capital programme for 2015/16.

8.2 Legal Implications

8.2.1 Under section 39 Road Traffic Act 1988 the Council has duties to promote road safety, to monitor road traffic collision locations and to take measures to prevent such collisions. This includes the improvement of roads, the movement of road traffic and traffic restrictions. The proposed safety measures are in accordance with the discharge of those duties.

8.2.2 Regulations prescribe the procedure to be followed in making a Traffic Management Order and require consultation with specific persons, publication of proposals in the local press and the giving of adequate publicity as appropriate by, for example, the display of notices or the delivery of letters to premises likely to be affected by any provision of the Order.

8.2.3 Before making an order the order making authority must conscientiously take into account and consider all objections made in accordance with the regulations and not withdrawn.

9. Property Implications

None identified

10. KEY RISKS

No significance risks have been identified

11. IMPACT ON COUNCIL PRIORITIES

11.1 Fairness for All

Extensive consultation has been undertaken on the proposed measures to ensure that the views of all stakeholders have been taken into account in a fair and consistent way.

11.2 Growth and Sustainability

The existing 20 mph zone will be extended further in adjacent side roads and enhanced with the additional traffic calming in Worlds End Lane. This should encourage people to walk or cycle and hence support the aim of encouraging the use of more sustainable means of travel.

11.3 Strong Communities

The delivery of the proposed measures has involved working closely with the local community to deliver a successful scheme that responds to local needs.

12. EQUALITY IMPACT IMPLICATIONS

Corporate advice has been sought in regard to equalities and an agreement has been reached that an equalities impact assessment/analysis is neither relevant nor proportionate for the approval of this report.

13. PERFORMANCE MANAGEMENT IMPLICATIONS

The implementation of this scheme will directly contribute to the Council Business Plan, Aim 2.5(Improved sustainability of transport and reduce its impact in the borough) and Aim 2.6 (Reduce number of casualties on Enfield's roads – Introduce 20mph zones around all schools in the Borough).

14. HEALTH AND SAFETY IMPLICATIONS

Improvements to the existing 20 mph zone will reduce traffic speed, encourage walking and improve safety. Proposed double yellow lines will prevent parking at corners and improve visibility, hence improving safety for pedestrians and traffic.

15. PUBLIC HEALTH IMPLICATIONS

Enfield has some of the highest rates of both childhood and adult obesity in London. There is also evidence that levels of physical activity are far below those recommended by the Chief Medical Officer and that air pollution is responsible for some 178 deaths a year in Enfield as well as respiratory conditions including asthma. Using the environment as proposed in these developments to encourage pupils, students and staff to walk to school therefore has public health benefits on a number of levels and should be encouraged.

GRANGE PARK PRIMARY SCHOOL EXPANSION: CONSULTATION ON PROPOSED HIGHWAY & ROAD SAFETY IMPROVEMENTS

[illegible]

**PROPOSED SINGLE
YELLOW LINE RESTRICTIONS**

**OPERATIONAL PERIOD:
08:15 TO 09:15 & 14:45 TO 16:00**

PROPOSED SCHOOL KEEP CLEAR" RESTRICTIONS

OPERATIONAL PERIOD:
08:16 TO 09:16 & 14:46 TO 16:00

**PROPOSED JUNCTION PROTECTION
DOUBLE YELLOW LINE
"AT ANY TIME" RESTRICTIONS**

PROPOSED NEW KERB ALIGNMENT

**POSSIBLE WALKING BUS FROM
FLOREY SQUARE TO SCHOOL
ENTRANCE.**



AL SPEED TABLE/RAISED ENTRY TREATMENT



TYPICAL RUBBER SPEED CUSHIONS

APPENDIX B GRANGE PARK PRIMARY SCHOOL EXPANSION: POST CONSULTATION ON PROPOSED HIGHWAY & ROAD SAFETY IMPROVEMENTS

KEY

<p>PROPOSED SINGLE YELLOW LINE RESTRICTIONS</p> <p>OPERATIONAL PERIOD: 08:16 TO 09:16 & 14:45 TO 16:00 MONDAY TO FRIDAY</p>	<p>PROPOSED "SCHOOL KEEP CLEAR" RESTRICTIONS</p> <p>OPERATIONAL PERIOD: 08:16 TO 09:16 & 14:45 TO 16:00</p>	<p>PROPOSED JUNCTION PROTECTION DOUBLE YELLOW LINE</p> <p>"AT ANY TIME" RESTRICTIONS</p>	<p>PROPOSED NEW KERB ALIGNMENT</p>	<p>POSSIBLE WALKING BUS FROM FLOREY SQUARE TO SCHOOL ENTRANCE.</p>	<p>GRASS VERGES TO BE PAVED TO INCREASE FOOTWAY CAPACITY</p>
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NEW AND AMENDED PROPOSALS

EXISTING PROPOSALS



