



# HIGHWAYS ADVISORY COMMITTEE

11 November 2013

# REPORT

**Subject Heading:**

**Branfil Primary School 20 mph Zone  
Additional Works**

**Report Author and contact details:**

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**The subject matter of this report deals with the following Council Objectives**

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

## SUMMARY

This document reports on the outcome of a consultation on additional works proposed following the completion of the 20mph zone and traffic calming scheme in the area to the east and north-east of Branfil Primary School as part of the planning conditions for the school expansion.

The scheme is within **Upminster** ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the parking alterations set out in this report and shown on the following drawings in Appendix A are implemented;
  - QL056/OI/11.B - Bridge Avenue
  - QL056/OI/12.B - Brookdale Avenue and Boundary Road
2. The estimated cost of £500 for implementation can be met from the Council's 2014/15 revenue budget for minor safety improvements.

## REPORT DETAIL

### 1.0 Background

- 1.1 In September 2013, work at Branfil Primary School was completed to expand the number of pupils from 420 to 630 and the number of staff from 61 to 92.
- 1.2 Engineering Services was instructed to design a scheme that would improve the streets surrounding the school, to the benefit of non-motorised users. The Highways Advisory Committee upheld the report's proposals to implement a 20mph zone involving constructing kerbed islands in the carriageway, planting them with trees and removing the footway parking bays.
- 1.3 The logic behind this was to reduce the available road space to two-way traffic, using the islands and the bends in the road to restrict forward visibility, thereby encouraging drivers to slow their speeds. With regular vehicle crossovers providing a natural space for vehicles to pass.
- 1.4 The majority of Bridge Avenue residents have off-street parking. The length of Bridge Avenue south of Brookdale Avenue has no parking restrictions and is regularly parked with commuters and some residents' commercial vehicles.
- 1.5 Bridge Avenue is a rat run route allowing drivers to miss Upminster Town centre.

- 1.6 Automatic Traffic Counter data was collected for north and south bound traffic as follows:

Bridge Avenue north of Stadium	07/2011	12/2013	05/2014
Bridge Avenue south of Stadium	-	-	05/2014
Acacia Drive	-	12/2013	05/2014

Automatic Traffic Count data is summarised in Appendix B.

- 1.7 Speeds dropped by less than 2mph in Acacia Drive. North of the Stadium, speeds dropped significantly in 2013 and rose again in 2014 but were lower than 2011. Traffic volumes increased in Bridge Avenue but unusually decreased in Acacia Drive. An increase would be expected as the expanded school opened in September 2013 and takes pupils from beyond walking distance and even outside of the borough.
- 1.8 Following completion of the scheme in April 2013, complaints were received from some residents about regular incidents of speeding and some collisions and congestion caused by lack of space for vehicles to pass each other.
- 1.9 Staff made several visits to the site during the morning and afternoon peak but on each occasion traffic flowed smoothly.
- 1.10 A site visit was made by staff and the three ward Councillors with some local residents to discuss the issues with the scheme. Much comment was made of commuter parking and the lack of space for passing vehicles, exacerbated where forward visibility is reduced at the bend by Brookdale Avenue.
- 1.11 Following this meeting with Councillors, a proposal was made and consulted on between 23<sup>rd</sup> September and 17<sup>th</sup> October to provide At Any Time parking restrictions around the bend by the Stadium but offset this loss of provision by providing free bays within the existing CPZ in Bridge Avenue, Brookdale Avenue (cul-de-sac) and Boundary Road. At Any Time restrictions were also proposed in Bridge Avenue north of the junction with South View Drive to provide more visibility at the pedestrian crossing point.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of the second consultation, of 130 letters posted, 25 replies were received, a 19.2% return. They are summarised in Appendix C.
- 2.2 Bridge Avenue  
Many comments were made about commuter parking which was probably an issue long before the traffic calming scheme was introduced but made worse by the removal of the footway parking. They would prefer an extension to the CPZ.
- 2.3 There were comments that the traffic calming scheme was ineffective and has made it harder for residents to get off their drives.

- 2.4 Three comments were in favour of the parking restrictions but two of these did not approve of the free parking bays. Residents commonly acknowledge that commuters will park in the free bays.
- 2.5 Some commented that the At Any Time restriction proposed around the bend at Brookdale Avenue junction would encourage drivers to increase speeds.
- 2.6 No comments were received for the At Any Time restriction north of South View Drive.
- 2.7 Brookdale Avenue & Boundary Road  
Twenty two objections were received from residents of the cul-de-sac all along the same theme. The major concern was that of a return of commuter parking in a narrow street and how this would affect residents getting off their drives.

### **3.0 Staff Comments**

- 3.1 Bridge Avenue  
Any changes to the CPZ would have to be addressed by Parking and is beyond the scope of this report. Any extension to the CPZ in isolation without looking at the through-put of traffic may result in speed and volume increasing. The original scheme removed the footway parking for the sole benefit of pedestrians and this will not change.
- 3.2 During visits by staff, no traffic congestion was observed. However several residents who observe the street especially around 8.30am note that drivers speed up towards a chicane rather than give way to oncoming traffic. Vehicles follow on behind but because of the volume of oncoming traffic and available passing space congestion occurs. Some drivers, it would appear, are not adjusting their behaviour to suit the changed conditions of the road. Residents are always advised, as per the Highway Code, to reverse onto a driveway so as to drive off, thereby having a better view of the highway. Like many roads in the borough, the road space may not be sufficient to allow these manoeuvres in one swing.
- 3.3 Staff were under the impression that congestion occurs south of the bend by Brookdale Avenue because as drivers approach from St Mary's Lane, they are unable to see oncoming traffic well until they are in the section parked on both sides of the road. This is the cause of some of the congestion and likely attributed to poor driving rather than the layout of the road. Whilst the proposed parking restriction will provide a section of road free of parking, it enables drivers to see around the bend better. The At Any Time restriction and parking bays are recommended as proposed.
- 3.4 Bridge Avenue, being wider than Brookdale Avenue and Boundary Road can accommodate the discreet bays proposed. Whilst commuters can use

them, they would also be for the benefit of residents. The free bays in Bridge Avenue are recommended as proposed.

3.5 Brookdale Avenue & Boundary Road

Whilst parking is only restricted from 8am to 9.30am, there is no real demand to park in this street unless an event takes place in the park or the stadium. The bay in Brookdale Avenue is not recommended.

3.6 Not so many respondents mentioned the bay proposed in Boundary Road but considering the tone of responses, the bay in Boundary Road is not recommended.



## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

The estimated cost of £500 for implementation can be met from the Council's 2014/15 revenue budget for minor safety improvements.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an over spend, the balance would need to be contained within the overall StreetCare Revenue budget.

### **Legal implications and risks:**

At any time parking restrictions, require a traffic regulation order and advertisement.

### **Human Resources implications and risks:**

None.

### **Equalities Implications and Risks:**

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

Traffic calming can help reduce traffic speeds, traffic volumes and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved in a collision. Some people may be intimidated by traffic speed and so traffic calming may assist in reducing the problem.

## **BACKGROUND PAPERS**

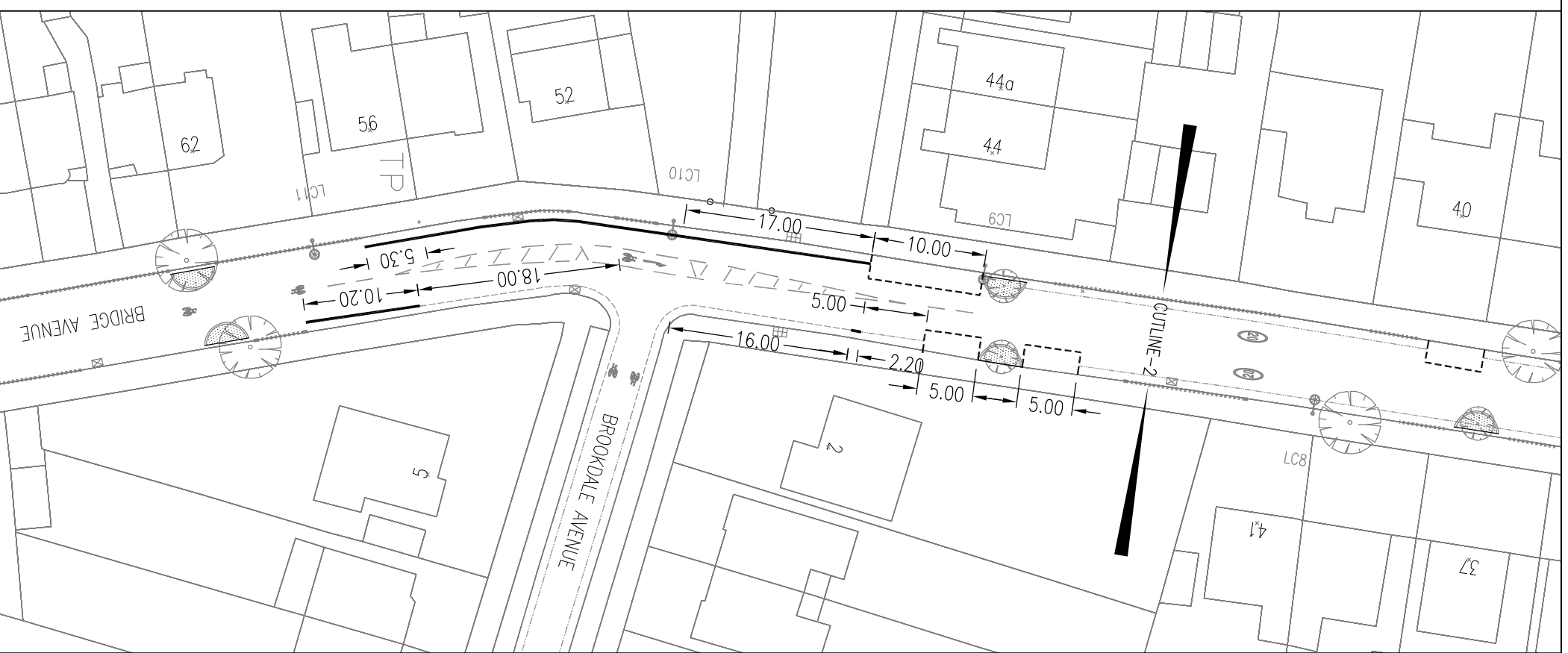
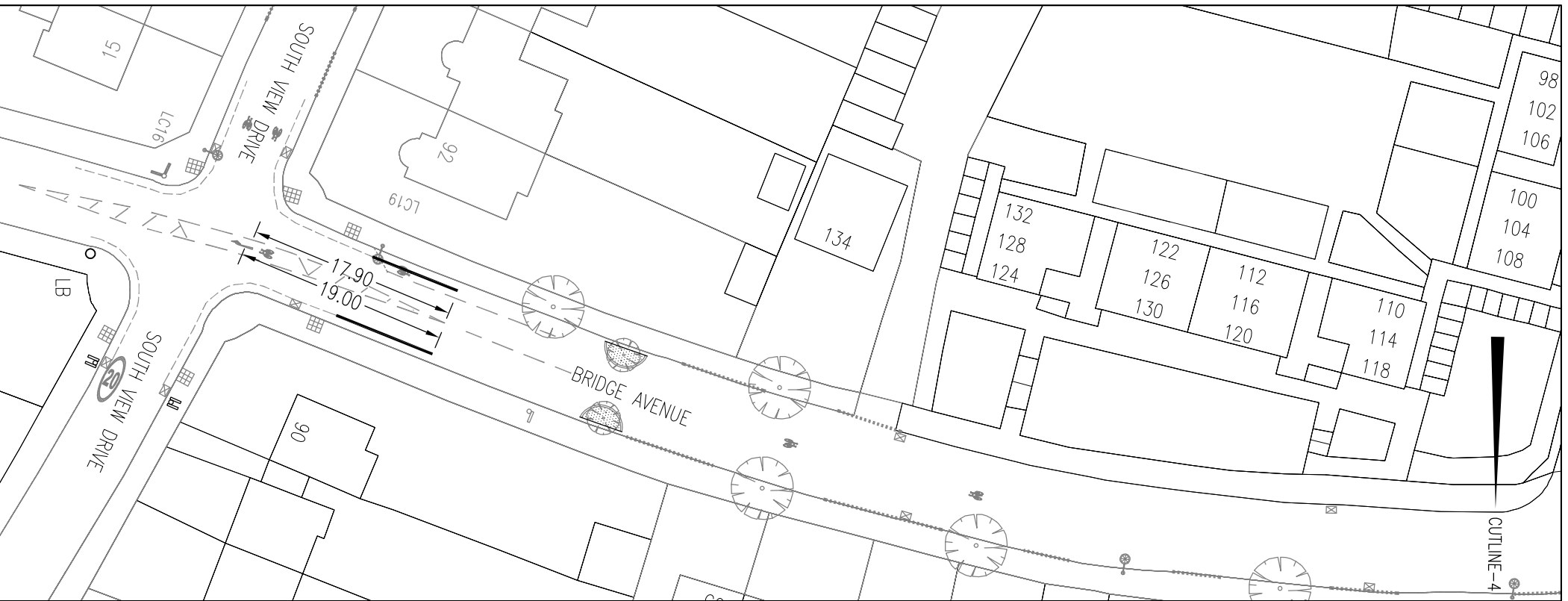
Project file: QL 056 Bridge Avenue

## APPENDIX A

Scheme Drawings:

- QL056/OI/11.B - Bridge Avenue
- QL056/OI/12.B - Brookdale Avenue and Boundary Road





**PURPOSE** 01

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**NOTES**

- KEY**
- Existing tactile paving
  - Existing double yellow line parking restriction
  - Existing single yellow line parking restriction
  - Existing resident vehicle crossover
  - Existing highway tree
  - Existing kerbed island
  - Proposed double yellow line
  - Proposed free parking bay within controlled parking zone

<b>REVISION</b>	<b>AMENDMENT</b>	<b>DATE</b>
B	Addition of dimensions	9.14
A	Parking adjustments	7.14
<b>REVISION AMENDMENT</b>		
<b>JOB TITLE</b>		
Branfil Primary School, Traffic Calming and Pedestrian Improvements		
<b>DRAWING TITLE</b>		
Alterations to Parking Provision After Installation of Traffic Calming Scheme Bridge Avenue		
<b>DRAWN BY</b>		
NC		
<b>CHECKED BY</b>		
MP		
<b>APPROVED BY</b>		
MP		
<b>SCALE</b>	<b>DATE</b>	<b>DRAFT</b>
1:500	Sept 2014	<input checked="" type="checkbox"/>
<b>ACAD REF:</b>	<b>DRAWING No</b>	<b>ISSUE</b>
Sheet Size: A3 (297x420)	Q1056/01/11	B

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**KEY**

- Existing double yellow line parking restriction
- Existing single yellow line parking restriction
- Proposed free parking bay within controlled parking zone

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**JOB TITLE**  
 Branfil Primary School, Traffic Calming and Pedestrian Improvements

**DRAWING TITLE**  
 Alterations to Parking Provision After Installation of Traffic Calming Scheme Brookdale Ave and Boundary Rd

<b>PURPOSE</b> OI		<b>APPROVED BY</b> MP		<b>REVISION</b> A		<b>REVISION</b> AMENDMENT	
<b>DRAWN BY</b> NC	<b>CHECKED BY</b>	<b>SCALE (AT A3 SIZE)</b> 1:500	<b>DATE</b> Sept 14	<b>REVISION</b> B	<b>REVISION</b> AMENDMENT	<b>DATE</b> 9.14	<b>DATE</b> 7.14
<b>ACAD REF:</b>		<b>DRAWING No</b> QL056/01/12		<b>REVISION</b> B		<b>REVISION</b> AMENDMENT	
<b>Sheet Size: A3 (420x297)</b>		<b>QL056/01/12</b>		<b>B</b>		<b>AMENDMENT</b>	

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## APPENDIX B

Automatic Traffic Count data summary

**Bridge Ave Northbound LC6 outside 29 - 12/07/11 to 18/07/11**

Week Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
38.7	32.3
85% 24hrs	Mean average 24hrs
38.7	32.1

Week Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
38.5	32.2
85% 24hrs	Mean average 24hrs
38.3	31.9

Week Average	
Volume	
7-19hrs	0-24hrs
705	919

Week Day Average	
Volume	
7-19hrs	0-24hrs
780	1025

**Bridge Ave Southbound LC6 outside 29 - 12/07/11 to 18/07/11**

Week Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
38.9	32.3
85% 24hrs	Mean average 24hrs
39	32.4

Week Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
39.1	32.6
85% 24hrs	Mean average 24hrs
39.2	32.6

Week Average	
Volume	
7-19hrs	0-24hrs
681	844

Week Day Average	
Volume	
7-19hrs	0-24hrs
772	950

**Bridge Ave Northbound LC 5 outside 24 - 02/12/13 to 09/12/13**

Week Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
30.8	22.9

Week Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
30.7	23

Week Average	
Volume	
7-19hrs	0-24hrs
814	991

Week Day Average	
Volume	
7-19hrs	0-24hrs
889	1084

**Bridge Ave Southbound LC 5 outside 24 - 02/12/13 to 09/12/13**

Week Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
29.2	21.5

Week Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
28.7	21

Week Average	
Volume	
7-19hrs	0-24hrs
749	910

Week Day Average	
Volume	
7-19hrs	0-24hrs
822	996

**Bridge Ave Northbound LC5** outside 24 - 29/04/14 to 05/ This data was collected on a bank holiday Monday which has been excluded from these results.

6 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
33.7	28

4 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
33.1	27.7

6 Day Average	
Volume	
7-19hrs	0-24hrs
827	1015

4 Day Average	
Volume	
7-19hrs	0-24hrs
936	1136

**Bridge Ave Southbound LC5** outside 24 - 29/04/14 to 05/ This data was collected on a bank holiday Monday which has been excluded from these results.

6 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
34.8	28

4 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
34.2	27.5

6 Day Average	
Volume	
7-19hrs	0-24hrs
719	891

4 Day Average	
Volume	
7-19hrs	0-24hrs
819	997

**Bridge Ave Northbound LC12** outside 43 - 29/04/14 to 05 This data was collected on a bank holiday Monday which has been excluded from these results.

6 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
30.3	25.2

4 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
30.1	25.3

6 Day Average	
Volume	
7-19hrs	0-24hrs
902	1052

4 Day Average	
Volume	
7-19hrs	0-24hrs
1052	1209

**Bridge Ave Southbound LC12** outside 43 - 29/04/14 to 05 This data was collected on a bank holiday Monday which has been excluded from these results.

6 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
29.7	24

4 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
29.2	23.8

6 Day Average	
Volume	
7-19hrs	0-24hrs
745	915

4 Day Average	
Volume	
7-19hrs	0-24hrs
854	1033

**Acacia Drive Northbound LC5 outside 22 - 02/12/13 to 08/12/13**

Week Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
31.6	26.4

Week Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
31.3	26.2

Week Average	
Volume	
7-19hrs	0-24hrs
455	531

Week Day Average	
Volume	
7-19hrs	0-24hrs
519	600

**Acacia Drive Southbound LC5 outside 22 - 02/12/13 to 08/12/13**

Week Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
33.5	27.6

Week Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
33.2	27.4

Week Average	
Volume	
7-19hrs	0-24hrs
524	616

Week Day Average	
Volume	
7-19hrs	0-24hrs
585	684

**Acacia Drive Northbound LC5 outside 22 - 29/04/14 to 05/05/14**

6 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
29.6	24.6

4 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
29.4	24.3

6 Day Average	
Volume	
7-19hrs	0-24hrs
431	505

4 Day Average	
Volume	
7-19hrs	0-24hrs
523	599

**Acacia Drive Southbound LC5 outside 22 - 29/04/14 to 05/05/14** *This data was collected on a bank holiday Monday which has been excluded from these results.*

6 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
31.2	25.9

4 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
30.8	25.8

6 Day Average	
Volume	
7-19hrs	0-24hrs
445	538

4 Day Average	
Volume	
7-19hrs	0-24hrs
525	623

## APPENDIX C

Summary of consultation responses



Response details			Views			Comments
	Date	Address	Object	Agree	?	
1	30.9.14	Brookdale Ave	*			Will constantly have cars parked beside house and side gate.
2	2.10.14	Brookdale Ave	*			Thinks carers will have trouble getting off their drive with vehicles parked in proposed bay. The sale of car park at Windmill Hall will add to parking pressure.
3	03.10.14	Brookdale Ave	*			Road is too narrow. Will cause problems for refuse once commuters start parking all the time. Will worsen once 15 spaces lost at Windmill Hall site.
4	03.10.14	Brookdale Ave	*			To avoid parked cars, large vehicles often mount the footway to avoid parked cars. Because of 2 cul-de-sacs, vehicles manoeuvre at the 'T' junction. Parking will make this harder.
5	3.10.14	Brookdale Ave	*			Thinks traffic calming is not working so Brookdale threatened with parking spaces. Difficult for carers to get access. Refuse vehicles have trouble reversing up Brookdale.
6	04.10.14	Brookdale Ave	*			Drivers will be on wrong side of road at junction. ??? Residents will have trouble accessing their drives.
7	04.10.14	Brookdale Ave	*			Objects as parking bay will mean having to drive on wrong side of road approaching junction which is suprisingly busy.
8	05.10.14	Brookdale Ave	*			The bays will be for commuters which will prevent residents parking close to their properties which is why the restrictions were brought in in the first place.
9	6.10.14	Brookdale Ave	*			Likes that the existing CPZ excludes commuters. Thinks bays are too close to junctions. Think Boundary bay should be on opposite side of road. Thinks DYL in Bridge should be extended, not new bays as it's unclear who gives way to oncoming cars.

Response details			Views		
10	06.10.14	Brookdale Ave	*		Brookdale too narrow. Bays too close to junction. Affects residents with carers that visit everyday. Bays will be used by commuters. Bays should be closer to park.
11	6.10.14	Brookdale Ave	*		Objects as it will be difficult to get off drive.
12	6.10.14	Brookdale Ave	*		Already difficult to turn into Brookdale cul-de-sac due to current parked cars. Drivers cut the corner.
13	7.10.14	Brookdale Ave	*	*	Agrees to changes in Bridge Ave. Boundary and Brookdale hard to negotiate already when cars are parked, will be worse with new bay. Residents will find it hard to get off drives.
14	7.10.14	Brookdale Ave	*		Voted for parking restriction to prevent commuter parking in narrow roads. Most of Boundary Road is parked on opposite side of road to proposed bays which will affect forward visibility.
15	7.10.14	Brookdale Ave	*		Bays will be used by commuters and not benefit residents.
16	7.10.14	Brookdale Ave	*		Brookdale-bays will force drivers onto the wrong side of road at junction. Boundary-road relatively narrow and busy and could cause head-on collision.
17	9.10.14	Brookdale Ave	*		Parking bays will cause a bottleneck in a narrow road. It will encourage businesses to park and encourage commuter parking.
130	LETTERS DELIVERED		22		
25	RESPONSES RECEIVED BY CLOSE OF SURVEY				
19.2% Response Rate			88.0%	0.0%	