



HIGHWAYS ADVISORY COMMITTEE

7 July 2015

Subject Heading:

**Provision of Pedestrian Crossing
Facility for Oakfields Montessori
School
Outcome of third public consultation**

CMT Lead:

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Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2014/15 – 2016/17 Three Year Delivery
Plan (2013)**

Financial summary:

**The estimated cost of £40,000 for
implementation will be met by
Transport for London through the
2015/16 School Travel Plan
Engineering Measures**

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report sets out the responses to a consultation for the provision of pedestrian crossing improvements, 20mph zone and traffic calming in Harwood Hall Lane outside the Montessori School and seeks a recommendation that the proposals be implemented.

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 pedestrian crossing improvements on Harwood Hall Lane as set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QM021/OB/02.E
2. That it be noted that the estimated cost of £40,000 for implementation will be met by Transport for London through the 2015/16 School Travel Plan Engineering Measures budget.

REPORT DETAIL

1.0 Background

- 1.1 Oakfields Montessori is an independent school for early years, reception and years one to six. It is situated on the south side of Harwood Hall Lane, Upminster within the Upminster Conservation Area. It remains the only school in the borough not served by a footway up to its pedestrian entrance.
- 1.2 Two reports with slightly differing options have previously been presented to HAC. In August 2013 the proposal was deferred and in December 2013 it was rejected. The school has expressed disappointment that the debates concentrated on the impact of through traffic rather than the how intimidating it is for its pupil and parents to walk the last 135 metres to the school in the carriageway of Harwood Hall Lane. Staff have undertaken further work which seeks to deal with the previous concerns raised.

- 1.3 As of July 2015, the school has 200 pupils and the percentage of pupils living within 1.2 miles is 47%. Considering this is an independent school and pupils may travel from outside of the borough to attend, a significant proportion do live within walking distance.
- 1.4 The following six paragraphs were included in the last report but provide essential background.
- 1.5 Harwood Hall Lane starts at its junction with Corbets Tey Road and runs south west for 630m to Aveley Road. It is subject to a 30mph speed limit and a 7.5 tonne weight restriction along its entire length. The road is rural in nature. The only substantial footway runs on the north side from the junction with Corbets Tey Road up to the exit of Corbets Tey School for children with complex learning needs, which lies opposite the Montessori School.
- 1.6 The vehicular entrance to the school is 100 metres south west of the entrance to Corbets Tey School. Some parents choose to walk with their children to and from Oakfields School, which requires walking in the carriageway for 135 metres and through the vehicle access.
- 1.7 An automatic classified traffic count was carried out with loops laid in the carriageway between the entrance and exit of Corbets Tey School between Monday 8th July and Sunday 14th July 2013.
- 1.8 The eastbound weekday average 24hr flow was 3341 vehicles and westbound was 4034 vehicles. The 85th percentile traffic speeds (the speed at which 85% of the vehicles are travelling at or below) is 35.56 eastbound and 36.08 westbound. Around a third of vehicles are travelling between 31 and 45mph. Staff consider these speeds are especially undesirable outside schools
- 1.9 Revised paragraph: The maximum morning peak occurs on Wednesday between 9am-10am and eastbound is 300 vehicles and westbound is 408 vehicles. The maximum evening peak occurs between 3pm and 4pm eastbound and is 328 on Friday and between 4pm and 5pm westbound and is 378 on Wednesday.
- 1.10 These results corroborate the anecdotal evidence from the schools and staff observations of vehicle speeds being excessive through the site, either side of the current build out.

2.0 Proposal

- 2.1 Although previous proposals were rejected, the need to provide this school with a safe pedestrian access still remains. The current proposal provides traffic calming for the Harwood Hall Lane residents, especially Bear Block Cottages where front doors are within one metre of the carriageway.

- 2.2 At previous HAC meetings, there were requests for a signalised or zebra crossing at this location. This is wholly inappropriate as outside of the school opening and closing times, the crossing will be virtually unused, making drivers unaccustomed to seeing pedestrians using it.
- 2.3 Other requests suggested the path should be wholly within the school grounds. This too is not possible as trees within the grounds are covered by Tree Preservation Orders. The brick wall opposite the exit to Corbets Tey School is also protected and this wall leads up to a Memorial Garden.
- 2.4 All reasonable options have now been investigated.
- 2.5 Therefore this proposal sees the removal of the pinch point west of Corbets Tey School. The build out outside the proposed Oakfields school pedestrian entrance will remain as before. Without this, no uncontrolled pedestrian crossing is possible.
- 2.6 Harwood Hall Lane will become a 20mph zone from the junctions with Corbets Tey Road and just west of Oakfields School vehicular entrance. Three speed humps will be installed; west of Bear Block Cottages, and between Corbets Tey School and Oakfields School entrances.
- 2.7 Both schools will be able to use the crossing facility during an emergency evacuation.

3.0 Outcome of Public Consultation

- 3.1 By the close of consultation, 4 responses were received as set out in Appendix II to this report.
- 3.2 The Police fully support this scheme.

3.0 Staff Comments

- 3.1 Staff recommend that the proposals be implemented as consulted.
- 3.2 There is no safe pedestrian access to this school. The school considers it has done all possible to facilitate active travel within its school travel plan and the only way to develop this further is with physical changes to Harwood Hall Lane. By enabling pedestrian access to the school it would be possible to realise the latent demand for walking to the school which has been previously expressed by parents.
- 3.3 A pedestrian access to the school will enable pupils to lead more active lives and learn to become independent before their transition to secondary school, as well as reducing traffic impact on Harwood Hall Lane at school travel times.

- 3.4 A resident of Corbets Tey Road complained that the scheme will cause a queue of traffic up to Corbets Tey Road, affecting commuters' journeys. As with the installation of all schemes, monitoring will occur for some time after the scheme has bedded in. The school children currently arrive between 8.30am and 8.55am and leave between 3pm and 3.45pm. The school carefully manages this process and this would continue after implementation of the scheme. Staff do not consider that this scheme will have a significant impact on commuters driving through Harwood Hall Lane and indeed will have a positive effect on driver behaviour in a location fronted by two schools and residential properties.
- 3.5 Concern has been raised about visibility being impeded by pedestrians waiting to cross. Visibility required when travelling at 20mph is less than at 30mph. Should visibility be limited, the onus is on the driver to proceed according to the prevailing road conditions.
- 3.6 Knowing how the school manages its vehicular traffic and the safety of its pupils, it will take equal care as children enter and leave the school using the crossing. The school start and finish times reduce the risk of children arriving at the crossing en masse.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme

The estimated cost of £40,000 for implementation will be met by Transport for London through the 2015/16 School Travel Plan Engineering Measures.

The costs shown are an estimate of the full costs of the scheme, should all proposals 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 overspend, the balance would need to be contained within the overall StreetCare Capital budget.

Legal implications and risks:

20mph zones and road humps require public consultation before a decision can be made on implementation.

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 users. 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.

The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

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: QO017, Oakfields Montessori School

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



APPENDIX I CONSULTATION RESPONSES

Oakfields Montessori Provision of Pedestrian Improvements

START DATE: 15.05.15 - CLOSING DATE: 05.06.15

Response details			Views		Comments
	Date	Address	Object	Agree	
1	19/05/15	Sunnings Lane	X		Pointless as children already have a path. Already a width restriction which slow vehicles. Would prefer having Sunnings Lane closed to through traffic as it becomes a race track during the school run.
2	21/05/15	Police		X	Full support. Would like to see 20mph roundels on both sides of road.
3	01/06/15	Corbets Tey Road. (Not within the consultation area.)	X		Has objected to the previous proposals and his objections are the same. The build out will cause hold ups as far as Corbets Tey Road. Driver sight lines will be blocked by pedestrians crossing.
4	02/06/15	Harwood Hall Lane		X	21 signatures. The 20mph will assist Harwood residents. Humps will help vehicles adhere to 20mph. Would like to see monitoring of weight restriction. The crossing will encourage children to walk to school.
30	LETTERS DELIVERED				