



HIGHWAYS ADVISORY COMMITTEE

21 February 2012

REPORT

Subject Heading:

**School Crossing Patrol Improvements
Rainham Village Primary School,
Rainham**

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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 report recommends improvement works to the school crossing facility outside Rainham Village Primary School following the completion of public consultation.

This scheme is within **Rainham and Wennington** ward.

RECOMMENDATIONS

1. That the Committee having considered the information set out in this report recommends to the Cabinet Member for Community Empowerment that the work to the pedestrian crossing facility outside Rainham Village Primary School is approved for implementation as detailed in this report and shown on the following drawing:

QK009/NC/41.A

2. That the Committee having considered the information set out in this report recommends to the Cabinet Member for Community Empowerment that the addition of two new bus stop clear ways on Upminster Road South and in the vicinity of Rainham Village Primary School are approved for implementation as detailed in this report and shown on the following drawing:

QK009/NC/41.A

3. That it be noted that the estimated cost of the scheme will be £600 which will be met from the 2011/12 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

REPORT DETAIL

1.0 Background

- 1.1 Rainham Village Primary School fronts Upminster Road South, and lies within a 20mph speed zone. Traffic cushions have been installed within the vicinity of the school and a Puffin crossing facility with a school crossing patrol serves the school.
- 1.2 The school made representations to StreetCare following ongoing safety issues resulting from parents parking illegally on the Puffin crossing zigzags, during the school run, and a general problem with vehicles parking close to the school throughout the day.
- 1.3 To assist the school crossing patrol and keep the school frontage clear of vehicles during school times it is proposed to:
 - a. extend the Puffin crossing zigzags by 4 markings on both sides; and
 - b. place a 37.56m school keep clear marking outside the school.

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- 1.4 Staff noted that during school pupil leaving times, vehicles parked (legally) on both sides of Upminster Road South act to impede the flow traffic; specifically buses and other large vehicles.
- 1.5 There are two bus stops on Upminster Road South, serving bus routes 165 & 287. The bus stops are unrestricted, meaning that there are no parking restrictions currently in place to prevent vehicles parking at the stops. To assist in the prevention of parking at the bus stops and to enable buses to stop safely it is proposed that clearways be placed at the two bus stops.

2.0 Outcome of Public Consultation

- 2.1 Staff hand delivered forty letters on the 8th December 2011 to residents living within the vicinity of the scheme and being potentially affected by the scheme. The closing date for comments was 6th January 2011.
- 2.2 The statutory elements of the scheme were publicly advertised in the Romford recorder and in the London Gazette on 9th December 2011. The closing date for comments was 6th January 2011.
- 2.3 By the close of consultation no responses had been received.

IMPLICATIONS AND RISKS

Financial implications and risks:

That it be noted that the estimated cost of the scheme will be £600 which will be met from the 2011/12 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

Legal implications and risks:

Parking restrictions require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Bus Stop Clearways do not require traffic orders, but Department for Transport guidance suggests that local consultations should take place.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

Parking restrictions outside school are often installed to improve road safety especially for those walking to school. Bus stop facilities should improve flow of buses and the safety of boarding and alighting passengers.

BACKGROUND PAPERS

Project Scheme File Ref: QK009 STP Implementation