



# HIGHWAYS ADVISORY COMMITTEE

# REPORT

19 June 2012

**Subject Heading:**

**School Crossing Patrol Improvements  
Rainham Village Primary School,  
Rainham  
Bus Stop Clearway**

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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 re-presents and recommends proposals to provide a bus stop clearway near Rainham Village Primary School, originally submitted to HAC on 21<sup>st</sup> February 2012.

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 bus stop clearway outside Rainham Health Centre is approved for implementation as detailed in this report and shown on the following drawing:

QK009/NC/41.D

2. That it be noted that the estimated cost of the scheme will be £200 which will be met from the 2012/13 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 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 At the 21<sup>st</sup> February HAC proposals were reported to improve the parking situation and the school crossing patrol outside Rainham Village Primary School following a request from the school.
- 1.3 The proposals were as follows:
  - a. extend the Puffin crossing zigzags by 4 markings on both sides;
  - b. place a 37.56m school keep clear marking outside the school; and
  - c. Bus stop clearways opposite the school and outside Rainham Health Centre east of the school.
- 1.4 The Committee approved all except the bus stop clearway outside the Health Centre.
- 1.5 The Committee requested that Staff revisit the proposed bus stop clearway outside the Health Centre to investigate the possibility of providing a space for a vehicle to stop and drop-off next outside the Health Centre along with the bus stop clearway.
- 1.6 Transport for London Bus Infrastructure (TfL) was consulted for its view on moving the proposed bus stop clearway to provide a dropping-off parking bay.

## **2.0 Proposed Bus Stop Clearway Outside Rainham Health Centre**

- 2.1 Rainham Health Centre frontage has a patient car park enough for approximately ten cars plus space at the rear for two 'doctor' vehicles. Glenwood Avenue, east of the Centre is a cul-de-sac with footway bays enough for eight cars.
- 2.2 The clearway implemented under the 21<sup>st</sup> February HAC is 10m away from the proposed clearway outside the centre, tail to tail. A clearway length of 27m allows enough room for a vehicle to be parked at either end and for the bus to pull in and pull out.
- 2.3 It is proposed to move the bus stop flag (at TfL's expense) as this indicates to the driver where to align the doors, ensuring passengers do not encounter dropped kerbs when alighting and boarding the bus. The flag will be between the two drop kerbs for the Health Centre car park.

## **3.0 Transport for London Comments**

- 3.1 TfL confirmed that moving the clearway further west would put it too close to the newly installed clearway opposite and mean the drop kerbs for the Centre car park would be in the way. This would also put the clearway on the speed table and across the entrance to the neighbouring property. Moving the clearway further east would put the clearway too close to Glenwood Avenue, obscuring visibility at the junction.
- 3.2 TfL acknowledged that as there are no 'at any time' parking restrictions around the junction of Glenwood Avenue, a vehicle could drop-off between the Glenwood Avenue and the bus stop; this would not hinder the bus exiting the stop.
- 3.3 There is no proposal to install 'at any time' parking restrictions around Glenwood Avenue as this goes beyond the original remit of improving pedestrian safety outside Rainham Village Primary School.

## **4.0 Staff Comments**

- 4.1 There is parking provision in and around the Health Centre and room for dropping off passengers outside the Centre without affecting the original proposal for the bus stop clearway. Hence the proposal being presented in this report remains unchanged from the 21<sup>st</sup> February report.

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

That it be noted that the estimated cost of the scheme will be £200 which will be met from the 2012/13 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

**Legal implications and risks:**

Bus Stop Clearways do not require traffic orders, but Department for Transport guidance suggests that local consultations should take place. This Bus Stop Clearway went to public consultation as part of the 21<sup>st</sup> February HAC.

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

Bus stop facilities should improve flow of buses and the safety of all boarding and alighting passengers.

**BACKGROUND PAPERS**

Project Scheme File Ref: QK009 STP Implementation