



HIGHWAYS ADVISORY COMMITTEE

10 July 2012

REPORT

Subject Heading:

**SCHOOL CROSSING PATROL
IMPROVEMENTS**

Report Author and contact details:

**Wykeham Primary School
Albany Road junction with Barton
Road and Dorian Road**

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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 near Wykeham Primary School which follows the completed public consultation.

This scheme is within **Hylands** 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 speed table with associated 'at any time' parking restrictions is approved for implementation as detailed in this report and shown on the following drawing:

QL021/NC/04.A

2. That it be noted that the estimated cost of the scheme will be £30,000 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 Wykeham Primary School is enclosed by residential properties and lies between Albany Road, Hornchurch Road, Upper Rainham Road and Chestnut Avenue. The school has two entrances. The main entrance on Rainsford Way, off Hornchurch Road, is for pedestrians, staff vehicles and goods deliveries. The entrance on Barton Road off Albany Road is primarily for pedestrian use and has lockable vehicular gates for grass cutting etc.
- 1.2 The school has a school crossing patrol which operates in Albany Road on the north side of the cross road junction with Barton Road and Dorian Road. It is also used by children at nearby St. Mary's Roman Catholic School. This is a busy junction as Albany Road, Dorian Road and Chestnut Avenue form part of a rat-run that avoids the Upper Rainham Road and Hornchurch Road junction.
- 1.3 Being a long straight road, Albany Road was installed with speed humps many years ago to calm traffic, as was Dorian Road.
- 1.4 The crossing patrol has difficulty crossing the Albany Road as the drop kerbs are on the radii of the junction, hence the patrol does not use the drop kerbs but crosses on a speed hump.
- 1.5 The Council's Road Safety Manager highlighted this difficulty and requested that improvements be considered.

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- 1.6 The speed table extends across all four arms of the junction and has been proposed to give more prominence to the pedestrians crossing this junction. It incorporates one of the speed humps. 'At any time' parking restrictions have been proposed, extending 15 metres into each road to maintain visibility for all users of the junction.

2.0 Consultation

- 2.1 Consultation letters were hand delivered to thirty four residents, living in the vicinity of the proposed scheme, and the school on 18th May 2012 and the 'at any time' parking restriction notice was advertised on site and in the Romford Recorder and London Gazette. The consultation period concluded on 8th June 2012.
- 2.2 By the close of the consultation, four letters were received. One resident objected; one resident plus the school were in favour and a letter was received from a cyclist commenting generally on speed humps and cyclists. The responses are summarised in the table below:

Respondent	Comments
Mr Spry Albany Road resident	Strongly objects. Enough speed humps already. Junction already has dropped kerbs. Carriageway kerbs delineate extent of road. Parking restrictions unnecessary as SCP only there twice daily at term time.
Ms Katpitia-Mistry Wykeham School	Fully agrees – school has long been concerned with safety on roads leading to the school.
Mr Garfield Cyclists' Touring Club	Comments on speed humps and ramp profiles.
Mr & Mrs Tang resident	Seems a good idea but concerned about displaced parking further congesting Barton Road.

3.0 Staff Comments

- 3.1 A speed table brings the carriageway up to the same level as the footway, flush, at the point of the pedestrian crossing which will also be paved with tactile paving. The junction will be kerbed but away from the pedestrian crossings, the kerb height will be 50mm and 25mm at vehicle crossovers. This enables the visually impaired to detect the carriageway.
- 3.2 The speed table will incorporate an existing hump and will have a 1:20 gradient ramp (75mm high, 1.125m long).
- 3.3 The double yellow line parking restriction proposed is typical of what is proposed at similar junctions, especially near schools where indiscriminate parking by parents congests the junction in the morning and afternoon. Parking will be displaced, but there is ample room for parents to park in

Albany Road and Dorian Road, a safe distance from the school. Staff suggest parking very close to a junction crossed by a substantial number of pedestrians is not appropriate from a safety point of view.

- 3.4 A safer crossing environment will be provided for all users, not just those using the school crossing patrol.

IMPLICATIONS AND RISKS

Financial implications and risks:

That it be noted that the estimated cost of the scheme will be £30,000 which will be met from the 2012/13 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

Legal implications and risks:

Parking restrictions and road humps require public advertisement before a decision can be taken on implementation.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

Speed tables can help reduce traffic speeds and provide a level and easier crossing surface for all pedestrians, especially those with reduced mobility for example wheel chair users and people using push chairs with young children.

BACKGROUND PAPERS

Project Scheme File Ref: QK009 STP Implementation