



# **HIGHWAYS ADVISORY COMMITTEE**

11 December 2012

# **REPORT**

**Subject Heading:**

**SCHOOL CROSSING PATROL  
IMPROVEMENTS**

**Report Author and contact details:**

**Hylands Primary School  
Globe Road junction with  
Benjamin Close**  
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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 traffic calming and improvement works in the vicinity of the school crossing facility near Hylands Primary School which follows the completed public consultation.

This scheme is within **Romford Town** 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 junction alterations, pinch point, speed table and 'at any time' parking restrictions is approved for implementation as detailed in this report and shown on the following drawing:

QL022/OB/01.A

2. That it be noted that the estimated cost of the scheme will be £15000 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 The newly constructed Hylands Primary School opened to pupils in June 2011. It is located east of Globe Road and the pedestrian gate is accessed directly from a footpath off Globe Road and from the end of Benjamin Close.
- 1.2 The school has a school crossing patrol (SCP) which operates on the desire line in Globe Road immediately north of Benjamin Close. At the time of writing this report, the crossing patrol officer is on long term sick leave. Although this location is on a desire line, it is by no means ideal as it uses the vehicle crossover of number 46 Globe Road and is between footway parking bays.
- 1.3 Globe Road provides a link between Brentwood Road to the north and Hornchurch Road to the south, bypassing Park Lane. For this reason, it was traffic calmed many years ago with speed humps and the majority is now a 20mph zone.
- 1.4 Globe Road is 7.6 metres wide with footway parking bays on both sides of the road. Some of these bays encroach onto the footway by 1 metre but this still does not allow for two vehicles to pass between two parked cars.
- 1.5 The Road Safety Officer highlighted the need for school crossing improvements and the location was added to the 2012/13 School Travel Plan Crossing Improvements under the LIP funding.

## **2.0 Proposal**

- 2.1 The aim of the proposed scheme is to make the footways more attractive to those that use them and to mimic the physical barrier to two-way traffic that parked cars create, for a traffic calming effect, which also benefits pedestrian sight lines when crossing Globe Road.
- 2.2 It is proposed to install a speed table at the location of an existing speed hump, outside 45 & 46 Globe Road. This will bring the carriageway up to the same level as the kerbs to provide a level surface for pedestrians to cross.
- 2.3 As visibility for pedestrians crossing between parked cars is a safety problem, the footway at the speed table will be built out to in line with the parking bays, on both sides of the road, creating a physical pinch point 7.5 metres long and a carriageway width of 3.25 metres. This has the benefit of minimising the loss of parking that a traditional visibility splay for a pedestrian crossing would require. A total of 10 metres of parking bays will be lost at the speed table. See photos in Appendix I.
- 2.4 The parking bays in Globe Road between numbers 44 & 56 and outside Moore House will be removed from the footway and placed entirely in the carriageway, 2 metres wide. This will maintain a clear footway for pedestrians.
- 2.5 Benjamin Close bell mouth is currently very large considering the cul-de-sac that it serves. It is proposed to reduce the kerb radii to 6 metres. This has the benefit of reducing the distance pedestrians need to walk to cross Benjamin Close. It also deters drivers from performing u-turn manoeuvres in the bell mouth which can be hazardous to pedestrians. The other junctions along Globe Road have much tighter radii.
- 2.6 The adjustment of this junction and the fact that parking bays are not hindered by a footway tree will enable the lengthening of the bay immediately south of Benjamin Close, outside Moore House by a total of 11 metres.
- 2.7 A member of staff was on site designing the scheme and was approached by some residents living in Globe Road, opposite the Benjamin Close junction. They requested that the footway bays that currently continue across their private drives remain instead of introducing short lengths of single yellow line; this is the case.
- 2.8 The residents also mentioned that during extreme rainfall, the front gardens opposite Benjamin Close flood with water from the road. They had concerns that the speed table would make the problem worse. Two new gullies will be provided at the speed table to drain the channel of Globe Road. The new gully on the east of Globe Road will also intercept water from Benjamin Close. It must also be noted that the surface water collected from the roofs of some of these properties drain directly onto the footway which probably exacerbates any footway flooding issue; this arrangement is an historic one.

- 2.9 There are twelve parking bays in Benjamin Close, perpendicular to the footway adjacent to 45 Globe Road. Staff observation noted that on more than one occasion cars would be parked such that the front of the vehicle would overhang the footway, reducing the width for pedestrians, especially groups walking to school. To prevent this, an overrun area has been proposed. A kerb will be laid in the parking bay 800mm from the footway and then in filled so it forms an extended footway but will keep a vehicle's wheels 800mm from the footway hence preventing obstruction of footway. Unloading at the rear of vehicles will still be possible. See photos in Appendix I
- 2.10 Staff observation and discussion with the SCP and Road Safety Officers has highlighted a problem with parents at the school persisting with parking indiscriminately in Benjamin Close.
- 2.11 All of Benjamin Close is covered by a single yellow line parking restriction, operational Monday to Saturday 8.30am to 6.30pm. However with parking enforcement only offering a limited deterrent to parents, a minority continue to flout the restrictions and risk a parking fine so as to park close to the school. The proposals of this scheme do not address this issue other than by the provision of bollards to protect pedestrians from manoeuvring vehicles. The ongoing issue of parking by parents close to schools is not unique to Hylands and enforcement in combination with highway improvements and educating parents and children by the schools will attempt to improve the situation.

### 3.0 Consultation

- 3.1 Consultation letters were hand delivered to ninety residents living in the vicinity of the proposed scheme, and the school was given 475 letters to distribute to each of its pupils on 12<sup>th</sup> October 2012. The associated traffic notice was advertised on site and in the Romford Recorder and London Gazette. The consultation period concluded on 2<sup>nd</sup> November 2012.
- 3.2 By the close of the consultation, six letters were received. The responses are summarised in the table below:

<b>Respondent</b>	<b>Comments</b>
Cavill Parent – no address	Thinks plan will make big difference but doesn't think real issue of parents parking in Benjamin has been addressed. Would like Benjamin gated. See 2.11, 3.2 and 4.1
Bishop Parent – no address	Welcomes the improvement but concerned that scheme does not address the problem of parents parking in Benjamin. See 2.11 & 3.2

Wolfrum Resident – no address	Wants footway bays to remain because vehicles in snow and ice may slide into cars parked on road. Wants traffic wardens instead of proposals. Annoyed with parents taking available parking near property. See 3.3
Scott Parent – no address	Proposal will improve safety of crossing of Globe but does not address problem in Benjamin of inconsiderate parking. The only deterrent is better enforcement. See 2.11 & 3.2
Resident – Benjamin Close	Objects to widening footway in Benjamin as thinks this will impact parking, especially for disabled accessing rear of vehicle. See 2.9
Jordan Resident – no address	Agrees in principle but objects to reducing size of parking bays in Benjamin and concerned that sightlines at Benjamin junction will be reduced. Wants more yellow lines in Benjamin and more enforcement. See 2.9, 2.11 & 4.5

#### 4.0 Staff Comments

- 4.1. Benjamin Close is part of the public highway and there is no evidence to support a gating order under Section 129A of the Highways Act 1980 (the 1980 Act). The circumstances in which such an order would be considered are set out as follows in the 1980 Act: (a) that the premises adjacent to or adjoining the highway are affected by crime or anti-social behaviour; (b) the existence of the highway is facilitating the persistent commission of criminal offences or anti-social behaviour; and (c) in all the circumstances it is expedient to make the order for the purposes of reducing crime and anti-social behaviour. Benjamin Close is already covered by a single yellow line restriction hence it falls to parking enforcement to deter parking during the operational time.
- 4.2. According to a resident, the footway bays were installed to prevent damage to vehicles by passing cars, especially during icy weather. However the priority of this scheme is to return the footways to pedestrians. The speed table along with the restriction in road width is designed to reduce vehicle speeds such that damage to vehicles is minimised as vehicles can only pass each other where there is space to do so and drivers will need to operate a give and take. This naturally occurs at present with parked cars. Also, not all bays in Globe Road are on the footway.
- 4.3. The comment about having a parking enforcement instead of the proposals will only deter parking whilst an attendant is present. This is of no benefit to any pedestrian wishing to cross Globe Road or Benjamin Close outside of this time. A safer crossing environment will be provided for all users, not just those using the school crossing patrol.

- 4.4. The widening of the footway with the infill area at the perpendicular bays in Benjamin Close is to prevent the front of vehicles overhanging the footway. This makes the footway more accessible to groups of pedestrians. This will still enable for example a person with mobility issues to safely access the rear of their vehicle without the vehicle protruding into the carriageway.
- 4.5. Visibility at the junction of Benjamin Close and Globe Road will be maintained by the installation of an 'at any time' restriction around the radii for a minimum of 10 metres and including the pinch point.
- 4.6. The emphasis of this scheme is to make the environment for pedestrians more inviting and accessible. The conclusion drawn from the consultation is that, overall, there is acceptance that the proposals will benefit those walking to Hylands School, especially using the SCP location. Without the SCP officer, the pinchpoint will provide better visibility to anyone crossing at this point. Staff recommend the implementation of these traffic calming and improvement works.
- 4.7. The long term issue of parking problems in Benjamin Close can only be tackled by parking enforcement.

## IMPLICATIONS AND RISKS

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

That it be noted that the estimated cost of the scheme will be £15000 which will be met from the 2012/13 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation. Spend needs to complete by the end of 2012/13 to maximise grant funding

### **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:**

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.

The speed table can help reduce traffic speeds and in this case will maintain the status quo by replacing an existing speed hump. It will also 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.

Reducing the size of the junction will assist those with mobility problems by shortening the length of road required to cross and it also mean vehicles will have to negotiate the junction at a slower speed.

## **BACKGROUND PAPERS**

Project Scheme File Ref: QL022 STP Hylands Primary School