

## **Appendix 1 Revision 1**

Detailed summary of each SCP site

Revision Note – 30 April 2024.

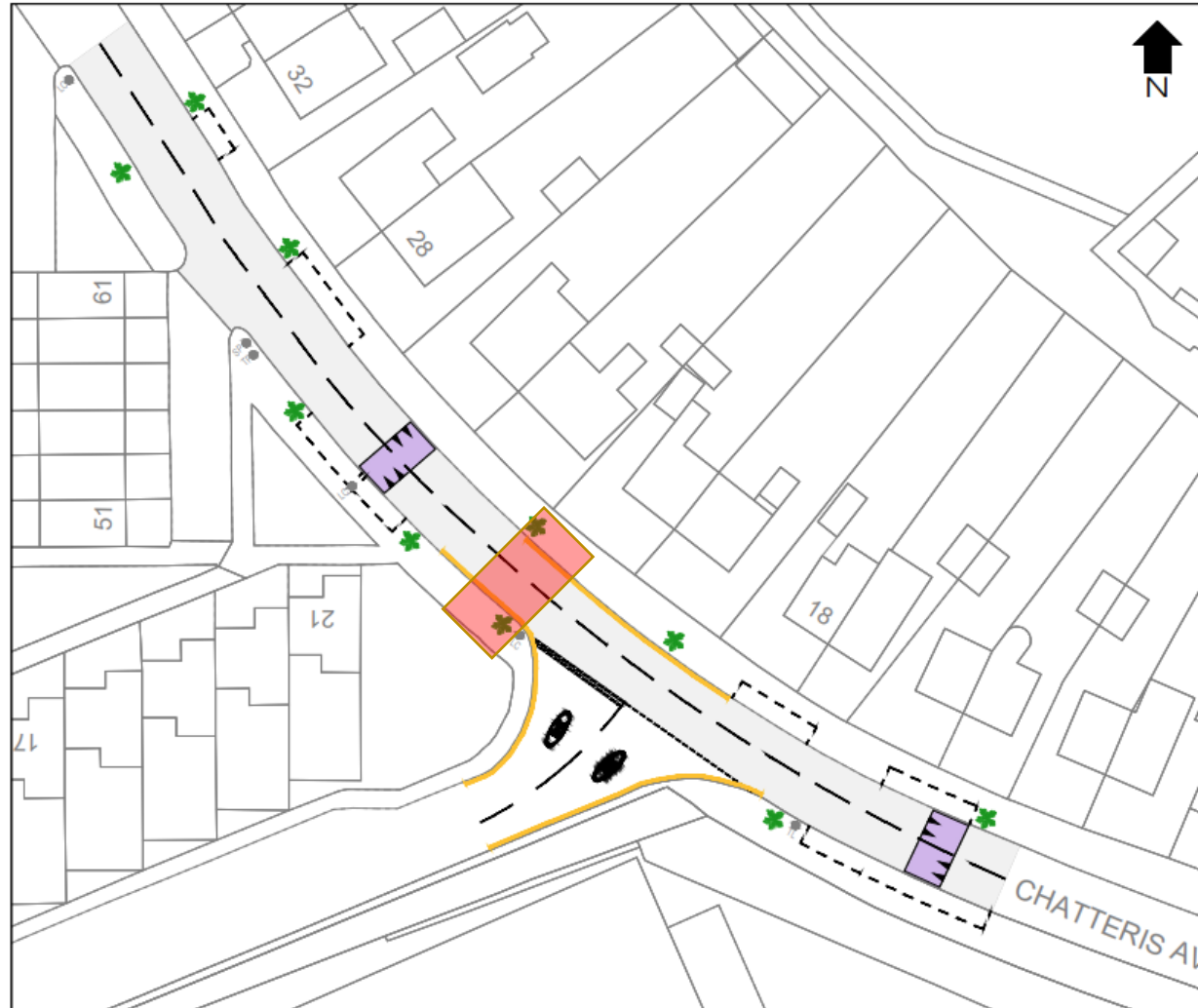
Following review it had been identified that the word “fatality” had been used in instead of “collision” in the below tables. This was an error in the drafting of this appendix and the body of the report remains correct. This revision contains the correct reference to collisions. The decision is not affected by this error.

### Broadford Primary School

((i): 18 children (P) and 246 (266.3 PCU's) vehicle equivalents (V) in the same consecutive 30- minute period, multiplied together in the form PV2 produces point 'X' on the graph (Attached in Appendix C). The point is within area 'C', NOT reaching the threshold level and almost certainly not justifying the establishment of an SCP site (highlighted red in Figure 2).

**RESULT- 1,089,288 PV<sup>2</sup>.** Site NOT justified based on the PV<sup>2</sup> calculation.

As detailed in section 4.10 of this report, a PV2 calculation of 4,000,000 is required for the justification of a SCP location. Collision data at the unmarked crossing shows zero fatalities from the past three years which validates its safety and therefore the current SCP provision can be reviewed.



**LEGEND**

- EXISTING WAITING RESTRICTIONS
- EXISTING ROAD MARKINGS
- SPEED CUSHION / RAISED TABLE
- 100M BUFFER ZONE
- LAMP COLUMN
- SIGNPOST
- TELEGRAPH POLE
- TREE

Rev	Date	Description	Rev	By	App
1	24.02.23	INITIATORY SURVEY	NW	JJ	AS

**SMART**  
TRANSPORT HUB

**Havering**  
LONDON BOROUGH

Project: SCHOOL CROSSING PATROL REVIEW

Drawing Title: BROADFORD PRIMARY SCHOOL, CHATTERIS AVENUE - BRIAR ROAD

Drawing Status: ISSUED FOR REVIEW

Drawn	Designed	Date	Scale	Size
NW	NW	24.02.23	NTS	A3

Drawing No: STH\_LBHu\_507\_005\_003

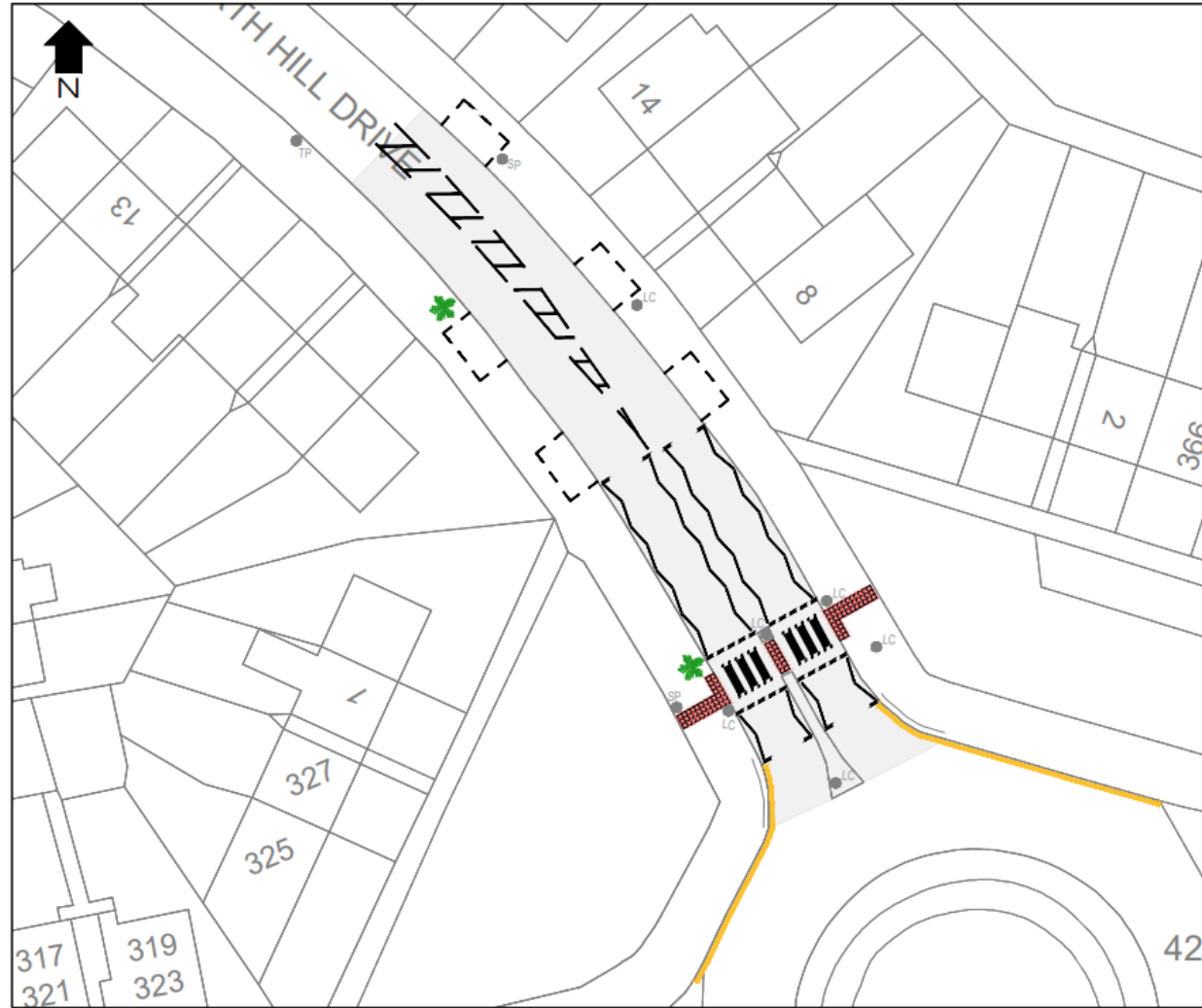
Rev: 1

### Brookside Primary School: North Hill Drive

(i): 96 children (P) and 397 (414 PCU's) vehicle equivalents (V) in the same consecutive 30- minute period, multiplied together in the form PV<sup>2</sup> produces point 'X' on the graph (Attached in Appendix C). The point is within area 'A', exceeding the required threshold value of 4 x 10<sup>6</sup> and justifying the establishment of an SCP site (highlighted red in Figure 1). There is no need for further site assessment, or mathematical calculations.

RESULT- **16,454,046 PV<sup>2</sup>**. Site can be justified based on the PV<sup>2</sup> calculation.

Contrary to the above, the SCP can be considered as an additional safety feature because of the Zebra crossing facility. The Zebra crossing is in place to afford pedestrians precedence over vehicular traffic and therefore minimizes the risk of a fatality happening at this location. Collision data at the crossing shows only one collision from the past three years which validates its safety and therefore SCP provision can be reviewed.



**LEGEND**

- EXISTING WAITING RESTRICTIONS
- EXISTING ROAD MARKINGS
- TACTILE PAVING
- 100M BUFFER ZONE
- LAMP COLUMN (LC)
- SIGN POST (SP)
- TELEGRAPH POLE (TP)
- TREE

Rev	Date	Description	Dim	Chk	App
1	24/02/23	REVISION SURVEY	VC	JC	JL

Project: SCHOOL CROSSING PATROL REVIEW

Drawing Title: DRAPERS' BROOKSIDE INFANT SCHOOL, NORTH HILL DRIVE - DAGNAM PARK DRIVE

Drawing Status: ISSUED FOR REVIEW

Drawn	Designed	Date	Scale	Size
VC	VC	24/02/23	NTS	A3

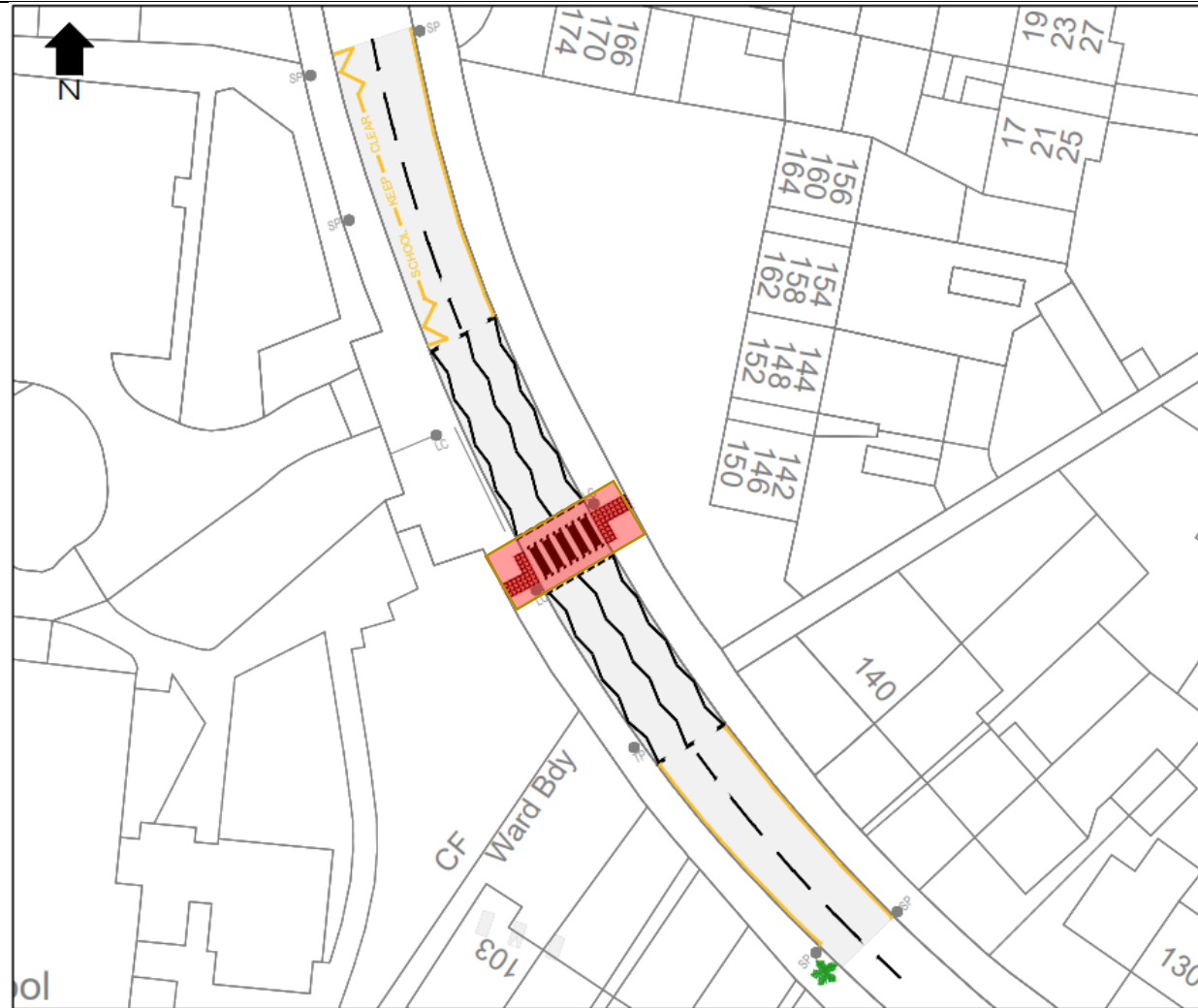
Drawing No: STH\_LBH4\_507\_005\_005

## Scargill Primary School

(i): 149 children (P) and 215 (225.16 PCU's) vehicle equivalents (V) in the same consecutive 30- minute period, multiplied together in the form PV<sup>2</sup> produces point 'X' on the graph (Attached in Appendix C). The point is within area 'A', exceeding the required threshold value of 4 x 106 and justifying the establishment of an SCP site (highlighted red in Figure 3). There is no need for further site assessment, or mathematical calculations.

RESULT- **6,887,525 PV<sup>2</sup>**. Site can be justified based on the PV<sup>2</sup> calculation.

Contrary to the above, the SCP can be considered as an additional safety feature because of the Zebra crossing facility. The Zebra crossing is in place to afford pedestrians precedence over vehicular traffic and therefore minimizes the risk of a fatality happening at this location. Collision data at the crossing shows zero fatalities from the past three years which validates its safety and therefore the SCP provision can be reviewed.



**LEGEND**

- EXISTING WAITING RESTRICTIONS
- EXISTING ROAD MARKINGS
- TACTILE PAVING
- 100M BUFFER ZONE
- LAMP COLUMN
- SIGN POST
- TELEGRAPH POLE
- TREE

Rev	Date	Description	Drn	Chk	App
1	24.02.23	IDENTIFY SURVEY	HW	JL	JL

**SMART**  
TRANSPORT HUB

**Havering**  
LONDON BOROUGH

Project: SCHOOL CROSSING PATROL REVIEW

Drawing Title: SCARGILL JUNIOR SCHOOL  
MUNGO PARK ROAD - SIMPSON ROAD

Drawing Status: ISSUED FOR REVIEW

Drawn	Designed	Date	Scale	Size
NW	NW	24.02.23	NTS	A3

Drawing No: ETH\_LBHa\_507\_005\_000

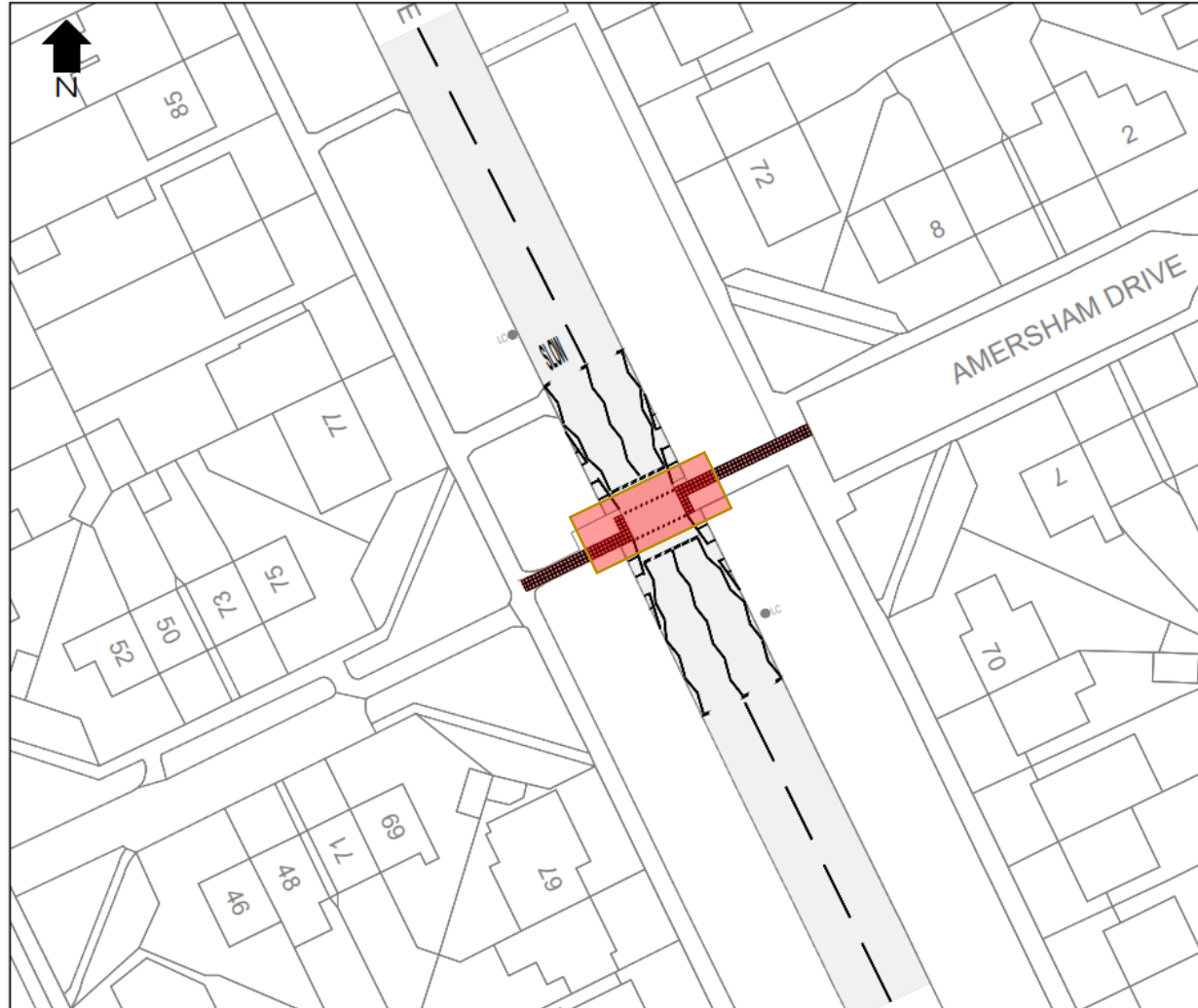
Rev: 1

## Mead Primary School

(i): 52 children (P) and 471 (499.33 PCU's) vehicle equivalents (V) in the same consecutive 30- minute period, multiplied together in the form PV2 produces point 'X' on the graph (Attached in Appendix C). The point is within area 'A', exceeding the required threshold value of  $4 \times 106$  and justifying the establishment of an SCP site (highlighted red in Figure 4). There is no need for further site assessment, or mathematical calculations.

**RESULT- 12,965,183 PV<sup>2</sup>.** Site can be justified based on the PV<sup>2</sup> calculation.

Contrary to the above, the SCP can be considered as an additional safety feature because of the light controlled crossing facility at the location. The Pelican control provides crossing signals that are activated by the pedestrian using a button. The walk signal is located directly across the road and lights up green when it is safe for the pedestrian to cross and as a result minimizes the risk of a fatality happening at this location. Collision data at the crossing shows zero fatalities from the past three years which validates its safety and therefore the provision of the SCP can be reviewed.



**LEGEND**

- EXISTING ROAD MARKINGS
- TACTILE PAVING
- 10M BUFFER ZONE
- LAMP COLUMN

1	24.02.23	REVISIONARY SURVEY	NW	NTS	A3
Rev	Date	Description	Dim	Chk	App

**SMART**  
TRANSPORT HUB

Client:  **Havering**   
LONDON BOROUGH

Project: SCHOOL CROSSING PATROL REVIEW

Drawing Title: MEAD PRIMARY SCHOOL  
GOOSHAYS DRIVE - AMERSHAM DRIVE

Drawing Status: ISSUED FOR REVIEW

Drawn	Designed	Date	Scale	Size
NW	NW	24.02.23	NTS	A3

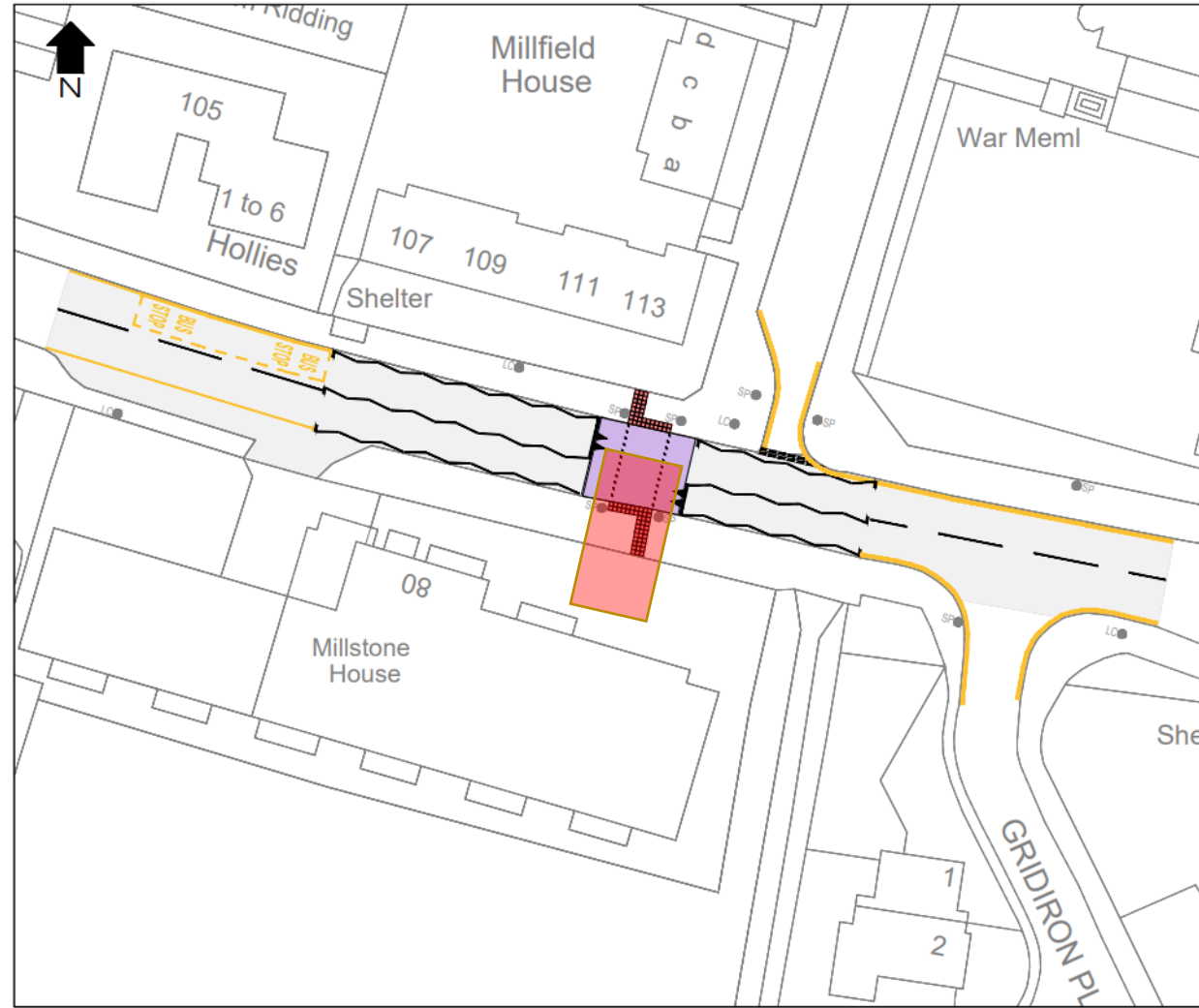
Drawing No: STH\_LBH4\_507\_005\_008 | Rev: 1

## St Joseph's Primary School

(i): 127 children (P) and 500 (548.16 PCU's) vehicle equivalents (V) in the same consecutive 30- minute period, multiplied together in the form PV<sup>2</sup> produces point 'X' on the graph (Attached in Appendix C). The point is within area 'A', exceeding the required threshold value of 4 x 106 and justifying the establishment of an SCP site (highlighted red in Figure 5). There is no need for further site assessment, or mathematical calculations.

RESULT- **38,160,881 PV<sup>2</sup>**. Site can be justified based on the PV<sup>2</sup> calculation.

Contrary to the above, the SCP can be considered as an additional safety feature because of the light controlled crossing facility at the location. The Puffin control provides crossing signals that are activated by the pedestrian using a button. The walk signal is located directly above the button and lights up green when it is safe for the pedestrian to cross and as a result mitigates the risk of a fatality happening at this location. Collision data at the crossing shows zero fatalities from the past three years which validates its safety and therefore the provision of the SCP can be reviewed.



LEGEND	
	EXISTING WAITING RESTRICTIONS
	EXISTING ROAD MARKINGS
	TACTILE PAVING
	SPEED CUSHION / RAISED TABLE
	100M BUFFER ZONE
	LAMP COLUMN
	SIGN POST

Rev	Date	Description	Rev	Date	Description
1	24.02.23	INVENTORY SURVEY	NW	JJ	JJ



Client: Havering LONDON BOROUGH

Project: SCHOOL CROSSING PATROL REVIEW

Drawing Title: ST JOSEPH'S CATHOLIC PRIMARY SCHOOL  
ST MARY'S LANE - CHAMPION ROAD

Drawing Status					
Drawn	Designed	Date	Scale	Size	Rev
NW	NW	24.02.23	NTS	A3	1

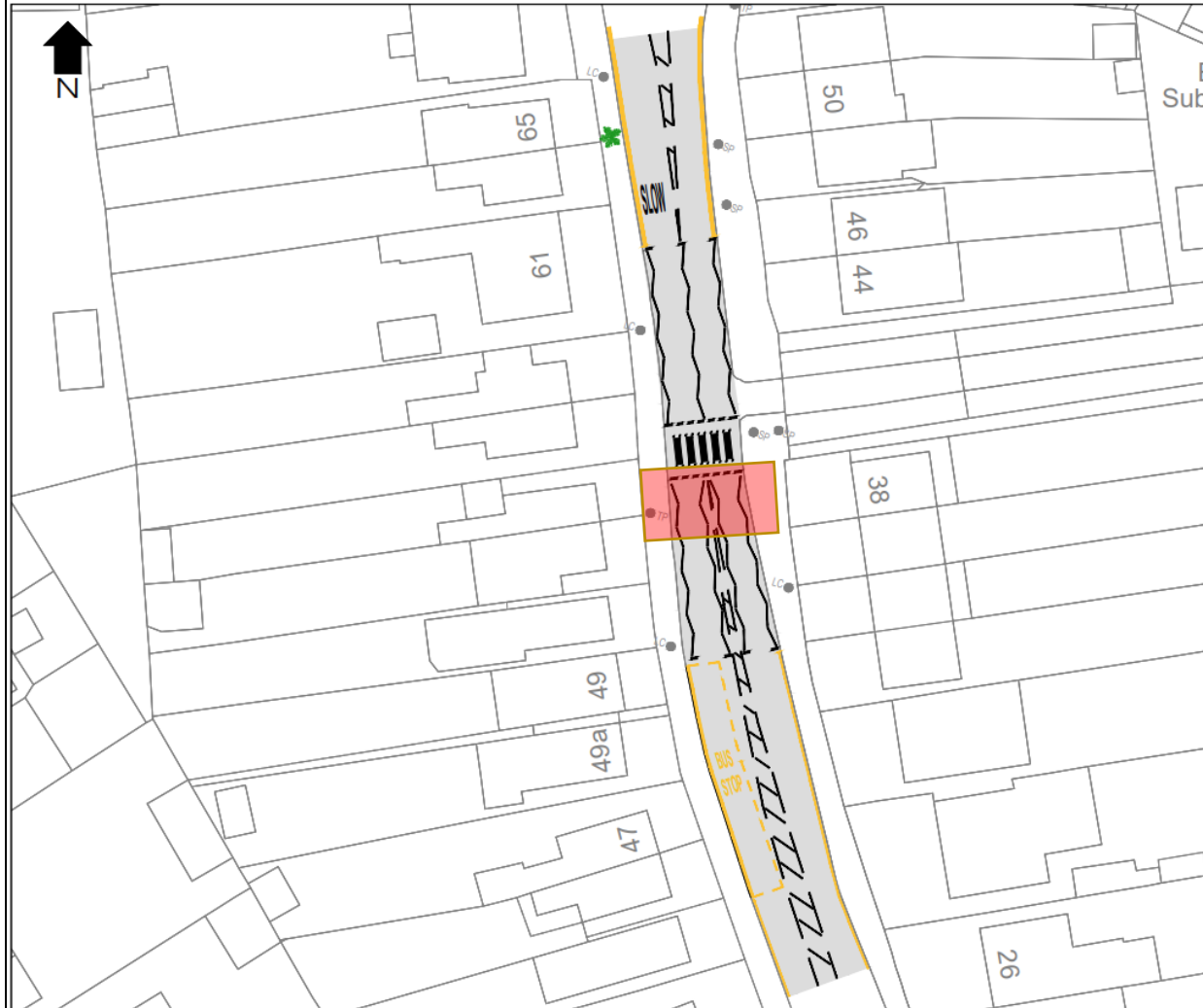
Drawing No: STH\_LBHa\_507\_005\_011

### Parklands Primary School

(i): 254 children (P) and 473 (524.5 PCU's) vehicle equivalents (V) in the same consecutive 30- minute period, multiplied together in the form PV<sup>2</sup> produces point 'X' on the graph (Attached in Appendix C). The point is within area 'A', exceeding the required threshold value of 4 x 106 and justifying the establishment of an SCP site (highlighted red in Figure 7). There is no need for further site assessment, or mathematical calculations.

**RESULT- 69,875,463 PV<sup>2</sup>.** Site can be justified based on the PV<sup>2</sup> calculation.

Contrary to the above, the SCP can be considered as an additional safety feature because of the Zebra crossing facility. The Zebra crossing is in place to afford pedestrians precedence over vehicular traffic and therefore minimizes the risk of a fatality happening at this location. Collision data at the crossing shows zero fatalities from the past three years which validates its safety and therefore the provision of the SCP can be reviewed.



**LEGEND**

- EXISTING WAITING RESTRICTIONS
- EXISTING ROAD MARKINGS
- 100M BUFFER ZONE
- LC ● LAMP COLUMN
- SP ● SIGN POST
- TP ● TELEGRAPH POLE
- ✻ TREE

Rev	Date	Description	Dr	Chk	App
1	24.02.23	INVENTORY SURVEY	JJ	JJ	JJ



Client: **Havering**

Project: **SCHOOL CROSSING PATROL REVIEW**

Drawing Title: **PARKLANDS PRIMARY SCHOOL  
HAVERING ROAD**

Drawing Status: **ISSUED FOR REVIEW**

Drawn	Designed	Date	Scale	Size
JJ	JJ	24.02.23	NTS	A3

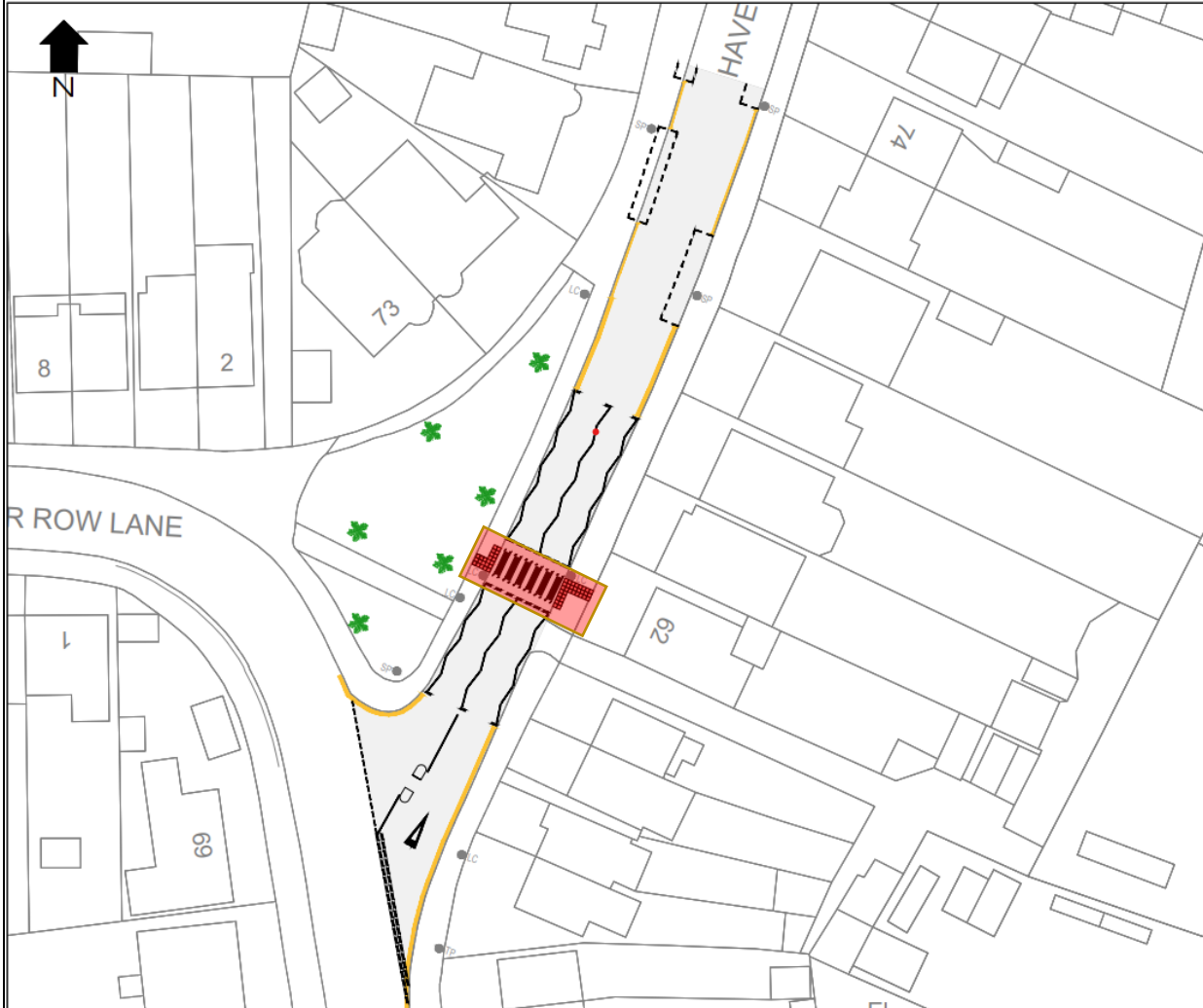
Drawing No: **STH\_LBHa\_507\_005\_014** Rev: **1**

### Parklands Primary School

(i): 164 children (P) and 215 (218.5 PCU's) vehicle equivalents (V) in the same consecutive 30- minute period, multiplied together in the form PV2 produces point 'X' on the graph (Attached in Appendix C). The point is within area 'A', exceeding the required threshold value of  $4 \times 106$  and justifying the establishment of an SCP site (highlighted red in Figure 8). There is no need for further site assessment, or mathematical calculations.

**RESULT- 7,892,729 PV<sup>2</sup>.** Site can be justified based on the PV<sup>2</sup> calculation.

Contrary to the above, the SCP can be considered as an additional safety feature because of the Zebra crossing facility. The Zebra crossing is in place to afford pedestrians precedence over vehicular traffic and therefore mitigates the risk of a fatality happening at this location. Collision data at the crossing shows zero fatalities from the past three years which validates its safety and therefore the provision of the SCP can be reviewed.



**LEGEND**

- EXISTING WAITING RESTRICTIONS
- EXISTING ROAD MARKINGS
- TACTILE PAVING
- 100M BUFFER ZONE
- LAMP COLUMN
- SIGN POST
- TELEGRAPH POLE
- ✱ TREE

Rev	Date	Description	Drn	Chk	App
1	24.02.23	INVENTORY SURVEY	NW	JJ	JJ

**SMART**  
TRANSPORT HUB

Client: **Havering**  
LONDON BOROUGH

Project: SCHOOL CROSSING PATROL REVIEW

Drawing Title: PARKLANDS PRIMARY SCHOOL  
HAVERING ROAD - COLLIER ROW LANE

Drawing Status: **ISSUED FOR REVIEW**

Drawn	Designed	Date	Scale	Size
NW	NW	24.02.23	NTS	A3

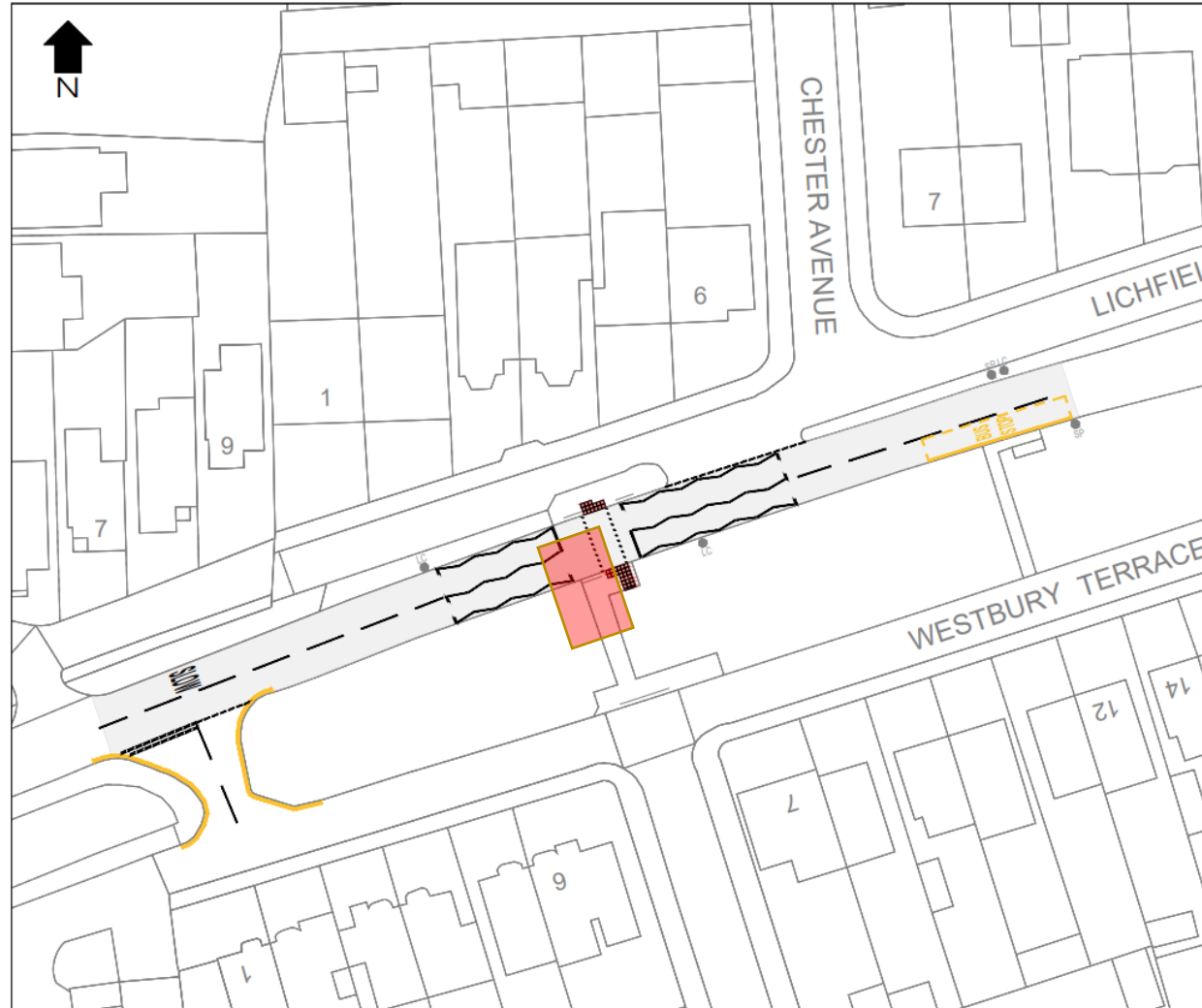
Drawing No: STH\_LBHa\_507\_005\_007 Rev: 1

## Oglethorpe Primary School

(i): 154 children (P) and 476 (503.33 PCU's) vehicle equivalents (V) in the same consecutive 30- minute period, multiplied together in the form PV2 produces point 'X' on the graph (Attached in Appendix C). The point is within area 'A', exceeding the required threshold value of  $4 \times 106$  and justifying the establishment of an SCP site (highlighted red in Figure 9). There is no need for further site assessment, or mathematical calculations.

**RESULT- 39,014,527 PV<sup>2</sup>.** Site can be justified based on the PV<sup>2</sup> calculation.

Contrary to the above, the SCP can be considered as an additional safety feature because of the light controlled crossing facility at the location. The Pelican control provides crossing signals that are activated by the pedestrian using a button. The walk signal is located directly across the road and lights up green when it is safe for the pedestrian to cross and as a result minimizes the risk of a fatality happening at this location. Collision data at the crossing shows zero fatalities from the past three years which validates its safety and therefore the provision of the SCP can be reviewed.



**LEGEND**

- EXISTING WAITING RESTRICTIONS
- EXISTING ROAD MARKINGS
- TACTILE PAVING
- 100M BUFFER ZONE
- LAMP COLUMN
- SIGN POST

Rev	Date	Description	Iss	Chk	App
1	24.02.23	INVENTORY SURVEY			

**SMART**  
TRANSPORT HUB

Client: **Havering**  
LONDON BOROUGH

Project: SCHOOL CROSSING PATROL REVIEW

Drawing Title: JAMES OGLETHORPE PRE-SCHOOL  
ST MARYS LANE - WESTBURY TERRACE

Drawing Status: **ISSUED FOR REVIEW**

Drawn	Designed	Date	Scale	Size
NW	NW	24.02.23	NTS	A3

Drawing No: STH\_LBHa\_507\_005\_012

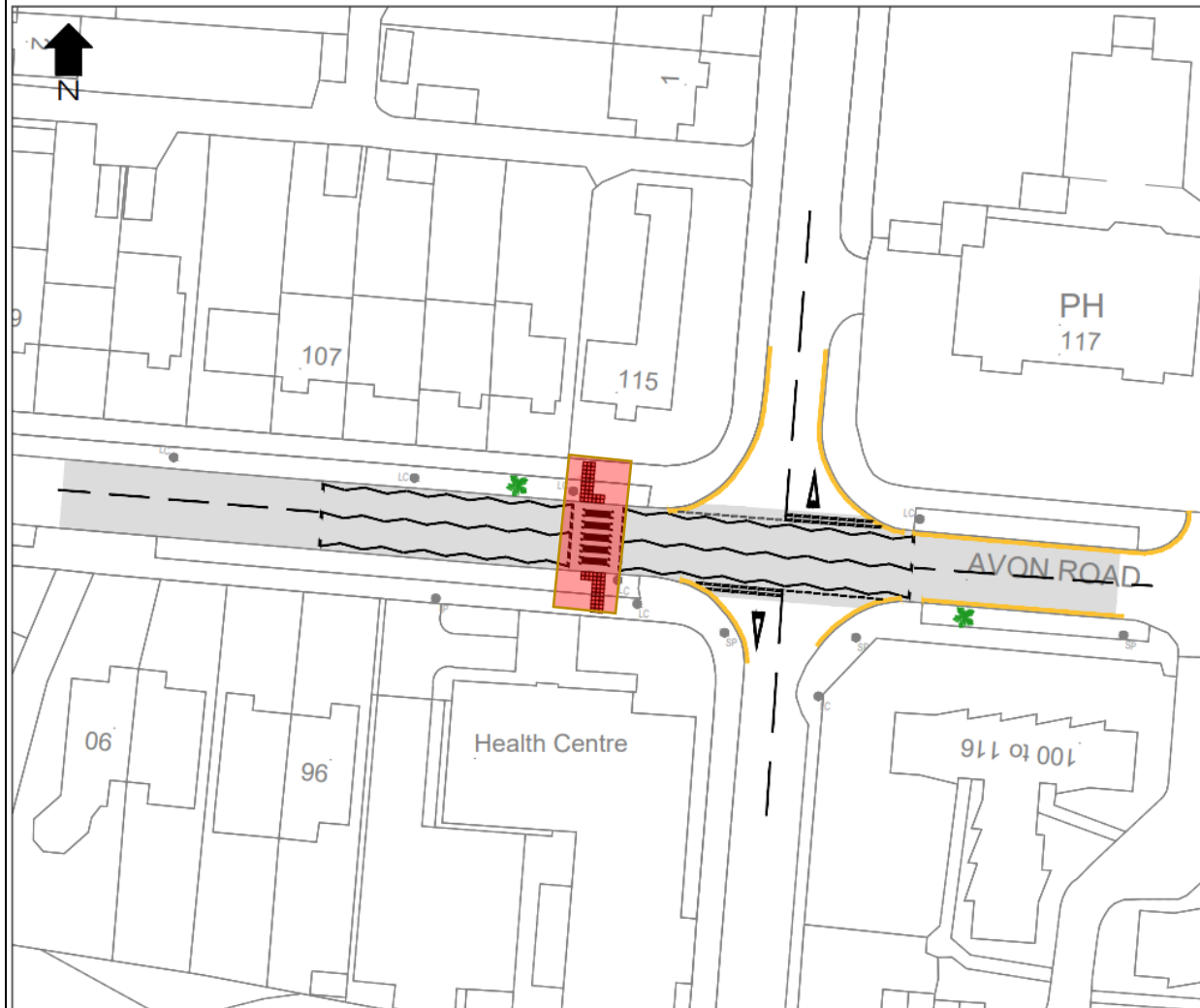
Rev: 1

## Engayne Primary School

(i): 91 children (P) and 305 (342.5 PCU's) vehicle equivalents (V) in the same consecutive 30- minute period, multiplied together in the form  $PV^2$  produces point 'X' on the graph (Attached in Appendix C). The point is within area 'A', exceeding the required threshold value of  $4 \times 10^6$  and justifying the establishment of an SCP site (highlighted red in Figure 10). There is no need for further site assessment, or mathematical calculations.

RESULT- **10,674,868  $PV^2$** . Site can be justified based on the  $PV^2$  calculation.

Contrary to the above, the SCP can be considered as an additional safety feature because of the Zebra crossing facility. The Zebra crossing is in place to afford pedestrians precedence over vehicular traffic and therefore minimizes the risk of a fatality happening at this location. Collision data at the crossing shows zero fatalities from the past three years which validates its safety and therefore the provision of the SCP can be reviewed.



**LEGEND**

- EXISTING WAITING RESTRICTIONS
- EXISTING ROAD MARKINGS
- TACTILE PAVING
- 100M BUFFER ZONE
- LAMP COLUMN
- SIGN POST
- TELEGRAPH POLE
- TREE

Rev	Date	Description	Dim	Chk	App
1	24.02.23	INVENTORY SURVEY	VC	JJ	JJ

**SMART**  
TRANSPORT HUB

Client: **Havering**  
LONDON BOROUGH

Project: SCHOOL CROSSING PATROL REVIEW

Drawing Title: ENGAYNE SCHOOL  
AVON ROAD - SEVEN DRIVE

Drawing Status: **ISSUED FOR REVIEW**

Drawn	Design	Date	Scale	Size
VC	VC	24.02.23	NTS	A3

Drawing No: STH LB-Ha\_507\_005\_001

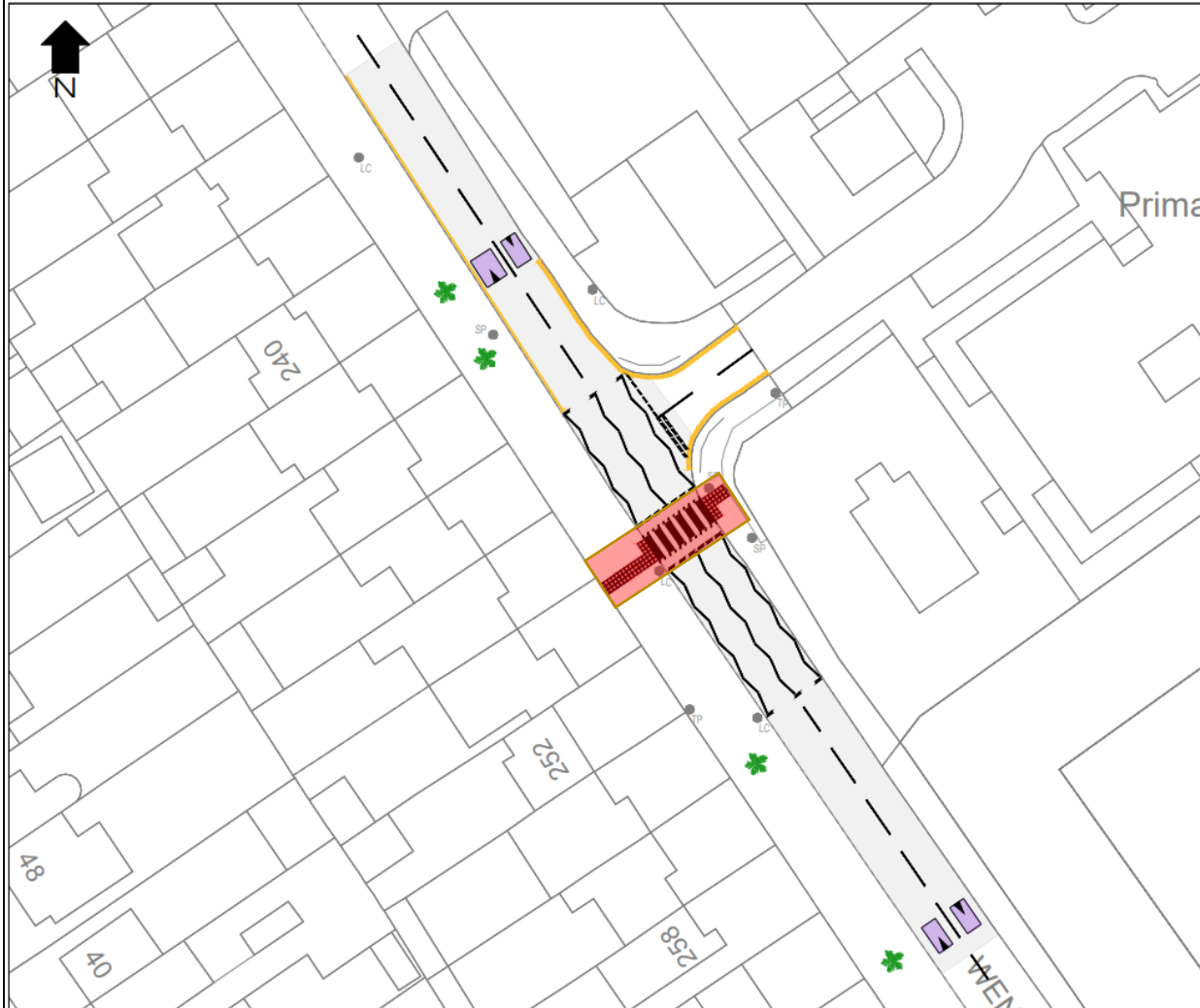
Rev: 1

## Brady Primary School

(i): 147 children (P) and 73 (81 PCU's) vehicle equivalents (V) in the same consecutive 30- minute period, multiplied together in the form  $PV^2$  produces point 'X' on the graph (Attached in Appendix C). The point is within area 'C', NOT reaching the threshold level and almost certainly not justifying the establishment of an SCP site (highlighted red in Figure 11).

**RESULT- 964,467  $PV^2$ .** Site NOT justified based on the  $PV^2$  calculation.

As detailed in section 4.10 of this report, a  $PV^2$  calculation of 4,000,000 is required for the justification of a SCP location. The SCP can be considered as an additional safety feature because of the Zebra crossing facility. The Zebra crossing is in place to afford pedestrians precedence over vehicular traffic and therefore minimizes the risk of a fatality happening at this location. Collision data at the Zebra crossing shows zero fatalities from the past three years which validates its safety and therefore the provision of the SCP can be reviewed.



**LEGEND**

- EXISTING WAITING RESTRICTIONS
- EXISTING ROAD MARKINGS
- TACTILE PAVING
- SPEED CUSHION / RAISED TABLE
- 100M BUFFER ZONE
- LAMP COLUMN
- SIGN POST
- TELEGRAPH POLE
- TREE

Rev	Date	Description	Dm	Chk	App
1	24.02.23	INVENTORY SURVEY	NW	JJ	JJ

**SMART**  
TRANSPORT HUB

Client  
**Havering**  
LONDON BOROUGH

Project  
SCHOOL CROSSING PATROL REVIEW

Drawing Title  
BRADY PRIMARY SCHOOL  
WINNINGTON ROAD - EASTWOOD DRIVE

Drawing Status  
**ISSUED FOR REVIEW**

Drawn	Checked	Date	Scale	Rev
NW	NW	24.02.23	NTS	A3

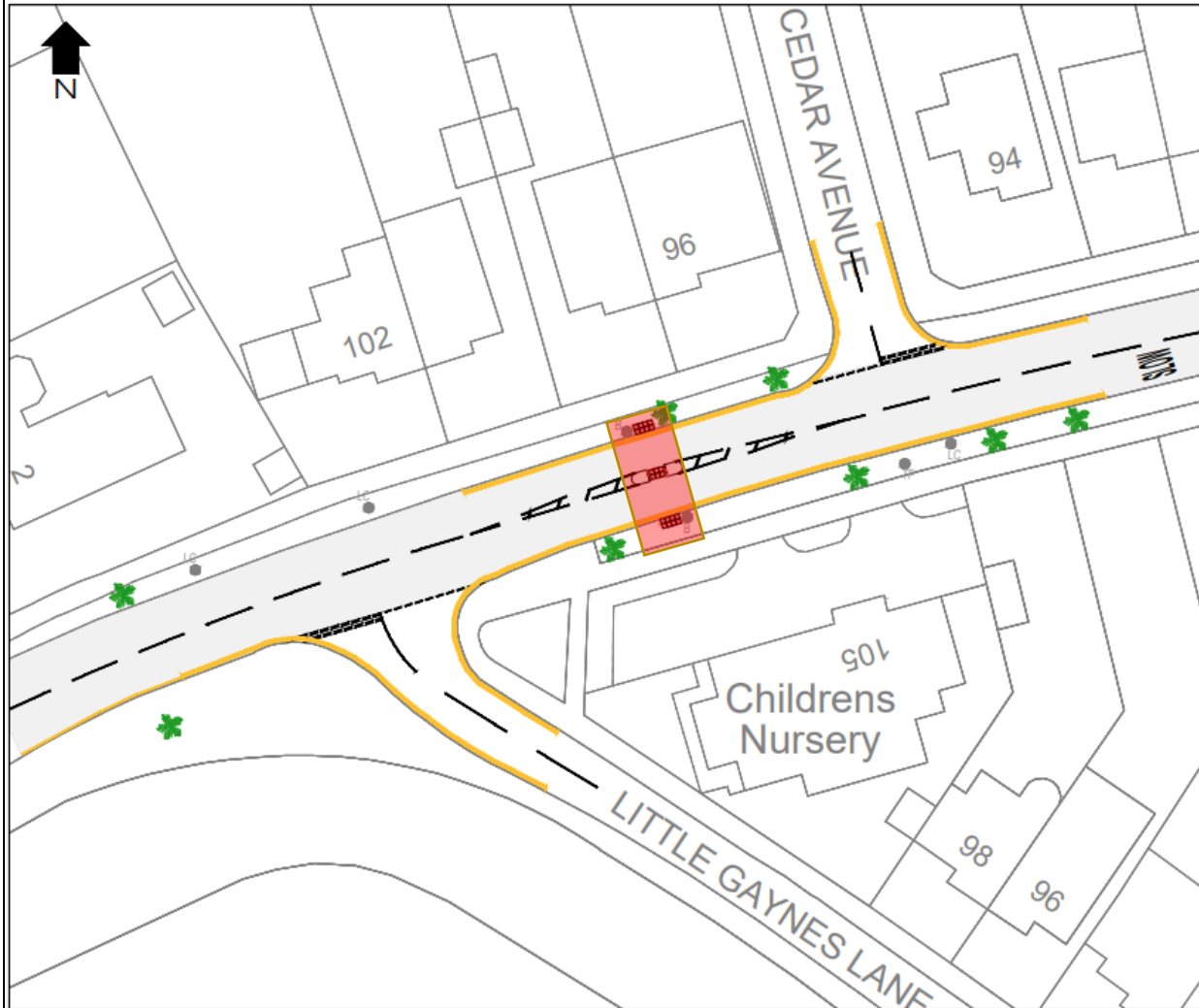
Drawing No. STH\_LBHr\_507\_005\_013

### Branfil Primary School

(i): 60 children (P) and 336 (341.33 PCU's) vehicle equivalents (V) in the same consecutive 30- minute period, multiplied together in the form PV2 produces point 'X' on the graph (Attached in Appendix C). The point is within area 'A', exceeding the required threshold value of 4 x 106 and justifying the establishment of an SCP site (highlighted red in Figure 12). There is no need for further site assessment, or mathematical calculations.

**RESULT- 6,990,370 PV<sup>2</sup>.** Site can be justified based on the PV<sup>2</sup> calculation.

As detailed in section 4.10 of this report, a PV2 calculation of 4,000,000 is required for the justification of a SCP location. The SCP service is a critical safety feature at this site because there is no light controlled or zebra crossing present. Children will therefore depend on the SCPO to assist them with crossing the road which ultimately justifies the SCP. It is worth noting that collision data at the crossing shows zero fatalities from the past three years.



**LEGEND**

- EXISTING WAITING RESTRICTIONS
- EXISTING ROAD MARKINGS
- TACTILE PAVING
- 100M BUFFER ZONE
- LAMP COLLAR
- TELEGRAPH POLE
- BOLLARD
- TREE

Rev	Date	Description	Dim	Chk	App
1	24.02.25	INVENTORY SURVEY		NW	JJ



Client: Havering LONDON BOROUGH

Project: SCHOOL CROSSING PATROL REVIEW

Drawing Title: BRANFIL PRIMARY SCHOOL  
GAYNES PARK ROAD - CEDAR AVENUE

Drawing Status: ISSUED FOR REVIEW

Drawn	Designed	Date	Scale	Size
NW	NW	24.02.25	NTS	A3

Drawing No: STH\_LGHs\_507\_005\_002

Rev: 1

## Wykeham Primary School

(i): 33 children (P) and 128 (131.5 PCU's) vehicle equivalents (V) in the same consecutive 30- minute period, multiplied together in the form PV<sup>2</sup> produces point 'X' on the graph (Attached in Appendix C). The point is within area 'A', exceeding the required threshold value of 4 x 10<sup>6</sup> and justifying the establishment of an SCP site (highlighted red in Figure 13). There is no need for further site assessment, or mathematical calculations.

RESULT- 570,644 **PV<sup>2</sup>**. Site NOT justified based on the PV<sup>2</sup> calculation.

As detailed in section 4.10 of this report, a PV<sup>2</sup> calculation of 4,000,000 is required for the justification of a SCP location. Collision data at the unmarked crossing shows one collision from the past three years which validates its safety and therefore the provision of the SCP can be reviewed.



### LEGEND

- EXISTING WAITING RESTRICTIONS
- EXISTING ROAD MARKINGS
- SPEED CUSHION / RAISED TABLE
- 100M BUFFER ZONE
- LAMP COLUMN
- SIGN POST

Rev	Date	Description	Dim	Chk	App
1	24.02.23	REVISION SURVEY			

**SMART**  
TRANSPORT HUB

**Havering**  
HARROW LODGE LONDON BOROUGH

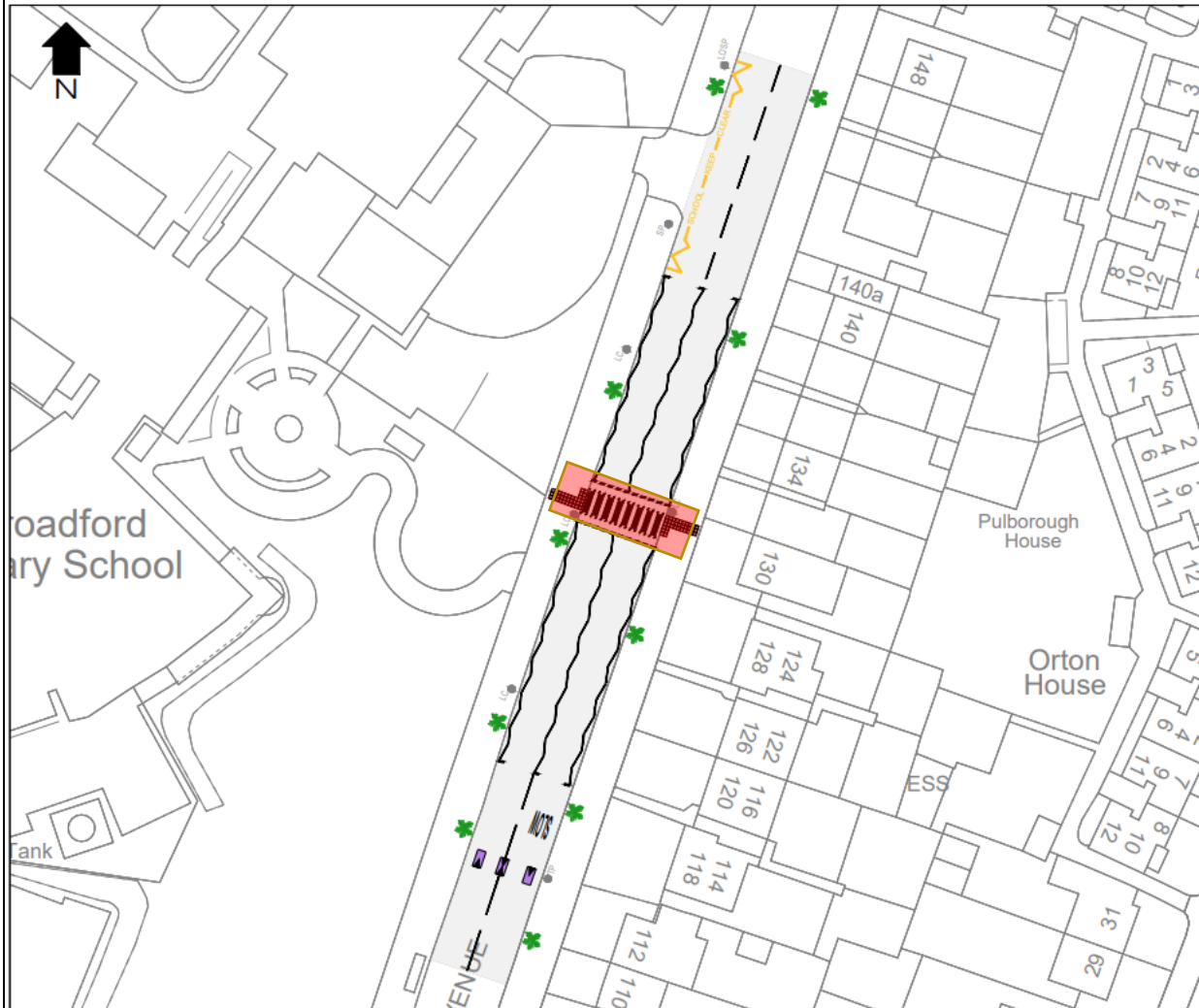
Client					
HARROW LODGE LONDON BOROUGH					
Project					
SCHOOL CROSSING PATROL REVIEW					
Drawing Title					
HARROW LODGE PRIMARY SCHOOL DORIAN ROAD - ALBANY ROAD					
Drawing Status					
ISSUED FOR REVIEW					
Drawn	Designed	Date	Scale	Size	
NW	NW	24.02.23	NTS	A3	
Drawing No.					Rev
STH_LBHia_507_005_006					1

## Broadford Primary School

(i): 84 children (P) and 340 (351 PCU's) vehicle equivalents (V) in the same consecutive 30- minute period, multiplied together in the form  $PV^2$  produces point 'X' on the graph (Attached in Appendix C). The point is within area 'A', exceeding the required threshold value of  $4 \times 10^6$  and justifying the establishment of an SCP site (highlighted red in Figure 13). There is no need for further site assessment, or mathematical calculations.

RESULT- **10,348,884  $PV^2$** . Site can be justified based on the  $PV^2$  calculation.

Contrary to the above, the SCP can be considered as an additional safety feature because of the Zebra crossing facility. The Zebra crossing is in place to afford pedestrians precedence over vehicular traffic and therefore minimizes the risk of a fatality happening at this location. Collision data at the crossing shows zero fatalities from the past three years which validates its safety and therefore the provision of the SCP can be reviewed.



LEGEND	
	EXISTING WAITING RESTRICTIONS
	EXISTING ROAD MARKINGS
	TACTILE PAVING
	SPEED CUSHION / RAISED TABLE
	100M BUFFER ZONE
	LAMP COLUMN
	SIGN POST
	TELEGRAPH POLE
	TREE

Rev	Date	Description	Dim	Chk	App
1	24.02.23	INVENTORY SURVEY		NW	JL

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Client:

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Project:

SCHOOL CROSSING PATROL REVIEW

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Drawing Title:

BROADFORD PRIMARY SCHOOL  
FARINGDON AVENUE - CHATTERIS AVENUE

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Drawing Status:

**ISSUE FOR REVIEW**

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Drawn	Designed	Date	Scale	Size
NW	NW	24.02.23	NTS	A3

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Drawing No. STH\_LBH-507\_005\_004