

HIGHWAYS ADVISORY COMMITTEE

10 December 2013

REPORT

Subject Heading:

**Provision of Pedestrian Crossing
Facility for Oakfields Montessori
School, Upminster**

Outcome of second consultation

Report Author and contact details:

Nicola Childs
Engineer
01708 433103
Nicola.childs@havering.gov.uk

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 document reports on the outcome of a second consultation on the provision of pedestrian improvements in Harwood Hall Lane, outside the Oakfields Montessori School, Upminster.

The scheme is within **Upminster** ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the measures are approved for implementation as detailed in this report and shown on the following drawing:
 - QM021/OB/02.B.
2. That it be noted the estimated cost of carrying out the works is £25,500. This would be met from the 2013/14 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

REPORT DETAIL

1. Background

- 1.1 Oakfields Montessori is an independent school for early years, reception and years one to six. It is situated on the south side of Harwood Hall Lane, Upminster within the Upminster Conservation Area. It is the only school in the borough not served by a footway up to its pedestrian entrance.
- 1.2 As of July 2013, the school has 187 pupils and the percentage of pupils living within 1.2 miles is 47.9%. Considering this is an independent school and pupils may travel from outside of the borough to attend, a significant proportion do live within walking distance.
- 1.3 Harwood Hall Lane starts at its junction with Corbets Tey Road and runs south west for 630m to Aveley Road. It is subject to a 30mph speed limit and a 7.5 tonne weight restriction along its entire length. The road is rural in nature. The only substantial footway runs on the north side from the junction with Corbets Tey Road up to the Corbets Tey School for children with complex learning needs, which lies opposite the Montessori School.
- 1.4 The vehicular entrance to the school is 100 metres south west of the entrance to Corbets Tey School. Some parents choose to walk with their children to and from Oakfields School, which requires walking in the carriageway for 135 metres and through the vehicle access.
- 1.5 For a number of years the school has said that there has been a strong desire from parents for a dedicated pedestrian access to the school,

something which the school has placed in its travel plan and has been campaigning for.

- 1.6 There is an existing pinch point between the entrances to the two schools (road narrows on both sides). Street lighting commences at this pinch point and continues up to Corbets Tey Road.
- 1.7 An automatic classified traffic count was carried out with loops laid in the carriageway between the entrance and exit of Corbets Tey School between Monday 8th July and Sunday 14th July 2013.
- 1.8 The eastbound weekday average 24hr flow was 3341 vehicles and westbound was 4034 vehicles. The 85th percentile traffic speeds (the speed at which 85% of the vehicles are travelling at or below) is 35.56 eastbound and 36.08 westbound. A maximum speed of over 60mph was recorded twice. Staff consider these speeds are especially undesirable outside schools.
- 1.9 These results match the anecdotal evidence from the schools and staff observations of vehicle speeds being excessive through the site, either side of the current build out.

2. Proposal

- 2.1 To enable a safe pedestrian crossing facility into this school it needs to be segregated from the vehicle entrance. Visibility requirements, Conservation Area restrictions and Tree Preservation Orders prevent a footway being constructed within the school boundary. Hence this proposal maintains the build out from the original plan modified to accommodate the large school buses exiting Corbets Tey School. The build out provides pedestrians a large enough area to enter and leave the school and wait to cross the road.
- 2.2 This pedestrian facility would be used by both schools when they have a critical incident evacuation, a drill for which they have once a year when one school evacuates to the other.
- 2.3 The school has funding and a contractor in place for providing a footpath up to and widening the pedestrian gate.
- 2.4 This build out acts as a traffic calming feature with vehicles leaving Upminster having to give way to oncoming traffic. The existing pinch point will be removed and replaced with a round top hump. An additional lamp column will be provided in advance of this hump. This hump will be mirrored with another hump near the eastern boundary of Corbets Tey School. This maintains calmed traffic outside both schools.
- 2.5 There is anecdotal evidence of a speeding issue west of the existing pinch point up to the junction with Aveley Road. This scheme's remit is not to address any specific problems here. However, the 30mph terminal

signs located at the mini roundabout could be moved further into Harwood Hall Lane to ensure they are more visible to drivers. Also, '30' roundels could be provided in addition to the 30mph repeater signs.

- 2.6 Corbets Tey School were concerned about the impact build out would have on the large Havering coaches exiting the school. The shape of the build out has been revised since the last consultation. Staff also marked out the proposed kerb line and observed a coach exiting the school. There is satisfactory room for the manoeuvre.

3. Outcome of Consultation and Staff Response

- 3.1 Forty one letters were posted to residents and businesses in the consultation area plus Oakfields School emailed the letter to its parents on Wednesday 23rd October with replies required by Friday 22nd November. The emergency services were also consulted.
- 3.2 Appendix B is a summary of responses received. 15 responses were received. The ward councillors and parents of Oakfields Montessori School are in favour of the revised scheme. The parents are increasingly keen to see progress as it is something many have been campaigning for, for sometime.
- 3.3 Councillor Durant objected to the scheme suggesting the Oakfields School wall be removed and the footway built 'in' instead of out. This had been considered but is not possible because of lack of intervisibility between drivers and pedestrians; as well planning constraints in terms of impact on the local conservation area and trees with preservation orders within the school grounds.
- 3.4 Cllr S Kelly sought confirmation that the scheme included a build-out, which was confirmed by Staff in the affirmative.
- 3.5 This time, the ward councillors, were in favour of pedestrian safety improvements stating that the single build out will be less confusing to drivers. They are aware that this is the only option that will provide a safe pedestrian access to the school whilst also calming traffic.
- 3.6 The Police also support the proposals.

4. Recommendations

- 4.1 It is recommended that the proposals as publicly consulted are implemented. There is no reasonable alternative option for providing this school with a pedestrian access.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost of carrying out the works is £25,500. This would be met from the 2013/14 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall StreetCare Capital budget.

Legal Implications and risks:

None arising from this scheme.

Human Resources Implications and risks:

The proposal can be delivered within the standard resourcing within Streetcare, and has no specific impact on staffing/HR issues.

Equalities Implications and risks:

Traffic calming can help reduce traffic speeds, traffic volumes and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved in a collision. Some people may be intimidated by traffic speed and so traffic calming may assist in reducing the problem.

The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

BACKGROUND PAPERS

Scheme project file: QM021 – Oakfields Montessori School – Pedestrian Facility.

Appendix B

Summary of Consultation Responses

Response details			Views		Comments
	Date	Name	Object	Agree	
1	23.10.13	Cllr Durant	*		Would prefer the footway widened into the school, removing the wall and trees. (This is not possible as the wall is part of the conservation area and trees are covered by TPOs). Thinks build out will reduce road safety.
2	23.10.13	Cllr S Kelly	/	/	Requested confirmation that the scheme included a build out
3	1.11.13	Parent K	parent	*	Has written on numerous occasions campaigning for a footway.
4	4.11.13	Parent B	parent	*	In favour. It will enable children to walk and cycle.
5	4.11.13	Parent KA	parent	*	In favour.
6	4.11.13	Parent H	parent	*	In favour.
7	4.11.13	Parent L	parent	*	School journey is 30 seconds in car because it's too dangerous to walk. Pupils should have the choice of walking.

8	5.11.13	Parent F	parent		*	In favour.
9	5.11.13	Cllr van den Hende			*	In favour. New design is safer.
10	6.11.13	Parent T	parent		*	In favour.
11	5.11.13	Parent HE	parent		*	In favour but plans not enough. Should have speed camera, DYs around ne entrance. Build out will cause congestion.
12	8.11.13	Parent B	parent		*	In support
13	11.11.13	Cllr Ower			*	In favour
14	10.11.13	Cllr Hawthorn			*	In favour. Concerned about horse boxes from stable driving over humps.
15	14.11.13	Police			*	Police have no issues and support the scheme.
16	21.11.13	Corbets Tey School			*	In favour, after allaying concerns of exiting buses.
41	Letters posted to residents & businesses. (Parents of Oakfields emailed by the school.)					