



HIGHWAYS ADVISORY COMMITTEE

10 December 2013

REPORT

Subject Heading:

**Provision of Pedestrian Crossing
Facility for Gidea Park Primary School,
Gidea Park**

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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 document reports on the outcome of a consultation on the provision of pedestrian improvements in Lodge Avenue, outside Gidea Park Primary School, Gidea Park.

The scheme is within **Romford Town** 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:
 - QM022/OB/01.B.
2. That it be noted the estimated cost of carrying out the works is £12,700 (plus a further possible cost payable to BT of up to £14,408 to relocate a telegraph pole). 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 Gidea Park Primary School main entrance is on Lodge Avenue, Gidea Park. The school has 420 pupils on its roll for 2013. The street, running from Lodge Avenue north to Main Road, has a 30mph speed limit with continuous parking bays, extending across private driveways. The parking bays are for resident permit holders Monday to Friday between 9.15am and 10am.
- 1.2 The school has raised issues in its School Travel Plan of vehicles driving too fast along Lodge Avenue and parents parking on the School Keep Clear markings and across private drives. These are perpetual problems but are beyond the remit of this scheme.

2. **Proposal**

- 2.1 To provide a traffic calming feature that benefits pedestrians crossing for the school and to minimise loss of parking, a build out with flat top hump is recommended.
- 2.2 The footway will be built out 1.8 metres outside property numbers 169 and 171, opposite the school. The road will be 5.5 metres wide here. The parking bay that extends from number 165 to 175 is almost 2.3 metres into the carriageway. This will be reduced to 1.8 metres to be in line with the build out and which is also the design width for a parking bay. This

provides pedestrians with better visibility in order to cross the road. The School Keep Clear marking outside the school will be maintained.

- 2.3 A single flat top hump will be provided at the build out as a traffic calming feature. This will raise the carriageway to the same level as the footway for easier crossing by pedestrians.
- 2.4 The proposal will require the removal of a mature London plane tree. Whilst unfortunate to lose such an established tree, it has severely damaged the footway, kerb and carriageway and will continue to be a maintenance liability. Six replacement trees will be planted in the locality but a species more suited to a highway location.
- 2.5 There is a telegraph pole and lamp column outside numbers 169 and 171 Lodge Avenue which should be relocated to ensure pedestrian desire lines are not impeded. The relocation of the lamp column is straight forward and has been included in the scheme estimate.
- 2.6 BT (British Telecom) has quoted a cost of £13,000 to relocate the telegraph pole away from the build out. This is a worse case scenario and provides for two new poles, depending on where they can be relocated. For BT to produce a detailed estimate, a fee of £1407.40 is payable in advance and is non-refundable. This will not be pursued unless the Highways Advisory Committee recommends that the scheme proceeds and the Cabinet Member approves implementation.

3. Outcome of Consultation and Staff Response

- 3.1 Twenty one letters were posted to residents and businesses in the consultation area plus Gidea Park School emailed the letter to its parents on Monday 21st October with replies required by Friday 22nd November. The emergency services were also consulted.
- 3.2 Appendix B is a summary of responses received. Only four responses were received regarding the proposal: two were in favour, one objected and the last only discussed the school's other entrance. Those in favour recognised that the scheme would assist children crossing Lodge Avenue and would support the school's travel plan. The resident objecting discussed how bad the situation is with some parents wanting to park very close to the school and blocking residents' driveways. He did not mention the benefit the build out would bring to pedestrians crossing the road.
- 3.3 The residents of numbers 169 and 171 requested a meeting on site with staff to discuss how the build out would affect their driveways. The build out was marked on the carriageway and once explained to them, they were satisfied of the benefits of the scheme.

4. Recommendations

- 4.1 It is recommended that the proposals be implemented as advertised and consulted.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost of carrying out the works is £27,108, including £14,408 should the telegraph be moved. 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: QM022 – Gidea Park Primary School.

Appendix B

Summary of Consultation Responses

Response details				Views			Comments
	Date	Name	Address	Object	Agree	?	
1	22.10.13	Resident 1	Main Rd			*	Highlights problem in St Ivians Drive. DYL are ignored.
2	22.10.13	Resident 2	137 Lodge Ave		*		Supports hump as speed of traffic in Lodge is hazard to children crossing.
3	22.10.13	School	Lodge Avenue		*		Welcomes the scheme - it supports the work of their STP
41	Letters posted to residents & businesses.			0	2	1	