

LONDON BOROUGH OF RICHMOND UPON THAMES

DATE: 09 January 2012

REPORT OF: The Cabinet Member for Highways and Streetscene

LEAD OFFICER: Aurang Zeb - Head of Highways & Transport

SUBJECT: Meadlands Primary School - Proposed Safety Measures

WARDS: Ham, Petersham and Richmond Riverside Ward

KEY DECISION?: NO

IF YES, IN FORWARD PLAN?: N/A

For general release

1. PURPOSE OF THE REPORT

- 1.1 To report the results of a public consultation regarding proposed safety measures on Broughton Avenue, adjacent to Meadlands Primary School.

EXECUTIVE SUMMARY

The council has been working with key stakeholders, including ward Councillors, the Headteacher and parents at the school to develop a package of measures aimed at improving safety for children around the school entrances. This report summarises the responses received from local residents and makes a number of recommendations, taking the views of residents into consideration where feasible.

2. RECOMMENDATIONS

It is recommended that the Cabinet Member for Highways and Street Scene approves:

- the proposed measures for implementation detailed on Drawing Number 2270.DD.GL.001 rev A in Appendix C of this report.
- The advertisement of a Traffic Management Order under Section 6 of the Road Traffic Regulation Act 1984 for the proposed School Keep Clear markings and extended waiting restrictions.
- If no representation is received to the TMO, to approve the making of

3. DETAIL

- 3.1 In 2007, a safety scheme was introduced in Broughton Avenue adjacent to Meadlands Primary School. This scheme consisted of three raised tables and was aimed at reducing vehicle speed at and around the school site. At that time, there was not considered significant justification for introducing a formal crossing point, such as a zebra crossing.
- 3.2 Since completion of the scheme, the Council has been contacted by both parents and the school requesting that consideration is given to providing a crossing area on Broughton Avenue. A number of site visits have been undertaken during peak school times and issues have been observed as a result of parents crossing between parked vehicles and also at the mouth of the junction of Simpson Road.
- 3.3 Given that pedestrian movements are relatively low out of school times and also that school crossing movements are spread across the school frontage, there is not considered sufficient justification to consider the introduction of a zebra crossing. A crossing of this nature would also impact greatly on residents parking as vehicles would not be permitted to park on the associated zebra zig-zags at any time.
- 3.4 A package of measures has been developed, in conjunction with the key stakeholders at the school and include:
- an additional school keep clear marking opposite the school and changes to the existing markings to create a clear area at peak school times, ensuring pedestrians have clear visibility in both directions.
 - the construction of an informal crossing point close to the school entrance and within the boundary of the school keep clear markings. This will consist of dropped kerbs, pedestrian guard railing and bollards.
 - wooden bollards on the south side of the Simpson Road junction with Broughton Avenue to deter footway parking.
 - footway widening at the Lock Road junction to significantly reduce the pedestrian crossing distance and slow vehicle speeds into and out of the junction.
 - three new school warning flashing signs on each approach to the 'safety zone' installed on upgraded lighting columns.
 - Improvements to the general street lighting around the school with improved streetscape within the scheme boundaries.

4. CONSULTATION

- 4.1 A total of 192 consultation packs containing a letter and drawing outlining the proposed measures were delivered to properties within the vicinity of the school, the consultation package is attached as Appendix A. The residents within the consultation area and the school were asked for comments on the proposals. The consultation period closed on 22 December 2011 with only 11 written responses received and two phone calls making a total response of 13 (a response rate of 6.8%).
- 4.2 Key concerns raised by local residents, and officers responses are tabled in Appendix B.
- 4.3 Based on the consultation results and following further site assessment, the following changes are proposed:
- wooden bollards are now proposed on both sides of the Simpson Road junction with Broughton Avenue. The kerb will effectively be realigned on the northern side to accommodate the bollards at that location.
 - the kerb build-out proposed at the Lock Road junction has been amended to ensure that no parking loss occurs. The revised layout will still provide a positive benefit to pedestrians by reducing the crossing distance at the junction.
 - the short length of double yellow line between the existing bus stop clearway is no longer recommended.
- 4.4 One of the key concerns raised was in relation to the loss of residents parking resulting from the proposal. The additional and extended school keep clear markings will only impact on parking during the beginning and end of the school day. Parking will still be permitted during weekends, evenings and key holiday periods. It is essential that the loss of residential parking is balanced against the improved safety for school children. The proposed extension to the double yellow line on the school side, between the School Keep Clear marking and Kingfisher Close, is not considered to remove residential parking as this area is rarely used by residents. The restriction is proposed to deter parents from parking in this location when dropping off or collecting their children from school.
- 4.5 A further concern raised from the consultation was in relation to illegal parking by parents. The proposed school keep clear markings will provide a clear area and any vehicle parking on these during operational periods could be subject to a Penalty Charge Notice. Following scheme implementation, enforcement will be undertaken regularly as is the case outside of most borough schools.

Ward Councillor Comments

- 4.5 One ward councillor supported the scheme, no responses received from the other two councillors.

5 FINANCIAL IMPLICATIONS

- 5.1 The overall cost of this scheme is estimated at £20,000. This cost includes officer time, civils works, street lighting, signage costs and footway renewal from the school to the new informal crossing. This scheme could be funded from the Transport for London LIP 2012/13 allocation.

6. POLICY IMPLICATIONS/CONSIDERATIONS

- 6.1 The proposals are in line with the following policy statements from the Development Management Plan:

DM TP 6 -The Council will ensure that:-

1. New development and schemes protect, maintain and, where appropriate, improve the existing pedestrian infrastructure, including the Rights of Way network.
2. New development does not adversely impact on the pedestrian environment and provides appropriate pedestrian access
3. New development and schemes improve the safety and security of the pedestrian environment where appropriate.

DM TP 7 - To maintain and improve conditions for cyclists, the Council will ensure that new development or schemes do not adversely impact on the cycling network or cyclists and provide appropriate cycle access and sufficient, secure cycle parking facilities

7. RISK ASSESSMENT

There are not considered to be any risks resulting from the implementation of this scheme.

8. EQUALITY IMPACT/CONSIDERATIONS

The safety improvements will greatly assist more vulnerable pedestrians and schoolchildren who walk to and from school. There will be a reduction in on street parking spaces resulting from this scheme, during the hours of operation of the School Keep Clear Markings.

9. LEGAL IMPLICATIONS

None identified.

10. ENVIRONMENTAL IMPLICATIONS

There will be a focus on streetscape improvements during the construction stage with footway renewal, removal of posts and signage if possible and improved street lighting.

11. BACKGROUND DOCUMENTS:

Consultation letters and letters of representations for all proposals are kept in the Transport Planning Office.
LBRuT Public Space Design Guide.
London Borough of Richmond upon Thames, Development Management Plan and the Core Strategy DPD

12. CONTACTS

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