

ASSEMBLY

1 MARCH 2006

REPORT OF THE DIRECTOR OF REGENERATION

This report is submitted under Agenda Item 3(f). The Chair will be asked to determine whether this report can be considered at the meeting under the provisions of Section 100B(4)(b) of the Local Government Act 1972 as a matter of urgency.

Title: Petition – Road Safety Measure in the area around Cambell Schools	For Decision
<p>Summary:</p> <p>The Council has received a petition from Cambell Junior School and members of the surrounding community regarding road safety concerns in local roads and footpaths, particularly when children are coming to, or leaving the school.</p> <p>The petition states concerns regarding ‘Safety for our children against illegal parking outside of Cambell Schools, however, it is clear that there is concern regarding traffic movement as well as parking.</p> <p>Accident numbers appear to be quite low in the area and, therefore, it is unlikely that it will receive priority in terms of road safety intervention, however, the Council has been successful over a number of years in attracting Transport for London funding for 20 mph Zones.</p> <p>Following discussion with the Head Teacher of Cambell Junior School and consideration of measures that could be introduced to support a 20 mph Zone, this report recommends that the area around Cambell schools be included in the Council’s Borough Spending Plan submission to Transport for London for a 20 mph Zone. The final design of the Zone will be determined once funding has been secured and in consultation with the ward councillors, the local community and the schools.</p> <p>Wards Affected: Goresbrook Ward</p>	
<p>Implications:</p> <p>Financial:</p> <p>A bid is to be made to Transport for London to fund the scheme via the Borough Spending Plan</p> <p>Legal: None.</p> <p>Risk Management:</p> <p>It will be necessary to ensure that the bid to Transport for London is of sufficient quality to attract appropriate levels of funding.</p> <p>Social Inclusion and Diversity: None.</p>	

Crime and Disorder: None.		
Recommendations		
The Assembly is asked to agree:		
<ol style="list-style-type: none"> 1. That the Cambell Schools area is included in the next Borough Spending Plan submission to Transport for London for the implementation of a 20 mph Zone with associated traffic management/calming features 2. Subject to funds being made available in due course, a scheme will be implemented after consultation with ward Members, the local community and the schools. 		
Reason		
To respond to a request from the community at Cambell Schools for measures that will improve road safety. Improvements at and around the school area will reduce the potential for accidents and may encourage more children to walk to school.		
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1. Introduction and Background

- 1.1 The Council received a petition containing signatures of 106 addresses from the community around the Cambell Schools in Langley Crescent requesting that measures be taken to reduce hazardous parking. Although this is the heading that appears on the petition, it is clear from discussions with the Head Teacher of Cambell Junior School and the local ward councillors that there is also concern about traffic volume and speed in the general area.
- 1.2 Police accident statistics for the previous three years show two accidents at the junction of Langley Crescent with Gale Street and two near the junction of Arden Crescent and Amesbury Road. There are no reported accidents within Langley Crescent outside the school.
- 1.3 As with many schools in the Borough, the area becomes highly congested with parked vehicles of parents who attend the school to deliver or collect their children. The Cambell Junior School does not have a Travel Plan in place to encourage more children to walk to school, however, the Head Teacher has recognised the need for such a Plan. The Council's Road Safety Team will actively support both the Junior and Infant school in developing their Plans over the coming months.
- 1.4 Each year the Council submits a Borough Spending Plan to Transport for London as part of the bidding process for a range of schemes. Submissions are made in July and generally allocations are announced in November/December for funding to be provided in the following financial year.

1.5 Unless Transport for London changes their format for submissions, the opportunity will exist to bid for schemes to implement 20 mph Zones.

2. Current Position

2.1 Officers met with the Head Teacher of Cambell Junior School and the three ward councillors of the area to discuss the petition and potential works that could address concerns. It was acknowledged that the area may not become a high priority for road safety funding as these budgets are generally prioritised on the basis of intervention at sites where the most accidents were occurring.

2.2 It was agreed to recommend to the Assembly that the area be included in the next Borough Spending Plan for consideration of a 20 mph Zone with associated traffic management/calming features.

3. Report Detail

3.1 It has been recognised that there is considerable congestion around the school during the period when parents collect or deliver their children. Footway parking and other forms of hazardous parking is prevalent.

3.2 There are a range of measures that could be introduced to change the nature of traffic movement and speed in the area and these were discussed with the Head Teacher of Cambell Junior School and ward councillors.

3.3 Consideration can be given to the following:

- Make some of the roads one way to help control traffic flow – This can lead to an increase in traffic speed if calming features are not introduced
- Traffic calming features – speed humps or tables. Tables also provide improved accessibility by providing safer crossing points
- Build outs – features that reduce the width of the road thereby reducing the distance a pedestrian has to cross the road and also improves visibility between the pedestrian and the driver
- Parking control – by changing the areas where parking is permitted; there could be an increase in parking capacity for residents and at the same time reducing the number of legitimate parking bays on the footpath outside the schools. Additional enforceable yellow line restrictions can be introduced to try to control where parking occurs. It may still be necessary to introduce street furniture to protect the footpath

3.4 Traffic management and calming features are all aspects that would support the introduction of a 20 mph Zone for the area.

3.5 Although it was clear that many children attending the school live south of the A13, improvements in the pedestrian subway, footbridge and footpaths between the Scrattons Farm Estate area should not preclude the schools making every effort to encourage children and/or parents with their children walking to school. Road Safety officers will be encouraging and supporting the schools over the next few months to ensure that robust Travel Plans are in place. This in turn will aid submission bids to Transport for London as School Travel Plans are becoming a pre-requisite for a number of funding opportunities via the Borough Spending Plan route.

4. Implications

- 4.1 There is clear support for the Council to undertake measures in the area to improve road safety and thereby improve the local environment. Funding may be secured from Transport for London via the Borough Spending Plan and from this work it should be possible to reduce the potential for accidents and possibly improve some of the local roads and footpaths.

5. Consultees

- 5.1 The contents of this report correspond with that agreed with Councillors Northover Porter and Thomas.

- 5.2 This report has been circulated to the following:-

Ken Jones – Acting Director of Regeneration
Jim Mack – Head of Asset Strategy and Capital Delivery
Alex Anderson – Head of Finance
David Higham – Group Manager – Strategic Transportation
Barbara Cronin – Road Safety Manager

Background Papers Used in the Preparation of the Report:

- Petition
- Accident statistics for the area around Cambell schools