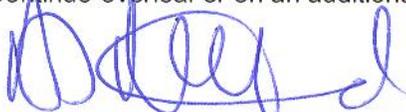


## ED2. EXECUTIVE DECISIONS BY A CABINET MEMBER OR AN OFFICER

<b>A. Report Title:</b> Petition for a pedestrian crossing outside Warren Primary School, Chafford Hundred	
<b>B. Report Author(s):</b> Tina Wong	<b>Tel: 01375-413326</b> <b>E-mail:</b> twong@thurrock.gov.uk
<b>C. Decision Maker:</b> Andrew Millard	
<b>D. Position held:</b> Head of Strategic Planning and Delivery	
<b>E. Key decision: YES/NO</b>	<b>F. Delegation ref:</b>
<b>G. Is the decision urgent? YES/NO</b>	
<b>H. If yes, state why.</b>	

<b>I. DECISION (strike out whichever does not apply) :</b>	
1. I agree the recommendations in the attached report for the reasons given in the report; <b>OR</b>	
<del>2. *My decision is:</del>	
*The reason for my decision is:	
* <del>Continue overleaf or on an additional sheet if necessary.</del>	
<b>Signed:</b> 	<b>Date:</b> 2-11-09

### URGENCY

Democratic Services will arrange for the completion of the following:	
<b>J. I confirm that in my opinion a decision on this matter is urgent and cannot reasonably be delayed:</b>	
<b>Signed:</b>	<b>Date:</b>

*To be completed by Democratic Services*

<b>Date decision received by Dem. Services:</b>	<b>Date decision published:</b>
<b>Implementation date:</b>	
<b>Relevant O &amp; S Committee:</b>	

<b>May 2009</b>	<b>ITEM</b>
<b>Delegated Decision Report</b>	
<b>PETITION FOR A PEDESTRIAN CROSSING OUTSIDE WARREN PRIMARY SCHOOL, CHAFFORD HUNDRED</b>	
<b>Portfolio Holder:</b> Councillor Neil Rockliffe, Highways and Transport	
<b>Wards and communities affected:</b> South Chafford	<b>Key Decision:</b> Non-key
<b>Accountable Head of Service:</b> Andrew Millard, Head of Strategic Planning and Delivery	
<b>Accountable Director:</b> Bill Newman, Corporate Director of Sustainable Communities	
<b>This report is public</b>	
<b>Purpose of Report:</b> To consider a petition for a request for a pedestrian crossing and traffic control measures at peak times to be implemented outside Warren Primary School	

**1. RECOMMENDATIONS:**

- 1.1 It is recommended the existing waiting restrictions be amended to restrict parking at school peak times and therefore be amended to Monday - Friday, 8-9am and 3-4pm as referred in paragraph 3.3.**
- 1.2 It is also recommended that 2no dropped kerbs are provided in the vicinity of 29 Gilbert Road, as referred in paragraph 3.4**
- 1.3 It is further recommended that the additional ‘School Keep Clear’ marking is implemented as referred in paragraph 3.5**
- 1.4 To incorporate a 20mph Zone as referred in paragraph 3.7 and to involve Warren Primary School in producing a design for the supplementary plate that accompanies the entry signs to the Zone.**

- 1.5 That funding for the above recommendations is financed from the Area Traffic Calming budget allocation for Chafford Hundred, carried forward from the 2008/9 Integrated Transport Programme.**

**2. INTRODUCTION AND BACKGROUND:**

- 2.1 A petition was presented to the Council in November 2008 requesting the implementation of a pedestrian crossing and parking control measures at peak times on Grifon Road and Gilbert Road outside Warren Primary School in Chafford Hundred. Both of these roads are fairly quiet, residential roads apart from school drop off and pick up times, when the roads get heavily congested in the immediate vicinity of the school.
- 2.2 The petition holds 110 signatures from parents and local residents requesting the implementation of a pedestrian crossing outside the school.
- 2.3 There are existing waiting restrictions, Monday – Friday, 1-2pm along Gilbert Road and Grifon Road, which were implemented to relieve commuter parking problems associated from Chafford Hundred railway station.
- 2.4 Gilbert Road and Grifon Road were traffic calmed in 2000/2001 as part of an Area Traffic Calming scheme carried out in the Chafford Hundred area. The measures include various speed tables and junction tables along Gilbert Road and Grifon Road.
- 2.5 There are currently no pedestrian crossing facilities in the vicinity of the school. There is sufficient space on the highway to implement a Zebra crossing outside the school, in front of house number 29 Gilbert Road. However, the problems being experienced with congestion and concerns over the safety of pedestrians are only at the school peak times.
- 2.6 Since the initial drafting of this report, a budget allocation of £20,000 has been approved within the 2009/2010 Integrated Transport Programme for the investigation and implementation, if feasible, of a pedestrian crossing outside the school. This funding would not be required if the recommendation made in paragraph 1.5 is upheld.

**3. ISSUES AND/OR OPTIONS:**

- 3.1 During the busy school drop off and pick up times Gilbert Road and Grifon Road get particularly congested, similar to most other schools within the borough, with many vehicles parking on the footways and on junctions.
- 3.2 The existing restrictions on Gilbert Road and Grifon Road do not currently cover the school peak times (currently Mon-Fri 1-2pm). It would be beneficial to amend the restrictions to reflect school times and to facilitate and assist patrols by the Civil Enforcement Officers.

- 3.3 It is therefore recommended that the waiting restrictions be changed from Monday – Friday 1-2pm to Monday – Friday, 8-9am and 3-4pm and applied to the entire length of Gilbert Road, incorporating the junction with Gabriel Close and both sides of Grifon Road, between Rainbow Road and Girona Close, encompassing the junctions of all the side roads along this length. This includes the addition of parking restrictions to a short length where there are currently no restrictions (Grifon Road between the junction with Gilbert Road and Girona Close).
- 3.4 Introducing waiting restrictions within the school peak times would help relieve parking congestion and make crossing the road safer for parents and pupils. To assist pedestrians with prams and wheelchairs, a dropped kerb could be provided in front of house number 29 Gilbert Road. The cost of implementing the above restrictions is estimated to be £2,000. The cost of implementing a set of dropped kerbs with tactile paving is estimated to be approximately £1,200.
- 3.5 In addition to the amended yellow line restriction, a ‘School Keep Clear’ marking could also be applied directly in front of the school.
- 3.6 Single yellow line restrictions are subject to a 5 minute observation period by the Civil Enforcement Officer before a Penalty Charge Notice is issued. However, ‘School Keep Clear’ markings provide a stricter restriction as there is no observation period and Blue Badge Holders are not permitted to park within the marked area and it is not permitted for any driver to stop to drop off passengers. The restriction time for the ‘School Keep Clear’ marking would be No Stopping, Monday – Friday 8am–5pm and would cover the entrance/exit of the school car park. The cost of implementing the above restrictions is estimated to be £1,300.
- 3.7 In addition to the restrictions, the introduction of a 20mph zone would provide an additional benefit to reduce vehicle speeds outside the school to make crossing the road safer for school children and pedestrians. Since the roads are already traffic calmed, a 20mph zone would already be self-enforceable, (as would be required), so there would be no need for the implementation of additional measures. This would entail new signage being erected at the entry points of the Zone, which is proposed for Grifon Road, from the junction with Hyde Close to the junction with Hayley Close and all of Gilbert Road. The cost of implementing a 20mph zone is estimated to be £2,500.
- 3.8 To provide a more encompassing package of measures, the introduction of a 20mph Zone would keep vehicle speeds to a minimum in the vicinity of the school. With the increased visibility that would be created as a result of the implementation of the parking restrictions at school peak times, a safer environment would be created. To encourage knowledge and awareness of the importance of the 20mph Zone, Warren Primary School could be invited to produce relevant artwork to accompany the speed limit entry sign, as permitted in the Traffic Signs Regulations and General Directions 2002. Involving the pupils of a school in road safety projects has proved successful

in other areas around the borough as this encourages pupils to be more aware and interested in the environment they are in.

- 3.9 It is considered that the measures detailed above would provide the safer environment that is called for in the petition.

#### **4. CONSULTATION (including Overview and Scrutiny, if applicable)**

- 4.1 This report is not subject to Overview and Scrutiny.

##### **4.2 Member Consultation**

A Portfolio Holder meeting was held on 20<sup>th</sup> July and the consideration of a zebra crossing outside Warren Primary School was discussed. The Portfolio Holder advised that he supports the recommendations in this report, but requires an additional recommendation that a 12-month review is carried out and reconsideration for the need for a zebra crossing.

- 4.3 Ward members were consulted between, 28<sup>th</sup> July – 5<sup>th</sup> August 2009. Following consultation with Councillor Ojetola on 3<sup>rd</sup> August 2009, he indicated that he is in agreement with the recommendations of this report and that he would also prefer that a zebra crossing is still implemented, with lights, following his informal consultation with residents. The consultation material with residents should be available from Councillor Ojetola as supporting evidence should this be required.

#### **5. IMPACT ON CORPORATE POLICIES, PRIORITIES, PERFORMANCE AND COMMUNITY IMPACT**

- 5.1 These actions accord with the Council priorities to create a safer environment.

#### **6. IMPLICATIONS**

##### **6.1 Financial**

Implications verified by: **Meinir Hall**  
 Telephone and email: **01375 652147**  
**mhall@thurrock.gov.uk**

Should the recommendations be carried forward for implementation, sufficient funding is available within the 2009/2010 Integrated Transport Programme or this can be financed using Chafford Area Traffic Calming Budget which rolled over from the 2008/2009 Integrated Transport Programme of Works.

##### **6.2 Legal**

Implications verified by: **Philip Edge**  
 Telephone and email: **01375 652040**  
**pedge@thurrock.gov.uk**

Should the recommendations be carried forward for implementation, any amendment to parking restrictions, provision of School Keep Clear and creation of 20mph Zone will be subject to the making of a Traffic Regulation Order.

### 6.3 **Diversity and Equality**

Implications verified by: **Samson DeAlyn**  
 Telephone and email: **01375 652472**  
**sdealyn@thurrock.gov.uk**

The Council has a statutory duty under the Disability Discrimination Act 2005 to promote equality of opportunity in the provision of services. The Council may want to consult with local residents and in particular disabled road users on the impact of these proposals. A pedestrian crossing and an increase in dropped kerbs would enable younger people, older people and disabled people to access Warren Primary School by foot with greater ease. The Council may want to consider installing a Puffin crossing to increase pedestrian control and greater accessibility for visually impaired people. The Council should consider what impact applying "School Keep Clear" markings to the entrance and exit of the school will have on Blue Badge Holders and whether there is alternative parking and dropping off points for disabled parents and children to access the school.

### 6.4 **Other implications (where significant) – i.e. Section 17, Risk Assessment, Health Impact Assessment, Sustainability, IT, Environmental**

## 7. **CONCLUSION**

- 7.1 A budget of £20,000 has been allocated to investigate and implement if appropriate, a pedestrian crossing and parking control measures outside Warren Primary School within the 2009/10 Integrated Transport Programme.
- 7.2 Due to congestion and footway parking during the busy school peak times, it is recommended to amend the existing waiting restriction times to reflect these peak periods with additional 'School Keep Clear' markings also to be introduced outside the school entrance. The amended waiting restrictions will help relieve congested parking and improve visibility for crossing the carriageway. Further to this additional pedestrian dropped kerb is to be provided to facilitate pedestrian crossing.
- 7.3 Since the area is already extensively traffic calmed it would be of additional benefit to formally introduce a 20mph Zone in the vicinity of the school, which will raise drivers' awareness to keep speeds at a minimum.

7.4 There are sufficient funds available to carry out the recommendations as stated in 1.1 - 1.4 within the Integrated Transport Programme.

**BACKGROUND PAPERS USED IN PREPARING THIS REPORT:**

**APPENDICES TO THIS REPORT:**

- Consultation material with residents available from Councillor Ojetola.

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