

Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise, Tourism and
the Environment

to

**Traffic and Parking Working Party
and Cabinet Committee**

on

28th October 2010

Agenda
Item No.

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Safer Journeys to School Programme – Prince Avenue Primary Schools and St. Michael's Preparatory School

A Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 To advise the Working Party on progress on the Safer Journeys to Schools programme and seek views on the engineering measures identified at Prince Avenue Primary Schools and St. Michael's Preparatory School.

2. Recommendation

- 2.1 **That Members support the development and implementation of improvement measures at the two schools and that approval be given for the statutory notices required and provided there are no objections to the statutory consultation, to proceed to implementation.**

3. Background

- 3.1 The Safer Journeys to School programme has been a key element of the current Local Transport Plan (LTP). The aim of the programme has been to reduce the dependency on cars during the school run by improving safety and reducing congestion around the schools and thereby encouraging other modes of travel such as walking and cycling.
- 3.2 A report to the Traffic and Parking Working Party on 24th July 2008 listed five schools for improvement measures and three of these have been completed this year.
- Earls Hall Infant and Junior School
 - Leigh North Street Infant and Junior School
 - Edwards Hall Primary School

- 3.3 Consultation exercises have been carried out with Teachers, Pupils, Parents and area community Police officers at the two remaining schools and proposals have been developed and are summarised below.

St. Michael's Preparatory School

- Proposed Zebra Crossing in Hadleigh Road south of Vernon Road
- Loading Ban to stop vehicles parking at the northern end of Vernon Road at its junction with Hadleigh Road.

Prince Avenue Primary Schools

- Proposed 20mph Limit for Hornby Avenue between Rochford Road and Cranston Avenue.
- Proposed Zebra Crossing in Hornby Avenue just east of pedestrian entrance/exit to the school.

- 3.4 More extensive measures had originally been envisaged outside Prince Avenue Schools such as speed cushions, and entry treatments, however a five day 24 hour speed survey has shown that the 85th percentile speed is between 20mph and 24mph and therefore a 20mph speed limit without any speed reducing measures would be appropriate. Furthermore with funding for the two schemes now reduced to £80,000 it is unlikely that any satisfactory speed reducing scheme could be incorporated within that budget.

- 3.5 The assessment of the suitability of a site for the installation of a zebra crossing is contained in the Local Transport Note 1/95 produced by the Department of Transport.

- 3.6 This document outlines how an assessment of a site should be carried out. Counts of number of vehicles and pedestrians crossing the road over a specified time period are undertaken and the composition of pedestrians and type of vehicles is classified as are other factors such as road width, speed limit and time taken waiting to cross the road. Clearly those sites with both high percentage of vehicles and pedestrians conflicting during peak periods are the ones most likely to meet this criteria.

- 3.7 Indications from site analysis are that neither site would meet the normal criteria for the installation of a zebra crossing facility but in view of the need to provide safer crossing places close to the schools it is recommended that agreement be given to the proposals at both sites.

- 3.8 Plans of the proposals will be displayed at the meeting detailing the above proposals.

4. Other Options

None

5. Reasons for recommendations

To improve road safety

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

Implementation should add to customer satisfaction by reducing concerns about road safety. Implementation also supports the Council's priority to improve Community safety through improved road safety.

6.2 Financial Implications

The resource implications of this report are limited to the ongoing revenue costs for maintenance. The projects will be funded from the LTP 2010/11 allocation.

6.3 Legal Implications

There are no legal implications

6.4 People Implications

Improved safety for road users around the schools with the expectancy of a reduction in the number of road accidents.

6.5 Property Implications

There are no property implications

6.6 Consultation

A consultation exercise was carried out with both schools which included Teachers, Pupils, Parents and representatives from the Police

6.7 Equalities and Diversity Implications

The proposals are designed to assist all pedestrians, including elderly, in using the highway network

6.8 Risk Assessment

The principal risks to the Council from the outcome of this report are a negative impact on Customer Satisfaction and the failure to implement the project. Negative effects on customer satisfaction are mitigated through being able to respond to customer concerns in the first instance and subsequently consulting on the proposals.

6.9 Value for Money

Value for money is implicit in the project being developed and implemented through LTP funding.

6.10 Community Safety Implications

Community safety will directly benefit through the improvement to road safety.

6.11 Environmental Impact

There will be a local environmental improvement through improved road safety in the vicinity of the schools.

7. **Background Papers**

Report to Traffic and Working Party on 15th June 2009, entitled Update on the Safer Journeys to School Programme

8. **Appendices**

None