

Committee: Street Management Advisory Committee

Date: 06th November 2007

Agenda item:

Wards: Abbey

Subject: Proposed crossing facility outside Merton Abbey Primary School, High Path.

Lead officer: Lyn Carpenter, Director of Environment & Regeneration

Lead member: Councillor Tariq Ahmad, Environment & Traffic Management

Key decision reference number: N/A

Recommendations:

That the Street Management Advisory Committee consider the issues detailed in this report and recommend that the Cabinet Member:

1. notes the results of the informal consultation carried out in July 2007 to widen the existing southern footway and to raise the crossing area in High Path outside Merton Abbey Primary School as set out in paragraph 3 of this report;
 2. Approves the undertaking of the formal consultation to replace an existing round top road hump with a speed table in High Path outside Merton Abbey Primary School as shown on attached plan Z80/35/01 (Appendix 1);
 3. Approves the implementation of the scheme subject to no objections arising from the formal consultation outlined in "2" above and
 4. agrees that a further report be submitted to this Committee should there be any unresolved objections to the formal consultation with a view to recommending the appropriate action.
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1. EXECUTIVE SUMMARY AND PURPOSE OF REPORT

- 1.1 This report presents the results of the informal consultation carried out in connection with a School Travel Plan scheme comprising the widening of the footway and the introduction of a raised crossing area (speed table) in High Path outside Merton Abbey Primary School as shown on attached plan Z80/35/01.
- 1.2 This report seeks approval to:
 - Undertake a formal consultation on the proposed speed table outside Merton Abbey Primary School and
 - To implement the proposed scheme as shown on plan Z80/35/01 (attached as Appendix 1) subject to no unresolved objections arising from the formal consultation process.

2. Details

- 2.1 As part of the Council's School Travel Plan Implementation programme, Merton Abbey Primary School produced a School Travel Plan, which includes comments/concerns relating to the highway environment around the school. Following a meeting with the school earlier this year to discuss their concerns, High Path was identified as a road that would benefit from the widening of the narrow footway outside the school and the implementation of an informal crossing facility outside the school. This would involve the replacement of an existing round top road hump with a speed table which would assist pedestrians

particularly school pupils to cross the road and highlight this informal area as a crossing point. This proposal is part of a London wide programme funded by Transport for London through the School Travel Plan Implementation programme.

- 2.2 Merton Abbey Primary School is located in High Path, which is one way between Pincott Rd and Morden Rd. High Path is a residential road but at peak periods it is used by some through traffic attempting to avoid the traffic signals at South Wimbledon. High Path already has traffic calming measures in place, which were introduced in the 1990's as part of a widespread borough initiative to reduce accidents and improve local amenity. The footway outside the school is only 1.3m at its most narrow point outside the school entrance and has insufficient capacity to cater for parents and children, particularly at school leaving time.
- 2.3 The introduction of a footway widening outside the school has been proposed to improve perception of safety and the conditions for those attending the school. In addition it is proposed to replace one round top road hump with a speed table to create an informal crossing facility at one of the two pedestrian exit points onto High Path. This measure will also improve the perception of safety and make it more convenient for the high number of pedestrians crossing the road at this location during school entry and exit times. The proposed footway build outs and speed table will reduce the crossing width for pupils and reduce vehicle speeds at the primary crossing point.
- 2.4 High Path currently has daytime waiting restrictions and the proposed scheme does not propose to alter the existing arrangement. There are existing School Entrance (Zig Zag) markings in place and site observations suggest these are generally well observed. The existing restrictions preclude parking at the point of the proposed crossing facility and therefore should provide a self-enforcing scheme.
- 2.5 It should be noted that this is not an accident remedial measure but a Safer Route to School scheme designed to complement the School Travel Plan and seeks to increase the modal share of walking trips for the school from its current level of 65%. The accident records do not show any incident involving personal injury in the vicinity of the school.

3. Informal consultation

- 3.1 The informal consultation commenced on 18th July 2007 and concluded on 24th August 2007. A public consultation document (attached as Appendix 2) comprising a description of the proposed scheme, a plan and a 'pre-paid' questionnaire was delivered to 20 properties in the area (as agreed with the Ward Councillors) including the school and the Church adjacent to the school. In addition, the emergency services and the local cycling group (Merton Cycling Campaign) were also consulted. The consultation documents were made available at the Civic Centre and on the Council's web site. Copies of the public consultation document were also forwarded to the Cabinet Member and the Ward Councillors.
- 3.2 The consultation resulted in a 10% response rate, which although disappointing may perhaps reflect the minor nature of the scheme and its expected minimal impact. The two respondents were local residents and both supported the scheme. Comments were received from one who commented that the level of parents parking was high and that the provision of an additional cycle lane would cause problems due to the parking. Members are asked to note that cycle facilities already exist in both directions and will remain unchanged under the current proposal. Due to the footway being slightly wider, there will be a reduced

carriageway width but adequate for the one-way operation even when parking takes place. The actual comment received is set out below:

Comment
"I understand the need for a wider path but I would suggest that you do not take up any further road space by adding yet another cycle lane unless it is on the new pavement extension. Very few kids actually cycle to school anyway. Parents park all over the place making it danger enough to rule out another cycle lane on the road anyway. As a resident I can assure you there is enough trouble trying to drive home safely past kids and cars everywhere without making the road any narrower than it is."

- 3.3 The outcome of the consultation was unanimous in that all consultees who responded were in favour of the proposals.
- 3.4 The Ward Councillors were informed of the proposals, and invited to comment. All three Ward Councillors raised no objection to the proposal with one Councillor expressing his support for the scheme as long as there is sufficient room for cyclists.
- 3.5 The emergency services were consulted and raised no objection to the scheme. The opportunity was taken to raise the concept of this scheme with Merton Cycling Campaign and they generally support measures that seek to reduce traffic speeds and raised no issues regarding the carriageway width reduction.

5. Officers' Recommendations

- 5.1 Given the positive outcome of the informal consultation exercise and the benefits that this proposals offers pedestrians particularly those associated with the school, it is recommended that a formal consultation exercise be undertaken for the introduction of a speed table outside Joseph Hood School in Whatley Avenue.
- 5.2 It is also recommended that subject to no objections being received to the formal consultation exercise the scheme as shown on plan Z80/35/01 (attached as Appendix 1) be implemented.
- 5.3 Should there be any unresolved objections to the formal consultation exercise a further report will be presented to this Committee and the Cabinet Member to consider the details and to recommend the appropriate action.

6 Timetable

- 6.1 The formal consultation would be carried out as soon the Cabinet Member makes a decision. If no objections are received to the formal consultation and the Cabinet Member is minded to authorise officers to proceed, implementation works could commence during the half term after the Christmas period.

7 Alternative options

- 7.1 Not to do anything. This would be contrary to the concerns expressed by the School. This would not help reduce the risk of accidents and help resolve the perceptions of safety. Furthermore this option would not provide encouragement for an increase in the modal share of walking trips to and from the school.

8 Financial, resource and property implications

- 8.1 To introduce the proposed measures will cost approximately £15,000. This includes legal costs for making the Road Hump Notice and staff costs. This will be funded from the Transport for London Local Implementation Plan grant (Capital) funds.

9 Legal and statutory implications

- 9.1 The proposed speed table can be introduced under powers conferred by Section 90A of the Highways Act 1980 (as amended). A Notice must be published detailing the proposals, and a minimum of 21 days to invite representation. No Order is required, however, the Council will consider any representations received and adverse representation will be reported back to this Committee.

10 Human rights, equalities and community cohesion implications

- 10.1 The Council has carried out an informal public consultation exercise in July 2007 and this has given the local community the opportunity to express their views and for the Council to receive, consider and act upon these views should it be considered appropriate. The proposed formal public notice will give the local community a further opportunity to forward their comments.
- 10.2 The implementation of the proposals will affect all sections of the community, improving safety for all road users, especially school children. As a result it would help deliver the objectives set out in transport planning policies of the Government, the Mayor for London and the Borough.

11 Risk management and health and safety implications

- 11.1 The risk in not introducing the proposed measures would be the potential risk to school children and other pedestrians crossing High Path. It would also be contrary to the support and concerns expressed and could lead to loss of public confidence in the Council.
- 11.2 If this scheme is approved, the road safety implications and the risks to those undertaking construction and maintenance will be fully considered at each stage of the design process, from the preliminary design included with this report to the detailed design that will be used for construction.
- 11.3 To consider the road safety implications, Safety Audits will be undertaken by external consultants broadly in accordance with the Highways Agency design note on Road Safety Audits.
- 11.3 The Construction (Design and Management) Regulations 1994 apply to this scheme. Therefore when undertaking its duties as Client and Designer under these regulations, the Council follows the Approved Code of Practice, 'Managing Health and Safety in Construction', published by the Health and Safety Commission. The Planning Supervisor appointed for this scheme is F.M.Conway Ltd.
- 11.4 The risks that have been identified during the preliminary design stage, and the measures that have been implemented to manage them, are detailed in the table below.

Management of Health and Safety Risks

Risk	Measures to Reduce Risk	Information on Residual Risk Passed To
Possible risk to pedestrians during construction stage of scheme as a result of pedestrian movements generated by the school.	Certain aspects of the scheme will need to be implemented during the school holiday period to reduce risk to pedestrians	<ul style="list-style-type: none">Highways Project Officers undertaking detailed designPlanning Supervisor

Appendices – the following documents are to be published with this report and form part of the report

Appendix 1 – Plans of Proposals – Drawing No. Z80/35/01

Appendix 2 – Informal consultation Leaflet.

Background Papers – None

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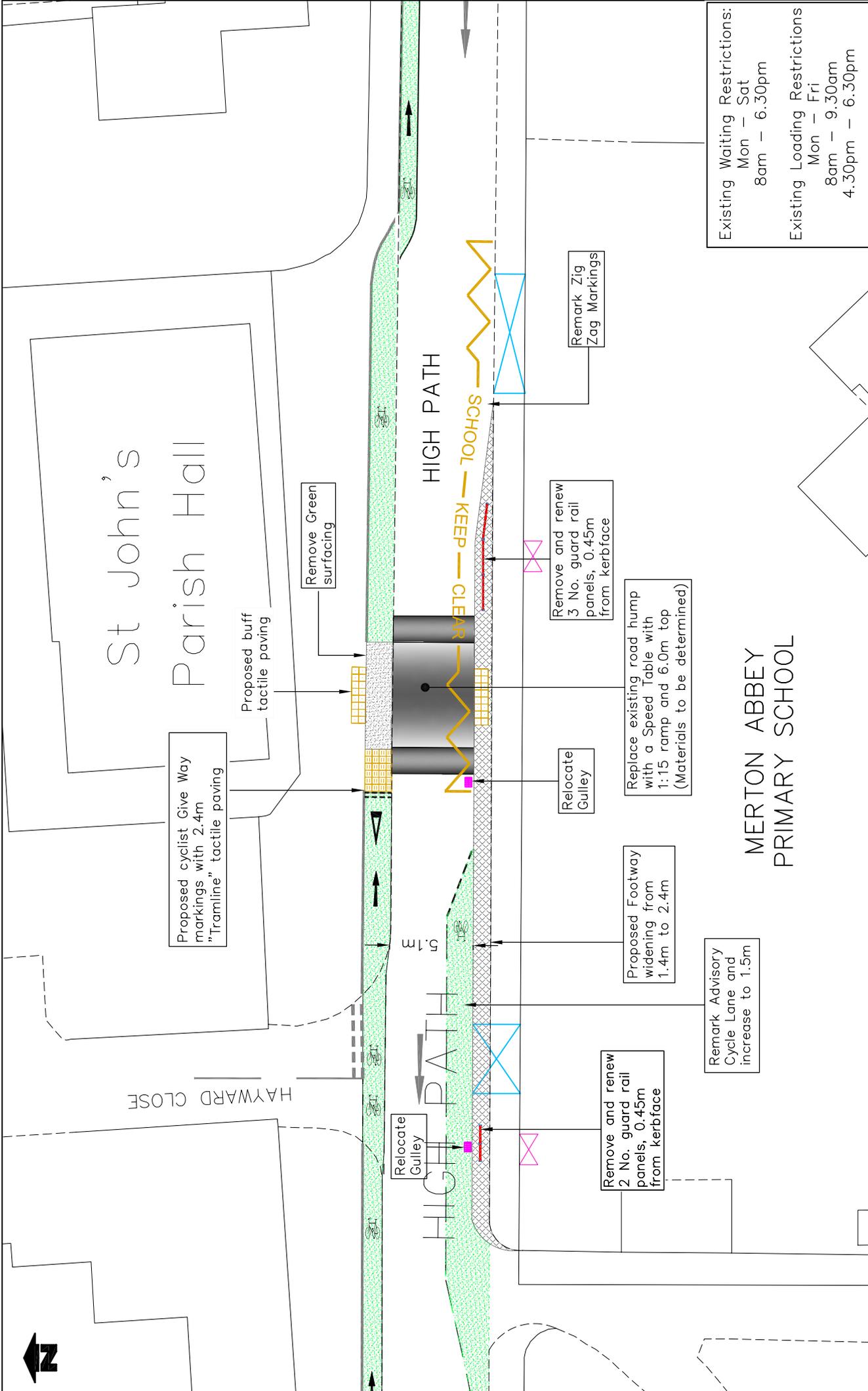
Useful links

Merton Council's Web site: <http://www.merton.gov.uk>

Readers should note the terms of the legal information (disclaimer) regarding information on Merton Council's and third party linked websites.

<http://www.merton.gov.uk/legal.htm>

This disclaimer also applies to any links provided here.



Existing Waiting Restrictions:
 Mon – Sat
 8am – 6.30pm

Existing Loading Restrictions:
 Mon – Fri
 8am – 9.30am
 4.30pm – 6.30pm

Plan Key

- Vehicle Crossover
- Pedestrian Entrance
- 1.0m Footway Extension
- Buff Tactile Paving
- TramLine Tactile Paving
- Gully

PROJECT
 Safer Routes To Schools
 High Path

TITLE
 Proposed Speed Table
 Outside Merton Abbey
 Primary School

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Street Management
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TRAFFIC & PARKING

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Informal Consultation Proposed Footway Widening & Speed Table High Path - Abbey



Issue Date : 17th July 2007

Merton - Putting You First

Dear Resident/Business

The purpose of this newsletter is to inform you that Merton Council is proposing to make it easier and more convenient for pedestrians, particularly children, to use the footway and cross High Path outside Merton Abbey Primary School.

This proposal is part of a borough wide initiative funded by Transport for London aimed at improving conditions for those attending schools in the borough by trying to make it more convenient to walk and, in some schools, cycle to school. At Merton Abbey School already 65% of children walk to school and the aim is to increase this number.

Following discussions with the School it has been agreed that a safer crossing facility and wider footway outside the school would be beneficial. The Council is therefore proposing to widen the very narrow footway outside the school and replace an existing road hump with a (6 metre long) speed table close to one of the pedestrian access points to the school (see plan overleaf). The proposed scheme will raise drivers' awareness, reduce vehicular speed and help control the crossing area.

By helping to reduce the perception of danger this could even encourage more people to walk to school which, of course, would reduce car numbers particularly at school start and finish times.

Please note that the proposed scheme will not affect on-street parking in the area.

This scheme is a 'Safer Routes to School' scheme funded by Transport for London. This road has been chosen because the school has shown a commitment to promoting sustainable modes of transport, by implementing a school travel plan. In respect of this, the scheme is not proposed in response to a history of accidents, although some aspects of the proposed measures may help prevent any future incidents and will certainly improve the environment for the pupils whilst crossing the road.

* Please see the drawing overleaf which shows details of the proposed footway widening and speed table.

How to make your view count

Before proceeding further the Council would like your views on the proposal.

The decision on the implementation of the scheme will be subject to the responses received during this consultation. Please be sure to complete your enclosed prepaid reply card and return it together

with any further comments and suggestions you may have by Friday 24th August 2007.

Note: In view of the large number of responses received during the public consultation it will not be possible to reply individually to each respondent.

What happens next

The result of the consultation along with officer's recommendations will be reported to the Street Management Advisory Committee or the Cabinet Member for Environment & Street Management. Once a decision is made you will be informed accordingly via a newsletter.

You can view the plans in Wimbledon Library or at Merton Link, Merton Civic Centre, Morden. Alternatively, you can download files from the Merton website www.merton.gov.uk/highpath_srts

Contact us

If you require more information, please contact Pete Thomas on telephone number 020 8545 3635 or via email: pete.thomas@merton.gov.uk

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If you would like more information in your own language, please contact us at the address shown in the bottom box.

Albanian	Nese deshironi me shume informacion ne gjuhen tuaj, ju lutemi te na kontaktoni ne adresen e dhene ne kutine me poshte.
Arabic	إذا أردت معلومات إضافية بلغتك الأصلية الرجاء الاتصال بنا في العنوان المدون ضمن الإطار أدناه.
Bengali	সদি আপনার নিজের ভাষায় দেখা আরও তথ্য চান তাহলে দয়া করে আমাদের সঙ্গে যোগাযোগ করুন, ওনার বক্ সে আমাদের ঠিকানা রয়েছে।
Chinese	如果你需要用中文印成的資料，請按低端方格內提供的地址與我們聯繫。
Farsi	اگر مایل به اطلاعات بیشتر به زبان خود هستید، لطفاً با ما از طریق آدرس زیر تماس بگیرید.
French	Pour tout renseignement complémentaire dans votre propre langue, veuillez nous contacter à l'adresse figurant dans l'encadré du bas.
Gujarati	જો તમને તમારી પોતાની ભાષામાં વધારે માહિતી જોઈતી હોય, તો કૃપા કરીને નીચે અંતમાં આપેલા ખાનામાં દર્શાવેલા સરનામે અમારો સંપર્ક કરો.
Punjabi	ਜੇਕਰ ਤੁਸੀਂ ਪੰਜਾਬੀ ਵਿਚ ਹੋਰ ਜਾਣਕਾਰੀ ਲੈਣੀ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਹਿੱਸਾ ਵਰਕੇ ਹੇਠ ਲਿਖੇ ਖਾਨੇ ਵਿਚ ਦਿੱਤੇ ਪਤੇ 'ਤੇ ਸਾਡੇ ਨਾਲ ਸੰਪਰਕ ਕਰੋ।
Somali	Hadii aad u baahan tahay faahfaahin intaa kabadan oo ku soobsan afkaaka hooyo ama Af Somali fadlan lana soo xiira cinwaanka hoos ku qoran.
Spanish	Si usted desea más información en su propia lengua, por favor contactenos en la dirección al pie del formato.
Tamil	உங்களுக்கு மேலதிகத் தகவல்களைப் பெற விருந்தினராக அடிக்கட்டளை நிரப்புகளை வினாசந்திக்க அங்குள்ள தொடர்பு கொள்குங்கள்.
Urdu	اگر آپ اپنی زبان میں مزید معلومات حاصل کرنا چاہتے ہیں تو براہ کرم ہم سے اس پتے پر رابطہ قائم کریں جو کہ نیچے کے ٹیکس میں درج ہے۔
<p>You can also get this information in large print, in Braille and on tape.</p> <p>Pete Thomas, Merton Civic Centre, London Road, Morden, SM4 5DX</p>	

