

Report for Resolution

Report to	Norwich Highways Agency Committee 22 May 2008	Item 11
Report of	Head of Transportation and Landscape	
Subject	Tuckswood School Safer and Healthier Journey to School Results of Public Consultation	

Purpose

This report informs members of the results of public consultation on proposals to improve safety around the Tuckswood School.

Recommendations

That the Committee approves the measures shown on Appendix 1 and Appendix 3 of the report.

Financial Consequences

The financial consequences of this report are that the Local Transport Plan has allocations of £75,000 from the Safer and Healthier Journeys to School budget to fund this scheme

Strategic Objective/Service Priorities

The report helps to achieve the corporate objective to ensure the City has a clean and healthy environment and the service plan priority of implementing the Local Transport Plan.

Contact Officers

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Background Documents

None

Report

Background

1. Following the closure of Harford Middle School on Loxley Road, the Tuckswood First School more than doubled its pupils on site and became a Primary School.
2. Prior to becoming a Primary School, the Tuckswood First School had prepared a travel plan which identified a number of safety concerns on the roads around the school. These included:
 - (a) vehicle speeds on the roads surrounding the school
 - (b) traffic taking a short cut via Robin Hood Road, Scarlet Road and Tuckswood Lane to avoid the Hall Road / Ring Road roundabout.
 - (c) difficulties for pedestrians in crossing at certain junctions
 - (d) congestion outside the school entrance at school times
 - (e) verge parking in Scarlet Road at school times
 - (f) lack of warning signs for the school
3. A feasibility study was carried out to assess the most suitable way of tackling the issues, and discussions took place with the School Head to formulate the proposals.

The Proposals

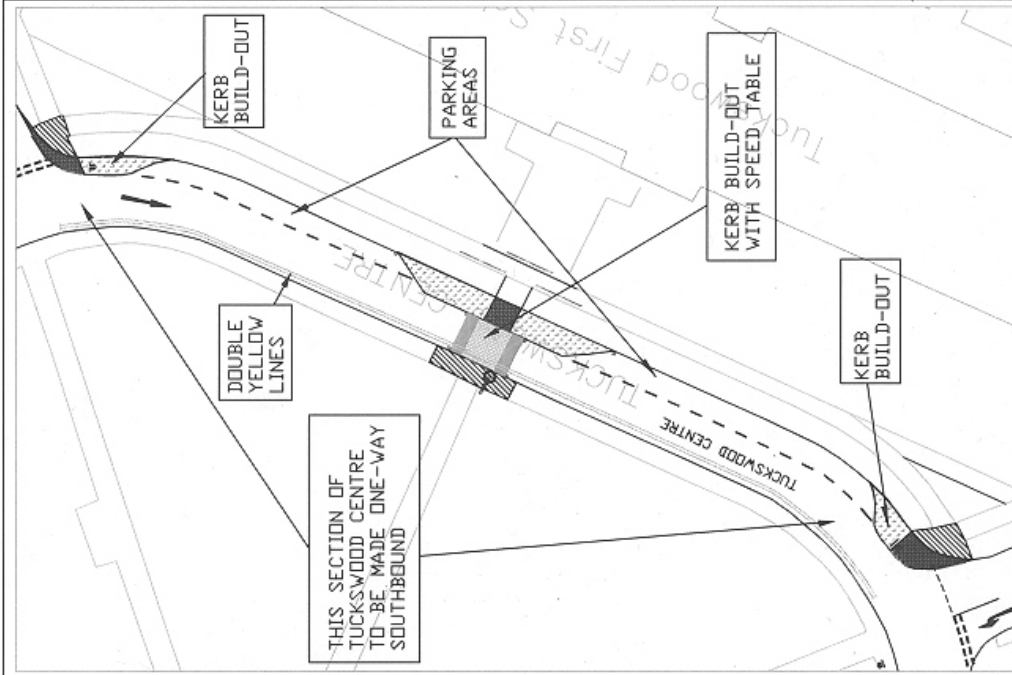
4. The proposals are shown as appendix 1, and consist of:
 - (a) A speed table and carriageway narrowing outside the school entrance on the Tuckswood Centre, with double yellow lines on the opposite side
 - (b) Kerb build-outs at the Greenwood Road and Allanadale Road junctions with Tuckswood centre, plus making this section of the Tuckswood Centre into 'one-way' (southbound)
 - (c) Speed humps on Scarlet Road, Greenwood Road and Allanadale Road
 - (d) Junction re-alignment at Scarlet Road / Greenwood Road junction
 - (e) Providing an island at the junction of Allanadale Road and Scarlet Road
 - (f) Introducing a 20mph Zone for Tuckswood Centre, Scarlet Road, Greenwood Road and Allanadale Road
5. 'SCHOOL KEEP CLEAR' markings were placed outside the school entrance on Scarlet Road in March 2008.

Public Consultation

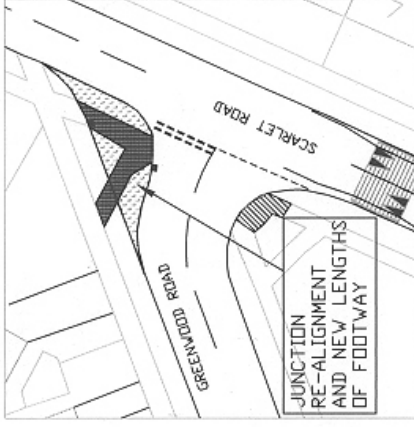
6. A letter and plan was sent out to all local residents and businesses in this area as well as stakeholders and local Councillors on 10 March 2008.
7. Traffic Regulation Orders and Speed Restrictions Orders for the waiting restrictions, the 'one way' traffic and the 20mph Zone were also advertised at the same time.
8. The results of the consultation are shown as appendix 2.
9. Eight comments were received by the closing date. Some residents have commented that the speed humps in Scarlet Road are not necessary, and some residents would like the verges in Scarlet Road to be protected from parking.
10. No objections were received to the proposals contained within the Orders.

Conclusions

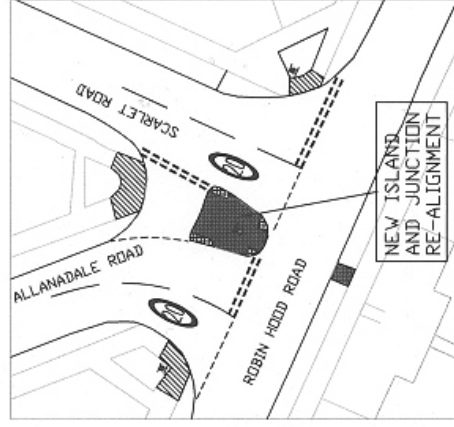
11. The speed humps in Scarlet Road are considered necessary as this road attracts through traffic and the main entrance to the school is on Scarlet Road. Without physical traffic calming measures, the road could not be included in the 20mph Zone.
12. Bollards could be included on the verge outside the school entrance on Scarlet Road to improve safety, and a short length of footway across the verge to help people to cross the road. Bollards could also be included on the corners of the cul-de-sacs on Scarlet Road to improve visibility for emerging traffic. The proposed locations are shown as appendix 3.
13. Double yellow lines around the junctions of the cul-de-sacs off Scarlet Road are not considered appropriate as they are unlikely to have much effect or receive much enforcement.



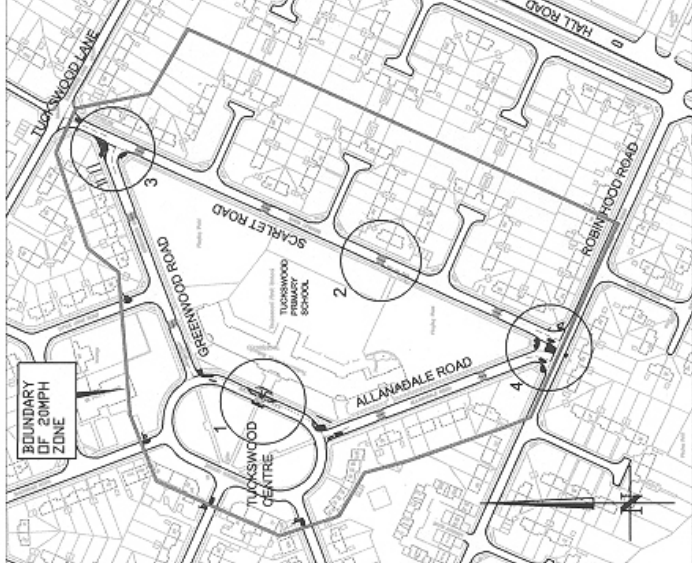
DETAIL 1



DETAIL 3



DETAIL 4



LOCATION PLAN



DETAIL 2

SPEED HUMPS
4 ON SCARLETT ROAD
2 ON GREENWOOD ROAD
2 ON ALLANADALE ROAD

SCHOOL KEEP CLEAR MARKING ON SCARLETT ROAD

Title
TUCKSWOOD SCHOOL
SAFER AND HEALTHIER JOURNEYS TO SCHOOL
PROPOSALS

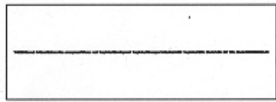
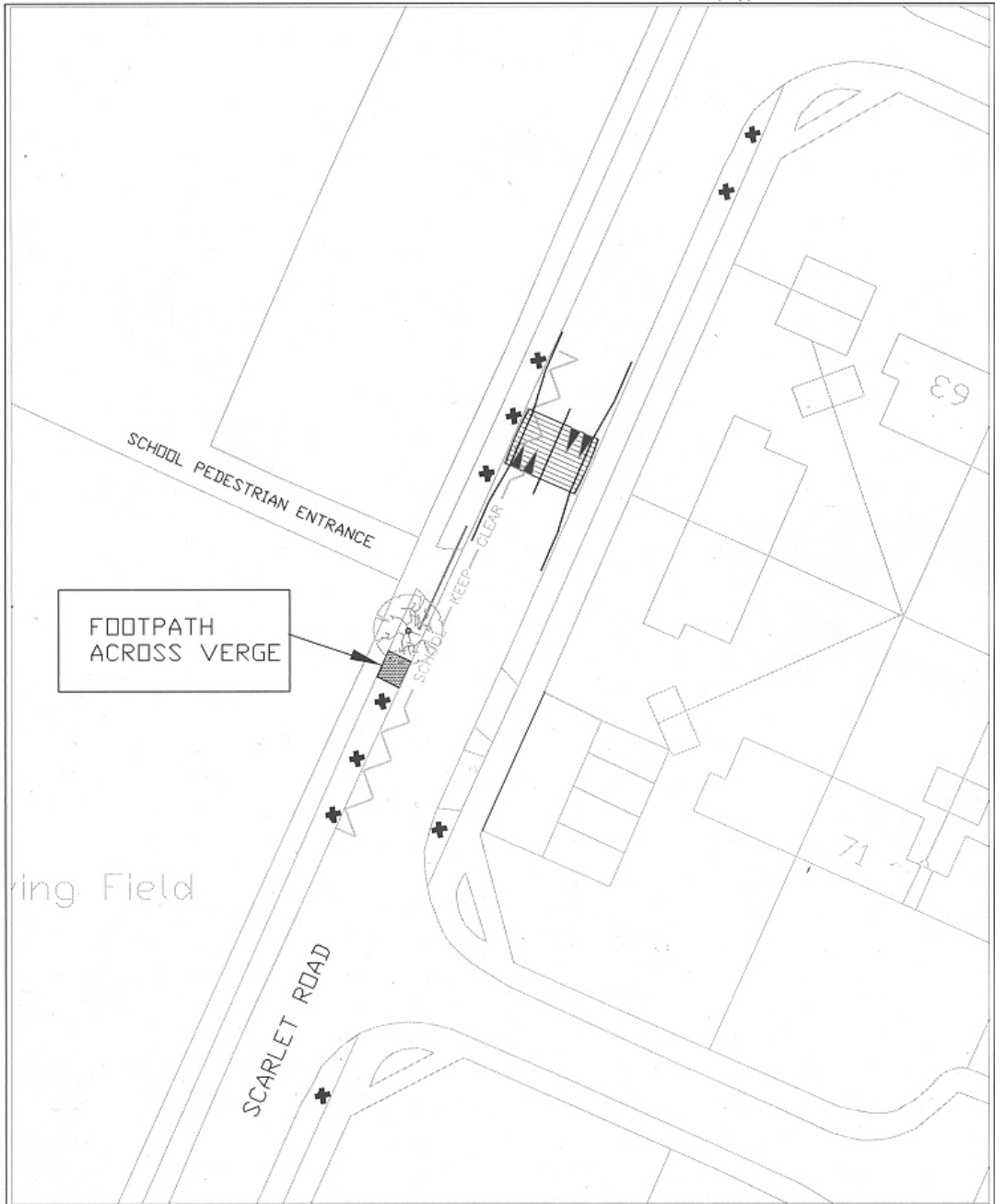


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No.	Date	Notes	REVISIONS	Int.	Ckd.	Date	Scale(s)
						FEB 2008	Scale(s)
						Drawn By	Designed By
						PJS	PJS
						Checked By	NEG. No.
						TCC	
						DWG. No.	
						07_HD_063_2	

TUCKSWOOD SCHOOL SAFER AND HEALTHIER JOURNEYS TO SCHOOL
RESULTS OF PUBLIC CONSULTATION - MAY 2008

	ADDRESS	COMMENTS	OFFICERS' RESPONSE
1	Colin Page, Norfolk Constabulary	Support the proposals	Noted
2	John Peacock, Living Streets	Support the proposals	Noted
3	Counillor Herewood Cooke	Residents generally support the proposals. Residents of Scarlet Road would like bollards in the verges near the school entrance to prevent vehilces damaging the verge	Bollards could be included in the scheme to protect some verge areas
4	Mr and Mrs Kent, unknown address	Approve of the proposals. Would like bollards to pervent parking on the verge in Scarlet Road	Bollards could be included in the scheme
5	Resident of 5 Scarlet Road	Not in favour of humps on Scarlet Road as they will be uncomfortable	Humps are considered justified because this road attracts through traffic using it as a short cut to Tuckswood Lane, and the main school entrance is on Scarlet Road
6	County Councillor Susan Whitaker	It may be preferable to make the whole of the roundabout 'one way'. Several residents do not think that speed humps are warrented. The residents who live in the cul de sacs off Scarlet Road have problems manoeuvring in and out at school times due to parents parking on the junctions etc.	There are no recorded accidents at the Tuckswood Centre so making the roundabout one way would not improve safety. It would require many illuminated signs and cannot be accommodated within the budget. It could also lead to higher traffic speeds. Bollards could be included on the corners.
7	Resident of 37 Scarlet Road	Would like speed humps in Tuckswood Lane, and bollards in the verges in Scarlet Road to prevent parents vehicles damaging them.	The scheme cannot be extended to Tuckswood Lane as this would be outside the scope of the scheme. Bollards can be included to protect some verge areas
8	Resident of 44 Scarlet Road	The proposals do not address the problem of vehicles parking on the grass verges in Scarlet Road or blocking the road. Would like the school to make more use of the entrance on the Tuckswood Centre side. Supports the re-alignment of the junction and the proposed island. Against the speed humps and thinks they are completely unnecessary.	Bollards could be included in the scheme to protect some verge areas. The school is looking at creating additional entrances on Greenwood Road and Alanadale Road. Humps are considered justified because this road attracts through traffic using it as a short cut to Tuckswood Lane, and the main school entrance is on Scarlet Road



+ BOLLARD

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Title
 TUCKSWOOD SCHOOL
 SAFER AND HEALTHIER JOURNEYS TO SCHOOL
 ADDITIONAL PROPOSALS FOR SCARLET ROAD

Date	Scale(s)
APRIL 2008	NTS
Drawn By	Designed By
PJS	PJS
Checked By	NEG. No.
DWG. No.	
07 HD 063 4	

No.	Date	Notes	REVISIONS	Int.	Ckd.

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