

London Borough of Camden, Supporting Communities Directorate, Regeneration and Planning Division

Scheme Reference: Beckford School – Dornfell Street

Matters for decisions by the Director of Regeneration and Planning, Supporting Communities Directorate – NON KEY DECISION – MARCH 2018

| REPORT TITLE | RECOMMENDATION | WARD/S | APPROVED BY |
|---|---|----------------------|---|
| <p>Beckford School – Proposed road safety & traffic management improvements, Dornfell Street</p> | <p>That the Director of Regeneration and Planning approves, subject to compliance with relevant statutory requirements and detail design, the following measures outside Beckford Primary School in Dornfell Street:</p> <ul style="list-style-type: none"> ▪ Proposals 1 to 4 as consulted upon: Widen the footways outside and opposite the nursery entrance to the school ▪ Widen the footway outside the junior entrance to the school ▪ Install secure cycle parking unit on Dornfell Street. ▪ Make the necessary changes to parking bays and keep clear markings to accommodate the above proposals. | <p>Fortune Green</p> | <p><i>David T. Joyce</i></p> <p>David Joyce Director of Regeneration & Planning Supporting Communities Directorate</p> <p>13 March 2018</p> |

BECKFORD PRIMARY SCHOOL - PROPOSED ROAD SAFETY & TRAFFIC MANAGEMENT IMPROVEMENTS, DORNFELL STREET

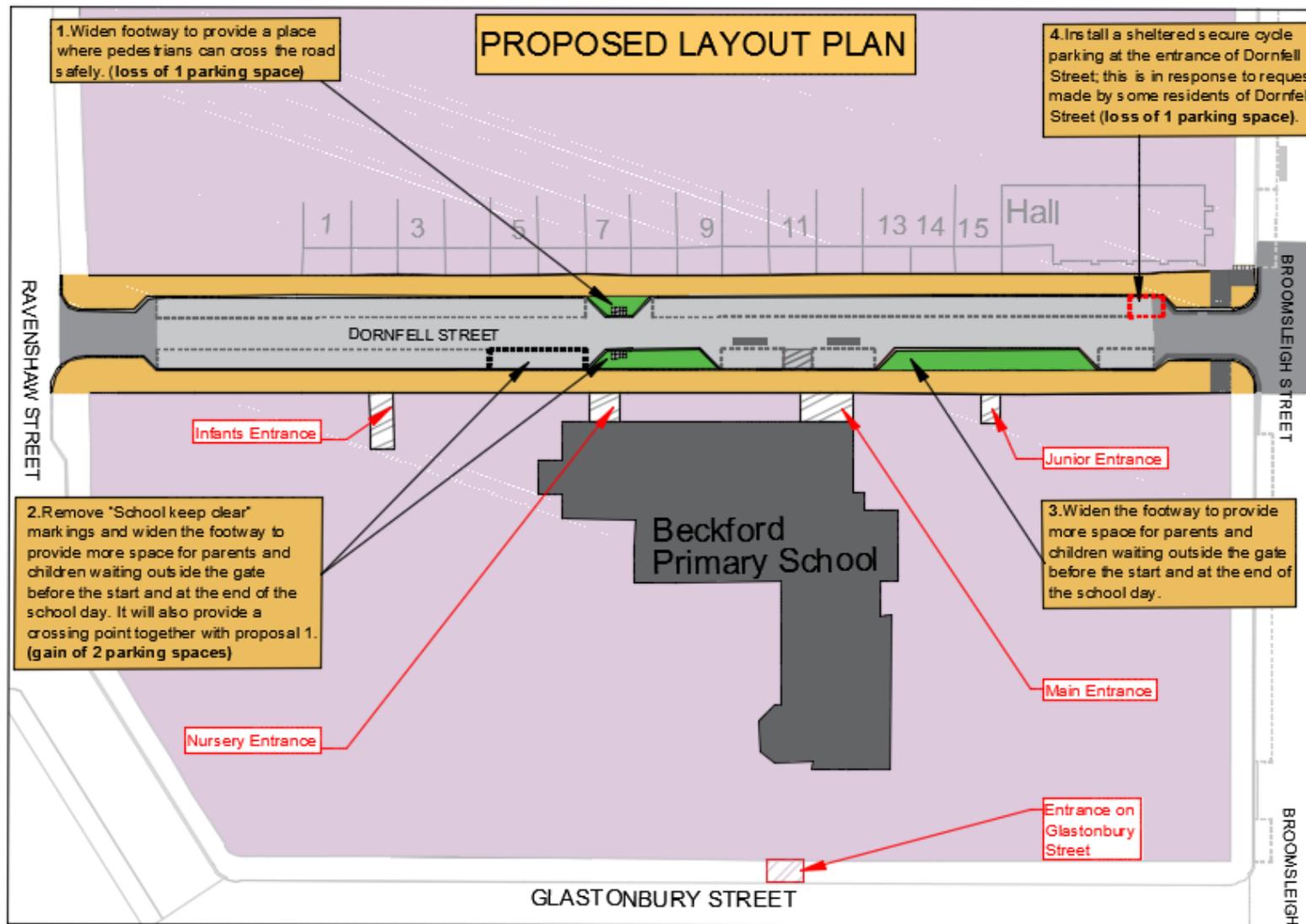
1.0 SUMMARY OF REPORT

- 1.1 This report provides details of road safety proposals for Dornfell Street to make journeys safer and more pleasant for school children attending Beckford Primary School. It discusses the public consultation undertaken on the proposals and provides officer comments.
- 1.2 Finally it makes recommendations based on officers' consideration of the feedback received during consultation, taking into account of Camden's Transport Strategy objectives.

2.0 BACKGROUND

- 2.1. Beckford Primary School is a junior and infant community school, which has 410 pupils aged between 2 and 11 years old.
- 2.2. The school has four entrances along Dornfell Street, the main entrance, nursery, infants and junior entrances. These entrances are used for access and egress of pupils and also as the main waiting areas for parents. There is another entrance along Glastonbury Street, but this is not used.
- 2.3. Concerns were raised with the Council with respect to children's safety when going to and leaving the school premises as there were reports of conflicts between pedestrians and vehicles on Dornfell Street.
- 2.4. The proposals taken forward to consultation are detailed on the plan below. The full leaflet and questionnaire is provided in appendix A.

BECKFORD SCHOOL - PROPOSED ROAD SAFETY & TRAFFIC MANAGEMENT IMPROVEMENTS, DORNFELL STREET



- 2.5. Proposal 1: Widen the footway outside 7 and 8 Dornfell Street, this together with Proposal 2 will help provide a place where pedestrians can cross the road safely as they will be able to see motor vehicles approaching from Broomsleigh Street. This proposal will result in the loss of one resident parking space.
- 2.6. Proposal 2: Remove “School keep clear” markings outside the nursery entrance to the school and widen the footway at this location. This will provide more space for parents/carers and children waiting outside the gate before the start and at the end of the school day. In addition, together with Proposal 1, the proposed widening will provide pedestrians the view of oncoming motor vehicles so that they can cross the road safely. In order to compensate for the loss in residents parking space from the north side of the street (Proposals 1 and 4), two spaces will be provided next to the footway widening outside the school.
- 2.7. Proposal 3: Widen the footway outside the junior entrance to the school. This will provide more space for parents/carers and children waiting outside the gate before the start and at the end of the school day.
- 2.8. Proposal 4: Install a secure cycle parking at the entrance of Dornfell Street; this is in response to request made by some residents of Dornfell Street. This will result in the loss of one resident parking space but it will be compensated under Proposal 2 above. The Council believes the introduction of secure cycle parking facilities would improve cycle parking safety and increase journeys made by bike which would help reduce congestion on Camden’s streets.
- 2.9. The proposals will help deliver some of the agreed objectives which align with Camden’s Transport Strategy:
<http://camden.gov.uk/ccm/content/transport-and-streets/transport-strategies/camdens-local-implementation-plan/>

These are:

- Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden.
- Improve road safety and personal security for people travelling in Camden.
- Develop and maintain high quality, accessible public streets and spaces and recognise that streets are about more than movement.
- Ensure the transport systems supports access to local services and facilities, reduces inequalities in transport and increases social inclusion.

3.0 CONSULTATION

- 3.1 A level 3 consultation exercise was carried out between 13 December 2017 and 26 January 2018. A total six-week period was allowed as the consultation commenced just before Christmas. A total of 304 consultation leaflets were posted to local residents in the vicinity of Dornfell Street, leaflets were also sent to 17 statutory organisations (including Emergency services) and 8 local groups registered on CINDEK website. In addition to this, an online page was created for this consultation on the Council's 'We are Camden' website, which was open for any member of the public to submit responses during the above consultation period. The consultation leaflet and questionnaire as well as a link to the website are included in Appendix A.

3.2 Consultation Analysis

3.3 Of the 329 letters distributed a total 21 responses have been received, this represents a response rate of 6.4%. The table below shows a summary of the responses received for each proposal.

| | Proposal 1: Widen the footway outside 7 and 8 Dornfell Street | | | Proposal 2: Widen the footway outside the nursery entrance | | | Proposal 3 Widen the footway outside the junior entrance to the school. | | | Proposal 4: Install a secure cycle parking at the entrance of Dornfell Street | | |
|--------------------------------|--|--------------|------------|---|------------|------------|--|------------|-------------|--|--------------|--------------|
| | Yes | No | No Opinion | Yes | No | No Opinion | Yes | No | No Opinion | Yes | No | No Opinion |
| Residents | 12 | 6 | 0 | 15 | 3 | 0 | 13 | 4 | 1 | 6 | 7 | 5 |
| Local groups | 2 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 |
| School (Parent/carer/guardian) | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Total | 15 | 6 | 0 | 17 | 4 | 0 | 16 | 4 | 1 | 9 | 7 | 5 |
| Percentage | 71.4% | 28.6% | 0% | 81% | 19% | 0% | 76.2% | 19% | 4.8% | 42.9% | 33.3% | 23.8% |

Table 1: Consultation results

- 3.4 The above results illustrate that the majority of respondents are in favour of the first three proposals which involves the footways being widened outside No 7 and 8 Dornfell Street, outside the nursery and junior entrances. However, residents are more split in their views in regard to the fourth proposal; to install a bike hangar. A summary of comments received from consultees is outlined below.

Comments received from Ward Members

- 3.5 All three councillors replied in favour of all proposals detailed in the consultation document.

Comments received from statutory groups:

- 3.7 **Camden Cycling Campaign (CCC)** sent their responses for all four proposals. They strongly support the proposals to widen the footways on the north side of the Dornfell Street opposite the nursery entrance and also outside the junior entrance. CCC agree to the proposed secure cycle parking in Dornfell Street and encourage LB Camden to install the Cycle hoop bikehangars. However, they strongly oppose the proposal to replace the “School keep clear” markings with two residents’ parking bays. They believe that a large vehicle parked here would obscure visibility for people crossing at the new narrow point. Also, they believe that people should be discouraged from driving to the school and especially from parking so close to the school gate.

Comments received from local residents

3.8 Comments received in support of the proposals:

- One resident praised the scheme and suggested that the footway outside the infants’ entrance should be widened and also incorporate sleeping policemen in the scheme.
- Two residents have given their support for the scheme provided these do not result in a loss of residents’ parking bays.
- One resident who responded in support for the proposals requested in addition the employment of one or more 'lollipop' persons in both Mill Lane and Dornfell Street; this they felt would improve pedestrian safety and provide an additional traffic calming measure.

3.9 Comments received in objection for the proposals:

- Three residents raised their concerns about the proposal to install secure cycle parking on Dornfell Street as they believe that residents should have sufficient spaces in their properties to store their bikes. One

resident is against it because of the noise generated when opening and closing the secure cycle parking.

- Two comments were received from residents who are concerned about the loss of parking bays on Dornfell Street. A resident fearing that the proposals will result in a loss of five residential parking spaces has highlighted that the new development on Ravenshaw Street will increase parking stress in the area.

3.10 Alternative suggestions received from residents

- A resident suggested that the council should ban all vehicles entering Dornfell Street between 7am and 9.30am and also between 3pm to 6pm with the exception of disabled and school minibuses. The resident explains that this could be electronically monitored and will be in line with the Camden's Healthy School Streets' initiative. Another suggestion brought forward by the resident is to install bollards raised and lowered by school staff.
- Another comment brought forward was extending the controlled parking hours from 08.30 to 18.30 and also restore play streets status to these streets; Ravenshaw, Broomsleigh, Dornfell and Glastonbury Streets.
- Two residents enquired about the possibility of introducing a one way system in the area in addition to the proposals. They suggested that the one way flow will have Broomsleigh Street as the entry point from Mill Lane and Ravenshaw Street as the exit point.

4.0 Officer comments

- 4.1 Officers have considered the objection received from Camden Cycling Campaign (CCC) regarding proposal 2; converting existing "School Keep Clear" to two residential parking bays, due to obscured visibility for pedestrians crossing at this location. Officers' views is that visibility will not be an issue as Dornfell Street is a one way street with traffic flowing from Broomsleigh Street to Ravenshaw Street. The footway buildout replacing the school keep clears are in advance of the relocated parking bay therefore pedestrians waiting at the buildout will not be impeded by any parked vehicles. In any event the buildouts will be in line of the parking bays hence visibility is unlikely to be affected.
- 4.2 Widening the footway outside the infants' entrance was considered but discounted as the footway outside does not get as busy as the nursery entrance, hence the widening was proposed where it would be most beneficial whilst considering the impact on other road users. The street currently has two raised tables at either end to slow the speeds of vehicles, a further traffic calming measure is not considered necessary. The crossing point in Mill Lane is a controlled crossing therefore a school crossing patrol is not required. On Dornfell Street; the traffic levels are

not in line with the national guidelines for provisions of school crossing patrol. Officers therefore do not consider the provision of crossing patrols at either location necessary.

- 4.3 With regards to the proposals raised by two residents for introducing one way system for the wider area, Officers do not propose to take forward this suggestion. The proposal was not suggested by the majority of respondents and, given the restrictions in the Council's levels of funding and resources, at present there are no plans to convert these roads to one way. Implementing a one way system at the moment wouldn't meet the objectives and issues that this scheme is seeking to address. It is noted that Dornfell Road itself is already one-way.
- 4.4 With regards to concerns raised on the loss of parking, officers can confirm that the scheme will not result in any loss in marked residents parking bays. The loss of two residents' parking bays from the north side of the street (opposite the school) will be compensated by the ones provided on the south side of the street (same side as the school).
- 4.5 Although concerns have been raised about the bike hanger proposal, a request for such provision was received and the proposal did receive overall support. This provision will provide a safe and secure place to store a bicycle and hopefully encourage more trips to be undertaken using a bicycle. A number of these have been installed throughout Camden with no complaints have been received with regards to them creating noise during operation. Officers therefore consider there is great merit in providing this facility.
- 4.6 In regards to the new development on Ravenshaw Street; we have sought to mitigate the pressure as much as possible by making it car free which means the new tenants will not be eligible to apply for residents' or visitors parking permits.
- 4.7 One comment received from a resident is referring to Healthy School Street that has been implemented outside St Joseph's Primary school on Macklin Street, where a timed road closure has been introduced to coincide with school opening and closing times, self-enforced by foldable bollards. At present officers consider that the proposals consulted upon to be sufficient to improve safety of children attending this school and the timed closure option is therefore not considered appropriate at this time given funding constrains and other priority locations.
- 4.8 In regards to the comment received about restoring the play streets, officers can confirm that there is an existing Traffic Management Order (TMO) in place designating the following streets as play streets restricting *any vehicle to drive on any lengths of road specified* between the hours of 8.30am and sunset throughout the week.

The following streets are designated as play street: Broomsleigh Street - south of Dornfell Street, Glastonbury Street - the whole road, Ravenshaw Street - south of Dornfell Street to Broomsleigh Street.

- 4.9 In regards to the Controlled Parking zone (CPZ) hours, there are currently no plans to review these hours. A review of CPZ hours of control would be triggered either by a 'material' change in the area, or a petition from 10% of the households in the CPZ. At the current time, neither of these trigger points has been reached and so a CPZ review will not be undertaken for the time being.
- 4.10 Officers consider that implementing all the proposals consulted upon will greatly benefit school children and encourage more walking and cycling.

5.0 FINANCIAL IMPLICATIONS:

- 5.1 The scheme is expected to cost approximately £37,000, and this will be funded from monies secured from TfL under the Local Implementation Plan (Travel School plan budget CDST7298) for 2017/18 financial year. Any works continuing to be delivered into 2018/19 will be funded from the same programme from 2018/19 budget.

6.0 OFFICERS RECOMMENDATION

- 6.1 Having considered all the comments received, officers recommend all proposals consulted upon to be approved for implementation, subject to following due statutory processes and detail design.

REPORT ENDS

Design Engineer: Joel Mimbo-Hontang (Transport Strategy Service)
Email: joel.mimbo-hontang@camden.gov.uk
Date 13.03.18

APPENDIX A

Date: 11 December 2017
Officer: Joel Mimbo-Hontang
Position: Design Engineer
Phone: 0207 974 6624
Email: Joel.mimbo-hontang@camden.gov.uk

 **Camden**
Transport Strategy Service
London Borough of Camden
5 Pancras Square
London N1C 4AG

Tel 020 7974 6624
www.camden.gov.uk

Dear Sir or Madam,

PUBLIC CONSULTATION – POSTAL AND ONLINE

Beckford School – Proposed road safety improvements, Dornfell Street NW6 1QL

We are writing to seek your views on the Council's proposal to make a number of changes in Dornfell Street to improve safety for school children attending Beckford School, a primary school attended by children from ages 3 to 11. There are four school entrances on Dornfell Street which are all used by pupils. The Council has received reports of near misses involving motor vehicles and children crossing the street at the beginning and end of the school day.

Council officers have met with Beckford School to discuss the possibility of a number of changes to help address these concerns. To create a safer environment, we are therefore proposing the following changes which are also shown on the attached plan.

Note: each number below corresponds to a numbered proposal on the plan

1. Widen the footway outside 7 and 8 Dornfell Street, this together with Proposal 2 will help provide a place where pedestrians can cross the road safely as they will be able to see motor vehicles approaching from Broomsleigh Street. This proposal will result in the loss of one resident parking space.
2. Remove "School keep clear" markings outside the nursery entrance to the school and instead, widen the footway at this location. This will provide more space for parents/carers and children waiting outside the gate before the start and at the end of the school day. In addition, together with Proposal 1, the proposed widening will provide pedestrians the view of oncoming motor vehicles so that they can cross the road safely. In order to compensate for the loss in residents parking

space from the north side of the street (Proposals 1 and 4), two spaces will be provided next to the footway widening outside the school.

3. Widen the footway outside the junior entrance to the school. This will provide more space for parents/carers and children waiting outside the gate before the start and at the end of the school day.
4. Install a secure cycle parking at the entrance of Dornfell Street; this is in response to request made by some residents of Dornfell Street. This will result in the loss of one resident parking space but it will be compensated under Proposal 2 above. The Council believes the introduction of secure cycle parking facilities would improve cycle parking safety and increase journeys made by bike which would help reduce congestion on Camden's streets. There are two types of bikehangars that are available to Camden, details of both are provided:

Cyclehoop bikehangar:

- 2 units are implemented in one car parking space (5m) providing 12 secure cycle parking spaces.
- The annual subscription fee for one cycle parking space is £60.

Asgard bikehangar:

- 3 units are implemented in one car parking space (5m) providing 9 secure cycle parking spaces
- The annual subscription fee for one cycle parking space is £55

In addition to the subscription, a one off deposit of £25 is applied for the key to allow access to the bikehangar.

In order to qualify for a space within the above bikehangars residents' must meet the following criteria:

- Live on the street (or adjacent one) where the bike parking is proposed
- Do not have a Controlled Parking Zone Permit, (or would be prepared to give theirs up)
- Do not have suitable outside space to store a bike.

You can choose the type of hangar you want installed on your street by selecting the appropriate option in the attached questionnaire, images of both types of hangars have been included below, and currently Camden has only installed the cyclehoop bikehangar.

The Council will take responsibility to install the preferred option, but the management of the unit will be undertaken by the manufacturer who will manage and maintain the bike hangar on a long term basis. We will provide registration information along with the outcome of the consultation.



Option 1: Cyclehoop bikehangar



Option 2: Asgard bikehangar

Please note that there will be no loss in residents' parking as a result of the proposals.

This is your opportunity to comment on these proposals.

The Council will be pleased to hear your views on the proposals we are consulting upon as well as any alternative suggestions or objections you may have to any aspect of the scheme.

Please kindly respond to this consultation clearly indicating your views as outlined in the consultation letter by **26 January 2018**.

You can now respond to this consultation via the following methods:

Online at: <https://consultations.wearecamden.org/supporting-communities/dornfell-street>

Email: send your response directly to joel.mimbo-hontang@camden.gov.uk

Post: send your response using the following free post address (no stamp required): Transport Strategy Service, 5th Floor 5PS, **Freepost RSLT-RJBR-TXAA**, London Borough of Camden, Town Hall, London, WC1H 9JE.

Please Note: If you are responding on behalf of an organisation only ONE reply will be accepted. You must give your full postal address when responding to this consultation if you want us to consider your views. An equality and diversity form has been included that is voluntary for you to complete and send to us via email or using the above free post address along

with your consultation response. Any information you provide will help us in making an informed decision on the proposals.

While it will not be possible to reply to you individually, all comments will be taken into account. At the end of this consultation exercise, officers' will consider the views made as part of the consultation and prepare a report with recommendations. This report will be presented to the Director of Regeneration and Planning who will make a decision whether or not to proceed with the scheme proposals. Under the Local Government (Access to Information) Act 1985, your response is available for public inspection; however your personal details will remain confidential. Please only write to us about the consultation issue.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Joel Mimbo-Hontang', written in a cursive style.

Joel Mimbo-Hontang
Design Engineer – Design Team
Transport Strategy