



**SURREY COUNTY COUNCIL'S LOCAL  
COMMITTEE IN EPSOM & EWELL**

**SAFE ROUTES TO SCHOOLS  
PEDESTRIAN IMPROVEMENT –  
CHRIST CHURCH MOUNT**

**24<sup>th</sup> JANUARY 2005**

**KEY ISSUE**

The design and construction of a pedestrian improvement scheme on Christ Church Mount, outside Stamford Primary School in support of the Epsom & Ewell Safe Routes to School Strategy.

**SUMMARY:**

This report seeks approval for the design and construction of a pedestrian improvement scheme, comprising a widened footway, new pedestrian guardrail and pedestrian table on Christ Church Mount. This scheme will both restrict parents from parking on the south side of Christ Church Mount and provide pedestrians with a safer route, allowing them to cross Christ Church Mount more easily

**OFFICER RECOMMENDATIONS:**

The Committee is asked to agree that:

- i) Approval is given to design and construct a pedestrian scheme on Christ Church Mount outside Stamford Green Primary School as shown in Annexe 1; and
- ii) The Local Transportation Director be authorised to consider any objections received in response to the statutory notice in consultation with the Chairman of the Local Committee, and local Borough and County Members.

## **1. INTRODUCTION and BACKGROUND**

- 1.1 With approximately 44% (160) of pupils walking and 6% (13) cycling, Stamford Green is among Epsom and Ewell's top primary schools for sustainable travel. Stamford Green has been committed to schemes such as the 'Golden Boot Challenge' and has voluntarily carried out school travel surveys on behalf of SCC. Cycling at Stamford Green is on the increase with provision for 20 more cycles soon to be installed, including space for 10 cycles at the Manor Park entrance to the school. The school is currently in the process of developing a school travel plan.
- 1.2 Christ Church Mount is a well used school route by both pedestrians and cyclists. However, Christ Church Mount, Manor Green Road and Meadway become congested at school start and finish times due to inconsiderate and often dangerous parking by the 46% of parents who drive their children to school. Many drivers insist on parking over the northside footway of Christ Church Mount, so that cars can still pass between themselves and cars parked on the south side.
- 1.4 Pedestrians walking along the north footway or attempting to cross Christ Church Mount are faced with tightly parked cars, reversing vehicles that are unable to pass cars approaching from the opposite direction and footways that are unprotected, both from moving traffic and the mounting by larger vehicles.
- 1.5 Pedestrians attempting to cross Christ Church Mount at the junction with Manor Green Road are often faced with parking around the corners and cars both turning into, exiting and at times reversing around the junction. Without a safe crossing point over Christ Church Mount pedestrians are at risk when emerging from between parked vehicles.
- 1.6 Many parents at the school have expressed concern about Christ Church Mount. Staff have tried to monitor the situation, often noting license plate numbers or talking to parents directly. Yellow lines have been put in place outside the school, but local residents and other parents report that these lines have been largely ignored without school or SCC staff presence. Many near miss accidents between pedestrians and vehicles have been reported to the school.

## **2. CONSULTATIONS**

- 2.1 In October 2003, parents of pupils at Stamford Green primary school were surveyed to ascertain which areas of the highway were viewed as dangerous for school travel. The site of this scheme was identified by parents as one of the major danger points in Epsom and Ewell.
- 2.2 Representatives of staff, parent and governors met with the local SCC SRTS officer, to discuss the problems faced by pupils and parents on Christ Church Mount, and some possible solutions to these problems.

- 2.3 On 10<sup>th</sup> January 2005 parents, residents and Governors, were invited to a meeting with the local SCC SRTS officer and staff members, at Stamford Green School. At the meeting, this scheme (see Annexe 1) was presented and attendees were given the opportunity to express their support and concerns over the scheme.
- 2.4 While all parents were in favour of the scheme going ahead, many expressed concern over other locations, including the junctions with Meadway, Manor Green Road and Lower Hill Road.
- 2.5 Many residents supported the scheme in principal but felt the vehicles would be displaced to outside properties further along Christ Church Mount, or on Lower Hill Road.

### **3. PROPOSED SOLUTIONS**

- 3.1 It is proposed that the Christ Church Mount south footway, between Stamford Green school and Manor Green Road, be widened by approximately 900mm, reducing the carriageway to 5 meters along this section. This will allow pedestrian guardrail to be installed, without losing 400mm of footway. It will reduce the pinch points that exist at the junction with manor Green Road and the school entrance. It will also restrict parking in this area to only one side of the road.
- 3.2 Because cars should park along the north side of Christ Church Mount, parking bays will be outlined. This will indicate to drivers what side of the road to park on and also prevent them from parking on top of the north footway as they will realise that they have room to park, this will leave enough space on the south side to pass parked cars comfortably, without being able to park another row of vehicles. By having only one row of parked vehicles, site lines will be improved, cyclists will have more room between moving and stationary vehicles and, on the journey to school, will not be at risk from opening car doors.
- 3.3 A pedestrian table will be constructed across Christ Church Mount at the junction with Manor Green Road. This will allow pedestrians from the north to cross Christ Church Mount and onto the widened footway as early as possible and to deter parking on the corner. Although this location does not assist those travelling from the direction of Lower Hill Road, a table cannot be placed to the west of the school due to the number of driveways. It cannot be placed immediately to the east of the school entrance due to difficulties associated with drainage (although not exactly insurmountable). Any further to the east but before the junction is unlikely to be used by those walking down from the west and will remove another parking space from this area.
- 3.4 The lighting in the area will be upgraded as part of the scheme. Two of the columns will be upgraded, and one of these relocated, from the south to the north side of Christ Church Mount, to reduce the amount of street furniture on the widened footway.

#### **4. POTENTIAL DIFFICULTIES**

- 4.1 One of the most immediate effects of this scheme will be the reduced amount of parking near to the school entrance. Concerns have been raised that this parking will be displaced to higher up Christ Church Mount and Lower Hill Road
- 4.2 Stamford Green has recently installed more cycle storage and will be developing a School Travel Plan. Car share schemes, walking school buses and park and stride schemes are all valid ways of reducing the demand for parking. The school is very committed to this task and, with many parents already walking and cycling to school with their children, support for sustainable travel is high and there are many volunteers to champion such schemes. In October 2003, 23% (85) of parent drivers stated that they would be encouraged to walk if a walking bus were established. Walking school buses and park and stride schemes will be ideal in this residential area, with controlled crossing points over nearby main roads.
- 4.3 As the hospital site develops more of the schools intake will live closer to the Manor Park entrance. The new school in the development area will only be taking pupils on year by year and many parents will decide to enrol their children at Stamford Green. Over time, this will reduce the demand on the Christ Church Mount parking space.

#### **5. FINANCIAL IMPLICATIONS**

- 5.1 In July 2004, Members agreed to forward a shared use scheme on the 'Cabbage Patch'. Due to a possible proposed development the scheme has been put on hold until further information on potential S278 / S106 financing is available. It is proposed that the funds made available by that scheme's delay are reallocated to this scheme to avoid under spending on the 2004/2005 budget
- 5.2 It is estimated that the construction costs for this scheme will be £15,000.

#### **6. SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 6.1 This scheme will promote the use of sustainable travel, through increased access and pedestrian safety.

#### **7. CONCLUSION AND REASONS FOR RECOMMENDATIONS**

- 7.1 Although concerns have been raised about displaced parking, the potential safety improvements, coupled with the schools very real commitment to the promotion of both walking and cycling to school, make this scheme a valuable improvement. It is therefore recommended that Members approve the development of this scheme.

**Report by: Martyn Williams, Local Transportation Manager**

---

**LEAD/CONTACT OFFICER:** Tessa Zant, Safe Routes to Schools Officer.

**TELEPHONE NUMBER:** 01372 832294

**BACKGROUND PAPERS:** November 2003 Local Committee Report, July 2004 Local Committee Report

---

ANNEXE 1

# Christ Church Mount Pedestrian Improvement Scheme

