



**SURREY**  
COUNTY COUNCIL

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

**SAFE ROUTES TO SCHOOLS  
PEDESTRIAN IMPROVEMENT –  
WORPLE ROAD**

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

**KEY ISSUE:**

The design and construction of a pedestrian improvement scheme on Worple Road outside St Martin's Church of England Infant School, in support of Epsom and Ewell SRtS Strategy

**SUMMARY:**

This report seeks approval for the design and construction of a pedestrian improvement scheme comprising a widened footway, new pedestrian guardrail, pedestrian crossing and pedestrian area on the school side of road, on Worple Road. This scheme will both restrict parents from parking immediately outside the school gates and provide pedestrians with a safer route, allowing them to use a currently redundant pedestrian-only entry point to the infant school.

**OFFICER RECOMMENDATIONS:**

The Committee is asked to agree that:

- i. approval is given for the detailed design a pedestrian scheme on Worple Road outside St Martin's Church of England Infant School as shown in Annexe 1; and
- ii. subject to the funding being made available through the Local Transport Plan devolved Capital allocation, the scheme be approved for construction in 2005/06.

## **1. INTRODUCTION and BACKGROUND**

- 1.1 In 2002 Local Councillors requested a feasibility study into the provision of footways along Church Road, Church Street and Worple Road. In 2003 and 2004, the surveying of all local schools through the SRtS programme accomplished this task in part by asking parents to identify the danger points, as pedestrians, on the journey to school.
- 1.2 Local journeys in the area of these three roads identified Worple Road, outside St Martin's Infant School, as the second most problematic of the feasibility study locations, behind the intersection with Ashley Road, which is already undergoing a pedestrian improvement scheme. The area was cited as having 'no safe place to cross, parking congestion, inconsiderate parking (particularly by parents dropping off children), speeding and high volume of traffic...'
- 1.3 When meeting with the Infant School's Head Teacher, problems with the current school entrance were also identified. Since the entrance is quite narrow, many parents, particularly those with buggies tend to use the vehicle access, creating the potential for dangerous conflict. The Head Teacher discussed opening a pedestrian access further along Worple Road, but currently there is no safe crossing from the existing footway, the access exits straight onto the carriageway, and is not wide enough for heavy pedestrian flow.
- 1.4 Since the infant school is developing a school travel plan, funding could become available for the widening of this entry point. The Junior school is also developing a travel plan and the two schools are committed to working together to take the necessary steps to allow internal access between the schools, so that siblings can enter each school through the other, without parents needing to make two trips if they use the new access.

## **2. CONSULTATIONS**

- 2.1 In October 2003, parents of St Martins C of E Infant and Junior 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 both the Infant and Junior School were met on site by local Councillors and SCC SRtS officer and principal engineer, to discuss the problems faced by pupils and parents on Worple Road and any possible solutions to these problems.
- 2.3 On the 13<sup>th</sup> December 2004, parents of Infant School pupils were invited to a meeting with SCC SRtS officer, the Local County Councillor and both Head Teachers. At this meeting this scheme was presented as a solution and parents were given the opportunity to comment on the scheme.

- 2.4 All of the parents in attendance supported the scheme, although some concerns were raised over the lack of parking for parents who need to go on to other engagements such as employment. Other problem sites were also discussed for future improvement.

### **3. PROPOSED SOLUTIONS**

- 3.1 It is proposed that the footway opposite the Infant School on Worple Road is widened by approximately 2 meters. The carriageway, currently between 5.1 and 5.7 meters over this one-way section, is in excess of the required lane width. This will allow guardrail to be instated without losing footway width.
- 3.2 Guardrail will also prevent the pedestrian table at the Avenue Road end or Worple Road being used and will encourage the use of the new school pedestrian entrance. This entrance will be serviced by a new pedestrian table which will replace the existing road hump currently outside the unused entrance and emergency access gates.
- 3.3 A new pedestrian area will be created in the bend of Worple Rd, immediately outside the unused pedestrian gate. This will allow pupils and parents to stand safely while waiting to enter the school or to cross Worple Rd

### **4. POTENTIAL PROBLEMS**

- 4.1 At the parents' meeting, concerns were raised that there would be a lack of parking close to the infant school for parents who needed to drive on quickly to work. However, the school is developing a School Travel Plan and many of the parents are confident that walking school buses and car share schemes are a realistic solution. It is unlikely that parking will be displaced as the large employment centres in the area saturate parking.
- 4.2 Although Church Road and Church Street will not receive a provision of footway through this scheme, parents did not ask that these areas be prioritised for improvement, either in school travel surveys or at school meetings. However, the situation will be monitored through the schools' travel plans and any future improvements required can be developed through the SRtS programme.

### **5. FINANCIAL IMPLICATIONS**

- 5.1 In 2002/2003, £6,000 of Members allowances was set aside for a feasibility study into potential improvements for pedestrians along Church Road, Church Street and Worple Road. Feasibility work has been carried out through the SRtS programme and remaining funds from this allocation will go towards the design of this scheme. Outstanding design costs and construction costs will be met by the SRtS devolved capital allocation in 2005/2006.

**6. SUSTAINABLE DEVELOPMENT IMPLICATIONS**

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

**7. CONCLUSION AND REASONS FOR RECOMMENDATIONS**

- 7.1 Both St Martin's Infant and Primary School are currently developing travel plans, both have taken part in SCC travel surveys and the infant school is committed to schemes such as the 'Golden Boot Challenge'. With a combined roll of 450 pupils, pedestrian improvements in the area will effect a significant reduction in accident risk. It is therefore recommended that Members approve the design and construction of this scheme.

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

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

**TELEPHONE NUMBER: 01372 832294**

**BACKGROUND PAPERS: November 2003 Local Committee Report,  
December 2002 Local Committee Report.**

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ANNEXE 1

# Worple Road Pedestrian Improvement Scheme

