



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

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

25th April 2005

KEY ISSUE:

The design and construction of a pedestrian improvement scheme on Christ Church Mount outside Stamford Green Primary School in support of Surrey County Council's Safe Routes to School Strategy (SRtS) for Epsom and Ewell.

SUMMARY:

This report seeks approval for the design and construction of a pedestrian improvement scheme, comprising of a series of pedestrian tables, kerb build-outs and kerb realignment, on Christ Church Mount and the junction with Manor Green Road. It also seeks approval that as part of the maintenance work, a series of bollards are placed on the north side of Christ Church Mount between Manor Green Road and the school entrance. This scheme will provide pedestrians with a safer route, allowing them to cross Christ Church Mount more easily and preventing parking over crossing points. It will also serve to restrict parking on the footpath to the north of Christ Church Mount.

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;
- ii) that approval is given to advertise the proposed installation of road tables; and
- iii) 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 A report was submitted to the Local Committee in January 2005, which described a pedestrian improvement scheme in the vicinity of Stamford Green Primary School. The scheme was required to address the high level of pedestrian activity in combination with unsafe and inconsiderate parking by motorists.
- 1.2 As a result of the previous proposals, residents expressed concern that these plans did not take their needs into account. It was agreed that a working group of local Members be formed to make a more informed decision about what style of scheme should be progressed. There was agreement that the situation did need to be addressed as part of the Safe Routes to Schools Programme.
- 1.3 Pedestrian counts were carried out on 1/3/05 and 3/3/05 along the length of Christ Church Mount and at the intersections with Manor Green Road, to determine where the pedestrian desire lines were and which were the most significant.
- 1.4 A Working Group consisting of a representative from the school, the local Residents Association, two Borough Councillors and the County Councillors as well as the local SRtS Officer and Principle Engineer, met to discuss the issues on March 10th, 2005.
- 1.5 A scheme as displayed in Annexe 1, without bollards, was agreed. Upon discussing the proposed scheme with the school, both the school representative and local Members requested that the bollards be added to the scheme as shown in Annexe 1.

2. CONSULTATIONS

- 2.1 It is proposed that in addition to the consultation already undertaken, a wider consultation with residents is carried out, as part of the statutory advertising process.
- 2.2 Local Councillors have agreed both to determine the extent of the consultation and to arrange for the distribution of consultation documents.

3. PROPOSED SOLUTIONS

- 3.1 It is proposed that three pedestrian tables be installed on Christ Church Mount and Manor Green Road, to prevent parking over crossing points and to slow vehicles on their approach. Two tables are proposed over Christ Church Mount – one at the junction with Manor Green road and one on the eastern side of the school entrance. The latter will be combined with pedestrian build-outs to further discourage parking over the crossing point and to allow pedestrians to see around parked cars. The final crossing point is over Manor Green Road just to the south of Christ Church Mount, with a build-out on the Meadway side of the road.
- 3.2 Two kerb realignments are proposed, one outside the school entrance where bridge infrastructure cuts into the footway creating a 'pinch point' and another at the south-east corner of Meadway and Manor Green Road, both to prevent dangerous and obstructive parking, and to give enough room for pedestrians to cross over the proposed Manor Green road pedestrian table in front of the existing C&W box (see Annexe 1).
- 3.3 In conjunction with required maintenance of the northern footway on Christ Church Mount it is proposed that bollards be installed to prevent vehicles from parking on the pavement, which often requires dangerous reversing manoeuvres.
- 3.4 The lighting in the area will be upgraded where required 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 more heavily used footway. It is recommended that all street furniture including lighting columns and bollards be of appropriate design to enhance the area, rather than 'urbanise' it.

4. POTENTIAL DIFFICULTIES

- 4.1 One of the main concerns of local residents is that the residential area surrounding the school will become urbanised for the needs of the school, although the school is only in operation for part of the day.
- 4.2 By proposing low wooden bollards instead of guardrail and retaining current road widths it is hoped that a good compromise has been reached between child road safety and local amenity standards.

5. FINANCIAL IMPLICATIONS

- 5.1 It is proposed that the funds made available for this scheme in 2004/2005 be carried forward into the 05/06 financial year to finance this scheme.
- 5.2 It is estimated that the design and construction costs for this scheme will be £35,000.

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 amenity standards, 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 progression of this scheme through to construction.

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BACKGROUND PAPERS: November 2003 Local Committee Report,
July 2004 Local Committee Report, January
2005 Local Committee Report
