



**OFFICER REPORT TO LOCAL COMMITTEE
(Epsom and Ewell)**

**THE VALE PRIMARY SCHOOL, BEACONSFIELD ROAD
PROPOSED TRAFFIC RESTRAINT MEASURE AND CROSSING
FACILITY**

13 SEPTEMBER 2010

KEY ISSUE

To consider the introduction of a traffic restraint measure and combined crossing facility outside the exit to the Vale Primary School, Beaconsfield Road.

SUMMARY

A need has been identified for a crossing facility outside the school which will highlight the presence of pedestrians to motorists and allow greater footway space.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- i) Approve installation of the facility illustrated in Annex A.

1 INTRODUCTION AND BACKGROUND

- 1.1 Beaconsfield Road is a long residential road which is effectively a cul-de-sac beyond Harding Road. The Vale Primary School is at the far end of the cul-de-sac. The road is subject to a 30 mph speed limit.
- 1.2 A significant proportion of pupils attending the school live alongside roads immediately adjoining Beaconsfield Road but many others arrive at the school by car. Whilst the school grounds incorporate a large area for parking and space to drop off passengers, a potential exists for conflict between vehicles and foot traffic. Of particular concern has been the safety of children crossing the road outside the school.
- 1.3 The proposed facility is designed to moderate driver behaviour in the vicinity of the most widely used crossing point and offer advantages for pedestrians.

2 ANALYSIS

- 2.1 Details of the proposed crossing are illustrated in Annex A.
- 2.2 At an initial meeting with the head teacher she indicated her strong support for the measures proposed although discussions with the Board of Governors have yet to be concluded.
- 2.3 Local residents have not been consulted at this time but their views will be sought before any work commences on site and reported to the Committee Chairman and Vice Chairman. Surrey Police have expressed support for the proposed measures.
- 2.4 The design has been developed to feasibility stage only at this time and will be subject to safety audit and detailed design. However, no significant changes to the illustrated layout are envisaged.
- 2.5 The proposed layout has been chosen because it serves to slow traffic moving along the road; reduces the width of carriageway to be crossed by pedestrians; provides increased footway areas where pedestrians can gather; complements the one-way arrangement that operates within the school grounds; reserves kerb space thus preventing parking where people would wish to cross the road; assists visibility for and of pedestrians by placing them in a prominent yet safe position.

3 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 3.1 Funding for the scheme will be met from Section 106 contributions already held.

4 EQUALITIES AND DIVERSITY IMPLICATIONS

- 4.1 The measures will incorporate facilities for the blind and mobility impaired in the form of dropped kerbs and tactile paving.

5 CRIME AND DISORDER IMPLICATIONS

- 5.1 None perceived.

6 CONCLUSION AND RECOMMENDATIONS

- 6.1 It is recommended that the proposals are approved for detailed design and implementation, subject to informal consultation with nearby residents and endorsement by Committee Chairman and Vice Chairman.

7 REASONS FOR RECOMMENDATIONS

- 7.1 The measures are in accordance with the Council's strategy to promote sustainable forms of transport and provide safe routes to schools.

8 WHAT HAPPENS NEXT

- 8.1 Should approval be forthcoming, the design will be finalised in collaboration with the Council's Road Safety Team, advertised in accordance with statutory procedure and implemented during the current financial year (ending 31st March 2011).

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