

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE:** 11 December 2014**LEAD OFFICER:** Duncan Knox**SUBJECT:** ROAD SAFETY OUTSIDE SCHOOLS REPORT – RAVENSCOTE SCHOOL**DIVISION:** HEATHERSIDE AND PARKSIDE**SUMMARY OF ISSUE:**

Concern has been expressed over the safety of children arriving and leaving Ravenscote School and the associated congestion caused by school journey traffic. This report outlines investigations into the nature and extent of the concerns, and possible highway and road safety education improvements to reduce them. These have been developed in accordance with the County Council's Road Safety Outside Schools policy.

RECOMMENDATIONS:**The Local Committee (Surrey Heath) is asked to agree that**

- (i) Ravenscote Junior School has completed Teaching Assistant Pedestrian Awareness Skills courses which have been well received. The school will be supported by the county council's Sustainable Travel Team in the creation of a Walking Bus, and Park SMART initiatives.
- (ii) The highway improvement proposals presented within this report are added to the list of possible future highway improvements for Surrey Heath. The local committee will then decide whether to allocate funding from their future annual budget for highway improvements. This will depend upon the extent of the problem and the estimated costs compared with other schemes, and the funds made available to the local committee.

REASONS FOR RECOMMENDATIONS:

These highway measures would help to reduce traffic speeds and reduce antisocial parking and so would reduce risk of collisions and improve the road environment to encourage more walking and scooting to school. A successful increase in these modes would contribute to fewer car journeys and less motor vehicle congestion. However the measures at this site would need to be prioritised alongside other schemes across Surrey Heath. The recommended school travel plan and road safety education improvements would also help to improve road safety and reduce reliance on the car for the school journey.

1. INTRODUCTION AND BACKGROUND:

- 1.1 One of the most frequently expressed road safety concerns is that of the safety of children outside schools. At school drop off and pick up times the roads in the immediate vicinity of schools are especially busy and there is usually a higher level of vehicle, pedestrian, scooter and cyclist activity. This causes slower vehicle speeds and congestion and very often leads to frustration from residents and motorists at the apparent chaos caused by parents and children arriving or leaving the school.
- 1.2 Concerns have been expressed over the safety of children arriving and leaving Ravenscote Junior School in Camberley following recent incidents resulting in injuries to children. There have also been ongoing concerns over the behaviour of parents parking inappropriately on Upper Chobham Road and Old Bisley Road and the congestion caused by school journeys. It is thought that this includes parents of children attending Tomlinscote School too.
- 1.3 This report describes the results of investigations into these issues and presents possible highway and road safety education improvements to address the concerns. These have been developed in accordance with the county council's Road Safety Outside Schools policy approved by county council Cabinet on 24 June 2014. It also describes consideration of a suggestion to develop a car park for use by school parents on the south side of Old Bisley Road in woodland owned and managed by Frimley Fuel Allotments Charity.

2. ANALYSIS:

Site Description and Existing Infrastructure

- 2.1 Ravenscote Junior School teaches children from ages 7 to 11 (years 3 to 6) and is the largest junior school in Surrey with over 600 pupils. It is worth noting that there are several other schools close by including Tomlinscote Secondary School, Carwarden House Community School, St Augustine's Catholic Primary School and The Grove Primary School which add to the level of traffic and congestion on the local roads during school journey peak times.
- 2.2 Upper Chobham Road has already benefitted from investment to improve road safety and accessibility for pedestrians. In July 2006 the Surrey Heath Local Committee approved the implementation of a new footway on the eastern side of the road. Consequently there are footways at least 1.8 m wide on both sides of the road throughout the length. The Surrey Heath Local committee also approved a new 30 mph speed limit which was implemented in January 2013 (reduced from 40 mph). A school crossing patrol operates next to the school pedestrian-only entrance and there is pedestrian guard railing on both sides of the road and dropped kerbs and tactile paving at the crossing point. There are also school flashing signs on the northbound and southbound approaches to the school crossing patrol.
- 2.3 There are advisory school keep clear markings on both sides of the crossing point. These do not have timing plates, and so are not enforceable. There are no other parking restrictions on this stretch. There are two vehicle activated signs (one on each side of the road to the north of the school entrance),

installed in July 2013, which will illuminate to remind drivers of the 30 mph speed limit if they are travelling too fast. There are driveways and entrances on the north-western side of the road opposite the school site including an entrance to St Francis Church car-park about 20m from the school crossing patrol site.

- 2.4 Old Bisley Road has a 30 mph speed limit with a pedestrian refuge positioned in the centre of the road about 30m from the mini-roundabout junction with Upper Chobham Road. There is a footway on the north-side of the road adjacent to the school site, with hazard marker posts along much of this footway from the mini-roundabout junction to the school entrance. It is understood that they were introduced some years ago to deter parking on the pavement.
- 2.5 There are two vehicular entrances to the school site on the north side of the road. One provides access to the caretaker's bungalow and is also used for goods deliveries. The other is the main vehicle entrance to the school with pedestrian gates on either side of the vehicle entrance. On the south side of the road there is a footway between the mini-roundabout junction and the pedestrian refuge, but no footway along the rest of the length. There is a layby on the south-side opposite the school site, with a gravel surface, with room for about 10 cars, but no footway or crossing point. There are school warning signs (without flashing lights) on both approaches to the school entrance. There are advisory school keep clear markings on the north side on both approaches to the school vehicle and pedestrian entrance. These do not have timing plates, and so are not enforceable. There are no other parking restrictions on this stretch though there are a number of "h-bar" access protection advisory markings across the entrances to residential properties on the north side to the east of the school entrance.
- 2.6 It is worth noting that on Chobham Road (which adjoins Upper Chobham Road and Old Bisley Road) there is traffic calming in the form of raised zebra crossings, speed cushions and a raised road table to manage speeds and help pedestrians cross the road in the vicinity of Tomlinscote Secondary School. In contrast Upper Chobham Road and Old Bisley Road do not have any vertical traffic calming to manage speeds or formal crossings in the vicinity of Ravenscote Junior School.

Perceived problems

- 2.7 A meeting was held with the Divisional Member Councillor David Ivison, police colleagues, the school senior management team, representatives of the governing body, and representatives of local residents on 31 March 2014. The concerns that were raised included the following:
- Recent incidents resulting in serious injuries to children and conflict between motorists.
 - Inconsiderate parking on Upper Chobham Road where vehicles were blocking resident's driveways, obstructing footways used by parents and children, and parking on the roundabout junction with Old Bisley Road.
 - A lack of crossing facilities and footway on sections of Old Bisley Road.

- 2.8 A request was also made by Cllr Ivison to consider the feasibility of developing a car park on the south side of Old Bisley Road in woodland owned and managed by Frimley Fuel Allotments Charity.

Analysis of Road Collision Data

- 2.9 A plot of personal injury collisions recorded by the police covering the period from 1 January 2008 to May 2014 is attached within Annex A. Table 1 below summarises the number of injury collisions in the vicinity of the school over last three calendar years plus the current year 2014 to the end of May. This does not include collisions resulting in damage only as this is not systematically reported to, or recorded by the police.

Table 1: Collisions in the vicinity of Ravenscote Junior School from January 2011 to end of May 2014

| Road | Collisions | | | |
|---------------------------|------------|---------|--------|-------|
| | Fatal | Serious | Slight | Total |
| Upper Chobham Road | 0 | 1 | 2 | 3 |
| Old Bisley Road | 0 | 1 | 1 | 2 |
| Junction of above | 0 | 1 | 0 | 1 |
| Total | 0 | 3 | 3 | 6 |

- 2.10 The above collisions resulted in injuries to 7 casualties, 3 of these were children under the age of 16. The child casualties and circumstances of these are summarised below:
- Collision between taxi emerging from the entrance to Carwarden House Community School (on Upper Chobham Road), and male cyclist aged 15 at 09:11, Thursday 20 September 2012, leading to slight injury to cyclist.
 - Collision between southbound car and female pedestrian aged 11 crossing Upper Chobham Road towards Ravenscote school to the north of the school pedestrian entrance at 15:50, Wednesday 4 September 2013, leading to serious injury to the pedestrian. It is understood that the pedestrian was a Tomlinscote School pupil.
 - Collision between eastbound car and female pedestrian aged 10 crossing from stationary vehicle on westbound side of Old Bisley Road approximately 115m west of the junction with The Ridings at 08:40, Thursday 6 March 2014 leading to serious injury to pedestrian. It is understood that the pedestrian was a Ravenscote School pupil.
- 2.11 Although any one collision resulting in road casualties is one too many, the collision history around the school does not represent a very concentrated pattern of collisions compared to many other sites across Surrey. (Information on personal injury collisions throughout Great Britain is available to view via www.crashmap.co.uk).
- 2.12 None-the-less there have been serious injuries to two child pedestrians near Ravenscote school in the last three years taking place at school journey times (one being a Ravenscote School pupil, and the other a Tomlinscote School pupil). As well as the effect on the individuals involved, this increases the fear of road danger across the school community which may deter more walking and scooting to the schools.

Speed Survey Data

- 2.13 Speed surveys have been conducted by police colleagues using speed detection radar boxes that are attached to lamp columns to measure speeds without drivers knowing they are there. Speeds were collected for a one week period in each instance. The following Table 2 summarises the data collected. The Upper Chobham Road used to have a 40 mph speed limit which was changed to 30 mph during January 2013.

Table 2: Speed Survey Data

| Location | Date | Direction | Mean mph | 85 th percentile* mph |
|--|------------------------------|------------|----------|--------------------------|
| Upper Chobham Road Near school entrance | March 2012 (40 mph limit) | Northbound | 37 | 43 |
| | | Southbound | 40 | 48 |
| Upper Chobham Road Near school entrance | March 2014 (30 mph limit) | Northbound | 35 | 42 |
| | | Southbound | 35 | 42 |
| Old Bisley Road Near school entrance | March 2014 (30 mph limit) | Eastbound | 33 | 42 |
| | | Westbound | 33 | 39 |
| Old Bisley Road Near Fern Close | March 2014 (30 mph limit) | Eastbound | 36 | 42 |
| | | Westbound | 34 | 39 |

* The 85th percentile speed is the speed above which the fastest 15 per cent of vehicles were travelling.

- 2.14 It can be seen that since the implementation of the 30 mph speed limit (along with supporting vehicle activated signs) on Upper Chobham Road, the mean speed has reduced from 37 and 40 mph northbound and southbound respectively, to 35 mph in both directions. The 85th percentile speed has reduced from 43 and 48 mph northbound and southbound respectively to 42 mph in both directions. Therefore although the new speed limit has been successful in reducing vehicle speeds, there are still a substantial proportion of vehicles exceeding the speed limit.
- 2.15 It should be noted that speeds during the weekday peak hours outside the school entrances on Upper Chobham Road and Old Bisley Road are substantially reduced, with measurements showing a typical mean speed of between 26 to 28 mph and 85th percentile speed of between 34 and 37 mph on Upper Chobham Road. There is a typical mean speed of between 23 to 25 mph and 85th percentile speed between 31 and 34 mph on Old Bisley Road. Site observations have confirmed very slow speeds for a short period of time during the school drop off and pick up periods lasting 15 to 30 minutes. However outside of these 15 to 30 minute periods speeds were seen to increase again.

Post Code and Sustainable Travel Data

- 2.16 A survey conducted as part of the School Travel Plan review in 2013 shows that currently over half the school population travels to the school by car. Children and parents were also asked as to how they would prefer to travel to school and more than two thirds said they would like to be able to walk, but fear over the safety of children is one of the main barriers. A map showing the distribution of pupils at Ravenscote Junior School by postcode is presented within Annex B. This highlights that the catchment area is relatively small, and therefore there is potential for increasing the proportion who walk or scoot to the school.

Road User Behaviour Observations

- 2.17 A site visit involving county council highway engineers, road safety team, sustainability team, the local councillor David Ivison and police colleagues was undertaken on the morning of 29 April 2014. The following observations were noted.

Upper Chobham Road:

- More than 150 children and parents crossed using the school crossing patrol safely.
- The St Francis Church car park was used by a number of parents. The car park entrance has room for only one vehicle at a time to enter or exit the site. This resulted in additional congestion as vehicles took turns to enter or exit the car park. It is understood that the car park is allowed to be used by parents only through the goodwill of the owners, and it cannot be assumed that the car park will always be available for use in this way.
- There was a large number of vehicles parked on the northwest side of the road opposite the school, half on the footway. Some of these temporarily blocked private driveways (especially on the stretch between the mini-roundabout junction and the approach to the St Francis Church car park entrance). The parking obstructed visibility on the approach to the car park entrance, on the northbound exit of the mini-roundabout and partly obstructed pedestrian access along the footway (especially parents with pushchairs).
- A number of vehicles travelling southbound towards the mini roundabout dropped off children whilst in a queue of very slow moving traffic.
- The footway on the south-side adjacent to Ravenscote school was mainly used by secondary school children travelling to Tomlinscote School.
- The advisory school keep clear markings were well observed with no infringements observed at the time of the site visit. It is reported that there are occasional infringements at other times.
- There was no parking on the south (school side) of the road. This was thought to be because there are no private entrances with dropped kerbs to use to mount the footway.

Old Bisley Road:

- During the morning peak only a small number (approximately 20 people) were observed using the pedestrian refuge at the western end near the mini roundabout. However during the afternoon school peak hour 106 crossing movements were observed in the direction of Upper Chobham Road. There was cooperation and interaction between groups of pedestrians using the refuge and motorists allowing them to cross in slow moving traffic. The pedestrians crossing at this point were mostly secondary school children.
- During the morning peak three motorists were observed dropping children off within the advisory school keep clear markings to the west of the school pedestrian/vehicle entrance. It is understood that this occurs regularly.
- A number of vehicles parked to the east of the school entrance, but not blocking private driveways.
- A number of vehicles parked in the layby on the southside of the road and the users then crossed the road next to wherever they had parked (there was no single preferred crossing point).

School Travel Plan and Road Safety Education

2.18 The following are the road safety, travel planning and sustainability activities that Ravenscote school undertake at the time of the initial assessment:

- Bikeability Training Level 1 & 2. This is an on and off road cycle training courses carried out in years 5 and 6 (9 and 10 year olds). There is a £11 charge for level 1, and £22 for level 2 courses, and a reduced rate for those eligible for free school meals. Most children complete this training.
- Road Safety Assemblies. The school carry out assemblies on Road Safety Education.
- School Travel Planning. The school first produced a travel plan in 2007 and this would have made the school eligible for a government grant to purchase equipment to encourage sustainable travel to and from school. The school have a large covered cycle shelter which could cater for 30 cycles, (however there is reluctance to cycle along Upper Chobham Road or Old Bisley Road). The school travel plan has been reviewed and updated fairly regularly and another update is due. The school have requested assistance with funding of a scooter parking pod as many of the years 3 and 4 (7 and 8 year old) children come to school by scooter. This will be part funded via a Sustainable Travel Grant.
- School Speed Watch. This is carried out by the county council's Community Engagement Team and the Casualty Reduction Officer from Surrey Police. Year 6 (10 year old) pupils interview drivers that have been caught speeding along the road outside the school, instead of the police issuing the usual penalty. Although the school have carried this out in previous years they have not taken this opportunity up recently.

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| 3. OPTIONS: |
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- 3.1 The following highway measures are being proposed so as to reduce anti-social parking near the school that causes vehicle congestion and blocking of footways for pedestrians. Improved crossing facilities are also proposed so as to encourage more walking and scooting. If measures to reduce congestion are successful then there is the possibility of increased vehicle speeds. Therefore measures are also proposed to help manage vehicle speeds in the vicinity of the school. These will also help reduce the risk of collisions for all road users and improve the feeling of safety for pedestrians.
- 3.2 It is suggested that the measures for Old Bisley Road and Upper Chobham Road could be considered as two separate schemes for which funding could be allocated in two separate stages. It is suggested that Upper Chobham Road would be the priority as this is where the most pedestrian crossing movements take place. The total estimated cost for implementation of the measures is £50,000 for Upper Chobham Road and £30,000 for Old Bisley Road.

Upper Chobham Road

- 3.3 **Parking restrictions (estimated cost £5,000).** Parking restrictions indicated by double yellow lines would be installed on the north side of Upper Chobham Road from the mini roundabout junction with Chobham Road to the junction with The Fairway. Parking restrictions would also be installed on the south side of Upper Chobham Road from the mini roundabout junction with Chobham Road up as far as the school entrance. School keep clear markings would be retained in the vicinity of the existing crossing point. These controls would prevent cars parking along the Upper Chobham Road partially blocking the footway or temporarily blocking private driveways and would also help reduce congestion on the Upper Chobham Road.
- 3.4 Vehicles would still be able to park on the school side of the road to the north of the school entrance. It is thought that they would be less likely to mount and block pavements when doing so as there are no dropped kerbs or driveways on the south (school) side of the road along this stretch. Allowing vehicles to park on this section would also mean that children would not need to cross the road to get between their vehicle and the school entrance. This arrangement would be subject to monitoring and if this arrangement does not work then further parking restrictions could be considered on this stretch in the future too.
- 3.5 It is possible that these measures could result in displacement of some parking to other nearby side roads such as The Fairway and Evergreen Road. It would be preferable for school children to alight from parked vehicles on these quieter residential cul de sac roads and then walk to the school entrance using an enhanced crossing point as this would be safer and would result in less congestion on the Upper Chobham Road, which is a busy local through route.
- 3.6 **Raised road table (estimated cost £25,000)** This would be located at the point of the existing school crossing patrol and encourage slower vehicle speeds in the vicinity of the crossing point and would make crossing the road easier where the school crossing patrol would continue to operate. Examples

of similar raised tables can be seen nearby on Deepcut Bridge Road or on Chobham Road near the junction with Tomlins Avenue.

- 3.7 **Speed cushions (estimated cost £15,000)** A pair of speed cushions (consisting of a square traffic calming hump in the middle of each running lane) would be provided to the south of the raised road table described above and would be positioned between the raised road table and the roundabout junction with Chobham Road. Another pair of speed cushions would be provided to the north of the raised road table. These cushions would assist in slowing vehicles down on the approaches to the school entrance so as to reduce the risk of collision and reduce the fear of higher speed vehicles for pedestrians. Signing would be installed to warn southbound motorists of the traffic calming ahead. Examples of such speed cushions can be seen nearby on Chobham Road.
- 3.8 Along with estimated design costs of £5,000, the above highway improvements on Upper Chobham Road are estimated at £50,000.

Old Bisley Road:

- 3.9 **Speed cushions (estimated cost £30,000).** A pair of speed cushions would be provided in the vicinity of the existing pedestrian refuge near the junction of Old Bisley Road with Upper Chobham Road. These would encourage slower vehicle speeds in the vicinity of the pedestrian refuge. Another three pairs of pairs of speed cushions would be provided along Old Bisley Road to manage speeds in the vicinity and on the approaches to the school entrance so as to reduce the risk of collision and reduce the fear of higher speed vehicles for pedestrians. There is no single desire line for crossing between the lay-by on the south side of the road to the school so the series of cushions would help manage speeds irrespective of where crossing takes place. Signing would be installed to highlight the presence of the traffic calming for westbound drivers. Upright timing plate signs would be installed to ensure that the school keep clear markings could be enforced if necessary.
- 3.10 Along with estimated design costs of £5,000 the above highway improvements on Old Bisley Road are estimated at £35,000.

School Travel Plan and Road Safety Education

- 3.11 Following the initial road safety assessment the county council Sustainable Travel Team have already worked with the school in providing Teaching Assistant Pedestrian Awareness Skills Courses. This enables the school to be able to provide pedestrian awareness courses for years 3 and 4 (8 & 9 year olds) including practical training within the area immediately surrounding the school, and have been well received. The school have also implemented road safety awareness banners incorporating posters designed by pupils on the school entrances and have updated their school travel plan.
- 3.12 The school leadership have also committed to working with the county council Sustainable Travel Team on setting up a Walking Bus. The Walking Bus consists of a coordinated line of children walking together wearing hi-visibility tabards supervised by parent volunteers. These are reliant on parent volunteers so there are concerns over receiving enough parental support and then maintaining the Walking Bus over a long period. However the county council Sustainable Travel Team have committed to providing additional

resources and have offered a financial honorarium for a Walking Bus coordinator. The Walking Bus may also be attractive to working parents who would no longer need to drop their children to school themselves.

- 3.13 A Park SMART initiative could also be considered in the future, especially in support of any changes to parking restrictions. This is carried out by the county council's Sustainable Travel Team and the Casualty Reduction Officer from Surrey Police. A number of children from the school are taken out prior to the afternoon peak to look at parental parking behaviour. They identify with the help of officers vehicles that are parking illegally, inconsiderately or obstructing residential properties and then an advisory leaflet is filled out by the children and left on the windscreen or given directly to the driver.

Car Park Proposal on Frimley Fuel Allotments Woodland

- 3.14 The development of a car park on woodland owned by Frimley Fuel Allotments Charity has been suggested by the local member Cllr David Ivison. This might assist in reducing congestion on nearby roads by reducing the parking on the main through routes near the school if drivers could be successfully persuaded to use the car park instead. However a number of issues would need to be taken into account:

- Successful use of a car park could encourage even more motor vehicle use and therefore contribute to greater congestion on local roads. For example there could be congestion involving vehicles queuing to turn into and out of the car park.
- Careful consideration on providing suitable footway and crossing facilities would be required to ensure pedestrians could cross from the car park to the school. An additional well used crossing point on Old Bisley Road may contribute to more congestion.
- Parking controls would be required on Upper Chobham Road and Old Bisley Road in order to encourage parents to use the carpark instead.
- Speed management measures may be required on Upper Chobham Road and Old Bisley Road if parking is successfully reduced and speeds increase on these stretches of road.

4. CONSULTATIONS:

- 4.1 A meeting was held with the Divisional Member Councillor David Ivison, police colleagues, the school senior management team, representatives of the governing body, and representatives of local residents on 31 March 2014. The purpose of this meeting was to understand the perceived problems.
- 4.2 Site visits were subsequently undertaken with the Divisional Member Councillor David Ivison, police colleagues, local highway engineers, Road Safety Team and Sustainable Travel Team.
- 4.3 The Divisional Member and School Leadership have been consulted on the proposed options.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The recommended school travel plan and road safety education activities could be delivered using existing staff resources. A financial honorarium incentive of up to £1,000 could be offered to a Walking Bus coordinator.
- 3.15 The highway improvements on Upper Chobham Road (including design) are estimated at £50,000. The highway improvements on Old Bisley Road (including design) are estimated at £35,000.
- 5.2 There would be substantial financial savings to society through investment in highway improvements that successfully reduce road collisions. There would also be benefits to the local economy if the measures successfully encourage more walking and scooting and hence reduce road traffic congestion on local roads.
- 5.3 The proposals presented here would need to be prioritised alongside other schemes within Surrey Heath to ensure value for money. This will take into account the likely effect of the proposals on congestion, accessibility, safety, economy and future maintenance liabilities.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 This report has been created in accordance with the council's Road Safety Outside Schools Policy which has been subject to Equality and Diversity Impact Assessment. Highway improvements are subject to independent road safety audit which take into account the needs of all road users including those with mobility impairment.

7. LOCALISM:

- 7.1 The proposals presented within this report have been developed following consultation with the local Divisional Member and School Leadership. If implemented they would improve road safety and encourage more walking, and scooting to school and would help reduce car journeys, anti social parking and congestion which have a negative impact on the local community.

8. OTHER IMPLICATIONS:

| Area assessed: | Direct Implications: |
|--|---|
| Crime and Disorder | Set out below. |
| Sustainability (including Climate Change and Carbon Emissions) | Set out below. |
| Corporate Parenting/Looked After Children | No significant implications arising from this report. |
| Safeguarding responsibilities for vulnerable children and adults | No significant implications arising from this report. |
| Public Health | Set out below. |

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8.1 Crime and Disorder implications

The proposals would contribute to reduced speeding offences. They would also help to reduce anti-social parking and confrontations between parents and residents.

8.2 Sustainability implications

The proposals would reduce road danger and encourage more sustainable modes of travel. This would result in fewer carbon emissions and less air pollution.

8.3 Public Health implications

The proposals would encourage active travel which improves the health of the participants.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Concern has been expressed over the safety of children arriving and leaving Ravenscote School and the associated congestion caused by school journey traffic. Investigation has been undertaken in accordance with the county council's Road Safety Outside Schools policy. This has included assessment of the history of road collisions, traffic speeds, site observations and assessment of the school travel plan and road safety education activities delivered by the school.

9.2 Consequently Ravenscote Junior School have already been provided with Teaching Assistant Pedestrian Awareness Skills courses. The school have also erected road safety awareness banners incorporating posters designed by pupils on the school entrances and have updated their school travel plan. The school will be supported by the county council's Sustainable Travel Team in the setting up of a Walking Bus. Park SMART initiatives may also be considered in the future in support of any changes to parking restrictions.

9.3 It is also recommended that the highway measures described within this report are added to the list of possible future highway improvements for Surrey Heath. The local committee will then decide whether to allocate funding from their future annual budget for highway improvements. This will depend upon the extent of the problem and the estimated costs compared with other schemes, and the funds made available to the local committee. It may be possible that other funding sources may become available too (for example developer contributions).

9.4 These highway measures would help to reduce traffic speeds and reduce antisocial parking and so would improve the road environment to encourage more walking, and scooting to school. A successful increase in these modes would contribute to fewer car journeys and less motor vehicle congestion. The recommended school travel plan and road safety education improvements would also help to improve road safety and reduce reliance on the car for the school journey.

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