

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (GUILDFORD)****DATE:** 25 MARCH 2015**LEAD OFFICER:** Duncan Knox

**SUBJECT:** ROAD SAFETY OUTSIDE SCHOOLS REPORT:  
 Boxgrove Primary School, St Thomas of Canterbury Catholic School and St Peter's Catholic Secondary School

**DIVISION:** GUILDFORD SOUTH EAST & GUILDFORD EAST**SUMMARY OF ISSUE:**

Concern has been expressed over the safety of children arriving and leaving Boxgrove Primary, St Thomas of Canterbury Catholic Primary School and St Peter's Catholic Secondary School. 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 (Guildford) is asked to agree:**

- (i) The County Council's Sustainable School Travel Team will work together with Boxgrove Primary School, St Thomas of Canterbury Catholic Primary School and St Peter's Catholic Secondary School to assist the schools in providing additional school travel plan and road safety education activities as described within this report.
- (ii) Consultation will be undertaken with the school communities (teachers, parents, carers, students and local residents) regarding the proposed highway interventions contained within this report. Subject to feedback being positive, the highway interventions will be implemented and funded by £100,000 allocated by the Local Committee for this project.
- (iii) Approval to advertise any required statutory notices associated with these highway interventions, in accordance with the Road Traffic Regulation Act 1984, and subject to no objections being upheld, the necessary Orders made.
- (iv) Approval for the Area Highways Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee and the relevant divisional and borough councillors to consider and resolve any objections received in connection with the proposals or, if not resolved, to bring back a further report to the Local Committee.

**REASONS FOR RECOMMENDATIONS:**

The recommended 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, scooting and cycling 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. These measures also contribute towards the aims of the Guildford Town and Approaches Movement Study and Guildford Cycling Plan.

## **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 schools.
- 1.2 These type of concerns appear especially acute in the Boxgrove area of Guildford due to the relatively close proximity of three schools: Boxgrove Primary School, St Thomas of Canterbury Catholic Primary School and St Peter's Catholic Secondary School. Consequently this report describes the results of investigations into these issues across the Boxgrove area, 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.

## **2. ANALYSIS:**

### **SITE DESCRIPTION, EXISTING INFRASTRUCTURE AND ROAD USER BEHAVIOUR**

#### **Boxgrove Primary School**

- 2.1 A site visit involving county council highway engineers, road safety team, sustainable school travel team and police colleagues took place on the 15<sup>th</sup> October 2014. Boxgrove Primary School teaches children from ages 5 to 11 (years Reception to year 6) and is a three form entry school. The school has recently expanded so there are now two separate buildings to accommodate upper and lower school children and there is a new pedestrian entrance at the eastern end of the site.
- 2.2 There is a School Crossing Patrol located to the west of the school entrance and is well used by children from Boxgrove School. A number of secondary school pupils also use the school crossing patrol en-route to George Abbot secondary school. The patrol site consists of guard railings on the south side of Boxgrove Lane and there are also dropped kerbs and tactile paving at the crossing point. There are a number of pedestrians that appear to use the separate entrance to the newer building to the eastern end of the site. There are "wig wag" amber flashing warning lights on both east and westbound approaches to the school.
- 2.3 Boxgrove Lane becomes congested with vehicles queuing past the school to exit the residential estate from approximately 8.00am. These vehicles do not appear to be associated with journeys to Boxgrove Primary School. At

8:00am there were already a number of vehicles parked along the south side of Boxgrove Lane too.

- 2.4 There are good footways on both sides of Boxgrove Lane. There is guard railing positioned in front of the main pedestrian entrance to reduce the risk of any pedestrians proceeding out of the school straight onto the road without stopping and looking. There are school keep clear markings positioned in front of the pedestrian access at both the eastern and western ends of the site. There is no timing plate indicating the times that the school keep clear markings are in operation which means that the markings are advisory only and not currently legally enforceable. It is reported that vehicles sometimes park on the keep clear markings and that there is anti-social parking on Beatty Avenue and Cunningham Avenue that obstructs the road or private driveways.
- 2.5 There is a pedestrian refuge, dropped kerbs and tactile paving at the mouth of Boxgrove Lane at the junction with Boxgrove Road. However there aren't any dropped kerbs or tactile paving to facilitate crossing the junction mouths of Beatty Avenue, Cunningham Avenue or Boxgrove Lane (at the junction with Merrow Copse). The absence of dropped kerbs makes it harder for wheelchair users, mobility scooter users and parents with pushchairs to cross the road.
- 2.6 It is understood that there are concerns over the fact that a double decker school bus that travels along Boxgrove Lane and Horseshoe Lane East (to serve St Peter's School) mounts the kerb to negotiate some of the bends which is intimidating to pedestrians. There is visual evidence of damage to kerbs and footways that indicate that large vehicles are indeed likely to have mounted the kerbs.
- 2.7 The A25 Boxgrove Road nearby to the school is a busy main road that has a signalised Toucan crossing (with antiskid road surfacing on the approaches) located between the junctions of Duncan Drive and Tormead Road. This crossing is well used during school journey times. There are shared pedestrian/cycle paths on the approaches to the Toucan crossing, the width of which are below the usual standards for such a shared path.
- 2.8 There is a well used pedestrian refuge located to the north of the junction with The Greenwood cul de sac. The footways along most of Boxgrove Road are in a reasonable state of repair and width apart from the approach to the rail bridge where overhanging foliage exacerbates the narrowing of the path at this point. It is understood that there are concerns from parents over the speed of traffic on this stretch of road, which is exacerbated by the narrow path at the rail bridge.
- 2.9 An improved crossing point has recently been installed across the Boxgrove Road arm of the roundabout junction with the A25 Parkway and A3100 London Road.

### **St Thomas of Canterbury Catholic Primary School**

- 2.10 St Thomas of Canterbury Catholic Primary School teaches children from ages 5 to 11 (reception to year 6) and is a three form entry school. The school is located on Horseshoe Lane West which is a narrow residential road. A site visit involving county council highway engineers, road safety

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team, sustainable school travel team and police colleagues took place on the 21st October 2014.

- 2.11 The school operate a drop off zone within the school grounds during the morning peak which allows approximately 15 vehicles to pull off the highway to unload children. Parents using this drop off facility were observed turning both right and left out of the school grounds.
- 2.12 At school collection time Horseshoe Lane West and a number of the side roads are congested with parked vehicles owned by parents (with some parked half on the footways). The footways and kerbs on Horseshoe Lane West are uneven and poorly maintained. The footways are narrow and this is exacerbated in places by foliage encroaching over the highway boundary from residential properties and by the vehicles parking half on the footway.
- 2.13 The footway is especially narrow and uneven on the northside of the junction mouth of Greencroft to the north of the school, and is obstructed due to a mature tree. This resulted in pedestrians having to walk partly in the road to get past the tree. There aren't any dropped kerbs or tactile paving across this junction mouth which makes it harder for wheelchair users, mobility scooter users or pushchairs users to cross.
- 2.14 Horseshoe Lane West can become especially congested when vehicles are attempting to overtake vehicles parked on the road near the school and then encountering vehicles travelling in the opposite direction. In this scenario there is insufficient room for vehicles to pass and sometimes vehicles have to reverse, and on other occasions the southbound vehicles have mounted and proceeded half on the footway to create room to pass. Driving on the footways in this way damages the footway and kerbs and is intimidating and dangerous for pedestrians or residents attempting to exit their properties.
- 2.15 The problem of vehicles encountering each other head on while travelling past parked vehicles appears particularly acute on the bend to the north of the school, south of Holmedale Close, because the drivers cannot initially see if there any vehicles travelling in the opposite direction due to the bend.
- 2.16 There are currently two sets of school keep clear markings outside the school that cover the pedestrian access and extend across the main vehicle entrance and exit points. These do not have timing plates and so are advisory and not currently enforceable. These two keep clear zones provide a useful location for northbound vehicles to pull in before parked vehicles to allow southbound vehicles past, though this does require cooperation between drivers. There are school warning signs on both approaches to the school.
- 2.17 At the junction of Horseshoe Lane West and Epsom Road there is a newly introduced junction table which assists in slowing turning traffic and helping pedestrians to cross the mouth of the junction. However it is understood that on occasion parents have been observed parking their vehicles on the road table which obstructs pedestrians crossing the road at this point.

### **St Peter's Catholic Secondary School.**

- 2.18 St Peter's Catholic Secondary School teaches children from ages 11 to 18 (years 7 to year 12) and is a six form entry school. As this school is

denominational the catchment area is far wider than that of most state secondary schools. Consequently a large number of the pupils travel to the school by bus, with seven private buses serving this school in total. A site visit involving county council highway engineers, road safety team, sustainability team and police colleagues took place on the 23rd October 2014.

- 2.19 The school is situated on Horseshoe Lane East, which is a narrow residential road. There are school keep clear markings on the main entrance to the school which also has a segregated pedestrian entrance. Only a small number of vehicles were observed parking on Horseshoe Lane East (with two observed parking half on the pavement). Instead most car users appeared to park on the nearby side road Woodlands Park. The southern end of Woodlands Park has a circulatory u-shape layout with only two private driveway accesses, and so provides a convenient pick up and drop off point that does not contribute to congestion or blocking of private driveways.
- 2.20 At drop off times a teacher from the school waits at the school entrance in order to supervise responsible parking. For example a parent dropping off on the school keep clear markings outside the school was politely asked to move on. The school keep clear markings do not have a timing plate and so are advisory and not currently enforceable. There are school warning signs on both approaches to the school.

#### **ANALYSIS OF ROAD COLLISION DATA**

- 2.21 The county council's database of collisions resulting in personal injury recorded by the police has been interrogated to check on the number of road casualties in the vicinity of the three schools in most recent three year period for which data is available (to the end of November 2014). This database does not include collisions resulting in damage only as this is not systematically reported to, or recorded by the police. There may also be some injuries that have taken place that have not been reported to the police. Information on personal injury collisions throughout Great Britain is available to view via [www.crashmap.co.uk](http://www.crashmap.co.uk) or <http://road-collisions.dft.gov.uk>

#### **Boxgrove Lane**

- 2.22 There have not been any reported road casualties on Boxgrove Lane in the last three years to the end of November 2014.

#### **Horseshoe Lane West**

- 2.23 There has been one reported road collision on this stretch of road in the last three years. This involved a southbound bus mounting the pavement to pass parked vehicles in the vicinity of the junction with Greencroft and causing slight injury to 47 year old female pedestrian at 9:00 am on 12 October 2012.

#### **Horseshoe Lane East**

- 2.24 There have been two collisions on this stretch of road in the last three years. One was located in the vicinity of the junction with Woodlands Park and resulted in slight injury to 13 year old male pedestrian who was crossing the road and was struck by a car travelling at low speed at 8:40 am on Tuesday 30 April 2013. The other was located south of the entrance to St Peter's

School and resulted in serious injury to a 5 year old female pedestrian who tripped and fell off the kerb into the path of a car on 15:27 Wednesday 12 January 2011.

### **Boxgrove Road**

- 2.25 This road has suffered 15 road collisions in the last three years. These are shown in the “balloon” diagram in Annex A. In summary these 15 collisions have resulted in 4 serious injuries and 18 slight injuries.
- There are five pedestrian casualties, one was on the signalised crossing, another was struck by a wing mirror while walking on the path. Two others involved 13 year old female pedestrians (on different occasions) who were crossing eastbound near to, but not using the pedestrian refuge, during typical school journey times. It is thought likely they were on their way to George Abbott secondary school.
  - Six involved vehicles turning right (there are seven side roads over a short distance on this stretch).
  - Five involved shunts (whereby vehicles hit the back of vehicles ahead of them).
  - There is no obvious pattern to the collisions; instead the collisions are scattered along the whole stretch, and have occurred for a variety of reasons.

### **Summary**

- 2.26 There are comparatively few (three) casualties in the immediate vicinity of the three schools. This is typical of many school sites on residential roads across the county. During school drop off and pick up times these roads are often congested which leads to lower speeds and reduced risk of collision, despite the increased activity near the schools. None-the-less the fear of busy traffic on these roads is a major barrier to more sustainable travel to schools, and contributes to congestion and frustration for all local road users.
- 2.27 The major A25 Boxgrove Road nearby to Boxgrove School (which is used by a large number of pupils and parents to get to the school) has suffered 15 collisions leading to 4 serious injuries and 18 slight injuries. There is no obvious pattern to the collisions.

### **ANALYSIS OF SPEED SURVEY DATA**

- 2.28 One week duration speed survey data has been gathered for the roads in the vicinity of the schools. This is summarised in Table 1.
- 2.29 It can be seen that the mean speeds on the residential roads adjacent to the schools are generally well within the existing 30 mph speed limit, though there is a small proportion of vehicles exceeding the limit (as shown by the 85 percentile speed). Speeds are slightly higher on the main A25 Boxgrove Road, but are not excessive in comparison to many roads of this type. More detailed inspection of the data shows that speeds are especially low on all of the roads during peak school drop off and pick up times (as would be expected due to the increased traffic).

**Table 1: Speed Survey Data**

Location	Date	Direction	Mean Mph	85th percentile* mph
A25 Boxgrove Road (near Willow Lane)	Jan 2014	Northbound	30	34
		Southbound	30	34
Boxgrove Lane (near Cunningham Avenue)	Feb 2013	Eastbound	27	32
		Westbound	23	34
Horseshoe Lane West (near St Thomas School)	March 2015	Northbound	22	28
		Southbound	22	29
Horseshoe Lane East (near St Peter's School)	March 2015	Northbound	23	30
		Southbound	25	31

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

## **ANALYSIS OF SCHOOL TRAVEL PLAN AND ROAD SAFETY EDUCATION**

2.30 The county council provide resources for schools to encourage pupils to choose sustainable transport choices wherever practical. The following are the road safety, travel planning and sustainability activities that are offered to schools in Surrey. Apart from Bikeability, these resources are offered free of charge and provided by the county council's sustainable school travel team.

- Bikeability Training Level 1 & 2. This is an on and off road cycle training course 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.
- School Travel Planning. This is a plan that enables to school to look at how their pupils are coming to and from school and to encourage sustainable travel. It is one tool that can be used to tackle the problem of congestion outside of schools, and is a requirement when a school is expanding as part of the planning application. These plans are supported by the sustainable school travel team and monitored by a travel plan officer.
- Park SMART. This is carried out by the county council's sustainable school 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 inconsiderately or obstructing residential properties and then an advisory leaflet is filled out by the children and left on the windscreen of the car or given directly to the driver.
- Walking Bus. This is a measure used to encourage walking to school consisting of a coordinated line of children wearing high visibility tabards supervised by parent volunteers.

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- Teaching Assistant Pedestrian Awareness Skills Course. This enables the school to be able to provide pedestrian awareness courses for years 3 and 4 (8 & 9 year olds). This would include practical training within the area immediately surrounding the school.
- Casualty Reduction Theatre Workshops aimed at year 7 and 11 covering key road safety messages for these age groups.

2.31 The following Table 2 shows which activities each school has so far elected to take up, (and which activities each school has not previously undertaken).

**Table 2: Sustainable travel resources taken up by each school**

	Boxgrove Primary School	St Thomas Catholic Primary School	St Peter's Catholic Secondary School
Bikeability	√	√	n/a
School Travel Planning	√	√	√
Park SMART	X	√	n/a
Walking Bus	X	X	n/a
Teaching Assistant Pedestrian Awareness	X	X	n/a
Casualty Reduction Theatre Workshops	n/a	n/a	√

(n/a: not applicable to this age group)

2.32 As part of the “Local Sustainable Transport Funding” secured from central Government for investment in the Guildford area, a colleague from the charity Living Streets has been seconded to work alongside the county council’s sustainable school travel team to promote sustainable travel to and from schools in Guildford. Boxgrove Primary School is an expanding school, so is a priority for this work. Consequently a “pedestrian route audit” has been completed with the help of school children, parents and teachers, and some of the highway measures recommended below have been informed by this.

2.33 The Living Streets colleague has also already undertaken additional behavioural change activities with parents and pupils of Boxgrove School. This has included “Walk once a Week” (WoW) which is a year-round incentive scheme which rewards children walking to school at least once a week with a collectable WoW badge.

**3. OPTIONS:**

3.1 Tables 3 to 5 list highway measures to encourage and assist more walking, scooting or cycling to the schools, along with the rationale for each measure. The estimated costs provided within the tables (totalling £89,000) include the cost of design and are broad estimates only, based upon the experience of officers. More accurate costs would become apparent following more detailed design, at which point the costs will be reviewed to check the continuing affordability of the proposals.

3.2 There tables include recommendations for additional road safety education and school travel planning activities that could be undertaken to encourage behaviour change towards more sustainable travel choices. These would be delivered by the county council’s sustainable school travel team within existing resources. We understand that money may be available from the

Community Safety Partnership should it be required for materials to support these activities (for example high visibility tabards for walking buses).

**Table 3 Proposals for Boxgrove Primary School**

Proposal	Rationale
Provide a raised road table at the existing School Crossing Patrol Location on Boxgrove Lane.	A raised road table at this location would slow traffic on the approach to the crossing point and on the eastbound approach to the school site. The raised road table would also encourage any queuing traffic to leave a suitable gap to allow sufficient room for the school crossing patrol to continue to operate safely. The raised table would be flush with the adjacent footways and so would make it easier for wheelchair users, mobility scooter users and those using pushchairs to cross the road.
Estimated Cost: £15,000	
Provide a raised road table at the new school entrance at the eastern end of the school site on Boxgrove Lane.	A raised road table at this location would slow traffic on the approach to the crossing point and on the westbound approach to the school site. The raised table would be flush with the adjacent footways and so would make it easier for wheelchair users, mobility scooter users and those using pushchairs to cross the road.
Estimated Cost: £15,000	
Provide dropped kerb and tactile paving across the mouth of the junction of Cunningham Avenue, Beatty Avenue and at the junction of Merrow Copse with Boxgrove Lane.	The introduction of dropped kerbs would make it easier to cross the road, especially for people in wheelchairs, mobility scooters and parents with children in a pushchair. The provision of such visually obvious crossing facilities may also discourage parking that would otherwise block the crossing point.
Estimated Cost: £4,000	
Provide a raised road table at the junction of Boxgrove Lane with Horseshoe Lane East and Horseshoe West. Consider the use of a bell shaped bollard at the edge of the pavement to protect pedestrians from turning vehicles cutting across the path.	A raised road table at this junction will slow traffic at a location that causes concern to pedestrians because of speeds and the narrow width of the road. It would also make it easier for wheelchair users, mobility scooter users and those using pushchairs to cross the road. Providing a bell shaped bollard would help protect pedestrians from left turning vehicles that may otherwise cut across the path.  As this location is further away from the schools it is suggested that this option would be a lower priority depending upon the outcome of more detailed cost estimates.
Estimated cost £25,000	
Provide yellow backing to the school warning signs with flashing "wig wag" lights on Boxgrove Lane. Reposition the sign at the western end to the west of Beatty Avenue.	Providing yellow backing boards would make the signs more conspicuous. Repositioning the school warning sign at the western end of the site so that it is to the west of the junction with Beatty Avenue would also make the sign more conspicuous and would provide greater advance warning of the school site.
Estimated Cost: £1,000	

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Proposal	Rationale
<p>Provide yellow line parking restrictions on the north side of Boxgrove Lane, from the junction with Boxgrove Road up to and including the mouth of the junction with Cunningham Avenue. As part of this parking controls would also be provided across the mouth of the junction of Beatty Avenue.</p>	<p>The parking controls would be designed to ensure that parking during school journey times only takes place on the south side of Boxgrove Lane adjacent to the school. This would deter parking on both sides of the road that would otherwise cause congestion, and would improve visibility for pedestrians crossing the road. It would also deter antisocial parking on the mouths of the side roads Cunningham Avenue, and Beatty Avenue which can obstruct vehicles and pedestrians crossing at these points. The restrictions could be introduced as part of the annual Guildford Parking review to save money.</p>
Estimated Cost: £2,000	
<p>Implement a traffic regulation order for the school keep clear markings, along with timing plates indicating the times of operation.</p>	<p>The existing markings are advisory only which means that they cannot currently be enforced. Implementing a formal traffic regulation order along with timing plates at the back of the footway will mean that the markings could be enforced if necessary. The advertising of the traffic regulation orders for all three schools could be undertaken simultaneously as part of the annual Guildford Parking review to save money.</p>
Estimated Cost: £1,000	
<p>Boxgrove Primary School will be encouraged to continue to promote the Living Streets "Walk Once a Week" scheme.</p>	<p>The Living Streets colleague has already been working with the school and has introduced their "Walk Once a Week" (WoW) scheme. During the first five weeks regular active travel rates rose from 63% to 78% on the day that pupils participated in WoW. During a recent week in February, 81% of pupils travelled actively to school on their WoW day. Funding from the Local Sustainable Transport Fund has already been allocated to this initiative.</p>
<p>Boxgrove Primary School will be invited to take up Park SMART, the Teaching Assistant Pedestrian Awareness course and set up a Walking Bus.</p>	<p>These activities will help address anti-social parking, provide children with pedestrian road safety skills, and will promote walking to schools. These will be provided by the county council's sustainable travel team within existing resources.</p>
<p>Make contact with St Peter's school and their bus operator to request that they do not use the route along Horseshoe Lane East via Boxgrove Lane.</p>	<p>If the bus operator would be willing to access Horseshoe Lane East via Epsom Road rather than Boxgrove Lane, then the buses would no longer mount the kerbs on the narrow sections of road near the junction of Boxgrove Lane and Horseshoe Lane East and Horseshoe Lane West.</p>

**Table 4: Proposals for St Thomas of Canterbury Catholic Primary School**

Proposal	Rationale
<p>Renewal of footways and kerbs on Horseshoe Lane West from and including the junction with Boxgrove Lane up to the A25 Epsom Road.</p>	<p>Many of the footways and kerbs are dilapidated on this stretch of road. This reduces the attractiveness of walking and scooting on the approaches to the school. Sunken kerbs, especially opposite the school, leads to southbound vehicles mounting the footway in order to pass northbound vehicles that are passing parked vehicles. The sunken kerbs also leads to some motorists to park their vehicle half on and half off the path, leading to obstructions for pedestrians, especially those with pushchairs or using mobility scooters.</p>
Estimated cost: £15,000	
<p>Extension of existing school keep clear markings at northern end to extend beyond 14 Horseshoe Lane West and implementation of formal traffic regulation order, along with timing plates indicating the times of operation.</p>	<p>The resident of 14 Horseshoe Lane West has highlighted that it is difficult to turn into or out of their property if vehicles are parked on the road opposite their driveway entrance. This can consequently cause congestion and frustration among other motorists. The extension will also ensure a longer stretch of road is kept clear adjacent to the school entrance. The existing markings are advisory only which means that they cannot currently be enforced. Implementing a formal traffic regulation order along with timing plates at the back of the footway will mean that the markings could be enforced if necessary. The advertising of the traffic regulation orders for all three schools could be undertaken simultaneously as part of the annual Guildford Parking review to save money.</p>
Estimated cost £2,000	
<p>Parking controls on the bend of Horseshoe Lane West beginning in the vicinity of the vehicle access for numbers 23, 25, 27 and 29 Horseshoe Lane West to a point beyond the junction with Holmesdale Close.</p>	<p>When vehicles are parked on this bend there is only room for one vehicle to pass in one direction at a time. Because of the bend it is not possible to see if vehicles are approaching from the opposing direction which results in northbound and southbound vehicles approaching each other head on, on the same side of the road. This increases the risk of collision and leads to driver frustration as vehicles then attempt to reverse in a queue of traffic or mount the footway to let the opposing vehicle past. Imposing parking controls on the bend will prohibit the parking and will reduce the risk of head on conflict between opposing traffic flows. The advertising of the traffic regulation orders for all three schools could be undertaken simultaneously as part of the annual Guildford Parking review to save money.</p>
Estimated cost £2,000	

Proposal	Rationale
Footway and pedestrian improvements at the junction mouth of Greencroft.	At present the footway at this location is very narrow due to the presence of a mature tree and foliage on the north side of the junction mouth. This obstructs pedestrians, especially those with pushchairs or mobility scooters. The kerb could be realigned to improve the footway width, or a footway could be constructed at the back of the verge behind the tree (with foliage being cut back). Dropped kerbs and tactile paving would also be provided to improve the crossing point.
Estimated cost £5,000	
Provide yellow backing to the school warning signs	Providing yellow backing boards would make the signs more conspicuous.
Estimated cost £500	
Cut back foliage that is encroaching into the footways.	In some locations foliage from residential properties is reducing the effective width of the footways by almost a third causing obstruction and inconvenience to pedestrians. Local householders will be asked to cut this back.
St Thomas of Canterbury school will be invited to take up the Teaching Assistant Pedestrian Awareness course and set up a Walking Bus.	These activities will provide children with pedestrian road safety skills, and will promote walking to the school. These will be provided by the county council's sustainable travel team within existing resources.

**Table 5: St Peter's Catholic Secondary School**

Proposal	Rationale
Implementation of formal traffic regulation order for school keep clear markings, along with timing plates indicating the times of operation	The existing markings are advisory only which means that they cannot currently be enforced. Implementing a formal traffic regulation order along with timing plates at the back of the footway will mean that the markings will be enforced if necessary. The advertising of the traffic regulation orders for all three schools could be undertaken simultaneously as part of the annual Guildford Parking review to save money.
Estimated cost £1,000	
Provide yellow backing to the school warning signs	Providing yellow backing boards would make the signs more conspicuous.
Estimated Cost: £500	

3.3 Following the introduction of the traffic calming measures described above the feasibility of introducing a 20 mph limit could be considered as part of a follow up second phase. The introduction of a 20 mph limit would complement the traffic calming to reinforce the need for slower speeds on residential roads to encourage more walking and cycling. This could be considered on the roads adjacent to the schools (Boxgrove Lane, Horseshoe

Lane West and Horseshoe Lane East) only, or could form part of a wider objective of introducing 20 mph limits across whole residential areas (as recommended by the Guildford Town and Approaches Movement Study Strategy Report).

- 3.4 Care has been taken to ensure that the proposals described above support the county council's cycling strategy and hence the local cycling plan currently being developed for Guildford. The narrow nature of the roads adjacent to the three schools means that it is not possible to introduce cycling paths segregated from traffic. Instead the proposals adhere to the principle within the Surrey Cycling Strategy that "Traffic management measures may be needed to create safe and appealing cycle routes on the road".
- 3.5 The suggestion of introducing a one way system on Horseshoe Lane East and West in order to reduce congestion in the vicinity of the schools has been discounted. This is because it is not clear that a one way system would be successful in reducing congestion as it would result in all traffic having to use the one way circuit and the same entry and exit junctions (rather than just portions of the route). It is possible that a one way system could also lead to an increase in traffic speeds and therefore an increase in risk of collision, as well as discouraging more walking and cycling. A one way system would inconvenience local residents and so would be likely to be the subject of a large amount of opposition, and there may be difficulties with adherence and enforcement too.
- 3.6 The comparatively high number of casualties on Boxgrove Road will be the subject of further investigation and discussion in partnership with Surrey Police. Inspection of the collision data shows that there isn't any dominant pattern to the collisions that could be easily addressed. Vertical traffic calming is not ordinarily considered appropriate for major roads with large numbers of goods vehicles. Consequently highway improvements to reduce the risk of collisions on this stretch may require realignment and changes to the width of the road (which could also incorporate improved cycling facilities). This would be beyond the resources available for this project but could form part of a future major scheme "sustainable transport package" bid for Guildford.

#### **4. CONSULTATIONS:**

- 4.1 Meetings with the school communities and site visits with elected members and police have taken place to understand the nature and extent of the perceived problems on the approaches to the schools. The Living Streets colleague has completed a pedestrian audit which involved consultation and site visits with school pupils and parents to understand the difficulties and barriers to walking to and from Boxgrove School, and some of the measures recommended in this report have been informed by the conclusions of the audit.
- 4.2 It is recommended that further consultation is undertaken with the school communities on the measures contained within this report before detailed design work is commissioned.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The local committee have already set aside £100,000 of their 2015/16 highway improvement budget for this project. The total estimated costs of the highway improvements are £89,000 though these are broad estimates only, based upon the experience of officers. More accurate costs would become apparent following more detailed design, at which point it the costs will be reviewed to check the continuing affordability of the proposals.
- 5.2 The recommended school travel plan and road safety education activities could be delivered using existing staff resources.
- 5.3 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, scooting and cycling and hence reduce road traffic congestion on local roads.

**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 school communities and local members. If implemented they would help to reduce local fears over road safety and may therefore encourage more walking, cycling and scooting to Boxgrove Primary, St Thomas of Canterbury Catholic Primary School and St Peter's Catholic Secondary School Junior School. This may help reduce car journeys, anti social parking and congestion which have a negative impact on the local community.

**8. OTHER IMPLICATIONS:**

8.1 Crime and Disorder implications

The proposals would contribute to reduced anti-social driving and parking.

## 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 Boxgrove Primary, St Thomas of Canterbury Catholic Primary School and St Peter's Catholic Secondary School and the congestion associated with school journey times. 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.

## **10. WHAT HAPPENS NEXT:**

- 10.1 The sustainable school travel team will work with the schools to introduce the recommended additional school travel plan and road safety education activities.
- 10.2 If agreed by the local committee then the school communities will be consulted on the proposals. Subject to the feedback from the consultation the Area Highways Team will commission design work with a view to implementing the highway improvements during the financial year 2015/16.

### **Contact Officer:**

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### **Consulted:**

Divisional Members, Surrey Police

### **Annexes:**

Annex A: Collision plot

### **Sources/background papers:**

Surrey County Council's policy "Road Safety Outside Schools"

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