

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM AND EWELL)



SURREY

DATE: 20 June 2016

LEAD OFFICER: Rebecca Harrison, Sustainable School Travel Manager

SUBJECT: ROAD SAFETY OUTSIDE SCHOOLS REPORT
The Mead Infant School, Cuddington Avenue

DIVISION: Ewell Court Auriol and Cuddington

SUMMARY OF ISSUE:

Concern has been expressed over the safety of children arriving and leaving The Mead Infant School and the associated problems caused by school journey traffic along Cuddington Avenue. 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 (Epsom and Ewell) is asked to agree and note that

The Mead Infant School and Auriol Junior School will be requested to undertake a range of road safety education and training activities. The schools will be supported by the county council's Sustainable School Travel Team to maintain these and to update their School Travel Plan which relates to the encouragement of sustainable travel to and from school.

REASONS FOR RECOMMENDATIONS:

A successful increase in walking and cycling modes of travel to school 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.

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 The Mead Infant School, these concerns have been brought before the local committee in the form of a petition. An extract from the minutes of the last meeting of the Committee when the petition was submitted is below:

www.surreycc.gov.uk/epsomandewell

ITEM 7

“A petition signed by 143 individuals has been submitted to the Local Committee to improve road safety in Cuddington Avenue, Worcester Park.

Several residents of the area were present at the meeting and outlined the dangers and incidents they had witnessed whilst taking their children to school and expressing their concern that a serious incident could happen at any time. It was suggested that the installation of yellow lines in Cuddington Avenue had led to an increase in the speed of traffic in the road and the reintroduction of some parking bays was suggested. One resident had contacted the County Council to offer her services as a school crossing patrol but had not received a reply.

The Chairman responded that he had attended the recent site visit to the area with officers and that a full report on the assessment and any proposed actions would be considered at the next meeting of the Committee in June. The County Council had agreed that a school crossing patrol could be employed, but that the cost of this would need to be met by the schools as it is not considered a priority site.

Noted the progress made so far in responding to the petition and that a full report will be made to the 20 June meeting of the Committee.”

- 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. This report also highlights the existing plans being implemented as a result of planning conditions associated with the expansion of the school.

2. ANALYSIS:

Site Description and Existing Infrastructure

- 2.1 The Mead Infant School teaches children from ages 4 to 7 (Reception to year 2) this is a large infant school. It is worth noting that there is another school in the nearby road, Auriol Junior School which teaches children from 2 to 11 (Year 3 to Year 6). The Mead Infant School is a three form entry infant school situated in Ewell close to the main A240 Kingston bypass and the Tolworth Interchange junction of the A3. The school is situated on Cuddington Avenue which is a long straight road running north to south in a residential estate.
- 2.2 There are school keep clear markings immediately outside the school on Cuddington Avenue these have a traffic regulation order therefore making them enforceable. There are single yellow line restrictions on both sides of Cuddington Avenue from the school access heading north.
- 2.3 Cuddington Avenue has street lighting and is a 30mph road with a raised road table crossing to the southern end of Cuddington Avenue at the junction with Vale Road.
- 2.4 There is also guard railing protecting the pedestrian exit on to Cuddington Avenue and additional railings protecting a footway that runs along the outside of the school.

Perceived problems

2.5 A meeting was held with the County Member Councillor Eber Kington, Police colleagues and Engineers on 11 February 2016. The concerns that were considered included the following:

- Lack of crossing location across Cuddington Avenue outside the school.
- Perception of a speeding problem along Cuddington Avenue.
- Conflict between vehicle and pedestrians in the Public house car park.
- Apparent congestion caused at the beginning and end of the school day.

Analysis of Road Collision Data

2.6 The county council's database of personal injury collisions recorded by the police has been checked. This showed that there haven't been any collisions on Cuddington Avenue over the last three years: the most recent collision was over 15 years ago in 1999. There have been two collisions recorded on Vale Road in the last three years:

- 11:20, 5 January 2016, elderly driver losing control and hit property leading to slight injury to driver.
- 10:45, 22 August 2014, elderly driver losing control and striking pedestrian and then colliding into hairdressers leading to serious injury to pedestrian and driver.

2.7 Neither of these two incidents were associated with school journeys. Information on personal injury collisions throughout Great Britain is available to view via www.crashmap.co.uk.

2.8 A meeting was held with the County Member Councillor Eber Kington, Police colleagues and Engineers on 11 February 2016 following this visit police colleagues and engineers feel that there is not a speeding problem on these local residential roads.

Post Code and Sustainable Travel Data

2.9 A survey conducted as part of the School Travel Plan review in 2015 shows that currently over half the school population travels to the school by foot with the majority of the other pupils travelling by car. 60% of pupils live within 1 kilometre of the school, 5% live within 2-5 kilometres and the remainder live over 5 kilometres from the school.

Road User Behaviour Observations

2.10 A site visit involving county council highway engineers, road safety team, sustainability team, the local councillor Eber Kington and police colleagues was undertaken on the morning of 11 February 2016. No unsafe or irresponsible driver behaviour was observed during this visit apart from parents parking on the single yellow line. The Police and Highway Engineers saw no driver behaviour which indicated that physical highway measures were necessary. The following observations were also noted.

ITEM 7

- A number of parents parked in the pub car park and walked their children to school. Many of them used the raised road table in order to cross Cuddington Avenue. The traffic was light and therefore parents crossed with ease. A number of parents were able to cross the road straight away without waiting.
- The traffic flow was very light at 8:00am with a slight increase at 8:30am there were a number of vehicles that stopped at the raised road table to allow parents to cross. This was also observed on Vale Road at the raised table near the local shops.
- A number of parents were observed parking on the single yellow line at approximately 8:30am.
- A number of parents were observed supervising children on scooters.

3. OPTIONS:

- 3.1 Following the site visit a further discussion was held between the officers involved. It was felt that there was no further need to investigate this particular site. There is agreement from SCC that a School Crossing Patrol could be reinstated at the Vale Road location which would assist both Auriol Junior School and The Mead Infants in crossing Vale Road and this has been introduced and financed by the local schools. This crossing patrol site is located within a 20mph zone and has accompanying speed table measures and therefore scores as a low priority site. SCC will not be funding this location in future but will assist the schools in training and monitoring their patrol. The location of this patrol is on an existing designated site but this can be reviewed if necessary to ensure that the best usage of this facility is made.

School Travel Plan and Road Safety Education

- 3.2 The following are the road safety, travel planning and sustainability activities that The Mead Infant School undertook at the time of the initial assessment:
- The school leadership have committed to working with the county council Sustainable Travel Team on setting up Park & Stride initiatives.
 - A Park SMART initiative will be considered in the future, this could help with parental parking on the yellow lines. 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 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.

4. CONSULTATIONS:

- 4.1 Site visits were undertaken on 11 February 2016 with the county council Member Councillor Eber Kington, police colleagues, local highway engineers, Road Safety Team and School Sustainable Travel Team.

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.
- 5.2 There would be benefits to the local economy if the measures successfully encourage more walking and scooting and hence reduce road traffic congestion and risk of collisions 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 County Member and have been discussed with the School Leadership team. 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. |

8.1 Crime and Disorder implications

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

8.2 Sustainability implications

The proposals would reduce fear of 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 The Mead Infant 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 The Mead Infants School and Auriol Juniors have successfully managed to recruit a School Crossing Patrol Person that will operate on Vale Road and will assist pedestrians crossing Vale Road. The school will update their school travel plan and will be supported by the county council's Sustainable Travel Team in the setting up of other sustainable travel initiatives like a Walking Bus and Park SMART.

10. WHAT HAPPENS NEXT:

- 10.1 The Sustainable Travel Team will work with the school to introduce the recommended additional sustainable travel and road safety education activities agreed as part of the school expansion planning conditions.

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Consulted:

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