

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SPELTHORNE)****SURREY**

DATE: 18 July 2016
LEAD OFFICER: Rebecca Harrison, Sustainable School Travel Manager

SUBJECT: PETITION RESPONSE REPORT
 ROAD SAFETY OUTSIDE SCHOOLS
 SPELTHORNE PRIMARY SCHOOL

DIVISION: ASHFORD

SUMMARY OF ISSUE:

This report is in response to a petition received by the Spelthorne Local Committee on 7 December 2015 from Abigail Macarty, which contained 85 signatures and read: "Improving the Safety Outside Our School.

Following the recent accident to Mrs Julie Porter, we would like to present this petition on behalf of the students and their families.

We strongly feel that some or all the following suggestions could be implemented to improve the safety outside the school:

- A Pelican/Zebra crossing
- More supervision on traffic control
- Bring back the drop off zone
- Yellow lines /Chevrons
- Rising bollards."

Concern has been expressed over the safety of children arriving and leaving Spelthorne Primary School and the associated congestion caused by school journey traffic. The School Crossing Patrol was struck by a vehicle in October 2015 and has since not been able to return to work due to their injuries. 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 (Spelthorne) is asked to agree and note that:

- (i) Spelthorne Primary School already undertakes a range of road safety education and training activities. The school will be supported by the county council's Sustainable School Travel Team to maintain these and to update their School Travel Plan.
- (ii) The highway proposals presented within this report are added to the list of possible future highway improvements for Spelthorne. The local committee will then decide whether to allocate funding from their future annual budget for these. 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. Contributions from developers as a condition of planning consent will also be sought where possible.

REASONS FOR RECOMMENDATIONS:

These proposed highway measures would help to 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 Spelthorne. 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 and parents arriving and leaving Spelthorne Primary School. Concerns have been raised by the school community and were presented to the Spelthorne Local Committee in the form of a petition which was delivered by a pupil attending the school at the December local committee.
- 1.3 The petition follows concern over a collision outside the school in October 2015 which involved the injury of the School Crossing Patrol.
- 1.4 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.

2. ANALYSIS:**Site Description and Existing Infrastructure**

- 2.1 Spelthorne Primary School teaches children from ages 4 to 11 (Reception to year 6). The school is a three form entry school with over 500 pupils. The school is not scheduled to expand as part of Surrey County Council's schools basic needs programme. The main school entrance is located on the D6205 Feltham Hill Road near the mini-roundabout junction with C233 Chertsey Road. There is another school entrance on Chertsey Road. There is a signal controlled crossing to assist crossing the northern arm of the roundabout on Chertsey Road, and there is extensive pedestrian guard railing around and on the approaches to the roundabout, (with gaps near the roundabout to allow crossing for pedestrians). There are pedestrian refuge islands to help pedestrians cross the southern and western arms of the roundabout.
- 2.2 There are 'School Keep Clear' zig-zag carriageway markings on Feltham Hill Road to prevent vehicles from stopping in the vicinity of the main school

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entrance during the hours from 8am to 5pm Monday to Friday. There are also long lengths of pedestrian guard railing on both sides of Chertsey Road from the roundabout junction with Feltham Hill Road up to the junction with BP offices (about 250m). There are also 'School Keep Clear' zig-zag carriageway markings on the western side of Chertsey Road to prevent vehicles from stopping during the hours from 8am to 5pm Monday to Friday. There is a shared pedestrian / cycle path on the western side of Chertsey Road.

- 2.3 Both Chertsey Road and Feltham Hill Road are within a 20 mph speed limit zone. There is supporting traffic calming in the form of 3 pairs of 'speed cushion' humps on Chertsey Road to the north of the junction with Feltham Hill Road. There is a 'raised road table' hump on Feltham Hill Road near the main school entrance and 'raised road tables' at junctions with various side roads further to the west of the main school entrance.
- 2.4 In the vicinity of the main school entrance there is a gap in the pedestrian guard railing with dropped kerbs to help pedestrians cross the road. This is the location where the School Crossing Patrol operates during school drop off and pick up times.
- 2.5 There are school flashing 'wig wag' signs on the east bound approach to the site on Feltham Hill Road and on the northbound approach to the site on Chertsey Road. (There are not any on the southbound approach on Chertsey Road as these should not be provided on the approaches to signalised crossings.)

Perceived problems

- 2.6 Concerns were raised via a petition containing 85 signatures from Abigail Macarty from Spelthorne School which was presented to the 7 December 2015 meeting of the local committee following the collision with the school crossing patrol. The wording of the petition was as follows:

Improving the Safety Outside Our School.

Following the recent accident to Mrs Julie Porter, we would like to present this petition on behalf of the students and their families.

We strongly feel that some or all the following suggestions could be implemented to improve the safety outside the school:

- *A Pelican/Zebra crossing*
- *More supervision on traffic control*
- *Bring back the drop off zone*
- *Yellow lines /Chevrons*
- *Rising bollards.*

Analysis of Road Collision Data

- 2.7 The county council's database of personal injury collisions recorded by the police has been checked. This does not include collisions resulting in damage only as this is not systematically reported to, or recorded by the police. This showed that other than the serious injury suffered by the School Crossing Patrol Officer, there has been one other collision resulting in injury in the

vicinity of the school in the last three years. This involved a 57 year old female cyclist travelling eastbound on Feltham Hill Road colliding with a vehicle pulling out of Doris Road at 11:50 on Tuesday 4 June 2013.

- 2.8 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).

Road User Behaviour Site Observations

- 2.9 A site visit involving county council highway engineers, road safety team, sustainability team and Police colleagues was undertaken on the morning of 29 January 2016. Another meeting was undertaken in the afternoon of 8 March to assess the school pick up period. The following observations were noted.

- There are two main crossing points used by most pedestrians on Feltham Hill Road. In the morning (when there isn't a school crossing patrol operating), the vast majority of pedestrians use the existing central refuge on the immediate approach to the mini roundabout junction. It was noted that when busy there wasn't sufficient room on the island to accommodate all the pedestrians (see below).

Feltham Hill Road looking east towards junction with Chertsey Road



- In the afternoon (when there is a school crossing patrol in operation), the vast majority of pedestrians use the school crossing patrol site situated about 10m to the west of the refuge described above. Some pedestrians still used the refuge despite the crossing patrol being available to use nearby.

- There was large amount of parking associated with the school drop off and pick up on nearby side roads (especially Doris Road). There is also parking taking place on footways on Feltham Hill Road and Chertsey Road causing obstruction to pedestrians (especially those with pushchairs), and bus stops. This appears to be due to short term parking by parents as well as longer term parking by local residents (see below).

East side of Chertsey Road**Feltham Hill Road looking east****Chertsey Road looking south**

3. OPTIONS:

- 3.1 It is not yet clear when or if the school crossing patrol officer who operated in the morning and who suffered injury, will return to work. Therefore currently there isn't a School Crossing Patrol service operating in the morning, but there is in the afternoon. The officer operating in the afternoon is not available to complete the morning session. Experience shows that it is exceptionally difficult to recruit officers to this role. Therefore in the absence and likely difficulties in finding a replacement School Crossing Patrol we propose the following highway measures to improve the safety of pedestrians accessing the site and using the local roads.

| Proposal | Rationale |
|--|---|
| An increase to the width and length of the existing pedestrian refuge on Feltham Hill Road on the western arm of the roundabout junction with Chertsey Road. This would be subject to checks on being able to accommodate turning movements of large vehicles and buses. | A larger refuge would accommodate more pedestrians safely. This would provide a safer crossing point when the school crossing patrol is not operating. |
| Estimated Cost: £15,000 | |
| Replace faded school warning sign on Feltham Hill Road and install additional plate "School". | The existing sign is faded – a new one would be more conspicuous. |
| Estimated Cost: £200 | |
| Provide bollards on the footways of Chertsey Road and Feltham Hill Road to deter parking that blocks the footway for pedestrians especially near bus stops and the signalised crossing on Chertsey Road. Careful consideration would be needed for the positioning of bollards in the middle of the footway to deter parking behind existing bollards at the edge of the footway on Feltham Hill Road. Provision of bollards on both sides of Feltham Hill Road should extend as far as the junction with Goffs Road. Provision of bollards on both sides of Chertsey Road should extend as far as Saville Crescent to the south of the junction with Feltham Hill Road, and to deter parking next to the signalised crossing to the north of the junction with Feltham Hill Road. | Providing bollards will deter parking by parents and residents on the footway on the main approaches to the school that otherwise blocks the footway for pedestrians, especially bus users, and those with pushchairs or mobility scooters. |
| Estimated Cost: £10,000 | |
| Remove the guard railing outside the school on the east side of Chertsey Road starting from a point outside house number 101 as far as the vehicle access | Removing the guard railing and amending the yellow line parking controls would enable some parents to park on the road alongside the school on Chertsey Road |

| Proposal | Rationale |
|--|---|
| at the northern end of the school site. Remove school keep clear markings and install yellow line parking controls to allow temporary parking during school drop off and pick up times along this length. Install bollards at the edge of the footway in place of the guard railing to deter any parking on the footway. | rather than on nearby side roads and footways. The bollards will prevent parking on the shared cycle/ pedestrian footway. |
| Estimated Cost: £10,000 | |

- 3.2 It is not proposed that a zebra crossing be introduced at this location because such a crossing would ideally be positioned on the existing road table outside the school, but this is too far from the pedestrian desire line to be convenient for users. Therefore the road table would need to be removed and replaced with another table closer to the desire line. This would be very much more expensive. Increasing the size of the existing pedestrian refuge to allow a two stage crossing movement would provide a better more cost effective solution for pedestrians.

School Travel Plan and Road Safety Education

- 3.3 The following are the road safety, travel planning and sustainability activities that Spelthorne Primary school undertake at the time of the initial assessment:

- Following the initial road safety assessment the county council Sustainable Travel Team have already worked with the school in providing.
- The school leadership have also committed to working with the county council Sustainable Travel Team on setting up.
- 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.
- Year 5 and 6 - Bikeability Level 1 and 2. Bikeability is cycling proficiency for the 21st century, designed to give the next generation the skills and confidence to ride their bikes on today's roads.
- Year 2 – 'Pedals' - Basic Road safety training on Scooters and bikes with a road safety and sharing space theme.
- The school has registered for Surrey's 2015 annual green travel event, the Golden Boot Challenge, having taken part in previous years. Each summer, around 250 schools take part in the Golden Boot Challenge. It promotes healthy and sustainable travel and is run in a way that makes it possible for everyone to take part. Each class gets a point for each pupil who walked, scooted, cycled, or travelled by public transport to school. We don't forget pupils who have no alternative to the car and each pupil who used car share or park 'n' stride also scores a point. Classes compete against each other to win the coveted Golden Boot Trophy.

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4. CONSULTATIONS:

- 4.1 Site visits were undertaken on 29 January 2015 and 8 March 2016 with Police colleagues, local highway engineers, Road Safety Team and School Sustainable Travel Team.
- 4.2 The Borough Member and School Leadership have been consulted on the proposed options.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The highway proposals presented here would need to be prioritised alongside other schemes within Spelthorne 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. 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 Borough 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: |
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| 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.

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| 9. CONCLUSION AND RECOMMENDATIONS: |
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9.1 Concern has been expressed over the safety of children arriving and leaving Spelthorne Primary 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 Spelthorne Primary School already undertakes a range of road safety education and training activities. The school will be supported by the county council's Sustainable School Travel Team to maintain these and to update their School Travel Plan.

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 Spelthorne. 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.

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| 10. WHAT HAPPENS NEXT: |
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10.1 The Sustainable Travel Team will work with the school to introduce the recommended additional sustainable travel and road safety education activities.

10.2 If the local committee agree with the proposals, then the county council Area Highways Team will incorporate these into the countywide scheme assessment process to compare them with other schemes throughout Spelthorne. This will take into account the likely effect of the proposals on congestion, accessibility, safety, economy and future maintenance liabilities.

Contact Officer:

Rebecca Harrison Sustainability Community Engagement Team Leader
01483 517515

Duncan Knox Road Safety Team Manager
0208 541 7443

Consulted:

Divisional Member
Road Safety and Traffic Management Team Surrey Police
School Leadership Team

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