

SURREY COUNTY COUNCIL
LOCAL COMMITTEE (ELMBRIDGE)



DATE: 3rd October 2016

LEAD OFFICER: Edward Cowley Schools Sustainable Transport officer

SUBJECT: ROAD SAFETY OUTSIDE SCHOOLS PROGRESS REPORT
 Hinchley Wood Primary
 Hinchley Wood School

DIVISION: Elmbridge

SUMMARY OF ISSUE:

A petition was submitted to the Elmbridge Local Committee on 7 December 2015 requesting an improvement to road safety on Manor Road North and Claygate Lane due to this being a key route used by children arriving and leaving Hinchley Wood Primary and Secondary Schools. This report describes an investigation into this issue and the associated congestion caused by school journey traffic and makes recommendations for highway improvements and road safety education and training activities to try to tackle the problems identified.

RECOMMENDATIONS:

The Local Committee is asked to agree that

- (i) The highway proposals presented within this report are added to the list of possible future highway improvements for Elmbridge. 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. It may also be possible to utilise funding available for highway improvements as a result of development planning contributions.
- (ii) Hinchley Wood Primary already undertake a range of road safety education and training activities, however more work can be done with both schools on road safety education. The schools will be supported by the county council's Sustainable School Travel Team to deliver more road safety education and to update their School Travel Plans.

REASONS FOR RECOMMENDATIONS:

These proposed highway measures would help to reduce risk of collisions and improve the road environment to encourage more walking, cycling and scooting to school. The proposals would also help reduce congestion and driver frustration on Claygate Lane. However the measures at this site would need to be prioritised alongside other schemes across Elmbridge. 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 via a petition with 529 signatures submitted to the local committee on 7 December 2015 over the safety of children arriving and leaving Hinchley Wood Secondary School and Hinchley Wood Primary School. In particular the petition highlights concerns over dangers children face crossing Manor Road North and using Claygate Lane to get to school, and the unsuitability of the current crossing provision on Manor Road North. The petition states that:

Manor Road North is a key pedestrian route for parents and pupils to access Hinchley Wood Schools and nurseries. It is also a key route for people to access: - Saint Christopher's Church - 1st Hinchley Wood Scout Hut - OC Rugby / Hockey Club - Thames Ditton Children's Center - Esher Football Club - Lynwood Recreation Park. The pavement on the North Side of Manor Road North is very busy during key school run times and there is NO REQUIREMENT FOR TRAFFIC TO STOP for people crossing. When traffic does stop, the island in the middle of the road quickly becomes dangerously busy with pedestrians, bicycles, scooters & pushchairs.

The pavement is also VERY STEEP which is particularly dangerous for young children on their scooters as they wait to cross the road. Out of rush hour, cars' speed is even higher and the risk for pedestrians crossing the road greater. Whist we are being advised to leave our cars at home for daily short journeys, pedestrians and cyclists are putting their lives at risk each time they cross Manor Road North/Claygate Lane. There are been far too many near misses, let's not wait for a fatality to happen before the Highway team agree to make this crossing safer.

- 1.3 A series of site visits during school drop off and pick up times were conducted during February 2016 involving the county council's Road Safety Team, School Sustainable Travel Team, Local Highway Engineers and Surrey Police. Road casualty data recorded by the police has been analysed to inform upon the extent and nature of the issues. The current provision of road safety education and the status of each school's travel plan have also been assessed.

2. ANALYSIS:

Site Description and Existing Infrastructure

- 2.1 Hinchley Wood 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 currently expanding as part of Surrey County Council's schools basic needs programme. Hinchley Wood Secondary School is a ten-form entry school with 1,150 pupils on roll teaching children from ages 11 to 18 (year 7 to year 13).

Claygate Lane

- 2.2 Claygate Lane is a single carriageway 30 mph road providing a north south link between Kingston bypass and Manor Road North. The main entrance to each school is located on Claygate Lane. There are “School Keep Clear” zig-zag carriageway markings on Claygate Lane outside each school entrance to deter vehicles from stopping during pick up and drop off times. There are double yellow line parking restrictions around the junction with Chesterfield Drive and opposite the vehicle exit from the Senior School too.
- 2.3 There is some pedestrian guard railing directly outside the main entrance to the Primary school. The School Crossing Patrol operates alongside the guard railing to facilitate crossing between the school on the east side, and Chesterfield Drive on the west side of Claygate Lane. The School Crossing Patrol currently uses a dropped kerb within the mouth of the junction of Chesterfield Drive rather than on Claygate Lane itself.
- 2.4 There is traffic calming on Claygate Lane in the form of six raised road tables to encourage vehicles to keep within the 30mph speed limit. There is school warning signing with a yellow backing board on both northbound and southbound approaches. The road is also subject to a 7.5 tonne weight restriction (except for access) with yellow backed signing provided at the northern and southern ends.

Manor Road North

- 2.5 Manor Road North is a 30 mph speed limit single carriageway road providing a link between Kingston bypass and Long Ditton. There is a junction with Claygate Lane on the south side where the schools are located, and then another junction with a different section of Claygate Lane on the north side. There are three central refuges positioned in-between and each side of the junctions with Claygate Lane. There is pedestrian guard railing on the south side of Manor Road North adjacent to the central pedestrian refuge. There are school flashing lights and warning signing on both northbound and southbound approaches to the junction with Claygate Lane. There is a bus stop for southbound buses about 80m south of the main junction with Claygate Lane, and a bus stop for northbound buses about 150m south of the main junction with Claygate Lane.

Analysis of Road Collision Data

- 2.1 The county council’s database of personal injury collisions recorded by the police has been checked. This shows that in the last three years to the end of June 2016 there was one collision resulting in injury on Claygate Lane or Manor Road North (in the vicinity of the junction with Claygate Lane). (This does not include collisions resulting in damage only as this is not systematically reported to, or recorded by the police). A summary of these collisions is given below.
- A 55 year old female pedestrian slightly injured on Wednesday 3 February 2016 at 8:10 am. The pedestrian was crossing Manor Road North from south to north struck by a car travelling northwest in the vicinity of the northbound bus stop.
- 2.2 Although any one collision resulting in road casualties is one too many, the collision history on Claygate Lane and Manor Road North near the schools

does not represent a concentrated pattern of collisions compared to other sites across Surrey. However the fear of poor road safety can affect the travel experience and can deter people from walking, scooting and cycling. Information on personal injury collisions throughout Great Britain is available to view via www.crashmap.co.uk.

Road User Behaviour Site Observations

- 2.6 Two site visits involving county council highway engineers, road safety team, sustainability team and Police colleagues were undertaken on the morning and afternoon in February on different days. The following observations were made:

Claygate Lane

- 2.7 The School Crossing Patrol is well used due to a number of parents and children approaching the school from Chesterfield Drive. A grass verge is worn away and the Crossing Patrol uses a dropped kerb in the mouth of the junction because there isn't one on Claygate Lane. This makes it less easy to cross the road at this point, especially for those with pushchairs or mobility impairment.
- 2.8 At the time of the site visit there was congestion on Chesterfield Drive due to parked vehicles constricting the space for vehicles to pass. It is understood that since the site visit waiting restrictions have now been installed on the north side of the road to prevent parking during the morning drop off and afternoon pickup times.
- 2.9 Speeds on Claygate Lane were observed to be well within the 30 mph speed limit due to the raised road table traffic calming and large number of parked vehicles. There is a large amount of parking alongside the east side of the road alongside the school sites (the presence of driveway accesses deters parking on the west side). This constrains traffic flow and can cause frustration for drivers who are unable to pass each other within the remaining road space. This is exacerbated by the long line of parked cars without spaces for southbound vehicles to pull into to give way to northbound vehicles.
- 2.10 The grass verge on the east side of Claygate Lane is worn away in many places due to the large volume of pedestrians, child cyclists and scooting taking place for which there is insufficient footway width for the volume of activity. There was evidence of vehicles parking on the eastern side footway and verges at the northern end of Claygate Lane, especially in the vicinity of the entrance to St Christopher's Church, and near the mouth of the junction of Claygate Lane with Manor Road North.

Manor Road North

- 2.11 The central pedestrian refuge of the three located in Manor Road North in the vicinity of the junctions with Claygate Lane was by far the busiest, with larger numbers of children crossing in the morning and afternoons. The volume of pedestrians was such that at times there was insufficient room on the refuge to accommodate all of them. The large numbers waiting to cross at the side of the road and within the refuge resulted in some vehicles slowing to a halt to let the pedestrians cross, though this was inconsistent and unpredictable.

Fortunately vehicle speeds were slow during the busy periods of school travel and drivers were considerate during the period observed.

- 2.12 The most northerly pedestrian refuge was little used as it was not on the main desire line. The southern refuge was used fairly frequently, especially by pedestrians who were travelling to and from the northbound bus stop on the west side of Manor Road North. It was noted that there were also a number of other pedestrians crossing Manor Road North further to the south, closer to the northbound bus stop, despite there not being any refuge there.

3. OPTIONS:

- 3.1 The following highway measures are proposed to improve the pedestrian, cycling and scooting facilities. Making these modes more attractive and feel safer may help reduce reliance on the car for school journeys and reduce congestion in the vicinity of the schools. Measures are also proposed to help reduce congestion and improve vehicle flows on Claygate Lane. The proposals are highlighted on a plan of the site within Appendix A. These measures could be implemented in three stages. This would allow the cost and resource implications of the proposed measures to be spread over time. The following proposals are in a suggested order of when they could be implemented.

Manor Road North

Stage One

| Proposal | Rationale |
|--|---|
| Enhance the size of the existing pedestrian refuge nearest the junction with Claygate Lane. | A larger refuge would assist in accommodating a larger number of pedestrians (there is sometimes insufficient room on the existing refuge to accommodate the number of pedestrians using it). A larger refuge may also have a greater traffic calming effect on vehicle speeds. |
| Estimated Cost: £15,000 | |
| OR Provide a zebra crossing at the location of the refuge nearest the junction with Claygate Lane. | A zebra crossing would assist the large number of pedestrians crossing at this point. It would formalise the drivers giving way to the pedestrians and make this more consistent and predictable. |
| Estimated Cost: £50,000 | |
| OR Provide a signalised toucan crossing at the location of the refuge nearest the junction with Claygate Lane. | A toucan crossing would assist the large number of pedestrians crossing at this point, and would also allow cyclists to cross if the path on Claygate Lane was converted to shared use. |

| Proposal | Rationale |
|--|---|
| Estimated Cost: £100,000 | |
| Provide a new pedestrian refuge island and tactile paving just to the north of the existing northbound bus stop. | An additional pedestrian refuge would assist the pedestrians crossing at this point. It may also help to manage vehicle speeds on the northbound approach to the junction with Claygate Lane. |
| Estimated Cost: £15,000 | |

Claygate Lane

Stage Two

| Proposal | Rationale |
|---|---|
| Provision of dropped kerbs and associated tactile paving to improve the crossing point used by the School Crossing Patrol on Claygate Lane near Chesterfield Drive. | Currently there isn't a dropped kerb for the School Crossing Patrol to use on the west side of Claygate Lane. There is one in the mouth of Chesterfield Drive that is used instead. This makes crossing less convenient and has led to a grass verge being worn away as people walk on it to the crossing point. A new dropped kerb crossing point would make crossing easier and safer, especially for those using pushchairs or with mobility impairment. |
| Estimated Cost: £3,000 | |
| Rationalisation of parking along the east side of Claygate Lane to include 3 or 4 gaps to be used as passing places. This might be achieved through a combination of formal parking spaces and restrictions and/ or build outs. | Providing gaps in the parking on the eastern side of Claygate Lane to be used as passing places will reduce the congestion and frustration experienced by drivers during the busy school drop off and pick up times. |
| Estimated Cost: £5,000 | |

Stage Three

| Proposal | Rationale |
|--|---|
| Provision of a wider path for use by both cyclists and pedestrians on the east side of Claygate Lane from the northern entrance of the Senior School to the junction with Manor Road North. This would be achieved by reducing the grass verge at the front and/or back of the footway and providing signing to indicate shared use by pedestrians and cyclists. This would also include bollards near to the kerb to deter vehicles from mounting the kerb and parking on the path and verges. There are a number of existing | Some of the grass verge is already worn away along this stretch due to the large volume of pedestrians exceeding the capacity of the existing path. There were also a number of children accessing the schools using bicycles and scooters. Making the path wider would improve the facilities for pedestrians and would make it easier and safer for cyclists and pedestrians to share the path. |

| | |
|--|---|
| trees that will need to be considered as part of the design. | |
| Estimated Cost: £20,000 | |
| Provision of a wider path for use by both cyclists and pedestrians on the east side of Claygate Lane from the northern entrance of the Senior School to the entrance of the Primary school. Again this would be achieved by reducing the grass verge at the front and/or back of the footway and providing signing to indicate shared use by pedestrians and cyclists. This may also include bollards near to the kerb to deter vehicles from mounting the kerb and parking on the path and verges. There are a number of existing trees that will need to be considered as part of the design. This proposal has been presented separately to the one above, in case it is easier to fund these proposals in two stages (with this being the second stage). | Much of the grass verge is worn away along this stretch due to the large volume of pedestrians exceeding the capacity of the existing path. There were also a number of children accessing the schools using bicycles and scooters. Making the path wider would improve the facilities for pedestrians and would make it easier and safer for cyclists and pedestrians to share the path. |
| Estimated Cost: £30,000 | |
| Provide tactile paving at the dropped kerbs at the entrances & exits of the Primary School, Secondary School and St Christopher's Church. | The tactile paving will highlight to pedestrians the presence of the entrances and the need to take care in case of any vehicles when crossing. |
| Estimated Cost: £1,000 | |

Road Safety Education and Training

3.1 Surrey County Council's "Road Safety Outside Schools" policy highlights that road safety education and training for children is just as important as the infrastructure outside schools. The county council's Sustainable School Travel team provide a range of resources for schools to use. A meeting between a colleague from the county council's Sustainable School Travel Team and the Primary school took place on 19 January 2016, and will take place with the senior school to assess the road safety education and training provided within each school. Consequently the following opportunities to take up more of the resources offered by the county council Sustainable School Travel Team were identified, summarised below:

- **School Travel Plan.** The Primary school has an updated travel plan, but the Secondary School's travel plan has not been updated for five years. It is recommended that the travel plan is updated and the county council's Sustainable Schools Travel team will assist in this.
- **Golden Boot Challenge.** This is an annual inter-class competition to encourage more sustainable travel to school including walking, scooting, cycling and park and stride. Hinchley Wood Primary already takes part in the challenge annually.

- **Eco-Schools** Eco-Schools is an international award programme that guides schools on their sustainable journey, providing a framework to help embed these principles into the heart of school life. Within the programme schools are encouraged to promote more sustainable modes of travel. Both Schools are very active Eco-Schools have reached the highest award level Green Flag.
- **Pedestrian Training Year 1.** The Primary School have been providing pedestrian training to year 1 pupils. There are also resources available for training year 3 pupils which could be adapted for use with year 2 pupils within the school.
- **Road Safety Playbox.** The county council provide a box containing resources and toys for use with nursery pre-school children to begin teaching initial awareness of road safety. It is recommended that the school take up the Playbox.
- **Pedals.** The county council provide cycle training for year 2 pupils called "Pedals". Pupils can take part on balance bikes and scooters if they are not yet confident on a pedal bicycle. As well as practicing to control their bicycle or scooter, the training also improves general awareness of road safety. It is recommended that the Primary School start offering the Pedals course to pupils.
- **Bikeability** The county council provide cycle training for 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. Currently Hinchley Wood Primary School does both level 1 and 2 Bikeability training.
- **Park SMART** Following the implementation of the proposed new parking arrangements described above, a Park SMART initiative could be considered if anti-social parking persists. The initiative involves pupils accompanied by a local police officer outside the school to provide leaflets and advice to any parents who are observed parking inconsiderately. It is recommended that the school could consider undertaking Park SMART if necessary.
- **Theatre in Education** Theatre in education is offered by Surrey County Council at no cost to the school. It consists of an interactive theatre performance delivered to year 7 and 11 pupils. Hinchley Wood Secondary does not currently take part. It is recommended that the school start offering the TIE to pupils.
- **Safe Drive Stay Alive** Safe Drive Stay Alive is a hard hitting stage show at Dorking Halls provided at no cost to the school consisting of films and live speakers to highlight road safety issues to sixth formers prior to the age that they are able to learn to drive. Hinchley Wood Secondary School has participated in this.

4. CONSULTATIONS:

- 4.1 Site visits have been undertaken during February which has included police colleagues, local highway engineers, road safety team and sustainable travel team.

- 4.2 The Divisional and Local Members and Schools Leadership Teams have been consulted as part of this process.
- 4.3 The School has been consulted on the final proposed options.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The proposals that have been presented will need to be prioritised alongside other schemes within Elmbridge using the countywide scheme assessment process 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. Any recommended school travel plan and road safety education activities could be delivered using existing staff resources.

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 takes into account the needs of all road users including those with mobility impairment.

7. LOCALISM:

- 7.1 Future proposals presented within further reports will be developed subject to funding following consultation with the Local and Divisional Member and School Leadership Teams. If implemented they would improve road safety and encourage more walking, cycling 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

As well as reducing the risk of road collisions the proposals would support active travel which improves the health of the participants.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Concern has been expressed by residents through a petition over the safety of children arriving and leaving both Hinchley Wood Schools. 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, site observations and assessment of the school travel plan and road safety education activities delivered by the schools.
- 9.2 Hinchley Wood Primary School and Secondary School already 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 Plans.
- 9.3 It is recommended that the highway measures described within this report are added to the list of possible future highway improvements for Elmbridge. 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.

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.
- 10.2 The local Area Highways Team will add the proposals to the list of possible schemes for the local committee to consider funding. It may also be possible to seek developer contributions to help fund the proposals.

Edward Cowley Schools Sustainable Transport Office
01483 519597

Duncan Knox Road Safety Manager
0208 5417443

Consulted:

Surrey Police
Divisional Members
School Senior Management Teams

Appendix A: Proposed Highway Measures