

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)



SURREY

DATE: 3 October 2016
LEAD OFFICER: Rebecca Harrison, Sustainable School Travel Manager

SUBJECT: ROAD SAFETY OUTSIDE SCHOOLS REPORT
 ST LAWRENCE C OF E (AIDED) JUNIOR SCHOOL

DIVISION: EAST MOLESEY & ESHER

SUMMARY OF ISSUE:

Concern has been expressed in the form of a petition to the local committee over the safety of children arriving and leaving St Lawrence C of E Junior School and the associated congestion caused by school journey traffic. This report outlines investigations into the nature and extent of the concerns, and possible highway and road safety education improvements to reduce them. These have been developed in accordance with the county council's "Road Safety Outside Schools" policy.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to agree and note that

- (i) St Lawrence C of E Junior 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) It is proposed that the "School Keep Clear" markings will be amended to deter parking across the pedestrian entrance to the school. This will be implemented following consultation with local residents.

REASONS FOR RECOMMENDATIONS:

The proposal to extend the School Keep Clear markings across the pedestrian entrance to the school would reduce obstruction and improve visibility for those crossing to and from the main pedestrian entrance 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. 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 St Lawrence C of E Junior School Molesey. A petition with 184 signatures was submitted to Elmbridge Local Committee on 27 June by a resident, Elisabeth White, representing the lead petitioner, Surraya Sumner. The petition stated:

The roads surrounding St Lawrence Junior School's (Church Road, East Molesey, KT8 9DR) main entrance on Church Road are becoming increasingly precarious for both children and their parents due to the speed at which cars drive down these roads coupled with illegal parking outside the school. Due to these uncontrolled hazards, crossing the road to reach the school is now extremely dangerous and a number of parents and children have already been involved in near misses. It is not acceptable to wait until someone is killed or seriously injured before taking action. We are therefore asking that a number of safety measures are introduced in the area including a zebra crossing and speed humps as well as considering lowering the speed limit to 20mph.

- 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.

2. ANALYSIS:

Site Description and Existing Infrastructure

- 2.1 St Lawrence C of E Junior School teaches children from ages 7 to 11 (year 3 to year 6). The school is a three form entry school with over 400 pupils. The main school entrance is located on Church Road. There is another school entrance on Vine Road, however this is currently not being used as the school are carrying out extensive building works to provide a new school building to replace the existing one. The school is not expanding in size.
- 2.2 There are "School Keep Clear" zig-zag carriageway markings on Church Road covering the vehicle access into the school to prevent vehicles from stopping in the vicinity of the main school entrance during the hours from 8:15 to 9:15am and 2:30pm to 4:00pm, Monday to Friday. To the south of the vehicle entrance there is a small pedestrian entrance which is used by all pupils and parents. There is a small section of guard railing outside the pedestrian entrance to deter pedestrians from stepping out directly into the carriageway when emerging from the school. There are yellow backed school warning signs on the northbound and southbound approaches to the school on Church Road.
- 2.3 The school sits within a residential area with a 30 mph speed limit restriction. Church Road is a fairly wide road without any parking restrictions other than the "School Keep Clear" markings and double yellow line markings around the mouths of the junctions with Wolsey Road and Vine Road. Wolsey Road provides a link towards Bridge Road and Hampton Court Station. Vine Road

is residential and is a much narrower road. Consequently there is often congestion as it becomes difficult for vehicles to pass due to parked cars.

Perceived problems

- 2.4 The petition highlighted a number of perceived problems including:
- Speeding vehicles
 - Illegal parking outside the school
 - Hazards for pedestrians crossing to the school resulting in near misses.
- 2.5 Consequently the petitioners requested a zebra crossing and speed humps, as well as consideration of a lower 20 mph speed limit.

Analysis of Road Collision Data

- 2.6 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 there have been no reported collisions in the vicinity of the school in the last three years. Information on personal injury collisions throughout Great Britain is available to view via www.crashmap.co.uk.

Road User Behaviour Site Observations

- 2.7 A site visit involving county council highway engineers, road safety team, sustainability team and Police colleagues was undertaken on the morning of 18 March 2016. Another meeting was undertaken in the afternoon of 14 April 2016 and subsequently again in the morning of 13 September 2016 to assess the school pick up and drop off periods. The following observations were noted.
- The zig-zag "School Keep Clear" markings seemed to be well observed by parents, with only one vehicle observed stopping to drop off a child. Similarly there were no infringements of the double yellow line markings in the mouth of the junction with Wolsey Road or at the junction with Vine Road.
 - Crossings by pedestrians across Church Road were concentrated at more than one location including from both sides of Wolsey Road (where some parents parked), and across the junction with Vine Road where some pedestrian movements were associated with visits to the nearby nursery.
 - There were a number of parents parking legally on Church Road and Wolsey Road. The parking resulted in some congestion which resulted in slower vehicle speeds and some drivers giving way to pedestrians crossing to and from Wolsey Road.
 - There were some vehicles parked immediately outside the school pedestrian entrance which caused an obstruction and impeded visibility between the main pedestrian desire lines to and from Wolsey Road.

3. OPTIONS:

- 3.1 Due to the congestion speeds were already very low at school drop off and pick up times, so it is not recommended that traffic calming would be very worthwhile.
- 3.2 There was not one clear desire line for pedestrians crossing Church Road. Therefore the provision of a zebra crossing would not be likely to cater for all the pedestrian movements at the site for those approaching from different directions. With the slow vehicle speeds the difficulty in crossing the road was not that great compared to most other school sites in Surrey.
- 3.3 Speeds are already very low outside the school at pick up and drop off times so it is not recommended that a 20 mph speed limit only in the vicinity of the school would be worthwhile. Instead any consideration of a 20 mph speed limit should encompass a much wider area across East Molesey between Hurst Road and Walton Road that would be beyond the scope of this assessment of road safety outside St Lawrence School.
- 3.4 It was noted that the cars parked immediately outside the pedestrian entrance caused an obstruction and impeded visibility. Therefore it is recommended that "School Keep Clear" markings be provided outside the pedestrian entrance in addition to the ones already provided at the vehicle entrance.

School Travel Plan and Road Safety Education

- 3.3 The following are the road safety, travel planning and sustainability activities that St Lawrence C of E Junior 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 following training:
 - 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.
 - The school has taken part in Surrey's 2016 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.

4. CONSULTATIONS:

- 4.1 Site visits were undertaken on 18 March 2016, 14 April 2016 and 13 September 2016 with Police colleagues, local highway engineers, Road Safety Team and School Sustainable Travel Team.
- 4.2 The local Member and School Leadership will be consulted on the proposed options.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The recommended school travel plan and road safety education activities could be delivered using existing staff resources. The provision of additional School Keep Clear markings would be a comparatively cheap way of improving the safety for pedestrians outside the school using existing maintenance budget.
- 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 a number of site visits. Consultation with the local Member and the School will take place as necessary. 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 reducing 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 St Lawrence C of E Junior 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 St Lawrence C of E Junior School already undertake Bikeability Level 1 and 2. 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 additional "School Keep Clear" markings are provided in the vicinity of the school pedestrian entrance.

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 If approved by the local committee the "School Keep Clear" markings will be amended to deter parking outside the pedestrian entrance to the school.

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Consulted:

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