

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (WAVERLEY)**

**DATE: 9 March 2018**



**LEAD OFFICER: Cheryl Faure – Safer Travel Team**

**SUBJECT: ROAD SAFETY OUTSIDE SCHOOLS REPORT  
Witley Church of England Infant School  
The Chandler Church of England Junior School  
Barrow Hills School**

**DIVISION: Godalming South, Milford & Witley**

**SUMMARY OF ISSUE:**

Two petitions were submitted to the Waverley Local Committee on 8 December 2017 requesting improvements to road safety in the surrounding areas of Witley Infant School, Barrow Hills and Chandler Junior Schools.

This report outlines the observations that took place using the council's Road Safety Outside School policy and makes reference to recommendations for minor highway improvements.

**RECOMMENDATIONS:**

**The Waverley Local Committee is asked to:**

- (i) Agree that the measures set out in Tables 1 & 2 be carried out, and with the dropped kerb improvements carried out when funding is identified.
- (ii) Agree that the measures set out in paragraphs 3.3 & 3.6 of this report be added to the list of possible future highway improvements in Waverley for prioritisation and consideration for future local committee funding.
- (iii) Agree that the Safer Travel Team work with the schools to take up more of the road safety education and training activities offered by the county council.

**REASONS FOR RECOMMENDATIONS:**

These proposed highway measures would help improve the road environment to encourage more walking, cycling and scooting to school. The proposals would therefore also help reduce congestion and driver frustration in the immediate area of these schools. The measures suggested would need to be prioritised alongside suggestions for other highway schemes across Waverley. 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.

<b>1. INTRODUCTION AND BACKGROUND:</b>
--

- 1.1 One of the most frequently expressed road safety concerns is 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 two petitions submitted to the local committee on 9 December 2017 over the safety of children arriving and leaving Witley Infant School, The Chandler Junior School and Barrow Hills. The petitions highlight concerns over the safety of the roads in the immediate vicinity of the schools.
- 1.3 Petition 1: *"We the undersigned petition Surrey County Council to: 'implement a 20mph zone around the Chandler and Barrow Hills schools in Witley'. Witley Parish Council have put forward suggestions for a 20mph zone around the Chandler and Barrow Hills schools in Witley to make it safer for pedestrians, cyclists and drivers."*
- 1.4 Petition 2: *"We the undersigned, petition Surrey County Council via Witley Parish Council to install the following in order to make access to Witley Infant School safer:*
- *Appropriate school signage at strategic points on Church Lane*
  - *To begin the "20 is plenty" process for the part of Church Lane that runs past Witley Infants*
  - *To add coloured road messaging to the surface of Witley Infants*
  - *Any other driver behaviour-changing improvements'.*

*The road system in and around Witley C of E Infants School is dangerous and not fit for purpose. Crossing the road, accessing the car parking and access to Church Lane, both by car and foot, is dangerous. Every school should have safe access for the children who are in attendance, but Witley Infant School does not. There is not enough signage at two key points on Church Lane to inform drivers that there's a school; there are no road markings to encourage vehicles to drive more slowly and appropriately around young children; pedestrians have no right-of-way here".*

- 1.5 Visits to both sites during school drop off and pick up times were conducted during January 2018 involving the county council's Road Safety Team, Safer Travel Team, Local Highway Engineers and Surrey Police. Witley Church of England Infant School was visited on January 17 and Chandler and Barrow Hills Schools were visited on January 19 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 the school's travel plan has also been assessed.

## 2. ANALYSIS:

### Site Description and Existing Infrastructure – Witley C of E Infant School

- 2.1 Witley Infant School teaches children from ages 4 to 7 (Reception to year 2). The school is a one-form entry school with over 100 pupils.
- 2.2 Witley Infant School is located in Church Lane, which is off the A283 Petworth Road. Church Lane is a rural single track lane with passing places and serves the local church and approximately 12 residential properties. There is no footway along this lane.
- 2.3 There is no vehicular entrance to the school, staff parking is located in the nearby Scout hut.
- 2.4 Church Lane is a narrow single track lane with a 30mph speed limit. There are “School Keep Clear” zig-zag carriageway markings on Church Lane outside the school pedestrian entrances to deter vehicles from stopping during pick up and drop off times.
- 2.5 Immediately outside the school entrance there is a small pedestrian build out with pedestrian guard railing to enable pedestrians to cross Church Lane to access the footpath through the church grounds as shown in Figure 1 below.

**Figure 1: Pedestrian Build out on Church Lane – looking west**



### Site Description and Existing Infrastructure – The Chandler C of E Aided Junior School

- 2.6 The Chandler Junior School teaches children from ages 7 to 11 (Year 3 – Year 6) The Chandler School is two form entry school with over 300 pupils.
- 2.7 The Chandler is located on Middlemarch which is accessed from Roke Lane. Middlemarch is a residential road. The school is situated at the end of the cul-de-sac and parents are encouraged not to drop off and pick up in this area.

## ITEM 6

- 2.8 There is one access for staff and delivery vehicles which protected by double yellow lines and school keep clear yellow zig zag marking. There is a pedestrian access to the south which the children use.
- 2.9 Roke Lane is one of two access roads to The Chandler School, it is a residential road with a section leading from the Petworth Road being one way. There is a kerb buildout (figure 3) at the end of the one way section which enables pedestrians to cross.
- 2.10 Roke Lane, Middlemarch and Sunnydown roads are all 30 mph.

**Figure 2: Vehicle and Pedestrian access to The Chandler Junior School**



**Figure 3: Buildout on Roke Lane**



**Site Description and Existing Infrastructure – Barrow Hills School**

- 2.11 Barrow Hills School is situated on Mare Hill which is a rural road with no pavements or street lighting. The speed limit on this road is the national limit.
- 2.12 There are 2 vehicle access points to the school but no designated pedestrian access points.
- 2.13 This is an independent prep school and the vast majority of staff and pupils are driven.



### **Analysis of Road Collision Data**

- 2.14 The county council's database of personal injury collisions recorded by the police has been checked and summarised below.
- There are no recorded injury collisions on Church Lane in the vicinity of Witley School in the last five years.
  - There have been no injury collisions on Mare Hill in the vicinity of Barrow Hills School in the last five years.
  - There have been two slight injury collisions on Roke Lane these both involved children. One was a pedestrian at school pick up time, the other was a cyclist.
- 2.15 Although any one collision resulting in road casualties is one too many, the collision history near the school does not represent a concentrated pattern of collisions compared with many other sites across Surrey. (The location and summary information on road collisions can be viewed on [www.crashmap.co.uk](http://www.crashmap.co.uk)). However the fear of poor road safety can deter people from walking, scooting and cycling.

### **Road User Behaviour Site Observations**

- 2.16 Several site visits involving county council highway engineers, Road Safety Team, Safer Travel Team and Police colleagues and divisional members were undertaken during January 2018. These include morning and afternoons on different days of the week. The following observations were made:

#### **Observations at Witley Infant School:**

- The majority of parents park in Church Fields which is a cul-de-sac approximately 75 meters east of the school entrance. This is an un-adopted road with a very wide junction. Drivers also park along the north side of Church Lane. This reduces the width of the lane resulting in pedestrians walking in the middle of the Lane but this however reduced the overall speed of vehicles.
- Although Church Lane is a through road the vast majority of vehicles are dropping pupils off at the school, so therefore were driving accordingly to the safety of pedestrians.

#### **Observations at The Chandler C of E School:**

- Pedestrians including many unaccompanied children are crossing Roke Lane at the buildout and using the footpath to the school.
- Some parents allow their children to alight from their vehicles at the buildout on Roke Lane.
- Pedestrian are crossing the main entrance to the school car park
- Pedestrians are crossing from the footpath across the main entrain to the school, where vehicles are reversing and performing "u" turns.

#### **Observations at Barrow Hills School:**

- The majority of vehicles using Mare Hill were dropping pupils at Barrow Hills school
- No pedestrians or cyclists were observed

<b>3. OPTIONS:</b>
--------------------

- 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.

**Proposals for improvements in the vicinity of Witley Infant School**

- 3.2 **20 mph speed limit** - Site observations confirmed that traffic speeds were very low on this stretch of road and likely to be close to 20 mph or less (without the need to confirm this with a formal survey). Therefore this site would meet the county council's criteria for introducing a new 20 mph speed limit without the need for any additional supporting traffic calming measures. The police have been consulted and would not object to a new 20 mph limit.
- 3.3 A new 20 mph limit might help reinforce the need for slower speeds and careful driving in the vicinity of the school, and may help to provide reassurance to parents to support more walking, cycling and scooting. However as speeds are already low, a new lower 20 mph speed limit is not thought likely to make any significant difference to vehicle speeds. The estimated cost for introducing a new 20 mph speed limit is £10,000 (including the provision of signing and advertisement of a legal notice). Consequently it is recommended that the local committee consider whether to allocate funding required for the scheme as opposed to suggestions for other highway improvements across Waverley.
- 3.4 Further minor improvements are described in the Table 1 below can be met from central budgets.

**Table 1**

<b>Proposal</b>	<b>Rationale</b>
Rotate the existing pedestrians in the road ahead sign, No footway for 300yards and Reduce Speed Now to the east of Churchfields to face vehicles travelling towards the school	By rotating the sign 180 degrees this will now give advanced warning to drivers that there are pedestrians in the road.
Refresh the existing SLOW carriage way markings at the junction with Churchfields and the entrance to the Scout Hut and install an additional SLOW marking outside Church Lane House.	Signage to give advanced warning to drivers to reduce their speed.
Upgrade the original 30 mph speed limit signs and the school warning sign to be yellow backed	Signage to give advance warning to drivers that they are approaching a school.
Install double yellow lines at the mouth of the junction to Church Lane	Increase the forward visibility of exiting vehicles on to the Petworth Road.
<b>To be met from central budgets</b>	

**Proposals for improvements in the vicinity of The Chandler Junior School**

- 3.5 **20 mph speed limit** - A speed survey has been completed on this stretch of road from lamp column number 6 opposite the junction with Willow Mead. This showed that the average mean speeds were 20 westbound and 17 eastbound. Therefore this site would meet the county council’s criteria for introducing a new 20 mph speed limit without the need for any additional supporting traffic calming measures. The police have been consulted and would not object to a new 20 mph limit.
- 3.6 A new 20 mph limit covering the extent of Roke Lane as far as the junction with Sunny Down (and so including Willow Mead, Middlemarch and Dorlcote Way) might help reinforce the need for slower speeds and careful driving in the vicinity of the school, and may help to provide reassurance to parents to support more walking, cycling and scooting. However as speeds are already low, a new lower 20 mph speed limit is not thought likely to make any significant difference to vehicle speeds. The estimated cost for introducing a new 20 mph speed limit is £10,000 (including the provision of signing and advertisement of a legal notice). Consequently it is recommended that the local committee consider whether to allocate funding required for the scheme as opposed to suggestions for other highway improvements across Waverley.
- 3.7 Further minor improvements are described in the Table 2 below. The first of which can be met from central budgets.

**Table 2**

<b>Proposal</b>	<b>Rationale</b>
Cut the hedge back at the buildout	This will increase forward visibility for pedestrians as they look left when crossing north to south.
<b>To be met from central budgets</b>	
Install dropped kerb and tactile pavement across the entrance to Willow Mead.	This will help pedestrians with buggies and pushchairs and help people in wheelchairs and mobility scooters.
<b>Estimated Cost: £2,000</b>	

**Proposals for improvements in the vicinity of The Barrow Hills School**

- 3.8 There were no pedestrians or cyclist observed travelling to Barrow Hills School. The provision of a lower 20 pmh speed limit on Mare Hill would be likely to require additional traffic calming measures such as speed humps or pinch points to be effective. Such features would be expensive and can only be introduced where there is lighting (there isn’t any lighting on Mare Hill). Therefore a lower 20mph limit on this stretch is not considered feasible due to the cost and technical barriers, and would be hard to justify given that there were no pedestrians or cyclists travelling to the school.

**Road Safety Education and Training**

- 3.9 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 Safer Travel team provide a range of resources for schools to use which include Pedals, Bikeability and

Pedestrian Training. All schools mentioned in this report actively support these initiatives.

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

- 4.1 Site visits have been undertaken on Wednesday 17 January and Friday 19 January, both of these visits were conducted during the morning peak. These included representatives from Surrey police, local highways, road safety team, sustainable travel team and local divisional member.
- 4.2 Surrey Police Road Safety and Traffic Management Team have been consulted and would not object to the implementation of the 20 mph speed limits described above if the local committee decided to proceed and provide funding for them.

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

- 5.1 There is no funding available to progress the engineering options set out in section 3 of this report in this financial year. The proposals will be added to the list of possible future highway improvement schemes for prioritisation alongside other requests for schemes within Waverley. This will take into account the likely effect of the proposals on congestion, accessibility, safety, environment and economy (CASEE).

#### **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. The proposals presented here would create a positive improvement for people with mobility impairment.

#### **7. LOCALISM:**

- 7.1 The proposals presented here have been developed following consultation with the school community and Divisional Member. 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.

## ITEM 6

### 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 other road users 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 via the parish council through a petition over the safety of children arriving and leaving Witley Infant School, The Chandler Junior School and Barrow Hills School. 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 It is recommended that the wider highway measures described within this report are added to the list of possible future highway schemes for Waverley and prioritised using CASEE. The local committee will then decide whether to allocate funding from their future annual budget for highway improvements.

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

10.1 The Safer 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 prioritisation and possible future Local Committee funding.

---

Cheryl Faure            Safer Travel Team  
                                  01483 517522

Rebecca Harrison    Safer Travel Team Manager  
                                  01483 517515

### **Consulted:**

Surrey Police  
Divisional Members  
School Leadership Teams



This page is intentionally left blank