

Spelthorne School

Safety Improvements

Feasibility Report

June 2018



SURREY

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CONTENTS

	Page No.
1. INTRODUCTION	4
2. SITE ANALYSIS	5
2.1. Site Analysis	5
2.2. Personal Injury Collision Data	8
3. OPTIONS	
3.1. Do nothing	9
3.2. Option 1 - Refuge/crossing widening	9
3.3. Option 2 - Zebra crossing on a raised table	10
3.4. Option 3 - Bollards	11
3.5. Option 4 - Relocate Wig Wag, upgrade signs	11
3.6. Other options considered	12
4. RECOMMENDATION	12

FIGURES

- 1 Location Plan
- 2 Photo, Chertsey Road, looking North East
- 3 Photo, Feltham Hill Road outside school looking East
- 4 Photo, Uncontrolled crossing with pedestrian refuge, Feltham Hill Road
- 5 Photo, Vehicles parked behind guardrail, Chertsey Road
- 6 Photo, Vehicles parked on footway at bus stop in Feltham Hill Road

APPENDICES

- A Extent of Public Highway
- B Road safety outside schools assessment

DRAWINGS

- PC0840-01 Spelthorne School - Option 1
- PC0840-02 Spelthorne School - Option 2
- PC0840-03 Spelthorne School - Option 3
- PC0840-04 Spelthorne School - Option 4

1. INTRODUCTION:

Following a traffic incident in which a member of School Crossing Patrol was injured a petition was received by Spelthorne Joint Committee and brought to their meeting on the 7th December 2015.

The petition requested safety improvements outside Spelthorne School. Following the petition a Road Safety Outside Schools Assessment was carried out at 8am on the 29th January 2016 and a follow up visit was carried out at 3pm on the 8th March, these have been used to inform this study.

2. SITE ANALYSIS AND DATA COLLECTION:

2.1 Site Analysis

Spelthorne School is located on the junction of Feltham Hill Road and Chertsey Road in Ashford. The lengths of Feltham Hill Road and Chertsey Road outside the School are single carriageway and fall within a 20 mph zone, on Chertsey Road the 20 mph zone also extends through the BP Centre. Residential roads around the school are 30 mph. Traffic calming in Feltham Hill Road consists of a raised road table outside the school and further tables along the length of Feltham Hill Road. Speed cushions are present in Chertsey Road outside the school and through the BP centre. Facilities for pedestrians include an uncontrolled crossing point with pedestrian refuge (Figure 4) and dropped kerbs for the School Crossing Patrol in Feltham Hill Road, and a Puffin crossing in Chertsey Road. Footways outside the school in Chertsey Road and Feltham Hill Road are wide. Lengths of pedestrian guard rail are present along the lengths of footway outside the School and beyond in Chertsey Road and Feltham Hill Road.

The initial Road Safety Outside Schools visit was carried out in the morning at school drop off time, no School Crossing Patrol was present. This visit found that when no School Crossing Patrol was present that the majority of pedestrians crossed Feltham Hill Road at the uncontrolled crossing point (with pedestrian refuge) adjacent to the roundabout. A School Crossing Patrol was present for the second visit and the assessment concluded that most pedestrians crossing Feltham Hill Road used the patrol. Currently there is no School Crossing Patrol. The Safer Travel Team are looking to recruit replacements, however there are a shortage of applicants for these roles.

The assessment notes that the existing pedestrian refuge lacked the necessary capacity for pedestrians when the School Crossing Patrol was not operating.

It has also been noted that a number of vehicles are parking on footways, a particular area of concern is where cars are parking behind the guardrails in Chertsey Road adjacent to the Puffin crossing (Figure 5).

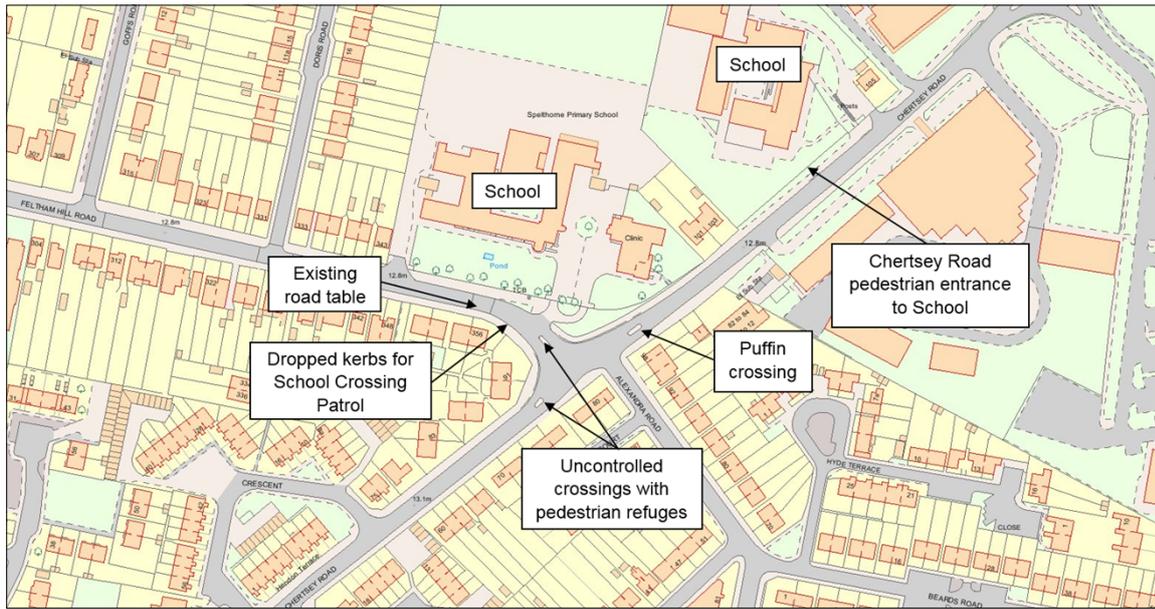


Figure 1: Location plan



Figure 2: Chertsey Road, looking North East



Figure 3: Outside School, Feltham Hill Road looking East



Figure 4: Uncontrolled crossing with pedestrian refuge, Feltham Hill Road



Figure 5: Vehicles parked behind guardrail, Chertsey Road



Figure 6: Vehicles parked on footway at bus stop in Feltham Hill Road

2.2 Personal Injury Collision Data

An assessment has been made of the personal injury collisions for the extents of the Road Safety Outside Schools assessment for the last 3 full years and part of 2018 where data is available, giving the period between 1st January 2015 and 28th February 2018. The Police and Surrey County Council do not collect or hold 'damage only' collision data, and therefore we are unable to report or comment on these.

There is only one relevant recorded incident for this period which was the one involving the School Crossing Patrol, details below.

Date: 02/10/2015 Time: 0834

Location: Feltham Hill Road

Conditions: Daylight, dry, weather fine

Description: School Crossing Patrol has been hit by vehicle when the driver's vision was obscured.

Severity: Serious

3. OPTIONS:

3.1 Do nothing

This option looks at carrying out no works. With the exception of the isolated incident involving the School Crossing Patrol, personal injury data suggests that pedestrians are using the existing facilities safely.

Conclusion

It is clear from site observation that some of the existing facilities lack the pedestrian capacity needed at school leaving time. Walking as a sustainable mode of transport is being encouraged, the absence of improvements does not support this initiative. There is also currently no School Crossing Patrol, future recruitment and retention cannot be guaranteed.

3.2 Option 1 - Refuge/crossing widening, Feltham Hill Road (drawing PC0840-01)

This option involves enlarging the existing pedestrian refuge without preventing vehicle movements to and from the roundabout, and in and out of the school. Drawing PC0840-01 is based on the OS map and on site measurements, if this option was to proceed to detailed design a small topographical survey would have to be carried out to determine the exact size of the new refuge.

Conclusion

The current capacity of the refuge is insufficient and this option would make significant improvements increasing its pedestrian capacity and making the refuge easier to use for pushchair and wheel chair users. This option would require a Road Safety Audit if to be pursued.

Guide Price for construction £15,000 - £25,000

3.3 Option 2 – Zebra crossing on a raised table, Feltham Hill Road (drawing PC0840-02)

This option looks at providing a zebra crossing on a raised table. The proposal is to remove the existing raised table and construct a new one with zebra crossing closer to the junction with Chertsey Road. A new location is proposed because constructing a zebra crossing on the current table would not best serve the desire lines of pedestrians and is likely to result in minimal use. It is not possible to locate the zebra crossing any closer to the junction with Chertsey Road than proposed due to the adjacent vehicle access to the school. It is proposed that the adjacent dropped kerbs currently used by the School Crossing Patrol and the uncontrolled crossing point adjacent to the junction with Chertsey Road are removed and the gaps in the pedestrian guard rail closed. Bus stop markings have also been included in this option to highlight to drivers that this is a bus stop and enable enforcement of obstructive parking. The existing drainage system would have to be altered to prevent water ponding by the new table.

Conclusion

This option provides a legally enforceable crossing facility that can be used by pedestrians crossing Feltham Hill Road. The proposed zebra is only a short distance from the existing uncontrolled crossing point so would still serve the desire line of pedestrians. Pedestrians should only have to wait for a very short period of time to cross the road. The raised table would calm traffic approaching the crossing. The addition of bus stop markings should highlight the bus stop to drivers and deter them from parking at this location.

Belisha beacons would be positioned outside resident's homes, they could find this intrusive, cowling can be installed on beacons shielding adjacent properties from the light. It is the council policy if a Zebra crossing is installed the need for a School Crossing Patrol is to be reviewed.

This option would require a Road Safety Audit and Statutory Consultation if to be pursued.

Guide Price for construction £50,000 - £65,000

3.4 Option 3 – Bollards (drawing PC0840-03)

This option is to install bollards at locations in Chertsey Road and Feltham Hill Road to prevent vehicles accessing the footway.

Installing bollards in Chertsey Road (north east of the roundabout) would prevent vehicles parking behind the pedestrian guard rails (Figure 5) and prevent them from causing an obstruction to pedestrians.

Installing bollards adjacent to the bus stops in Feltham Hill Road and Chertsey road would prevent vehicles parking on the footway and causing an obstruction to pedestrians. Bus stop markings have also been included to highlight to drivers that there is a bus stop and enable enforcement of obstructive parking.

Bollards will be spaced so not to obstruct wheelchair and push chair users.

Conclusion

This option resolves the issue of vehicles parking behind the guardrails adjacent to a pedestrian crossing in Chertsey Road which is busy with parents and children at school drop off and pick up time.

Vehicles currently park on the footway by the bus stops in Feltham Hill Road and Chertsey Road installing bollards is low cost and would prevent access to an area busy with pedestrians at school drop off and pick up times. The addition of bus stop markings should highlight the bus stop to drivers and deter them from parking in the carriageway at this location.

The bus stop in Feltham Hill Rod is adjacent to where the School Crossing Patrol would operate.

Guide Price for construction £3,000 - £6,500

3.5 Option 4 – Relocate Wig Wag (flashing sign) and upgrade signs. (drawing PC0840-04)

Relocate existing Wig Wag in Chertsey Road closer to the school and upgrade the existing School/Patrol warning signs to yellow backed signs.

Conclusion

The current Wig Wag is sited too far from where pedestrians visiting or leaving the school are likely to be crossing the road. Relocating the wig wag will position it closer to where pedestrians are likely to be found crossing and highlight this to drivers. The Wig Wag is currently obscured by vegetation, relocating it will ensure it is clearly visible. Upgrading the existing traffic signs to yellow backed will make them more conspicuous to drivers.

Guide Price for construction £4,000 - £7,000

3.8 Other options considered

Placing the existing uncontrolled crossing point in Feltham Hill Road on a raised table was considered, however there is insufficient space between the School vehicle entrance and roundabout to construct a raised table.

4. RECOMMENDATIONS:

Personal injury collision data indicates that the traffic incident in which the School Crossing Patrol was injured was an isolated occurrence.

This said, it is clear from site observations that existing uncontrolled crossing point in Feltham Hill Road lacks the capacity needed for pedestrians at busy times. Improvements to the existing facilities are recommended. If a School Crossing Patrol is not reinstated the Zebra Crossing (Option 2) is recommended.

It has also been noted that vehicles parking on footways is a problem in the area. It is recommended that is prevented in key locations near the School with the use of bollards.

OPTION	SUMMARY	CONSTRUCTION GUIDE PRICE	BENEFITS	RECOMMENDATION
1	Increase size of the crossing and refuge to improve capacity	£15,000 - £25,000	Would improve capacity and provide a safer pedestrian refuge for pushchair and wheel chair users.	If Option 2 (Zebra crossing) is not pursued it is recommended that this option is taken forward.
2	Construct a Zebra crossing on a raised table	£50,000 - £65,000	Provides a legally enforceable crossing facility for pedestrians.	Recommended
3	Bollards	£3,500 - £6,500	Would prevent parking on footways and behind guardrails in areas busy with pedestrians.	Recommended
4	Relocate school Wig Wag sign and upgrade existing signs	£4,000 - £7,000	Would be in a more effective location and more visible.	Recommended

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