

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)****DATE: 21 SEPTEMBER 2018****SURREY****LEAD OFFICER: DUNCAN KNOX – ROAD SAFETY & ACTIVE TRAVEL TEAM MANGER****SUBJECT: ROAD SAFETY OUTSIDE SCHOOLS – ST JOSEPH’S SPECIALIST SCHOOL AND COLLEGE, CRANLEIGH****DIVISION: CRANLEIGH****SUMMARY OF ISSUE:**

A petition was submitted by Simon Jaggard, Head Teacher at St Joseph’s Specialist School and College to the Waverley Local Committee on 29 June 2018. The petition highlighted concerns regarding road safety on Amlets Lane in the vicinity of the school, and requested a new lower 20 mph speed limit.

This report outlines observations, analysis and recommendations for minor highway improvements with reference to the county council’s “Road Safety Outside Schools” and “Setting Local Speed Limits” policies. If approved the proposals will be implemented using developer contributions from the adjacent Cala Homes development “Amlets Place”.

RECOMMENDATIONS:**The Local Committee (Waverley) is asked to:**

- (i) Approve a new lower 30 mph speed limit on Amlets Lane from the junction with Smithwood Common Road to the junction with Barhatch Lane. If approved a speed limit order will be advertised and authority delegated to the Area Highways Manager in consultation with the Chairman, Vice-Chairman and Divisional Member for Cranleigh to consider any objections before proceeding.
- (ii) Approve proposals for an improved crossing facility on Amlets Lane between the school and the public footpath 346 (leading to Cranleigh alongside the new Cala Homes development). This will consist of a small area of footway with dropped kerbs on the north side (school side) of Amlets Lane which will be accessed by a new gate in the school boundary wall.
- (iii) Agree that the above schemes (estimated at about £30,000) will be funded from developer contributions from the adjacent Cala Homes development “Amlets Place”.

REASONS FOR RECOMMENDATIONS:

The proposed highway measures would improve the safety of pupils on Amlets Lane when walking between St Joseph’s School and Cranleigh Village. A new crossing point and school pedestrian gate opposite the existing rural path (footpath 346) used by teachers and pupils to walk to and from Cranleigh will remove the need for them to walk or stand in the carriageway when trying to cross Amlets Lane. A reduction of the

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speed limit from 40mph to 30mph along Amlets Lane would encourage lower speeds and so reduce the risk and severity of collisions.

1. INTRODUCTION AND BACKGROUND

- 1.1 St Joseph's Specialist School and College is a co-educational residential and day school catering for children between the ages of 5 – 19 with complex and severe learning difficulties.
- 1.2 The school pride themselves on integrating pupils into the local community by means of walking them into Cranleigh Village to experience everyday tasks i.e. shopping, visiting the local library, coffee shop etc. To achieve this they have to cross Amlets Lane to and from the school, which does not have a footway or designated crossing point near the school entrance. Amlets Lane has restricted visibility near the school and has a 40 mph speed limit.
- 1.3 A petition was received at the 29 June Local Committee from Simon Jaggard which contained 517 signatures and read:

'Reduce the speed limit outside St. Joseph's Specialist School, Cranleigh; 20mph is plenty.'

Amlets Lane has a 40 mph speed limit, with no pavement or properly marked crossings. It is dangerous for our children, staff and the public to cross the road to reach public footpaths. The blind corners makes evasive action difficult for both pedestrians and motorists. The new family housing development (125+ homes) opposite will bring more children onto Amlets Lane and increased traffic; cars, bicycles and on foot. Amlets Lane is narrow and not suitable for a 40 mph speed limit; to drive at this speed would be reckless and the limit invites this from the young and impatient. We ask that Surrey County Council reduce the speed limit to 20mph in line with other schools for the public good.'

2. ANALYSIS

Site Description and Existing Infrastructure

- 2.1. Visits to the site were conducted on 17 January 2018 (pm) and 5 July 2018 (am), to complete assessments in accordance with the county council's "Road Safety Outside Schools" and "Setting Local Speed Limits" policies. These site visits involved the county council's Road Safety & Active Travel Team, Local Highway Engineers, Surrey Police and school representatives (including the Head Teacher).
- 2.2. A summary plan of the area is shown in Figure 1 overleaf. Amlets Lane is a narrow, two lane 40 mph speed limit road. There is reduced forward visibility along some sections due to bends in the road. There are no footways or crossing facilities on the road.
- 2.3. There is a side road junction providing access to St Joseph's School on the north side of the road. The school have secure gates for vehicle and pedestrian access. There is a new side road junction further to the east, on the south side of the road providing access to a new residential estate "Amlets Place", developed by Cala Homes. As part of the new development new white "picket" style fencing has been provided on Amlets Lane as a gateway feature on the eastbound approach to the school entrance and westbound approach to the new junction for "Amlets Place". These gateway features include large 40 mph speed limit repeater signing, and there are also 40 mph speed limit roundels on the carriageway on the immediate

approaches to the “Amlets Place” junction. There is a new “school crossing” sign with yellow backing with additional plate “school” provided in the vicinity of the “Amlets Place” junction, on the westbound approach to the school entrance.

Figure 1 – Amlets Lane Summary Plan

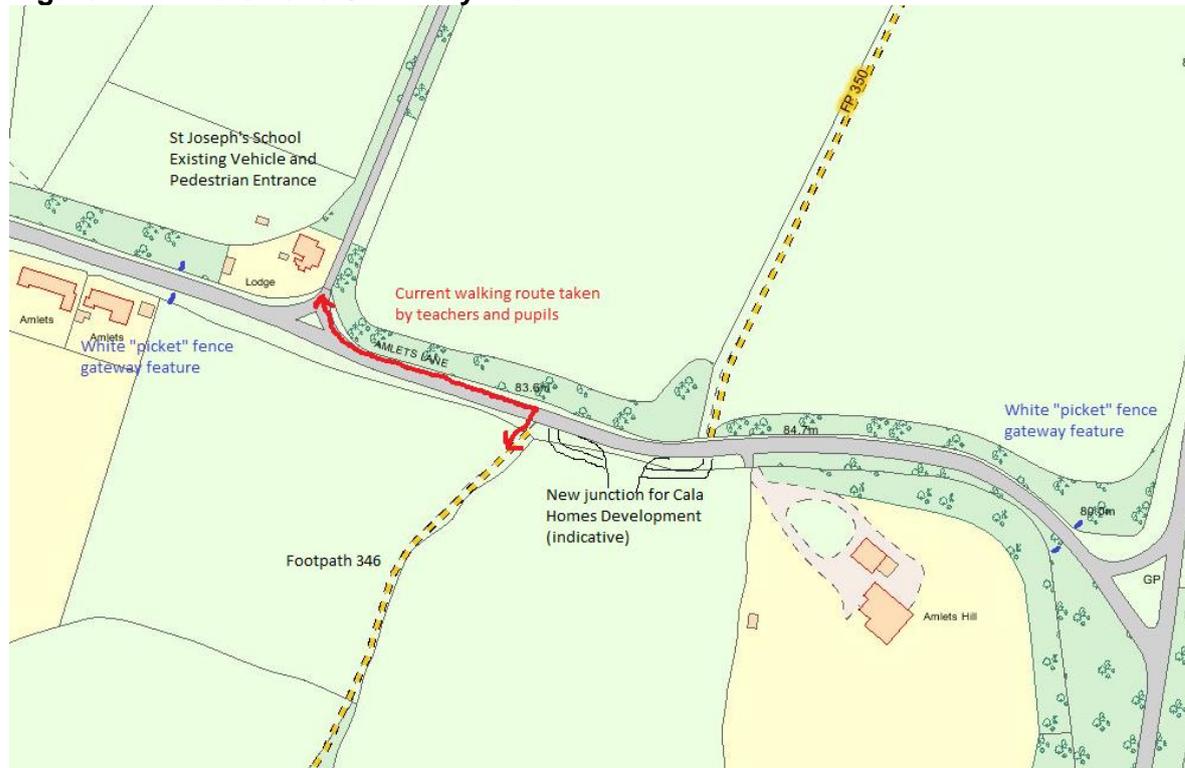


Figure 2 - Photo looking west showing entrance to new Cala Homes development on the left. The entrance to footpath 346 is just beyond the yellow backed school crossing sign on the left.



Road User Behaviour Observations

- 2.4. During the site visit the school staff were able to demonstrate the route taken by staff and pupils when travelling to Cranleigh village centre on foot. This is shown in Figure

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1 and involves walking in the carriageway on the north side of Amlets Lane to reach a point opposite Footpath 346, and then crossing the road to meet the footpath on the opposite south side of the road. If any eastbound vehicles approach, the staff and pupils have to take refuge in the verge, which is uneven, muddy, and has a ditch along part of it. There is nowhere to stand on the north side opposite Footpath 346 when crossing the road. The visibility looking east from the north side of the road at this crossing point is about 60m, which is substandard for a 40 mph road.

- 2.5. During the site visit on 5 July 2018 a commercial van travelling eastbound damaged it's wing mirror in collision with a large goods vehicle travelling in the opposite direction at a point about 50 m to the east of the junction with Amlets Lane. This demonstrates the narrowness of the road which can cause difficulties when a larger vehicles attempts to pass other vehicles.

Analysis of Collision and Speed Data

- 2.6. The county council's database of personal injury collisions recorded by the police has been checked. This showed that there have been three collisions leading to slight injury in the last three years. These were not in the immediate vicinity of the school or Amlets Place side road entrances, and did not involve any pedestrians:
- 11/12/2013, 13:00, about 300m to west of St Joseph's School entrance, car travelling westbound shunts into rear of another westbound car that had stopped to allow lorry to pass in opposite direction.
 - 13//08/2017, 10:00, about 170m to west of St Joseph's School entrance, car travelling eastbound shunts into rear of another eastbound car that had slowed to allow other vehicle to pass in opposite direction.
 - 14/11/2017, 16:45, about 110 m to the east of the new Amlets Place side road junction, westbound car takes the left hand bend and collides into the front of an eastbound car.
- 2.7. Summary information on personal injury road collisions is available to the public via www.crashmap.co.uk
- 2.8. Speeds have been surveyed in the vicinity of the new Amlets Place side road using a police speed detection radar. This is a black box mounted on street furniture was left in situ for a week in February 2017. This showed average mean speeds of 35 mph in both directions. The 85th percentile speed (the speed above which the fastest 15 per cent of vehicles travel), was 39 mph in both directions.

3. OPTIONS:

Reduced speed limit from 40 mph to 30 mph

- 3.1. Surrey County Council's "Setting Local Speed Limits" policy advises that setting a speed limit that is very much lower than the existing average mean speeds will not be successful in managing speeds unless supporting engineering measures can be provided. The existing mean average speed is 35 mph, so introducing a 20 mph speed limit would require extensive traffic calming measures such as speed cushions, raised tables or pinch points. Therefore due to the extensive nature of traffic calming measures that would be required, it would be prohibitively expensive and is considered infeasible to introduce a new lower 20 mph speed limit desired by the petitioners.

- 3.2. However the county council's policy indicates that the existing average mean speed of 35 mph on Amlets Lane is close enough to 30 mph to make a reduction to a new 30 mph speed limit to be likely to have a positive effect on vehicle speeds towards compliance with the new speed limit without the need for traffic calming.
- 3.3. The policy recommends that the usual minimum distance for a new speed limit should be 600m. Therefore it is recommended that the speed limit be reduced to 30 mph for the whole length of Amlets Lane from the junction with Barhatch Road at the eastern end to the junction with Smithwood Common Road/ Horseshoe Lane at the western end (a distance of approximately 900m). Surrey Police have advised that they would not object to this speed limit.
- 3.4. As Amlets Lane does not have a system of street lighting, then 30 mph speed limit repeater signs will be required, and these would provide the advantage of reminding drivers of the 30 mph speed limit at intervals along the length of the road. The existing white picket fencing at the eastern end of Amlets Lane may provide a useful gateway location for the beginning of new speed limit near the junction with Barhatch Road. New terminal signs would be required at the western end in the vicinity of the junction with Smithwood Common Road/ Horseshoe Lane. The other existing white picket fencing just to the west of the school entrance could be used for 30 mph speed limit repeater signing and signs to highlight "school crossing ahead".
- 3.5. A reduction in vehicle speeds as a result of the new lower speed limit would make it safer to cross Amlets Lane between St Joseph's School and Footpath 346 (as well as reducing the risk and severity of collisions along the whole length of Amlets Lane). It is estimated that the cost of changing the speed limit (including advertisement of the speed limit order, design, installation of new signs along with traffic management costs, and amendment of the existing 40 mph speed limit roundels painted on the carriageway) would be £15,000.

Provision of new footway area opposite Footpath 346

- 3.6. In consultation with the St Joseph's school colleagues it was proposed that a small area of footway could be provided on the north side of Amlets Lane opposite the Footpath 346. This would be provided in conjunction with a new secure pedestrian gate in the school boundary wall (to be installed by the school), opposite Footpath 346. This would remove the need for school pupils and staff to walk along Amlets Lane between the existing school entrance and Footpath 346. It would also provide a safe place to stand on the north side of the road when crossing to and from Footpath 346 instead of standing in carriageway or on an uneven verge with a ditch. It is estimated that the cost of providing the footway (including design, traffic management costs, materials and installation) would be £15,000.

Road Safety Education and Training

- 3.7. 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 includes Pedestrian Training. The school have agreed to develop their road safety programme tailored to their students' needs.

4. CONSULTATIONS:

- 4.1 Colleagues from St Joseph's school and Surrey police attended the site visit and were provided with a report of the findings of the site visit. The Divisional Member was also informed and provided with the report of the findings of the site visit.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The proposals described above are estimated to cost about £30,000. It is proposed that the scheme could be implemented by the county council using funding from part of the “section 106” funding that has been agreed with Cala Homes for the nearby housing development “Amlets Place”. The first portion of this “section 106” money will become available after the completion of the 70th dwelling. Alternatively Cala Homes will be asked if they could implement the proposals themselves under a “section 278” agreement.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:
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- 6.1 The proposals described within this report have been developed in accordance with the council’s “Road Safety Outside Schools” and “Setting Local Speed Limits” policy which have been subject to Equality and Diversity impact assessments. The proposals will have a positive impact on the accessibility and safety for pupils of St Joseph’s, who have complex and severe learning difficulties.

7. LOCALISM:

- 7.1 Any future proposals and recommendations will be developed in consultation with the school community, local and divisional members.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	See below
Sustainability (including Climate Change and Carbon Emissions)	See below
Corporate Parenting/Looked After Children	See below
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	See below

8.1 Crime and Disorder implications

The proposals will contribute to a reduction in inappropriate vehicle speeds and anti-social driving.

8.2 Sustainability implications

The proposals will reduce fear of road danger and encourage more sustainable modes of travel. This would result in fewer carbon emissions and less air pollution. Lower speeds would also reduce carbon emissions and air pollution.

8.3 Corporate Parenting/Looked After Children

The proposals will improve the safety and accessibility of looked after children attending the special school.

8.4 Public Health implications

The proposals will reduce the risk of road collisions and support active travel which improves the health of the participants. Reduced reliance on motorised road travel reduces emissions that are detrimental to air quality and public health.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Concern has been expressed via a petition over the safety of children crossing Amlets Lane from St Joseph's Specialist School and College. Investigation has been undertaken with reference to the county council's "Road Safety Outside Schools" and "Setting Local Speed Limits" policies. This has included assessment of the history of road collisions, traffic speeds, site observations, and assessment of road safety education activities delivered in the school.
- 9.2 It is recommended that the Local Committee approve the proposals for a reduced speed limit of 30 mph, and a new crossing facility consisting of a small section of footway on the north side of Amlets Lane opposite Footpath 346. This would be provided in conjunction with a new secure pedestrian gate in the school boundary wall (to be installed by the school), opposite Footpath 346. The highway proposals are estimated to cost about £30,000 and it is proposed that the scheme could be implemented by the county council from part of the "section 106" funding that has been agreed with Cala Homes for the nearby housing development "Amlets Place". Alternatively Cala Homes will be asked if they could implement the proposals themselves under a "section 278" agreement.

10. WHAT HAPPENS NEXT:

- 10.1 The Safer Travel Team will work with the school to introduce the recommended additional road safety education activities.
- 10.2 If approved, Officers will commission the design and implementation of the highway proposals as soon as the "section 106" funding becomes available. Alternatively Cala Homes will be asked if they could implement the proposals themselves under a section 278 agreement.

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