

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 – POTTERS GATE CHURCH OF ENGLAND PRIMARY SCHOOL

DIVISION: FARNHAM CENTRAL

SUMMARY OF ISSUE:

A petition was submitted by Stewart Edge and Jo Aylwin to the Waverley Local Committee on the 29 June 2018 highlighting concerns over road safety in the vicinity of Potters Gate Primary School.

This report outlines observations, analysis and recommendations for minor highway improvements (including a 20 mph zone or limit) with reference to the county council's "Road Safety Outside Schools" and "Setting Local Speed Limits" policies. It is intended that these will be funded from "section 106" contributions from the developer of the nearby housing development of Hopfields.

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to:

- (i) Approve a new lower 20 mph zone or limit along the whole extent of Beavers Road, Faulkner Road and Potters Gate. This will be supported through the implementation of traffic calming or two vehicle activated signs on Faulkner Road. The proposals will be funded from "section 106" contributions from the developer of the nearby housing development of "Hopfields".
- (ii) Agree all the relevant 20 mph zone/limit and traffic calming orders will be advertised and authority delegated to the Area Highways Manager in consultation with the Chairman, Vice Chairman, and Divisional Member for Farnham Central to consider any objections before proceeding.
- (iii) Agree that the Safer Travel Team work with the school to update and monitor their existing school travel plan using the new online Modeshift STARS system, and invite the school to take up more of the road safety training and resources offered by the Safer Travel Team.

REASONS FOR RECOMMENDATIONS:

The proposed lower 20 mph zone or limit 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, and contribute to improved air quality near the school. The recommended school travel plan and road safety training improvements would also help to improve road safety and reduce reliance on the car for the school journey too.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Potters Gate is a Primary School catering for children between the ages five and eleven. The primary school previously had one form of entry (210 places) and was expanded to two form entry (420 places) in 2012.
- 1.2 Potters Gate Primary School is located in a mainly residential area on the northwest edge of Farnham town centre. The Farnham area has experienced increases in demand for primary school places in the past few years, with Potters Gate Primary School being presently oversubscribed.
- 1.3 A petition was submitted by Stewart Edge and Jo Alwyn to the Waverley Local Committee on the 29 June 2018 :

'We, the undersigned, petition Surrey County Council to make the roads around Potters Gate Primary School (Beavers Road, Potters Gate and part of Falkner Road) significantly safer by introducing a 20 mph limit and by installing any other behaviour-changing improvements on these roads. The West St / Crondall Lane junction also needs significant improvement.

During the morning rush hour cars use Beavers Road / Falkner Road as a 'rat run' to avoid the jams in lower Crondall Lane approaching the West St junction, and as a short cut to the Hart Car Park. Along Beavers Road there are parked cars reducing the road to a single carriageway. Many children, including all those on the 'safe route' using the Crondall Lane pedestrian lights, have to cross this road, often between parked cars. The situation will worsen with the development of 120 houses at the Hopfields for which Crondall Lane is the only exit. There are 'S106' funds available from the development which could be used for some or all of the work.'

2. ANALYSIS

Site Description and Existing Infrastructure

- 2.1. A visit to the site was conducted on 3 July 2018, 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 Engineer, and Surrey Police. The Head Teacher was also consulted during the visit.
- 2.2. A plan of the site and nearby roads is shown in Figure 1 along with accompanying photos in Figures 2, 3, and 4. The school is located north west of Farnham town centre, approximately 110 metres north of West Street. The site includes pedestrian access points onto Potters Gate on the east side and Beavers Road on the north side. Potters Gate, Beavers Road and Crondall Lane (which runs to the west of the school site beyond residential properties) are all narrow roads. Potters Gate is one way in the southbound direction and is especially narrow between West Street and the southern limit of the school site. Falkner Road runs east from the school site to The Hart car park and is a much wider road.
- 2.3. There are "children crossing ahead" warning signs located on Beavers Road and Falkner Road. There are school keep clear markings outside the school entrance on Potters Gate. There are numerous vehicles parked within marked bays on the north side of Beavers road, with a single yellow line restriction on both sides of the road.
- 2.4. Although there are dropped kerbs to help pedestrians cross the mouth of Potters Gate near the junction with Falkner Road, there isn't any tactile paving. Also there

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Figure 3: Looking west on Beavers Lane



Figure 4: Looking east on Falkner Road



Road User Behaviour

- 2.5. The Hart car park is located at the end of Falkner Road which users such as parents are allowed to use free of charge for 30 minutes at the beginning and end of the school day. Parents cross Falkner Road at various points, often between parked cars. Both Beavers Road and Falkner Roads were well used by parents and children walking to the school. There were a variety of locations where pedestrians crossed the road on Beavers Road though there were a slightly greater number crossing at the alley-way that leads to Beavers Close (which provides a link to the signalised crossing on Crondall Lane). On Falkner Road a number of pedestrian crossed close to the junction with Potters Gate. Due to the narrow nature of Potters Gate, vehicle speeds were observed to be low.

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 3 collisions leading to injury in the last five years on the roads close to Potters Gate Primary School:
- 12/03/2013, 17:50, Beavers Road 80m west of Potters Gate, 3 year old (accompanied by mother) stepped off kerb on the north side and crossed road

between parked cars into the path of eastbound car. The child suffered serious injury.

- 9/12/2014, 08:45, Beavers Road 100m west of Potters Gate, 7 year old pedestrian was in collision with eastbound car. The child suffered slight injury.
- 22/12/2015, 23:23, next to 32 Crondall Lane, 59 year old car driver travelling northbound manoeuvred their car past vehicles parked on nearside, but lost control, collided with parked car, drove up grass bank and over turned. The driver suffered serious injury, and a 59 year old passenger suffered slight injury.

2.7. The location and summary information on personal injury road collisions recorded by the police can be viewed on www.crashmap.co.uk

2.8. Speeds have been surveyed on Beavers Road and Falkner Road using two police speed detection radar boxes from the 3 to 10 July 2018. These are black boxes temporarily mounted on street furniture. The results are summarised below:

Beavers Road, Lamp Column 4

Direction	Average Mean Speed	85th Percentile Speed*
Westbound	20	26
Eastbound	22	26

*Speed above which the fastest 15 per cent of vehicles were travelling

Falkner Road, Lamp Column 3

Direction	Average Mean Speed	85th Percentile Speed*
Westbound	24	29
Eastbound	26	31

*Speed above which the fastest 15 per cent of vehicles were travelling

3. OPTIONS:

3.1 Minor footway improvements have already been commissioned and funding provided from the county council schools expansion programme budget, and will be installed in the coming months. These improvements will consist of the provision of dropped kerbs and tactile paving on Potters Gate and Falkner Road to assist pedestrians to cross the roads between the school and The Hart car park.

Reduced Speed Limit from 30 mph to 20 mph

3.2 A new 20 mph scheme could be introduced through the implementation of a 20 mph *zone*, or a 20 mph *limit*. An advantage of a 20 mph *zone* is that the terminal signs do not have to be illuminated. However it does require that there is at least one traffic calming feature (such as speed cushions or narrowing) within the zone. An advantage of a 20 mph *limit* is that it does not require any traffic calming if speeds are already low, but does require that the terminal signs are illuminated which can add considerable additional cost depending upon the proximity of available electrical supply. 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 policy highlights that for a new 20 mph speed limit to be successful without any supporting measures, then existing speeds should be 24 mph or lower.

3.3 On Beavers Road the existing mean average speeds are already close to 20 mph, so it is proposed that a new 20 mph zone or limit could be introduced without the

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need for any supporting measures. The same is true for Potters Gate where visual inspection showed that speeds were low.

- 3.4 The average mean speeds on Falkner Road were just above the threshold for introducing a 20 mph zone or limit without supporting measures (in the eastbound direction they were 26 mph). Therefore one option could be to have a new 20 mph speed limit supported by two vehicle activated signs (similar to that shown in the photo to the right) positioned back to back on lamp column 3, (one for each direction), to remind drivers of the 20 mph speed limit should they be approaching too fast. This would encourage greater compliance with a proposed new 20 mph limit on this stretch of wider road. Alternatively if a 20 mph zone was introduced, then this would require a traffic calming feature such as speed cushions or a road narrowing on Faulkner Road.



- 3.5 It is estimated that the cost of implementing a new 20 mph zone or speed limit on these roads (including design, advertisement of the speed limit order and implementation of the terminal signs, repeater signs, traffic calming and/or vehicle activated signs) would be about £25,000. The detailed costs would depend upon feasibility and detailed design.
- 3.6 Introduction of a new lower 20 mph zone or limit on Beavers Road, Potters Gate and Falkner Road (supported by traffic calming and/or two vehicle activated signs), would encourage slower speeds on the roads used by children and parents to walk to Potters Gate Primary School. This would reduce the risk and severity of collisions, and fear of road danger. This would contribute to increasing the confidence of parents and pupils to walk or scoot to school. More walking and scooting would reduce car journeys, and so reduce congestion and air pollution in the vicinity of the school.

West Street/ Crondall Lane Junction

- 3.7 It is intended that improvements to the West Street/ Crondall Lane junction will be the subject of a “section 278” agreement between the county council and developer of “Hopfields”. This means the developer will be responsible for commissioning feasibility and design and then implementing the preferred scheme following approval from the county council.

Road Safety Education and Training

- 3.8 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 including pedestrian training. The school are required to have a School Travel Plan as part of their school expansion planning application. It is proposed therefore that the county council’s Safer Travel Team offer assistance to the school to provide road safety training and to create an up to date travel plan using the new national online Modeshift STARS system www.modeshiftstars.org. This system provides an online template and automated monitoring tool for school travel plans, and issues awards to schools that submit their travel plan successfully.

4. CONSULTATIONS:

- 4.1 Colleagues from Surrey police attended the site visit and were provided with a summary report of the findings. The Divisional Member and school were also informed and provided with the summary report.
- 4.2 Surrey Police Road Safety and Traffic Management Team have been consulted and would not object to the implementation of the 20mph zone or limits described above, so long as the proposed vehicle activated signs and/or traffic calming is implemented on Falkner Road to encourage compliance with the new speed limit on this section.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The proposals described above are estimated to cost about £25,000. It is proposed that the scheme could be funded from part of the “section 106” funding that has been agreed with the developer of a proposed nearby housing development “Hopfields”. This money will become available only when the development works begin.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 This report and any future reports will be created 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 provision of footway improvements, and slower vehicle speeds will have a positive effect on people with mobility impairment when trying to cross the road.

7. LOCALISM:

- 7.1 Any future refinement to the proposals will be developed in consultation with the school community, local members and police.

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	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	See below

8.1 Crime and Disorder implications

Proposals deriving from the investigation could contribute to reduce anti-social driving.

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8.2 Sustainability implications

Proposals deriving from the investigation could 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

Proposals deriving from the investigation could 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 roads in the vicinity of Potters Gate Church of England Primary School. 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, the school's travel plan and road safety education activities delivered in the school.
- 9.2 It is recommended that the Local Committee approve proposals to implement a 20 mph zone or speed limit on Beavers Road, Potters Gate, and Falkner Road along with traffic calming and /or two vehicle activated signs on Falkner Road. It is estimated that a 20 mph scheme would cost about £25,000 to implement, and it is proposed that funding would be provided from the "section 106" funding that has been agreed with the developer of a proposed housing development "Hopfields" nearby.

10. WHAT HAPPENS NEXT:

- 10.1 The Safer Travel Team will work with the school to update and monitor their Travel Plan using the Modeshift STARS system and introduce the recommended sustainable travel and road safety education activities.
- 10.2 If approved by the committee, the feasibility, design and implementation of a 20 mph zone or speed limit will be commissioned when the section 106 funding is made available, after the nearby housing development works begin.

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