

GUILDFORD BOROUGH COUNCIL AND
SURREY COUNTY COUNCIL



GUILDFORD
BOROUGH

GUILDFORD JOINT COMMITTEE

ITEM 5: PETITIONS AND PETITION RESPONSES

DATE: 3 JULY 2019

LEAD OFFICER: REBECCA HARRISON

SUBJECT: ROAD SAFETY OUTSIDE ST LAWRENCE PRIMARY SCHOOL

AREA(S) AFFECTED: HORSLEYS DIVISION, EFFINGHAM WARD

SUMMARY OF ISSUE:

A petition with 218 signatures was submitted to the Guildford Joint Committee on the 20 March 2019 expressing concerns over the safety of children arriving and leaving St Lawrence Primary School. This report outlines investigations into the nature and extent of the problems, 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 Guildford Joint Committee is asked to note that

- (i) The Safer Travel Team work with the school to take up more of the road safety education and training activities offered by the county council (for example creating a School Travel Plan and taking part in the Golden Boot Challenge).
- (ii) The highway improvement measures identified within this report (including three raised road tables, installation of bollards and double yellow lining, vegetation clearance and enhancement of the mini roundabout domes), have been included on the Guildford scheme running list for future prioritisation in the next financial year programme. Officers will also seek any alternative sources of funding that may arise, for example as a result of property development in the local area.

REASONS FOR RECOMMENDATIONS:

These proposed highway measures would improve the safety of pupils walking to and from St Lawrence Primary School. These highway measures would help to reduce antisocial parking and so would reduce risk of collisions 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. However the measures at this site would need to be prioritised alongside other schemes across Guildford. 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. A petition was received on the 20th March 2019 at the Guildford Joint Committee which contained 218 signatures. The petition highlights concerns regarding road safety in the near vicinity of St Lawrence Primary School and requests measures to assist in crossing the road that will make the journey to school safer. This report outlines observations, analysis and recommendations for minor highway improvements with reference to the county council's "Road Safety Outside Schools" policy
- 1.2. The petition stated:

We petition for the provision of safe pedestrian access to the school, preferably by a pelican crossing, or by a crossing attendant or other effective means. The safety review to be carried should cover the crossing points to St Lawrence Primary School at the double roundabout between Effingham Common Road and Lower Road including its junction with Church Street. We request that this matter is given a high priority in order to protect those crossing to the school and to prevent life changing or fatal injury to any of our children.

We consider that it is currently unacceptably dangerous to cross Effingham Common Road and Lower Road to St Lawrence Primary School, especially at school opening and pick up times. Traffic is particularly heavy and driving patterns dangerous during these periods. There are currently only inadequate small traffic refuges next to the roundabouts where children cross to go to the school. Many vehicles approach the roundabout at excessive speeds particularly from Effingham Common Road making the Lower Road crossing particularly unsafe. Poor pedestrian sight lines make crossing these roads hazardous. Two recent incidents involving lorries colliding with the railings outside the school and a child being hit by a vehicle's wing mirror are evidence of this, as is the recent fatality only 200 metres east along Lower Road. We are concerned that it is only a question of time before a serious injury or fatality occurs to one of our children outside the school.

2. ANALYSIS:

Site Description and existing infrastructure

- 2.1 St Lawrence Primary School teaches children from ages 4 to 11 (reception to year 6). (Lower Road). The school is situated in the village of Effingham at the junctions of Effingham Common Road, Oreston Lane, Lower Road and The Street where there are two mini roundabouts. A location plan is shown in Figure 1.
- 2.2 The school has one entrance/exit which is protected by pedestrian guard railings at the junction shown in figure 2. It is worth noting that The Howard of Effingham Secondary School is located further to the east on Lower Road. There are two main crossing points to access the school consisting of dropped kerbs and pedestrian refuges across Effingham Common Road and Lower Road (shown in Figures 4 and 5 respectively).

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- 2.3 There are school warning signs and school flashing amber lights situated on Lower Road, Effingham Common Road and The Street. There are “School Keep Clear” markings situated on Effingham Common Road and Lower Road.



Figure 1: Location Plan



Figure 2: Pedestrian guard railings at the main entrance to the school



Figure 3: Mini roundabouts (looking north towards Effingham Common Road)



Figure 4: Pedestrian island looking north down Effingham Common Road.



Figure 5: Pedestrian island looking east down Lower Road.

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Road User Behaviour Observations

2.4 Several site visits involving county council highway engineers, Road Safety Team, Safer Travel Team and Police colleagues were undertaken during March 2019. These include morning and afternoons on different days of the week. The following observations were made:

- Drivers were observed parking along the verges of Leewood Way and Effingham Common Road near Leewood Way causing obstruction along the road and creating poor sight lines for vehicles exiting Leewood Way.
- Vehicles were observed over-running the central domes of the roundabouts rather than driving around them. This resulted in higher speeds and made it difficult for pedestrians to judge the direction the vehicles were heading to.
- Drivers approaching the roundabout travelling west along Lower Road towards the mini roundabouts were observed giving way voluntarily to pedestrians waiting to cross on the pedestrian island.
- Visibility between pedestrians and vehicle drivers was restricted by foliage on the north east and northwest corners of the junction, on the approach to the crossing points on Effingham Common Road and Lower Road.

Analysis of Collision and Speed Data

2.5 The county council's database of personal injury collisions recorded by the police has been checked. Summary information on personal injury road collisions is available to the public via www.crashmap.co.uk. The county council's database showed that over the last five years to the end of February 2019 there have been 5 collisions within the immediate vicinity of the school:

- Lutyens Close – 24 Sept 2014 – 21:45 – motorcyclist blinded by headlights collided with car. Serious injury to motorcyclist.
- Roundabout junction of Effingham Common Road with Orestan Lane – 25 May 2015 – 00:05 – car lost control while travelling southbound on Effingham Common Road when approaching the roundabout. Slight injury to car driver.
- Junction of Effingham Common Road with Leewood Way – 19 August 2015 - 18:22 – car reversing out Leewood Way to turn around collides with another car travelling northbound. Slight injury to car driver.
- Junction of Lower Road with Church Street – 9 August 2017 – 23:00 – Car failed to give way when exiting Church Street into path of eastbound car on Lower Road. Slight injury to car driver.
- Roundabout junction of Lower Road with Effingham Common Road, Effingham – 8 March 2018 – 15:37 – Eastbound car collided with 5

year old female pedestrian on the exit of the roundabout. The pedestrian was crossing the road and suffered slight injury.

- 2.6 It can be seen that the most recent of these involved a child pedestrian at school journey time, and led to slight injury. The others did not involve pedestrians and did not take place at school journey times.
- 2.7 A fatal collision took place a little further from the school on 9 January 2019 at 9:30 at the junction with Effingham Place involving a motorcyclist and a car. This was not related to school journey times and did not involve any children or pedestrians.
- 2.8 Speeds have been surveyed on Effingham Common Road near the northern junction with Leewood Way using a police speed detection radar. This is a black box mounted on street furniture which was left in situ for a week in March. This showed average mean speeds of 37mph for vehicles travelling south towards Dorking and 42mph travelling north towards Cobham. These average speeds are substantially higher than the 30 mph speed limit. Therefore another survey will be completed in the coming weeks to check the accuracy of this data. However it is accepted that vehicle speeds on the southbound approach to the crossing point on Effingham Common Road are a cause for concern among parents.

3. OPTIONS:

Road Safety Education and Training

- 3.1 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. The school have previously taken up the "Pedals" bicycle and scooter playground training (ages 6/7) and "Bikeability" Level 2 cycle training (ages 10/11).
- 3.2 Following meetings between the county council Safer Travel Team and the school leadership team, the school are taking part in the annual Golden Boot challenge (an interclass competition to encourage sustainable travel, the winning class wins the coveted Golden Boot trophy). The school have also signed up to create a school travel plan using the national Modeshift STARS online portal. Next year the Safer Travel Team are planning to offer a pedestrian training course to schools throughout Surrey and it is hoped that St Lawrence School will also take this up.

Suggested Highway Improvements

- 3.3 The following highway improvements would improve the ease and safety of pupils walking or scooting to school by improving visibility and slowing vehicle speeds.

Proposal	Rationale
Cut back over grown vegetation on the north-western and north-eastern corners of the junction. The vegetation on the north-eastern corner may be the responsibility of the school.	This would increase visibility between drivers and pedestrians waiting to cross at the crossing points on Effingham Common Road and Lower Road. This would also increase pavement width when entering and exiting the school gate.
Estimated Cost: £500	
Install bollards on the grass verge at the junction of Leewood Way and Effingham Common Road.	Installation of the bollards would deter parking on the verge and increase visibility between road users.
Install yellow line parking restrictions around the mouth of the junction of Leewood Way and Effingham Common Road.	Parking controls would deter parking on the road too close to the junction and so would increase visibility between road users.
Estimated Cost: £4,000	
Enhance central domes of the two mini roundabouts.	This would slow traffic that is traversing through the mini roundabouts.
Estimated Cost: £5,000	
Installation of raised road table at the crossing point on Lower Road.	A raised road table will help assist in slowing vehicle speeds at the crossing point locations
Installation of raised road table at the crossing point on Effingham Common Road.	A raised road table will help assist in slowing vehicle speeds at the crossing point locations
Installation of raised road table between the mini-roundabouts.	A raised road table will help assist in slowing vehicle speeds when travelling through the roundabouts
Estimated Cost for three raised road tables is : £40,000	
Total Estimated Cost: £49,000	

4. CONSULTATIONS:

- 4.1 As part of the Road Safety Outside Schools policy process, the school and the divisional member have been informed of the site visit and resulting report.

5. FINANCIAL IMPLICATIONS:

- 5.1 Any recommendations for engineering measures to improve this location are subject to funding being available from the Guildford Joint Committee, any highway infrastructure improvements can be added to the list of possible future highway improvement schemes for prioritisation alongside other requests for schemes within Guildford. This will take into account the likely effect of the proposals on congestion, accessibility, safety, environment and economy (CASEE). Officers will also seek any alternative sources of funding that may arise, for example as a result of property development in the local area.

6. WIDER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	See below
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	No significant implications
Sustainability (including Climate Change and Carbon Emissions)	See below
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	See below
Human Resource/Training and Development	No significant implications

6.1 Crime and Disorder implications

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

6.2 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.

6.3 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.

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 Proposals could be added to the list of possible future highway schemes for Guildford and prioritised using CASEE. The local committee will then decide whether to allocate funding from their future annual budget for highway improvements. Officers will also seek alternative sources of funding should they arise – for example as a result of property development in the local area.

8. WHAT HAPPENS NEXT:

- 8.1 The Safer Travel Team will work with the school to introduce the recommended additional road safety education activities. Engineering improvements will be added to the running list of. Improvement schemes, which includes "Lower Road traffic calming measures" will be taken to the autumn Infrastructure Delivery and Transportation Working Group meeting for possible inclusion in the next financial year programme.

Contact Officer:

Rebecca Harrison – Safer Travel Team Leader, Road Safety and Active Travel Team

Consulted:

During this process the following people have been consulted:
Divisional Member
School Leadership Team
Surrey Police Road Safety and Traffic Management Team
Road Safety Engineering Team
Local Highways Team

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