

GUILDFORD JOINT COMMITTEE

ITEM 5: PETITIONS AND PETITION REPSONSES

DATE: 3<sup>rd</sup> JULY 2019

LEAD OFFICER: REBECCA HARRISON, SAFER TRAVEL TEAM LEADER, SCC

SUBJECT: ROAD SAFETY OUTSIDE SEND PRIMARY SCHOOL

AREA(S)  
AFFECTED: SEND WARD / SHERE DIVISION

**SUMMARY OF ISSUE:**

A petition with 368 signatures will be submitted to the Guildford Joint Committee on the 3<sup>rd</sup> July 2019 expressing the concern for safety of children arriving and leaving Send Primary School. This report outlines investigations into the nature and extent of the concerns, 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 agree that**

- (i) the measures set out in paragraph 3.2 of this report be added to the list of possible future highway improvements in Guildford for prioritisation and consideration for future joint committee funding. Officers will also seek any alternative sources of funding that may arise, for example as a result of property development in the local area.
- (ii) the Safer Travel Team will work with the school to encourage them to take up more of the road safety education and training activities offered by the county council, this will include "Pedals" Year 2 (age 6/7) Scooter and bicycle training, "Bikeability" bicycle training Level 1 Year 4 (age 8/9). The school will also be encouraged to take part in the Golden Boot Challenge: an inter-class challenge to encourage more sustainable travel to and from school.

**REASONS FOR RECOMMENDATIONS:**

These proposed highway measures would improve the safety of pupils walking to and from Send 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 will be presented on 3<sup>th</sup> July 2019 at the Guildford Joint Committee containing 368 signatures. Prior to this petition being submitted, investigation work had already been completed following a request from the School bursar to carry out a Road Safety Outside Schools Assessment as part of their Modeshift STARS Travel Plan.
- 1.2 The petition highlights concerns regarding road safety in the vicinity of Send Primary School and requests measures to assist in crossing the road that will make the journey to school safer. This report describes the results of investigations into these issues and presents possible highway and road safety education improvements to address the concerns. These have been developed in accordance with the county council's Road Safety Outside Schools policy approved by county council Cabinet on 24 June 2014. The petition states:

*We the undersigned petition Surrey County Council to Install Traffic Lights (Pelican Crossing) Crossing Outside Send COFE Primary School.*

*Due to the increasing weight of traffic, the speed of passing vehicles and the reckless parking by some parents at school drop off and pick up times, the 'Bollard' crossing outside Send School is no longer adequate, it is mostly ignored by drivers and wholly inadequate of supporting the amount of parents needing to cross the road. I am a parent with a child at this school and every day I see extremely dangerous situations arising that would be prevented by a proper crossing. It is only a matter of time before there is a serious accident on this section of road - We can stop it here!*

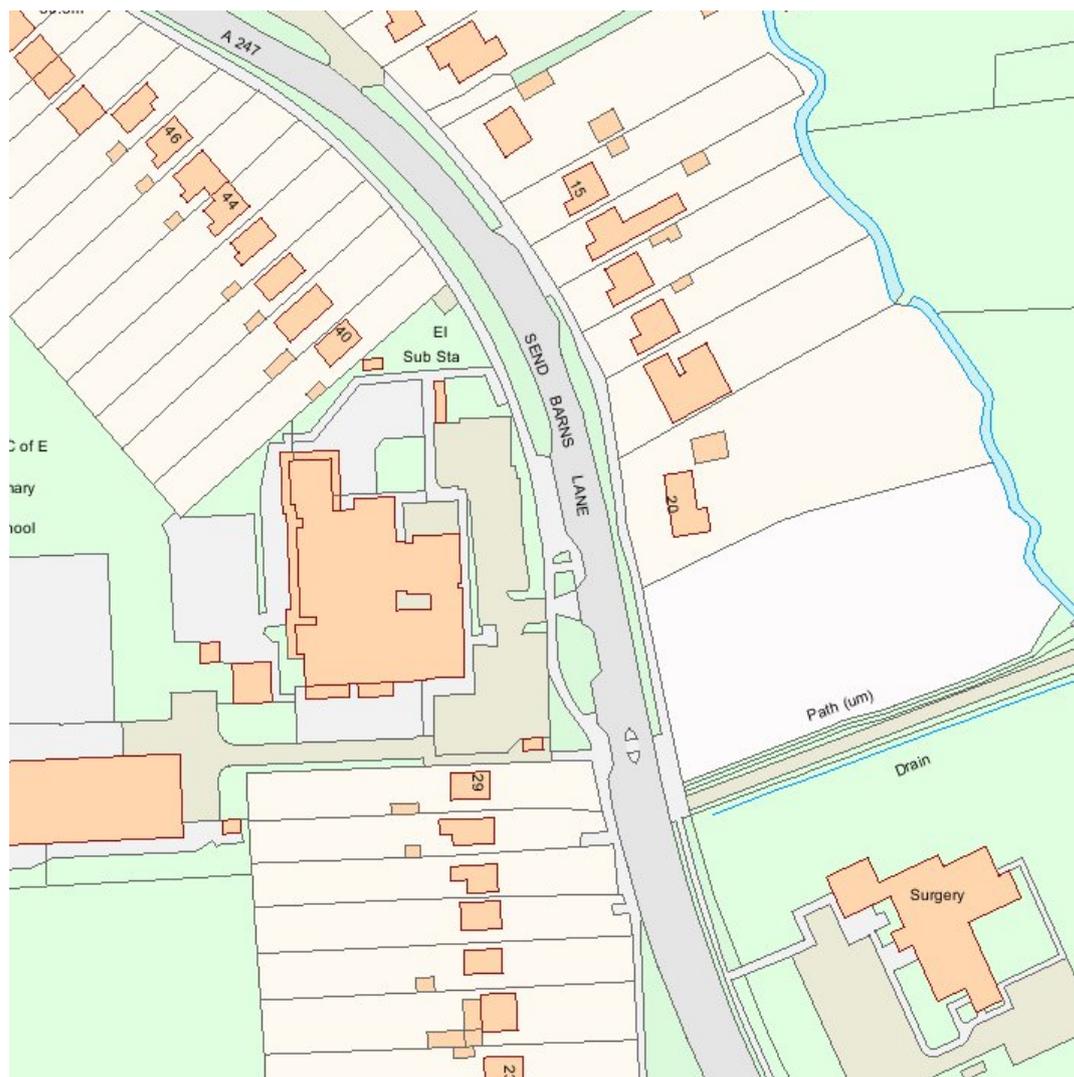
## **2. ANALYSIS:**

### **Site Description and existing infrastructure**

- 2.1 Send Primary School teaches 420 children from ages 4 to 11 (reception to year 6). Send Primary School is situated in the village of Send on Send Barns Lane shown in Figure 1. At present there is a small housing development being built immediately opposite the school.
- 2.2 The school has one pedestrian entrance/exit and two vehicular entrance/exits. There are "School Keep Clear" road markings immediately outside the school. There are two laybys outside the main entrance, one of which contains a bus stop. Wooden bollards have been placed along the grass verge immediately opposite the school to prevent parking. There are school warning signs and school flashing amber lights situated on Send Barns Lane on the north and southbound approaches. There are "School Keep Clear" markings situated on Send Barns Lane immediately outside the school entrance. There are yellow line markings on the eastern side of Send Barnes Lane that extend from The Villages Medical Centre to the south of the school site to the layby outside house number 18 to the north of the school site.
- 2.3 There is a bus stop marking within the layby to the north of the school entrance on the western side; this is often parked in by parents.

[www.surreycc.gov.uk/guildford](http://www.surreycc.gov.uk/guildford)

- 2.4 There are two pedestrian crossing points immediately outside the school. One of these just to the south of the main school entrance has a pedestrian refuge (shown in figures 2, 3 & 4). The other, just to the north of the main school entrance consists of dropped kerbs only.
- 2.5 The footways on both sides of the road near the school are designated as shared paths allowing use by both pedestrians and cyclists. The shared path on the western (school) side, extends from the refuge crossing point northwards as far the junction with Send Marsh Road. The shared path on the eastern side extends from house number 14 just north of the school, southwards to the B2215 Portsmouth Road.



**Figure 1: Location plan of Send Primary school**



**Figure 2: Looking south towards pedestrian refuge**



**Figure 3: Looking north towards pedestrian refuge**



**Figure 4: Looking north towards pedestrian refuge**



**Figure 5: Another crossing location (without refuge) to the north of the school vehicle entrance**



**Figure 6: Looking south towards The Villages Medical centre access from the junction with the service road leading to Woodhill**

### **Road User Behaviour Observations**

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

- Drivers are parking in the layby outside the school, including parking in the bus stop and also in contravention of the School Keep Clear markings.

- Drivers are parking half on the footway on the east side of Send Barnes Lane to the south of the Villages Medical Centre access. Bollards on the footway have prevented this to the north of the access, but the parking on the south side restricts sight lines.
- Numerous parents park in the service road leading to Wood Hill. Drivers are parking on both side of the lane where they are able to. Parking in the mouth of this
- The crossing point with a pedestrian refuge is used ably a number of pedestrians, whereas the crossing point without a refuge is rarely used. Pedestrian's waiting to cross on the western side are partially obscured by vehicles parked in the layby immediately to the south of the crossing point.
- Most people walking to the school are doing so on the western side of the road (the school side) (many after parking on the service road to Wood Hill), so do not need to cross the road.

### **Analysis of Collision and Speed Data**

- 2.7 The county council's database of personal injury collisions recorded by the police has been checked. This showed the following collisions in the last five years in the immediate vicinity of the school (summary information on personal injury road collisions is available to the public via [www.crashmap.co.uk](http://www.crashmap.co.uk)):
- 27/2/2016 – Saturday 15:19 outside the school, car struck from behind by another car while in southbound stationary queuing traffic, leading to slight injury to driver in stationary car.
  - 22/5/2015 – Friday 10:46 next to The Villages Medical Centre, southbound car struck from behind by another car, leading to slight injury to driver of first car.
- 2.8 Speeds have been surveyed just to the south of Send Primary School using a police speed detection radar. This is a black box mounted on street furniture (lamp column number 35, near The Villages Medical Centre) which was left in situ for a week in March 2018. This showed average mean speeds of 37 mph for vehicles travelling northbound and 38 mph for vehicles travelling southbound.
- 2.9 Although any one collision is one too many, this data shows that there is not a very large number of collisions near the school compared to many other sites across Surrey. These collisions did not take place at school journey times and did not involve children. None-the-less the fear over road danger can be a concern for local parents and can deter more walking, cycling and scooting.
- 2.10 The speed survey data shows that there is a problem with excess speed (at least just to the south of the school site, though it is likely that speeds are lower at school journey times nearer the school due to more congested traffic flows). Due to the record of speeding, this site has been included on the joint police/county council Guildford speed management plan as a site that will receive additional police attention for enforcement.

### 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, Send Primary School have previously taken up "Bikeability" Level 2 cycle training (ages 10/11). In addition to this other activities will be encouraged, these will include "Pedals" Year 2 (age 6/7) Scooter and bicycle training, "Bikeability" bicycle training Level 1 Year 4 (age 8/9). The Golden Boot Challenge: an inter-class challenge to encourage more sustainable travel to and from school.

#### Suggested Highway Improvements

- 3.2 The following highway improvements would improve the ease and safety of pupils walking, cycling or scooting to school.

Proposal	Rationale
Replace the pedestrian refuge island crossing point with a signalised Toucan crossing. A Toucan crossing can be used by both pedestrians and cyclists. As part of this, the parking bay immediately to the south of the crossing point would be removed and the kerb built out to the edge of the running lane.	Providing a signalised crossing will make it easier for pedestrians and cyclists to cross Send Barns Lane between the shared paths on either side of the road. Removing the parking bay immediately to the south of the crossing point will improve the visibility between pedestrians waiting to cross and oncoming vehicles.
Estimated Cost: £150,000	
Remove the bus stop flag and carriageway markings in the layby just to the north of the school entrance.	The bus stop is no longer in use, there is no longer a bus service using it. The removal of the bus stop flag and markings will make it clearer that the layby can be used for parking outside the school.
Estimated Cost: £1,000	
Install double yellow line parking restrictions around the mouth of the junction of the access road to The Villages Medical Centre extending ten meters onto Send Barns Lane	This would deter parking near the junction to maintain good visibility for road users.
Estimated Cost: £500	
Install double yellow line parking restrictions on the mouth of the junction of Send Barns Lane with the access road leading to Wood Hill	This would deter parking near the junction to maintain good visibility for road users.
Estimated Cost: £500	
Total: £152,000	

#### **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.

#### **. 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:**

<b>Area assessed:</b>	<b>Direct Implications:</b>
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, to 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 Group

### **Consulted:**

During this process the following people have been consulted:

Divisional Member

School Leadership Team

Surrey Police Road Safety Manager

Local Area Highways Team

Road Safety Engineering Team Surrey County Council

Andy Harkin Guildford Borough Council Parking Manager

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