



SPELTHORNE JOINT COMMITTEE

DATE: **16 December, 2019**
 SUBJECT: **Road Safety Outside Schools – Chennestone Primary School**
 DIVISION: **Sunbury –On-Thames**

PETITION DETAILS:

A petition with 225 confirmed signatures has been submitted to the Joint Committee for Spelthorne. The petitioner is nine year old Rosie Gurney from Chennestone Primary School, Sunbury – On – Thames.

The letter accompanying the petition states:

Dear Sir or Madam

I am nine years old and I go to Chennestone Primary School in Sunbury

I strongly believe that there should be either a Zebra Crossing or a Lollipop Lady on the Avenue by Manor Lane. Because it is too dangerous to cross as car speed down this road. In the past two years at least two children have been seriously injured trying to cross the avenue.

I only live 300 meters from the school gate and because I care for the environment I would not like my mum to drive me to and from school. I want to walk with my brother and fiends in a group. But whenever I ask my Mum or Dad they say it is too dangerous to walk to school without an adult. They say the only way to walk on my own or in a group is if there is a lollipop lady or Zebra Crossing.

Why would it be a benefit to spend money on, as it would save the ambulance and money.

Rosie Gurney

RESPONSE:

The county council would like to encourage safe walking and cycling to school, as this is better for the health of children, and reduces congestion and pollution. The perceived danger to children on the school journey, especial in the vicinity of a school, can prove to be a barrier to more walking and cycling. This then results in more car journeys and more congestion.

At school drop off and pick up times the roads in the vicinity of schools are especially busy and there is usually a high level of vehicle, pedestrian, and cyclist activity. This causes slower vehicle speeds and congestion and very often leads to frustration from residents and motorists at the apparent chaos caused by parents and children arriving or leaving the school. Therefore the county council have developed a “Road Safety Outside Schools” policy which sets out how we will investigate and respond to such issues. The aim is to reduce the risk of collisions, and to make the road feel safer in order to improve the attractiveness of walking and cycling to and from schools.

<https://www.surreycc.gov.uk/roads-and-transport/road-safety/outside-schools>

Surrey County Councils Safer Travel Team will investigate Rosie’s concerns using the Road Safety Outside Schools Policy. The process includes a site visit which will look at the physical highway features on the two roads mentioned in Rosie’s letter, The Avenue and Manor Lane, and the roads in the vicinity of Chennestone Primary School. A brief analysis of road collision data recorded by the police shows that in the last five years to the end of 2018 there have been four collisions resulting in slight injury at this junction, but none of these involved a pedestrian. The last collision at this site took place in October 2016. There hasn’t been any pedestrian casualties at this junction over the last 20 years. Summary data on personal injury collisions can be viewed on www.crashmap.co.uk.

The site visit will include the police, highways engineers and parking colleagues and representatives from the school. During this visit they will look at the highway infrastructure and road user behaviour to see if there are any improvements that can be made. Any highway improvements would be subject to funding being available. This same process will be used to see if a school crossing patrol could provide a solution. However there are a number of sites across the county where it is proving difficult to recruit school crossing patrols as there hasn’t been any applications to take up the role.

The Safer Travel Team will also consult with the school to assess what road safety education and training they carry out in order to try to make the journey to school safer and more sustainable to see if there are any further initiatives that they could consider.

RECOMMENDATION

The Joint Committee is asked to:

- (i) *Agree that the Road Safety Outside Schools assessment will be undertaken and the results reported to a future meeting of the Joint Committee.*

Contact Officer: Rebecca Harrison – Safer Travel Team Leader – Road Safety & Active Travel Team 01483 517515



JOINT COMMITTEE (SPELTHORNE)

DATE: **16th DECEMBER 2019**
SUBJECT: **Church Street and Vicarage Road, Staines**
DIVISION: **Staines**

PETITION DETAILS:

A petition with 76 signatures has been submitted to the Joint Committee for Spelthorne. The lead petitioner is Peter Bower of the Staines Village Residents' and Traders' Association (SVRTA).

The petition states:

We the undersigned petition Surrey County Council to widen and make safe, especially for disabled and elderly users, the pedestrian pavement at the junction of Church Street and Vicarage Road, Staines and in so doing incorporate traffic calming measures to reduce the speed of traffic at this junction.

Further detail provided with the petition reads as follows:

This petition addresses two issues which might be dealt with by one solution.

The first is that the pavement on Church Street at the junction with Vicarage Road is very narrow and needs widening. At its narrowest, immediately outside The Bells public house, it is less than 70cm making it unsafe for the disabled and elderly and wheelchair and pushchair users. Also those exiting The Bells do so almost straight onto the highway.

The second issue is the speed at which traffic often passes through this junction. There is a 20mph speed limit but this is rarely observed, especially in the rush hour when Church Street can become very busy with traffic seeking to avoid traffic congestion in the middle of Staines. A widening of the pavement and consequent narrowing of the road could, if appropriately designed, reduce the speed at which traffic negotiates this junction.

RESPONSE:

Back in 2013-14 the (then) Local Committee for Spelthorne promoted a scheme in Staines Village in response to very similar concerns expressed by the SVRTA at the time. This scheme was developed in consultation with the SVRTA and the Divisional Member and resulted in:

- A new build-out by the entrance to the Lammas Recreation Ground
- A new double yellow line passing place in the section of Church Street adjacent to the Lammas Recreation Ground
- New road markings to enhance up the 20mph Zone.

It is highly unlikely that a significant number of drivers are moving through the very narrow section of Church Street leading between Wraysbury Road and Vicarage Road at speeds higher than 20mph. Committee would need to commission traffic surveys to confirm this. It will feel fast for pedestrians because the footways and the carriageway are both very narrow. The only way the footways could be widened would be to consider either a reduction in on-street parking or a one-way system, or both. Both these options were discussed with the SVRTA in the context of the previous scheme, but were not favoured. The most effective way to encourage drivers to slow down would be road humps, but these could be very unpopular with residents due to concerns about noise and vibration.

In terms of priority, there are no casualties on record for the junction of Church Street and Vicarage Road; the police casualty record dates back 20 years, and is available online at www.crashmap.co.uk. A scheme at this location could not be justified on road safety grounds, although in deciding how to respond Committee should consider the limited accessibility for pedestrians as highlighted by the petitioners.

Any funding for a scheme at this location would need to come from the Joint Committee's budgets.

RECOMMENDATION

The Joint Committee is asked to:

- (ii) *Decide whether or not to add this site to Committee's prioritisation list for possible future Integrated Transport Schemes (ITS schemes).*

Contact Officer: Nick Healey, Area Highway Manager
