

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SPELTHORNE)

DATE: 23 March, 2020



LEAD OFFICER: REBECCA HARRISON

SUBJECT: ROAD SAFETY OUTSIDE SCHOOLS – NEAR CHENNESTONE PRIMARY SCHOOL, THE AVENUE AND MANOR LANE, SUNBURY

DIVISION: LOWER SUNBURY AND HALIFORD

SUMMARY OF ISSUE:

A petition with 146 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 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

RECOMMENDATIONS:

The Spelthorne Joint Committee is asked to agree that

- (i) 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 completing a Modeshift STARS Travel Plan.
- (ii) No further action should be taken at the present time.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The petition was presented by Rosie Gurney on 16 December, 2019 to the Spelthorne Joint Committee containing 146 signatures.
- 1.2 The petition highlights concerns regarding road safety in the vicinity of Chennestone Primary School and with particular reference to The Avenue and Manor Lane. Rosie Gurney requested 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:

2. ANALYSIS:

Site Description and existing infrastructure



- 2.1 The junction which the petitioner has requested be investigated is the junction with The Avenue and Manor Lane. The school which the petitioner attends is Chennestone Primary School which is located on Manor Lane, as detailed above.
- 2.2 The whole junction is already on a raised road table which serve to calm traffic speeds on the Avenue which is a 30 mph speed limit. Manor Lane is a 20 mph Zone.

- 2.3 There are uncontrolled dropped kerb crossings on all arms of the junction, allowing pedestrians to cross with ease especially for mobility scooters and push chairs.



Fig One: The Avenue looking north

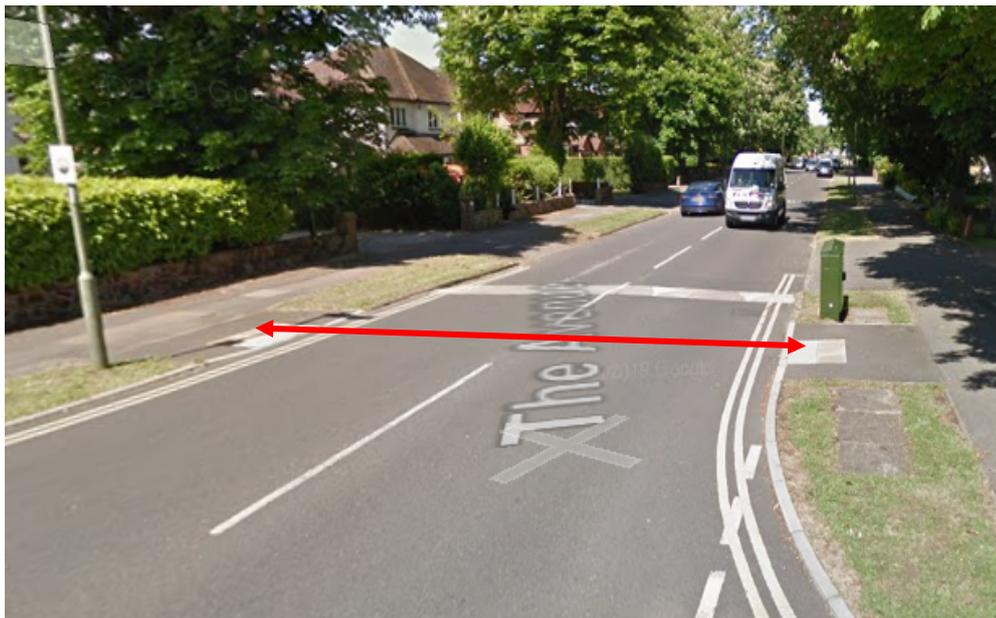


Fig two: Manor Lane looking east

Road User Behaviour Observations

2.4 A Site visit involving county council highway engineers, Road Safety Team, Safer Travel Team and Police colleagues was undertaken on the 28th January 2020 during which, the following observations were made;

- There were approximately 20 – 30 people crossing The Avenue, the majority were crossing at the dropped kerb as indicated in the picture below.



- During the observation time there was a steady stream of vehicles entering and exiting Manor Lane, carrying out a number of manoeuvres, but this kept the speeds down.
- There were plenty of gaps in the traffic flow on The Avenue to allow for pedestrians to cross with ease, the gaps did decrease nearer to school start time but people were still able to cross without too much of a wait.

Analysis of Collision and Speed Data

2.5 The county council's database of personal injury collisions recorded by the police has been checked. This shows that over the last five years in the immediate vicinity of the junction there have been 4 slight road injury collisions recorded, these were in 2014, 2015 and 2016. Involving vehicles exiting Manor Road. There were no recorded child or pedestrian related collisions. This information is available to the public via www.crashmap.co.uk);

2.6 A speed detection radar survey was requested for The Avenue, this records vehicle speeds over a 7 day period for 24 hours per day. The SDR recorded an average speed of 28mph.

3. OPTIONS:

Road Safety Education and Training

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 which can be found on the Surrey County Councils website <https://www.surreycc.gov.uk/schools-and-learning/teachers-and-education-staff/road-safety-and-sustainable-travel-for-schools>

Suggested Highway Improvements

In light of the observations and collision analysis there are no engineering recommendations arising from this report at this time. Although we sympathise with the request for enhanced crossing facilities, it would be very hard to justify the extensive expenditure required, based on the comparatively small numbers crossing the road at this location. There isn't a strong demand for crossing the road at this location outside school journey times.

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 AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There are no financial implications.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 This report has been created in accordance with the council's "Road Safety Outside Schools" Policy which has been subject to Equality and Diversity Impact Assessment.

7. LOCALISM:

- 7.1 The Road Safety and Sustainable transport measures provided by the Safer Travel Team would benefit those choosing sustainable modes of transport. If these were to be implemented they might encourage more walking, cycling or scooting to school and help reduce car journeys, anti-social parking and congestion which have a negative impact on the local community.

8. OTHER IMPLICATIONS:

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 There are no further recommendations for engineering measures at this time. The local school is encouraged to take up the resources and interventions provided by The Safer Travel Team.

10. WHAT HAPPENS NEXT:

10.1 The Safer Travel Team will work with the school to introduce the recommended Modeshift STARS Travel Plan.

Rebecca Harrison – Safer Travel Officer, 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 Are Highways Team

Road Safety Engineering Team surrey county council