
ROAD SAFETY – SCHOOL/PEDESTRIAN CROSSINGS

1 SUMMARY

- 1.1 Members to consider a report on the expenditure of the budget allocated to road safety/school crossings and to approve expenditure of the remaining balance of the budget.

2 BACKGROUND

- 2.1. The Finance and General Purposes Committee allocated a budget of £30,000 to be spent on Road Safety – Schools and pedestrian crossings.
- 2.2. The Transportation and Environmental Services Committee on 22 March 2001 considered a report on effective spending of this allocation.
- 2.3. The committee resolved (Minute 111) that £3,800 be allocated to the provision of flashing amber warning signs outside Canewdon School and that investigations continue regarding the allocation of the remainder of the budget with a consideration given to
- 1) road safety measures outside Barling School, Barling
 - 2) a crossing outside Love Lane School, Rayleigh.
- 2.4 A study on safety outside schools was carried out in 1999. Surveys outside each school assessed items such as existing warning signs, crossing facilities and footways. In addition, the number of reported personal injury accidents in five year period between 1994 and 1999 were assessed.
- 2.5 Extracts from this survey are shown in Appendix A. The schools shown in bold type have joined the “Safer Journeys to School” initiative with the aim of providing improved safety on the journey to and from school and encouraging a reduction in car usage for this journey.

The most important element of the initiative is the school work done by parents, pupils and teachers on looking at their journeys to and from school. Works such as improved signing and lining, the provision of cycle parking, installation of flashing amber warning signs have all contributed to improve the school journey and encourage a safer environment through other means of transport.

3. BARLING SCHOOL, BARLING

- 3.1 A particular example is Barling School. This was a “Safer Journeys to School” school last year and as well as the school encouraging cycling,

a “walking bus” has been set up and is a great success. This scheme has encouraged children to walk to school with the aid of helpers who are generally parents.

- 3.2 Essex County Council also supports road safety education in schools where the school is willing to use this resource, such as Barling School.
- 3.3 Private sector funding was available for providing a crossing outside the school in 1999 but concern over the potential increased risk of accidents ruled out implementation. Statistically the injury accident rate at a pedestrian crossing is one per year but in the previous five years there were no accidents outside the school.
- 3.4 Instead, the crossing point in front of the school was improved and dropped kerbs and guard rail installed to channel the children and parents to cross at one location. Flashing amber warning signs have also been introduced to raise awareness to drivers at school peak hours.

4 RAYLEIGH COUNTY PRIMARY SCHOOL, LOVE LANE, RAYLEIGH

- 4.1 As shown on Appendix A there are no reported injury accidents outside the school. The traffic calming in Love Lane discourages drivers from using this route and reduces the speed of vehicles. The dominant pedestrian flow is from the High Street which already has a zebra crossing and a school crossing patrol.
- 4.2 As there are no accidents in Love Lane installing a zebra crossing would increase the risk of accidents by potentially one each year so it would have no road safety advantage.
- 4.3 Within the county there is a rolling programme of installing flashing amber warning signs at schools where there are suitable school crossing patrols. County advice is that installation at other school locations may reduce their effectiveness at sites where they are designed to improve the safety of the school crossing patrol and children using the service.

5 ASHINGDON ROAD, ASHINGDON

- 5.1 Appendix A does illustrate that accidents outside schools are rare. However, there is a particular problem along Ashingdon Road of which three schools front onto this road and pupils from Doggetts School and King Edmund School also cross it. These schools are indicated by ** in Appendix A and have a total of over 2500 pupils.
- 5.2 As Members are aware, the county funded cycle and footway route proposal will commence this financial year and will be constructed over several financial years. This facility should enhance both pedestrian and cycle safety, not only for school children but for all vulnerable road

users. To enhance the safety at crossing points it is proposed to install three toucan crossings along the route. Toucan crossings use traffic signals and detection equipment to allow pedestrians and cyclists to safely share a crossing point.

- 5.3 Using the remainder of the District allocation as a contribution to a toucan crossing will allow county funding (£90,000) to extend phase one of the scheme and would provide an improved crossing facility in busy road with large numbers of school children.

6 ENVIRONMENTAL IMPLICATIONS

- 6.1 Toucan crossing in general can improve traffic flows and encourage cycling therefore reduce air pollution and noise.

7 PARISH IMPLICATIONS

- 7.1 Hawkwell and Rochford Parish Council are in support of the cycle route.

8 RECOMMENDATION

- 8.1 That the remaining balance of £26,200 budget allocated to Road Safety – School/pedestrian crossings be used to assist in funding a toucan crossing outside Holt Farm School in Ashingdon Road.

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Background Papers:

Letter from District Manager South to Barling Parish Council 12/11/99

Letter from W S Atkins to District Manager South 4/01/00

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