

St Lawrence CofE Junior School Road Safety Proposals

Making the roads around your local school
safer for everyone



Introduction

We would like your views on options to make the roads near St Lawrence Junior School safer and easier for all road users, especially for children walking, scooting and cycling to school. This follows on from a petition in November 2020 which can be viewed [here](#). As part of a first phase we have already implemented a narrowing to the junction between Wolsey Road and Church Road to make it easier to cross the road and slow motor vehicles down at that location. We would now like your views on the second phase to manage motor traffic near the school and to make it easier and safer to cross Church Road nearer the junction with Vine Road too.

Option 1: 20mph speed limit on Church Road and surrounding roads (this can be implemented in addition to one of the following options)

Option 2: Trial point closure; or

Option 3: "School Street" pedestrian zone at school journey times on Church Road; or

Option 4: A raised zebra crossing; or

Option 5: Do nothing.

We describe each of the options with their advantages and disadvantages below. A film on youtube that describes some examples of the options below can be viewed via this [link](#).

Option 1: 20mph Speed Limit

Research has found clear evidence that decreased traffic speeds reduces the risk and severity of collisions. As well as improving road safety 20mph speed limits make walking, scooting and cycling easier and more pleasant. Slower speeds can help reduce noise and air pollution too.

Speed surveys were commissioned in September 2022 and the results were compliant with Surrey County Council's Setting Local Speed Limits Policy for a 20mph speed limit. Consultation has been carried out with Surrey Police's Road Safety and Traffic Management Team, who support the lowering of the speed limit to 20mph on the following roads:

- St Johns Road
- Wolsey Road
- Arnison Road
- Hansler Grove
- Grove Road
- Manor Road
- School Road
- Challoners Close
- Church Road
- Palace Road
- Parsons Mead
- Hurst Lane
- Kent Road
- Vine Road
- Kings Chase
- Park Road
- Pemberton Road
- Dennis Road

A plan showing all the roads we propose to reduce to a 20mph speed limit can be found in Annex A.

Option 2 –Trial Point Closure

What is a point closure?

A point closure closes a street or a section of street to through traffic at a specific point. This provides for a quieter and safer route for pedestrians, cyclists, scooters, wheelchair users etc. This means that, while all addresses are accessible by car, through-traffic is reduced, creating cleaner, quieter and greener neighbourhoods.

What is proposed for Church Road? Why introduce a trial point closure on Church Road?

The trial point closure will close off a section of Church Road between its junction with Vine Road to its junction with Wolsey Road. The aim is to create a safer environment to travel to and through the area on foot or by bicycle and to encourage people to leave their car at home for short distances and choose walking, scooting, and cycling to and from St Lawrence School and other local amenities.



Figure 1-Virtual representation of temporary point closure trial on Church Road at the junction with Vine Road

How will we close the road on a trial basis?

An Experimental Traffic Regulation Order (ETRO) allows the council to put temporary traffic measures in place for a period of up to 18 months. A review will be undertaken six months after the implementation date.

The closure will be carried out using timber planters and appropriate signage, which will still allow people walking, cycling, or scooting to pass through.

What is an Experimental Traffic Regulation Order (ETRO)?

TROs are the legal means for introducing measures which govern or restrict the use of public roads. ETROs are used to introduce changes on a trial basis to ascertain how a scheme works in practice without committing to make them permanent. ETROs can be in place for a maximum period of 18 months, during which time the council is able to assess impacts and make modifications.

An ETRO allows the council to introduce a scheme such as a Point Closure, as an experiment first, with a six-month period of consultation allowing the public to see for themselves the impact of the scheme in their neighbourhood. This time also allows the council to monitor factors such as traffic flows, changes in people's perception and shifts in their choices of travel.

At the end of the six-month period, the council assesses the impacts, including any letters of support or objections, and decides whether to confirm, cancel or extend the ETRO for up to 12 months longer to allow further consultation and monitoring.

Emergency Vehicle Access

All emergency services will have access through the closure via a key to unlock the bollards between the two planters.

Will we see an increase in traffic on surrounding roads as a result of the Church Road point closure?

We don't know – that is why we are proposing a trial. Monitoring of other schemes show that in the short term, the surrounding roads may see a slight increase in traffic. However, in the longer term, this is dispersed and the effect on nearby main roads is minimal. This is because the changes are the nudge that some people need to reduce the number of short journeys they make by car, so overall car trips are reduced in the area. Main road traffic flow can also be smoothed as there are fewer vehicles turning in and out of side roads.

What monitoring will take place?

Traffic surveys will be undertaken after 3 months to monitor changes in traffic volumes and speeds on surrounding roads. These will be compared to the traffic surveys and speed surveys conducted in September 2022 to analyse the differences before and after the trial point closure.

Plans showing both the speed data and traffic flows recorded in September 2022 can be found in Annex B.

If we proceed with a point closure trial, we will conduct another public consultation and present the monitoring data to see whether local people would like to make the point closure permanent or not. If made permanent the temporary planters will be replaced with permanent features that could include trees and seating.

Benefits

- Reduces conflict between pedestrians and vehicles.

- Helps to reduce traffic and emissions by encouraging people to switch to walking, cycling or public transport.
- Measures can be removed quickly at a low cost.
- Low installation and running costs.
- Self-enforcing.
- The existing on-street parking will be retained on Church Road.
- Safer and cleaner environment for everyone.
- Cheapest most cost-effective option (estimated cost £20,000).

Disadvantages

- For some journeys residents may have to spend a couple more minutes travelling to get to their destination or home, if travelling by vehicle
- There might be some displacement of traffic onto surrounding roads.

Option 3 – School Street

What is a School Street?

School Streets temporarily restrict motor vehicle access into streets near schools during school travel times. Parents and carers are asked to either walk, scoot or cycle with their children to school, or to park a little further away and walk the last few minutes of the journey.

What is the main aim of a School Street?

The main aim of a School Street is to reduce the amount of traffic on streets around a school. They help tackle congestion and improve air quality at the school gates, making it easier and safer to walk and cycle to school. They create a more pleasant environment for everyone, while making sure residents and businesses located within the street, pedestrians, and cyclists can still use the road.

How will it work?

Church Road from its junction with Vine Road to the junction with Wolsey Road, will temporarily become a Pedestrian and Cycle Zone at set times in the morning and afternoon. Vehicles are not permitted to enter the 'zone' between these times unless they have been granted an exemption. Residents with a house frontage in the zone will be allowed to apply for an exemption for their vehicles (those living at 18, 20 and 22 Church Road).

Signs inform drivers of the restrictions at the entrance to the closed road. Vehicles are not allowed to enter a School Street zone during the times of operation unless they are registered for an exemption.



Figure 2 - Example of signs used at entrance of School Street

What times are the restrictions in force?

The proposed operating times are 8.15 – 9.15am and 2.30 – 3.30pm (subject to agreement with the school)

The School Street will only operate Monday to Friday during School Term **only**. School Streets do not operate during school holidays or at weekends.

How will it be enforced?

An Automatic Number Plate Recognition (ANPR) camera will be installed at the junction of Church Road/Vine Road. Vehicles entering the School Street zone during its operational hours without having registered an exemption, will receive a PCN (penalty charge notice).

For the first 6 months of operation a letter of warning will be issued to non-exempt vehicles entering the School Street Zone during times of operation, if they repeat the offence a second time, a penalty notice of £70 will be issued (£35 if paid within 14 days)

How will parents, carers and children with limited mobility be affected by the School Street?

The School Street will make it easier for pupils, parents and carers with limited mobility to access the school by reducing traffic outside the school gates. Those holding blue badges are eligible for exemption from the restrictions and camera enforcement. Carers of residents within the School Street will also be eligible for exemption. They will need to apply for the exemption.

What about deliveries?

We would ask residents to try to schedule deliveries so that they arrive outside the restricted times. Alternatively, delivery drivers can park further away and walk.

Will the School Street cause displacement of traffic?

The total volumes of traffic near to the school are expected to decrease during drop-off and pick-up times as it will become easier to walk, scoot or cycle rather than drive. There will also be less through traffic. It is acknowledged that there might be displacement of parking onto other roads, however the concentration of parking immediately near the school will be reduced.

How will visitors know about the School Street?

At the Church Road/Vine Road junction and at the Church Road/ Wolsley Road junction there will be two 'No Motor Vehicles' traffic signs together with a 'School Street Plate' which tells people the times at which the restrictions are in effect. Advanced warning signs will be put up on all surrounding roads to indicate that there is no way through for motor traffic at school opening and closing times.

A campaign of flyers and letters to notify residents, parents, school staff and local businesses of the School Street Launch. A social media campaign will also be part of the launch.

We notify satnav providers so that the School Street is visible on their systems.

How will the School Street be monitored?

We will undertake a range of measures to monitor the School Street. These include traffic counts, to measure vehicle levels and speeds and surveys to measure how children are travelling to school.

These will be compared to the traffic surveys and speed surveys conducted in September 2022 to analyse the differences before and after the School Street

How do I apply for an Exemption?

We will contact residents and advise of the steps they will need to follow to acquire an Exemption. Or applications can be made online.

Benefits

- Reduces road danger at the place where the most children and their families are likely to congregate.
- Reduces pollution around the school entrance with fewer engines idling, protecting young lungs.
- Reduces the conflict between motorists and pedestrians.
- Increases the likelihood that children and families will walk, cycle or scoot to school instead of travelling by car, leading to better mental and physical health for children and their families.
- Comparatively cheap (estimated £40,000).

Disadvantages

- There could be some displacement of traffic and parking from one area to another.
- During operational times, the local residents will have to take another route to their destination or home.

Option 4 – Raised Zebra Crossing

Why a zebra crossing?

The zebra crossing would be located just to the north of the Church Road/Vine/road junction. This is where many observed children and families choose to cross Church Road to access both entrances to the school.

This option provides a legally enforceable crossing facility that can be used by pedestrians crossing Church Road. The raised table would help reduce the speeds of approaching traffic.



Figure 3 - Proposed location for Raised Zebra Crossing

Benefits

- Zebra crossings give priority to pedestrians, drivers are required to stop and give way.
- Pedestrians feel more confident and safer when crossing the road, thus encouraging more children and families to walk, cycle and scoot to school.

Disadvantages

- Drivers do not always stop to give way to pedestrians.
- Loss of on-street parking on either side of the zebra crossing. White Zig Zag enforceable lines are required to prevent cars from obstructing the visibility for both pedestrians and motorists.
- Will not reduce through traffic or air pollution and will cause more congestion near the school.
- More expensive (approximately £80,000)

OPTION 5 - Do Nothing

This option proposes that no additional measures are implemented.

Benefits

- No additional money will be spent.
- No more road works.

Disadvantages

- The safety of children and families will continue to be a risk as they walk, cycle or scoot to school.
- Through traffic will continue to travel through the area and beside the school, resulting in no change to air quality, retaining existing levels of traffic and existing difficulties experienced when pedestrians wish to cross the road to access the school and local amenities.
- Does not support Surrey County Councils Local Transport Plan (LTP4) where one of the principles is to shift travel options away from car use and encourage journeys to be made actively - walking, wheeling, cycling, scootering.

Additional sources of Information and Data

Transport planning policy has changed in the last 20 years. The way we think about travel and its impact on the environment has changed. Previously the emphasis was on capacity for motorised vehicles. Now the focus is on sustainable travel choices and more equitable layouts inclusive of vulnerable road users. Urgent global action is needed to avoid dangerous climate change caused by greenhouse gas emissions, including transport's carbon emissions.

[Gear change: a bold vision for cycling and walking \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/86422/gear-change-a-bold-vision-for-cycling-and-walking.pdf) A 2020 Department of Transport policy paper setting out the aims of reducing the need to travel by car and making cycling / walking the natural choice for shorter journeys in combination with other transport modes.

[Local Transport Plan \(LTP4\) - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/transport/local-transport-plan) National policy is reflected in local policy. Investment in cycling and walking aligns with the council's Local Transport Plan

<https://youtu.be/5om1yL7Jxaw>: Active Travel -The Art of the Possible

[A guide to the evidence around low-traffic neighbourhoods - Sustrans.org.uk](https://www.sustrans.org.uk/evidence-around-low-traffic-neighbourhoods)

Funding

In response to a backlog of highway improvement schemes at around 50 schools across Surrey in 2022, the County Council allocated £3million over 3 years to deliver these schemes to support walking, scooting, cycling and reduce road casualties, tackle speeding, and make the journey to school easier and safer. St Lawrence Junior School is one of 11 schemes chosen to be delivered during year one.

It is recognised that residents would like to see additional repairs to the roads in the immediate area, as well as across the County. This new budget is specifically for infrastructure improvements outside schools, and it is not currently possible to use to maintain the existing road network. Surrey County Council continues to seek additional funding to invest in road maintenance.

What happens next?

We would like to hear your comments on each of these proposals. To respond to the consultation and have your views considered, please complete the online questionnaire at; <https://www.surreysays.co.uk/environment-and-infrastructure/st-lawrence-junior-school-road-safety-proposals>

If you would rather have a paper copy of the questionnaire, then please request a copy by either calling 0300 200 1003 or email at highways@surreycc.gov.uk
Please complete the short questionnaire plus any additional comments online by Sunday 2nd July 2023.

Feedback will be reviewed and analysed following the closure of the consultation by your local County Councillor Steven Bax. The outcome will be reported on Surrey Says

Please also note, due to the number of responses we receive to traffic order consultations we regret that we are unable to respond to individual comments. All comments (anonymised) will be made publicly available on request.