

HEDGE END, WEST END AND BOTLEY LOCAL AREA COMMITTEE

Monday, 2 March 2020

BERRYWOOD SCHOOL, HEDGE END - TRAFFIC STUDY

Report of the Traffic Management Engineer

Recommendations

It is recommended that the Committee approves:

- (1) A Traffic Regulation Order, the effect of which would be to introduce a “School Keep Clear” zigzag on Maunsell Way at the entrance to the infant department, and remove waiting restrictions on part of Locke Road in order to accommodate some of the demand for kerbside parking associated with the school;**
- (2) That consideration be given to the installation of Bus Stop clearways at all the bus stops on Locke Road, Maunsell Way and Drummond Road;**
- (3) That consideration be given to the installation of bus shelters and Kassel kerbs at the bus stops on Locke Road;**
- (4) The Traffic Management Engineer approaches Hampshire County Council (HCC) /Highways England (HE) to request them to consider:**
 - a) The installation of Pedestrian guard railing outside the pedestrian access to the junior department.**
 - b) Replacement of all “No stopping on entrance markings” signs**
 - c) A review of locations of “School” and “Patrol” warning signs, removal of redundant signs and posts and replacement of “Patrol” supplementary plates with “School” supplementary plates at locations where a School Crossing patrol no longer operates**
 - d) A review of funding for “Bikeability” training, so all pupils who request training can receive it.**
 - e) Refreshment of all worn-out markings for waiting and stopping restrictions**

Summary

Concerns have been raised by Councillors about road safety, traffic congestion and parking in the vicinity of Berrywood Primary School, Hedge End. This report examines the issues raised and recommends actions to reduce or prevent recurrence of the problems.

Statutory Powers

Road Traffic Regulation Act 1984; Traffic Management Act 2004.

Legal Agreement

Agency Agreement dated 10 September 2019 between Hampshire County Council and Eastleigh Borough Council

Strategic Implications

1. This report relates to the Corporate Plan 2015-2025 objectives of ‘Creating an excellent environment for all’ and “enabling healthier lifestyles / wellbeing”, by removing and obstructive parking, by reducing congestion, by improving road safety, by encouraging sustainable travel and by contributing towards improved air quality.

Introduction

2. Berrywood School is a primary school catering for up to 640 pupils from 4 to 11 years old. The catchment area extends across Grange Park residential estate in Hedge End, and most pupils live less than a mile from the school. The school is situated in Maunsell Way, a distributor road serving the Grange Park estate

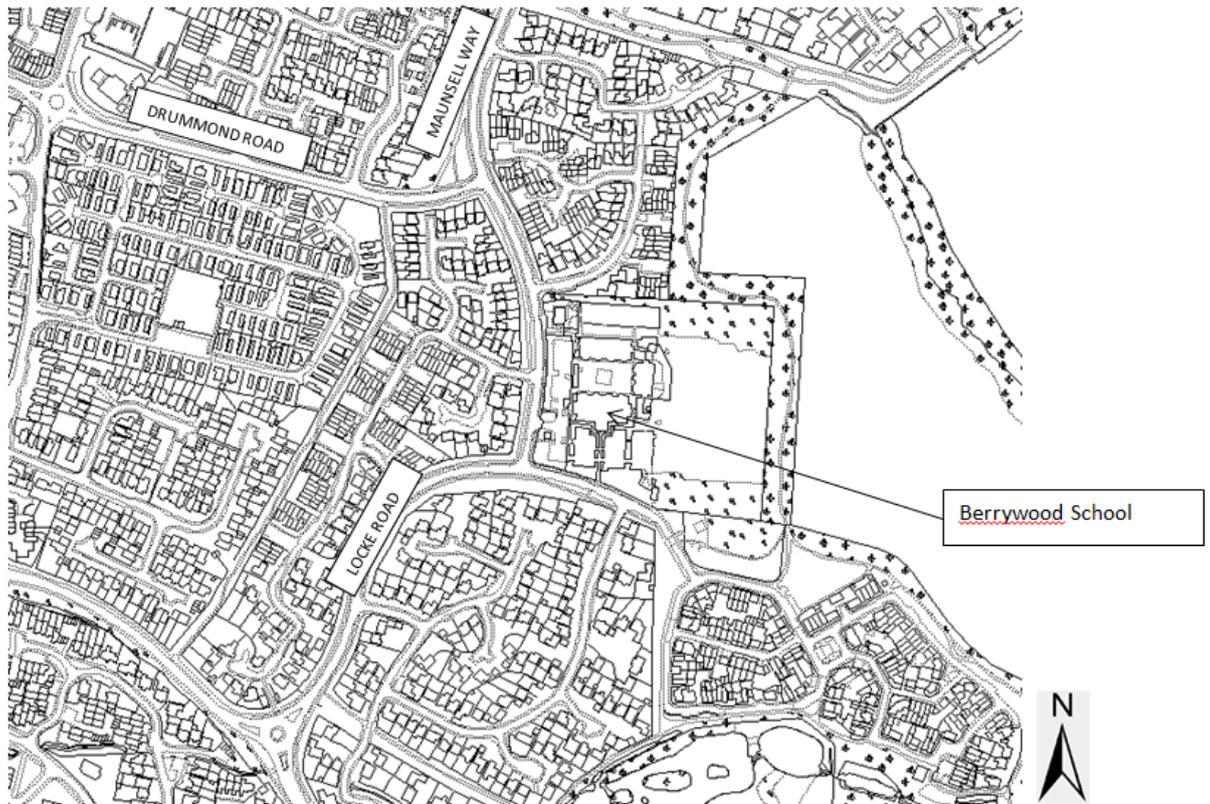
Background

3. The main entrance to the school is on Maunsell Way; there is a rear access on Locke Road which is a minor road leading to five residential streets. In the vicinity of the school, Maunsell Way is approximately 6.5 metres wide, and is a restricted road (30mph by virtue of street lighting). There is a series of kerb buildouts along the part of Maunsell Way outside the school which encourages lower speeds by narrowing the carriageway, and also provides dedicated crossing points. There are footways on both sides of all the distributor roads in the vicinity of the school, and a network of shared cycle and footpaths which lead to all parts of Grange Park estate. There are multiple “children” warning signs accompanied by either “School” or “Patrol” supplementary plates and wigwags (flashing amber lights when school crossing patrol is operating) on Maunsell Way, Drummond Road and Locke Road
4. There is a “Park & Stride” site at the Drummond Community Centre on Drummond Road, approximately a third of a mile away. School crossing patrols (SCPs) operate on Drummond Road close to its junction with Maunsell

Way, on Maunsell Way outside the entrance to the infants department and on A334 Grange Road near its junction with Locke Road.

5. There are “SCHOOL KEEP CLEAR” zig-zag markings outside the main entrance to the junior school and outside the back gate in Locke Road, which are in force at all times. At the time of the site visits, the “no stopping” and “no waiting” restrictions appeared to be well observed.
6. The school has recently carried out a survey of travel modes. Although most pupils live within a mile of the school, more than half are brought to school by car. It is known that there are a lot of working parents; both the breakfast and after school clubs are full. Many children are dropped off or collected by grandparents who live further away and therefore travel by car.
7. The school encourages pupils to travel by sustainable means, and many children do walk, scoot or cycle to school. At the time of the site visits it was noted that the Park & Stride site is used by a few parents, but many more parents chose to park in nearby residential roads and on Maunsell Way when dropping off and collecting their children. The school is intending to work on a road safety and school travel campaign, with the Years 5 and 6 pupils, and will be particularly targeting parents who drive their children to school. The school has advised that they started on the STARS scheme (a national modeshift school travel award scheme) but felt that it did not have an impact on travel modes.
8. The school has occasionally received complaints about events outside of the normal school day (e.g. fetes); Residents are advised to check the school’s website for details of such events as the school does not send letters to residents ahead of every event outside normal school hours.
9. The injury accident record for the roads surrounding the school is relatively good. The injury accident database shows that there have been three injury accidents on Locke Road, Maunsell Way and Drummond Road during the five year period, 1 February 2014 to 31 January 2019, each resulting in one slight injury.
10. Photographs showing the locations described can be found in Appendix 2

Location plan



11.

Issues

12. The table below sets out the issue raised and sets out the engineer’s advice on options and the recommended actions.

	Issue	Engineer’s comments
a)	Complaints about inconsiderate parking by parents in Cudworth Mead and Walker Gardens.	Waiting restrictions which apply at school start and finish times were introduced in Cudworth Mead within the last few years. The junctions of both Walker Gardens and Cudworth Mead with Maunsell Way are protected with “no waiting at any time” restrictions. Observations show that these restrictions are generally well-observed. A number of parents appear to park in both of these roads at school start and finish time, but at the times of

		visiting no instances of obstruction were observed.
b)	The school has requested that some of the waiting restrictions are removed in part of Locke Road east of Maunsell Way	This part of Locke Road leads to a “no through road” serving approximately 150 dwellings, and as such has low traffic flows and speeds. A section of approximately 40 metres of “no waiting at any time” restrictions in Locke Road could be removed, which could accommodate on-street parking away from residential properties which should reduce the demand for parking in residential streets. This area could include a time limit to manage turnover of parked cars
c)	Parents have been observed stopping next to the school crossing patrol (SCP) in Maunsell Way to drop off their children.	The restrictions at this point are “no waiting at any time”; it is lawful to drop off or pick up passengers on this restriction. However, it is not advisable to do so where a SCP operates. This location is very close to the entrance to the infant department, but there is no “School Keep Clear” zigzag at this point. It is recommended to propose the installation of this marking and associated sign (this will require a TRO), which would make it unlawful to drop off or pick up passengers here
d)	Parents have been observed opening the gates to the staff car park to drive in and drop off or pick up their children.	Parents are instructed not to use the staff car park. Regrettably this instruction is ignored by a few. No doubt the school will continue to remind parents of their responsibilities. The school could consider locking the gates at start/finish times. However, this

		could hamper access should it be required in an emergency
e)	Enforcement staff verbally abused by parents	Clearly this is an offence which can be reported to the police. EBC's civil enforcement officers have body-worn video cameras which are used when patrolling schools. The officers also patrol in pairs where there have previously been incidents of abuse
f)	Cars parked on Maunsell Way north of its junction with Drummond Road restricts visibility of oncoming traffic and causes congestion	It would normally be preferable for the parking to be on the west side of the road, i.e. the outside of the bend, as this improves visibility of oncoming traffic. However, moving the parked cars to the other side of Maunsell Way would require children to cross Maunsell Way to reach the school. In the absence of an injury accident record attributed to parked cars, it is recommended not to introduce new waiting restrictions at this stage, but to continue to monitor the situation
g)	Some junior pupils leaving the school by the main access cross Maunsell Way directly outside the gate and do not use the crossing points and the School crossing patrol	The school should encourage parents and pupils to make use of the SCP where appropriate. Otherwise they should be using the dedicated crossing points. It is recommended that HCC is requested to install a short length of pedestrian guard railing outside the gate to encourage better road crossing behaviour
h)	Cars parked on Locke Road and Drummond Road obstruct the bus stops	This parking is related to the "School run", and causes congestion because there is a long line of parked vehicles without a passing place. It is recommended to investigate whether funding is available to sign and mark "bus stop clearways" which would allow the service buses to access the stop, and also provide a passing place to relieve congestion. It is also recommended to investigate

		whether funding is available to provide bus shelters and Kassel kerbs (raised kerbs providing level access to buses for wheelchair/pushchairs, photo in Appendix 2), in order to encourage more sustainable ways of travelling to school and to assist access to buses for those with limited mobility
i)	Multiple “school”/”patrol” warning signs which do not reliably indicate the location of crossing points and the School Crossing Patrols, and thereby devalue the impact of the sign	It is recommended that HCC review locations of signs and remove redundant signs and posts, so those remaining better advise drivers on the location of the hazards
j)	Bikeability training only available for 36 children per year; there are 90 children who would benefit from this training	Cycle training should be available for all children who require it. It is recommended that this is requested from HCC

Financial Implications

15. Amendment of waiting restrictions and introduction of “School Keep Clear” zig-zags). This would be funded from the Hampshire County Council Highways Agency budget, as part of a “Various Roads” TRO for the HEWEB area, at a cost of approx. £4500
16. Feasibility of funding Supply and installation of New bus stop clearway road markings and signs(approx. £500)
17. Feasibility of funding the supply and installation of two new bus shelters and Kassel kerbs (approx. £20,000.)

Risk Assessment

18. If the TRO is not progressed, it is likely that parents will continue to drop off children directly outside the infant department, putting other pedestrians and the School Crossing Patrol at risk due to reduced visibility for oncoming traffic. Cars will continue to park in residential streets, inconveniencing residents.
19. If the bus stop clearways are not installed, it is likely that parents will continue to park at bus stops, obstructing the path of passengers and contributing to congestion particularly on Locke Road.

Equality and Diversity Implications

20. The Equality Act is relevant to the decision and an Equality Impact Assessment (EqIA) has been carried out and attached as appendix 1 to the report. In summary, the EqIA shows that the recommended actions would improve road safety for pedestrians, particularly school children. These actions would also contribute towards improving access to bus services.

Climate Change and Environmental Implications

21. Greenhouse gas/ CO₂ emissions may be reduced by encouragement to travel to school by more sustainable methods than the private car.

Conclusion

22. The proposed actions would reduce the hazards to vulnerable road users, particularly schoolchildren and would improve road safety at the entrance to the junior department. Congestion on Locke Road at peak times would be reduced, and passenger access to bus services improved.

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Appendices Attached: 2

LOCAL GOVERNMENT ACT 1972 - SECTION 100D

The following is a list of documents which disclose facts or matters on which this report or an important part of it is based and have been relied upon to a material extent in the preparation of this report. This list does not include any published works or documents which would disclose exempt or confidential information.

None