

HEDGE END, WEST END AND BOTLEY LOCAL AREA COMMITTEE

Monday, 2 March 2020

TRAFFIC CONCERNS ST JAMES SCHOOL WEST END

Report of the Traffic Management Engineer

Recommendation(s)

It is recommended that the committee approves:

- (1) The progression of a TRO to introduce “no waiting at any time” restrictions at the junction of Barrowfields Close with Moorgreen Road, and in Monarch Way opposite the access road to Nos 16 – 29 and in the turning head outside Nos 20 – 22; and
- (2) The Traffic Management Engineer approaches Hampshire County Council (HCC) /Highways England (HE) to request them to consider:
 - a) Installation of bollards or guard railing on the motorway bridge to prevent parking on footways
 - b) Installation of a bollard on the footway outside 61 Moorgreen Road to prevent cars driving along the footway to avoid having to give way at the kerb buildout
 - c) Replacement of the incorrect “School keep clear” zigzag markings and associated life-expired signs in Monarch Way
 - d) Removal or relocation of the kerb buildout at the junction of Monarch Way with Moorgreen Road

Summary

Concerns have been raised by Councillors about road safety, traffic congestion and parking in the vicinity of St James Primary School, West 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 Agreements

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

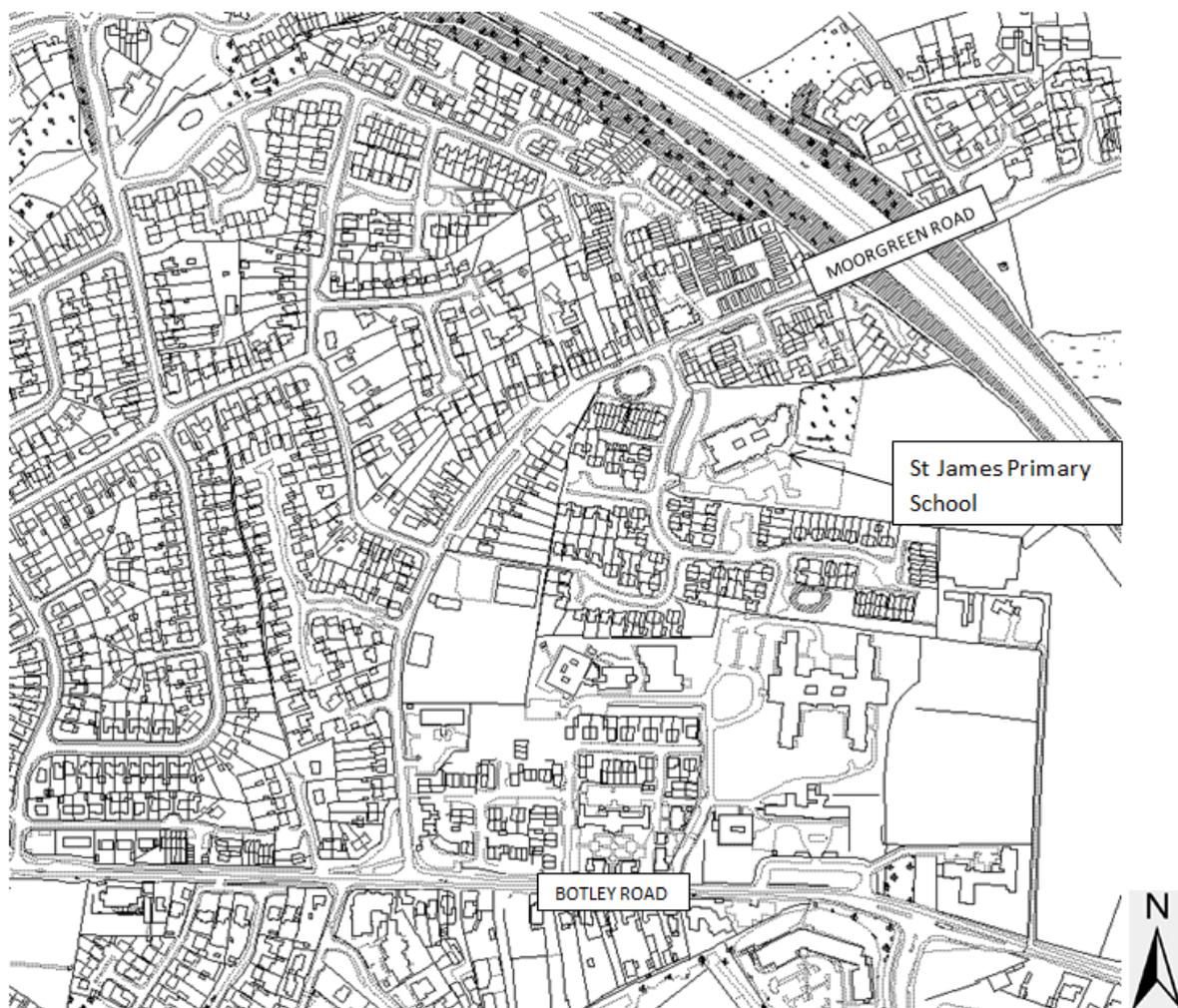
Strategic Implications

1. This report relates to the Corporate Plan 2015-2025 objective of 'Creating an excellent environment for all', by removing inconsiderate and obstructive parking, by reducing congestion, by improving road safety and by contributing towards improved air quality.

Introduction

St James School is a primary school catering for up to 630 pupils from 4 to 11 years old, mainly residing in West End. The school is situated in Monarch Way, a residential estate off Moorgreen Road which is a C class road linking West End with Horton Heath and Durley.

Location Plan



Background

2. In the vicinity of St James School, Moorgreen Road is approximately 6 metres wide, is a restricted road (30mph by virtue of street lighting) and has a prohibition of HGVs over 7.5 tonnes (except for loading) restriction. A scheme of traffic calming by means of a series of chicanes was introduced more than 10 years ago, and small “pinch points” were added some years later. There is a footway on one side of Moorgreen Road from Monarch Way southwards for approximately 450 yards to West End surgery, and on both sides of the road between the Southampton Arms PH and Monarch Way. There are “School patrol” warning signs on Moorgreen Road on both approaches to Monarch Way. There are “No waiting at any time” restrictions on Moorgreen Road and Monarch Way in the vicinity of the school.
3. The injury accident database shows that that the roads in the vicinity of the school have a relatively low accident record, with three recorded injury accidents (two resulting in slight injuries and one resulting in serious injury) over the five year period 1 February 2014 to 31 January 2019.
4. There are two “park and stride” sites for St James School. One uses the Moorgreen Recreation Ground car park which can accommodate approximately 40 cars; users can walk along a footpath and a quiet residential road to reach the school. The other uses the car park at the Southampton Arms PH. This car park is small, unsurfaced and often full in the afternoons when there are functions at the pub; users have a short walk along Moorgreen Road to reach the school. It was noted that no parents used this car park at the times of the site visits.
5. A school crossing patrol operates on Moorgreen Road adjacent to Monarch Way, and another School crossing patrol operates further south along Moorgreen Road in the vicinity of the Moorgreen Recreation Ground car park. There is a long “SCHOOL KEEP CLEAR” zigzag marking outside the main entrance to the school, which is in force at all times. At the times of the site visits, the existing “no stopping” and “no waiting” restrictions appeared to be well observed.
6. There is a footpath leading from Brookside Way to Moorgreen Road, which emerges adjacent to the School Crossing Patrol on Moorgreen Road. The exit to this footpath is protected by pedestrian guard railing which prevents pedestrians from running out into the carriageway and encourages them to make use of the designated crossing point.
7. The school has a large car park which is open in the mornings to allow parents to drop off children in the “loop” between the car park entrance and exit. This practice means that parents then don’t have to turn around in Monarch Way, which would increase the risk of accidents between manoeuvring vehicles and pedestrians. However, it also increases vehicle movements within the school, and on Monarch Way.

8. The school encourages pupils to travel by sustainable means, and it was observed that many children do walk, scoot or cycle to school.

9.

Issues

	Issue	Engineer's response
a)	Complaints about inconsiderate parking by parents and staff in Monarch Way and Brookside Way; parking in Monarch Way immediately south of the school car park exit impedes visibility of oncoming traffic	Long stay parking (not parents dropping off/collecting children) immediately south of the school exit and in the turning head outside No 22 Monarch Way has been observed during site visits. It was noted that a number of parents park in Brookside Way when dropping off or collecting their children; this is a quiet road not in the immediate environs of the school. This is a suitable road for parents to park, and they have the benefit of utilising the footpath which emerges onto Moorgreen Road adjacent to the School crossing patrol. Any proposal for waiting restrictions in this road is more likely to disbenefit the residents than deter inconsiderate parent parking. However, waiting restrictions are proposed to be introduced immediately adjacent to the school car park exit, to improve visibility for motorists leaving the school car park.
b)	Complaints from residents of Barrowfields Close about inconsiderate parking by parents at the junction of Barrowfields Close with Moorgreen Road	It was observed on site visits that cars are parked up to the junction, severely reducing visibility for drivers exiting Barrowfields Close. The introduction of waiting restrictions at the junction would encourage more considerate behaviour and improve visibility for junction users.

c)	<p>Congestion on Moorgreen Road at peak times, which overwhelms the traffic calming system, and can lead to vehicles which have right of way having to give way to oncoming traffic in order to relieve the congestion. When there is less traffic, it is common to observe vehicles racing between the buildouts on either side of Monarch Way to beat oncoming traffic.</p>	<p>The head teacher has requested that the buildout adjacent to the junction of Moorgreen Road and Monarch Way be removed. This will be forwarded to Hampshire County Council for their consideration</p>
d)	<p>Cars have been driving on the footway to avoid the buildout outside No 61 Moorgreen Road. This has been observed during site visits; the head teacher has also observed this behaviour on several occasions.</p>	<p>Cars being driven on the footway are at risk of coming into conflict with pedestrians and cyclists and increases the potential for damage to the kerb and footway. This will be forwarded to Hampshire County Council with a request for a bollard to be installed to deter this behaviour</p>
e)	<p>Parking on the footway on the bridge over the motorway, leading to possible structural issues</p>	<p>This issue has been reported to Highways England. Their response is that the most recent assessment of the bridge doesn't appear to show any immediate capacity problem, but they will arrange for a more detailed review and analysis to be undertaken.</p>
f)	<p>Lamp column obscuring "children/ patrol" warning sign</p>	<p>This has been reported to Hampshire County Council streetlighting, with a request to relocate the sign, "wigwags" (amber flashing lights) and lamp unit onto the adjacent lamp column and remove the redundant post.</p>

		This work has now been carried out.
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Financial Implications

10. The proposed waiting restrictions 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

Risk Assessment

11. If the TRO is not progressed it is likely that vehicles will continue to be parked in a hazardous and obstructive manner, potentially increasing collision risks and inconveniencing residents;

Equality and Diversity Implications

12. The Equality Act is relevant to the decision and an Equality Impact Assessment (EqIA) has been carried out and attached as an appendix 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 air quality which disproportionately affects some young and old people and people with underlying health conditions..

Climate Change and Environmental Implications

13. The proposals may decrease greenhouse gas/ CO₂ emissions by reducing congestion. Greenhouse gas/ CO₂ emissions may be further reduced by encouragement to travel to school by more sustainable methods than the private car.

Conclusion

14. The proposed actions would reduce the hazards to vulnerable road users, particularly schoolchildren and would improve road safety at the junction of Barrowfields Close and Moorgreen Road

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TRAFFIC MANAGEMENT ENGINEER

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 Appendices Attached: Appendix 1 Equality Impact Assessment
 Appendix 2 Photographs

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.