

Cabinet Member for Environmental Sustainability and Regeneration:

Date: 15 June 2016

Agenda item: N/A

Wards: Abbey Ward

Subject: Southey Road – School Road Safety Improvement

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Martin Whelton, Cabinet Member for Regeneration Environment & Housing

Forward Plan reference number: N/A

Contact Officer: Arfan Haider 0208545 3224

Email: Arfan.haider@merton.gov.uk

Recommendations:

That the Cabinet Member considers the issues detailed in this report and

- A) Notes the result of the statutory consultation that was carried out between 28th of April and 20th May 2016 on the proposed road safety improvement on Southey Road between Kingston Road and Pelham Road. Copy of the consultation document is attached in Appendix 1.
- B) Considers the representations received in response to the statutory consultation which are detailed in Appendix 2.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of a proposed measures as shown in Drawing No. Z38-146-01 attached in Appendix 1.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the result of the statutory consultation carried out on the proposed Road Safety Improvement scheme and seeks Cabinet Member approval to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed measures as shown in Drawing No. Z38-146-01 attached in Appendix 1.

2. BACKGROUND

- 2.1 Southey Road is a two-way single carriageway within a Control Parking Zone (CPZ) subject to a 20mph speed limit. It accommodates traffic calming measures in form of speed cushions and is subject to 7.5T Lorry and Public Service Vehicle ban and 20mph speed limit. It feeds off the distributor roads The Broadway (A219) and Kingston Road (A238).
- 2.2 Following the completion of the school expansion programme for Pelham School, the Council in partnership with Pelham Primary School and the Ward Councillors have for a period of time discussed road safety measures that would accommodate the increase in the number of pupils and safety within the vicinity of the school. Although a number of design variations have been considered, the Council progressed with a statutory consultation on a set of proposed measures that include
 - Relocation of existing the parking bays from outside school entrance
 - The introduction of a speed table and the removal of 2 sets of existing speed cushions

- Junction entry treatment at Kingston Road junction
- The introduction of double yellow lines at crossovers within vicinity of schools that will prevent parents from causing obstruction to resident's access/egress
- Modification of School KEEP CLEAR zig zag markings

2.3 Improvement measures also include the following which are not subject to a statutory consultation but did form part the consultation:

- Widening of the footway fronting the length of the school
- Planting new trees
- Installation of bollards
- Installation of school warning flashing signs.

3. CONSULTATION

3.1 The statutory consultation was carried out between 28th April 2016 and 20th May 2016. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, attached as Appendix 3, was also circulated to all those properties included within the consultation area. (Southey Road between Kingston Road and Pelham Road).

3.2 On the afternoon of 6th May 2016 two Council officers made themselves available at the school to discuss the proposed measures with the parents at the school. During this time 6 parents stopped to discuss the proposed measures. It is the Council's understanding that the School, via their school newsletters, encouraged parents to respond to the consultation. The consultation was extended by two weeks to provide parents sufficient time to make representations.

3.3 A total of 6 representations were received which are detailed in Appendix 2. Representations include one resident from Southey Road, one resident from Pelham Road whose children attend the school, one parent whose child attends the school; one School staff member whose child attends the school; one from an unknown address and one from Cranleigh Road who owns a property on Southey Rd.

3.4 During the consultation comments have been made that in general the scheme will not have a positive or as greater impact as desired and some believe the scheme will be a danger to safety to all road users. The following comments and suggestions were received:

(a) *"Preference would be a zebra crossing in the vicinity of the school entrance".*

This would not be suitable as there are many existing cross-overs and a school staff car park entrance in close proximity. Pedestrians crossing the road would be in direct conflict with vehicles entering/existing their driveways. Also, a zebra crossing would mean the loss of approximately 14 car parking spaces and there will be no stopping provisions for residents or parents.

There is a suggestion that a zebra crossing can be used as a speed reducing feature and that it is the solution to the perceived safety issues. A zebra crossing is introduced in areas where the traffic is relatively free flowing throughout the day or for most part of the day with little or no break in traffic. Site observations indicate that there are sufficient breaks in traffic flows to allow pedestrians to cross the road. With the removal of obstructive parking (caused by parents) and with appropriate training, it is considered that there are suitable locations with improved sightlines for pupils to safely cross the road.

On occasions a zebra crossing could lead to accidents whereby the pedestrian correctly assumes they have right of way and simply steps out. On such occasions pedestrians

often fail to exercise caution. In areas where there is perceived danger, pedestrian take responsibility and exercise caution and thereby do not become involved in accidents. There are also occasions where drivers speed up toward a zebra crossing so that they do not have to stop for an approaching pedestrian.

- (b) *“The road narrowings will make it more difficult for both fire appliance/vehicles to safely enter/exit their driveways and at the junction with Kingston Road with no adequate vehicle “passing points”.*

Kingston Road junction will not be narrowed. All proposed layouts have been auto-tracked and the turning circles show that all manoeuvres will not be adversely affected. The turning has also been tested to accommodate Fire engines. The Fire Brigade have been consulted and they have not raised any concerns.

An important point to note is that the purpose of this type of measure is to restrict sufficient carriageway width whilst enabling traffic to pass each other on a ‘give and take’ basis thereby calming the traffic and possibly deterring through traffic.

- (c) *“School to operate a drop off “Kiss and Go”.*

Although the Council can assist, this facility would need to be operated by the school. It is agreed that this would ease the morning and afternoon school time drop-off and pick-up. It is also likely to alleviate any safety concerns as it may minimise the number pupils crossing the road. It would also minimise the level of illegal and obstructive parking across residential crossovers.

- (d) *“Increased number of traffic wardens during school times to monitor the gate during drop-off and pick-up”.*

The Council has limited resource and cannot be present outside every school during morning and afternoon school periods. Parking Enforcement does take place but on a rota basis. Addressing parent behaviour, however, can be dealt with directly by the School.

- (e) *“Install electronic safety speed signs”.*

The Council will be introducing school flashing signs

- (f) *“Concerned about traffic speed on their road”*

This road is subject to a 20mph and is traffic calmed. The proposed measures will complement existing features in addressing speed related issues.

- (g) *“Consider chicane type of traffic calming”.*

These types of features are not considered to be suitable near schools as drivers may race to the chicane before an oncoming vehicle approaches, or swerve dangerously around the barrier and potentially endanger pedestrians especially school children who are waiting to cross the road safely. Given the number of parking bays that would be lost there are likely to be strong objections from parents as well as residents. Additionally, due to the number of crossovers, determining the appropriate locations for build out will be extremely challenging.

3.5 Ward Member’s comments

One Ward Member responded in support of the proposed measures.

Another Ward Member responded: *Ward members are committed to working with the school and residents to secure a solution that provides safety for the school pupils whilst enabling residents to access and exit their driveways. We are aware through dialogue with the school and residents of concerns that the proposal does not include more traditional forms of traffic calming such as zebra crossings and chicanes. We welcome the move to provide road safety training, the introduction of school signs and a move away from narrowing the junction with Kingston Road. We note the officers comment as to why a traditional solution is not appropriate for this crossing and will work with*

residents and the school community to highlight how this solution will deliver a safe outcome.

- 3.6 All Emergency Services including the Fire Station based in Kingston Rd / Southey Rd have been consulted and no objections have been raised.

4.0 Recorded Personal Injury Accident Data

- 4.1 According to the recorded Personal Injury Accident data, over the last 3 years there have not been any personal injury accidents along the length of Southey Road. However, there have been 5 accidents recorded at the various junctions in Southey Road. None were speed related.

5.0 PROPOSALS

- 5.1 To accommodate the school expansion, the increase in pedestrian and improve safety and sightlines the Council is proposing the following measures:
- 5.1.1 Extension of the existing footway to cater for the increase in pedestrian movement and safe guard pupils and parents whilst gathering outside the school entrance.
 - 5.1.2 Extensive speed table adjacent to the school. This will involve the removal of the two existing sets of speed cushions (one on each approach).
 - 5.1.3 Relocating 6 existing shared use parking bays from outside the school entrance further northwards thereby maintaining the number of parking bays.
 - 5.1.4 Junction Entry Treatment at Southey Rd / Kingston Rd junction. This will improve sightlines for all road users; make crossing the road easier and slow traffic at the junction.
 - 5.1.5 Converting single yellow lines to double yellow lines at cross-overs. This will remove indiscriminate and obstructive parking at these locations and ensure easier access/egress for the residents at all times.
 - 5.1.6 Amendment of the existing School 'Keep-Clear' zig-zags to reflect the new school entrances and prevent obstructive parking during the school term times.
 - 5.1.7 Planting new trees within the footway extension. This will contribute to an enhanced street scene and soften the urban setting. These are generic locations and are dependent upon the location of the underground utility services.
 - 5.1.8 Introduction of school flashing signs
- 5.2 Due to limited movements at the Kingston Road / Southey Rd junction, the junction will not be tightened as previously proposed.
- 5.3 In addition to the physical improvements the school has been offered road safety training which includes educational training, scooter training and a demonstration of how the implemented features can be used safely. The borough's Senior Road Safety Officer is developing a road safety programme for year 4 which can be offered from September 2016. School's co-operation would of course be key. The school has a good Travel Plan with a record of 90% of children walking to school.

6. RECOMMENDATIONS

- 6.1 It is recommended that the Cabinet Member considers the representations received along with officer's comments and approves the making of the Traffic Management Order and the implementation of the proposed measures. If agreed the works will be carried out in August 2016.
- 6.2 It is envisaged that the proposed measures will complement the existing traffic calming features, support increase in pedestrian movement, further improve traffic flows, lower vehicular speeds, remove obstructive parking, and contribute to a "School Safety Home-Zone" ambience in the neighbourhood and create a pleasant environment.
- 6.3 Apart from engineering improvements the Council has offered scooter training; review and update of the school travel plan; road safety workshops; Child pedestrian training for

years 2 and 4 and work with year 5 and 6 junior travel ambassadors to promote road safety and sustainable travel.

7. ALTERNATIVE OPTIONS

7.1 Do Nothing. This however, will do nothing to improve the area and will not accommodate the increase in the number of school pupils using this section of Southey Road.

8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

8.1 The cost of implementing this scheme is estimated at £105k. This includes the cost of the statutory consultation and making of the relevant Traffic Management Orders (T.M.O's).

8.2 The cost of this scheme would be funded partly from S106, Merton Capital and TfL Capital allocation for 2016/17.

9. LEGAL AND STATUTORY IMPLICATIONS

9.1 Introduction of waiting restrictions and amendments to parking bays would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended) and the Speed Table will be made under the Highways Act 1980. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

9.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a Traffic Management Order or to modify the published draft Order. A public inquiry should be held where it would provide further information, which would assist the Cabinet Member in reaching a decision.

10. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

10.1 The implementation of any scheme endeavours to meet the above.

11. CRIME AND DISORDER IMPLICATION

11.1 N/A

12. ENVIRONMENTAL IMPLICATIONS

12.1 Before reaching a decision to make the necessary Traffic Management Order to implement any scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA")1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

12.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

13. APPENDICES

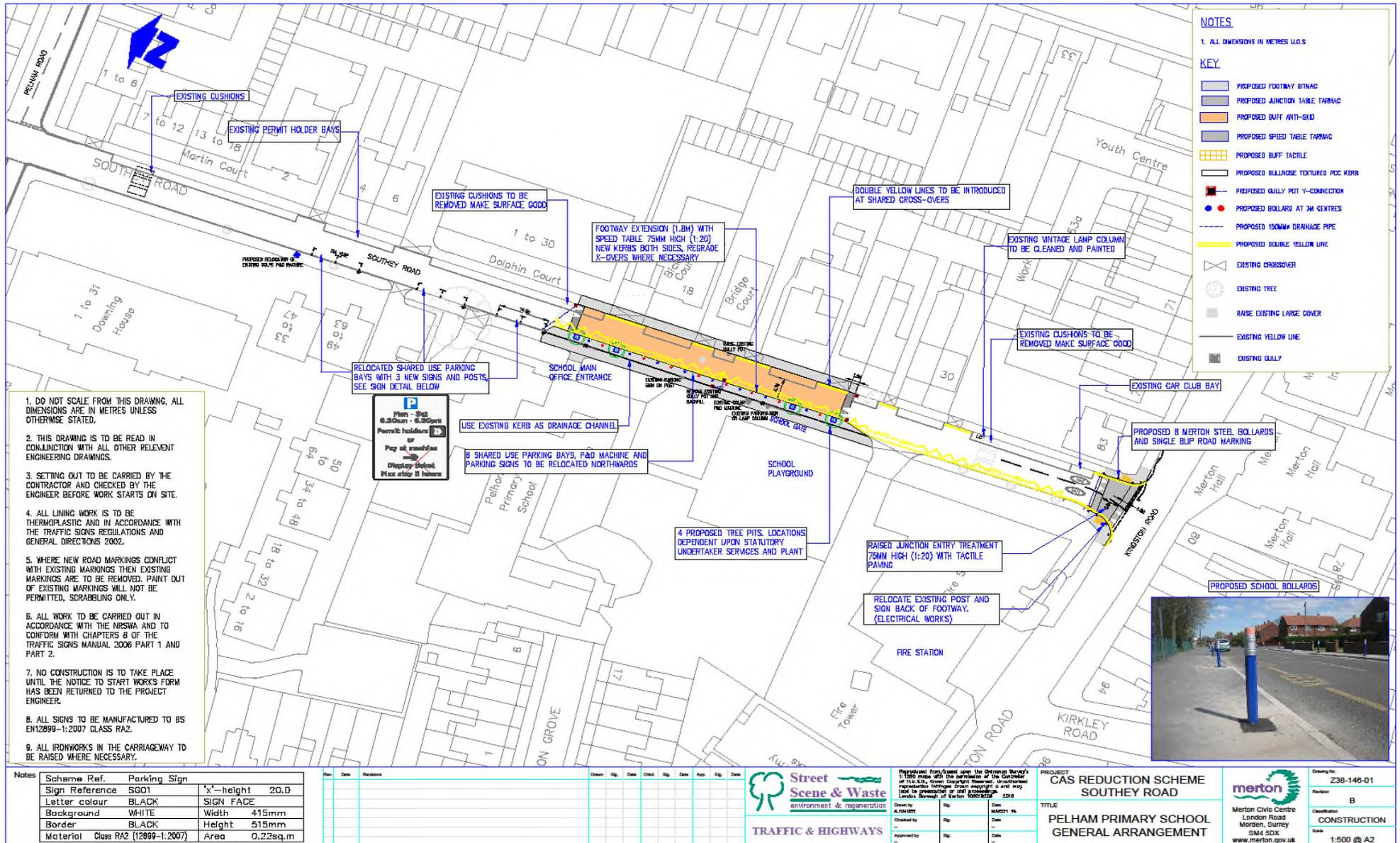
13.1 The following documents are to be published with this report and form part of the report.

Appendix 1 – Plan of proposals Z38-146-01

Appendix 2 – Representations & officer's comments

Appendix 3 - Consultation Area and Newsletter

Appendix 4 – – Safety Audit



- NOTES**
1. ALL DIMENSIONS IN METRES U.G.S
- KEY**
- PROPOSED FOOTWAY FINISH
 - PROPOSED JUNCTION TABLE FINISH
 - PROPOSED BUFF ANTI-SKID
 - PROPOSED SPEED TABLE FINISH
 - PROPOSED BUFF TACTILE
 - PROPOSED BOLLARDS TEXTURED PCC KERB
 - PROPOSED GULLY PIT V-CONECTION
 - PROPOSED BOLLARD AT 3M CENTRES
 - PROPOSED 150MM DRAINAGE PIPE
 - PROPOSED DOUBLE YELLOW LINE
 - EXISTING CROSSOVER
 - EXISTING TREE
 - RAISE EXISTING LARGE COVER
 - EXISTING YELLOW LINE
 - EXISTING GULLY

1. DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERING DRAWINGS.
3. SETTING OUT TO BE CARRIED BY THE CONTRACTOR AND CHECKED BY THE ENGINEER BEFORE WORK STARTS ON SITE.
4. ALL LINING WORK IS TO BE THERMOPLASTIC AND IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2002.
5. WHERE NEW ROAD MARKINGS CONFLICT WITH EXISTING MARKINGS THEN EXISTING MARKINGS ARE TO BE REMOVED. PAINT OUT OF EXISTING MARKINGS WILL NOT BE PERMITTED, SCRABBELING ONLY.
6. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE NRSWA AND TO CONFORM WITH CHAPTERS 8 OF THE TRAFFIC SIGNS MANUAL 2006 PART 1 AND PART 2.
7. NO CONSTRUCTION IS TO TAKE PLACE UNTIL THE NOTICE TO START WORKS FORM HAS BEEN RETURNED TO THE PROJECT ENGINEER.
8. ALL SIGNS TO BE MANUFACTURED TO BS EN12899-1:2007 CLASS RA2.
9. ALL IRONWORKS IN THE CARRIAGEWAY TO BE RAISED WHERE NECESSARY.



Notes	Scheme Ref.	Parking Sign
	Sign Reference	SG01
	Letter colour	BLACK
	Background	WHITE
	Border	BLACK
	Material	Class RA2 (12899-1:2007)
	'x'-height	20.D
	SIGN FACE	
	Width	415mm
	Height	515mm
	Area	0.22sq.m

Rev	Date	Revisions	Drawn	Chk	Check	Issue	App	App	Issue

Street Scene & Waste
environment & regeneration

TRAFFIC & HIGHWAYS

Prepared from/used upon the Ordnance Survey's 1:5000 scale with the permission of the Controller of H.M.S.O. Crown Copyright Reserved. Unauthorised reproduction (including Crown copyright) is an offence under the provisions of the Copyright, Designs and Patents Act 1988.

Drawn by	SLP
Checked by	SLP
Approved by	SLP

PROJECT
CAS REDUCTION SCHEME
SOUTHEY ROAD

TITLE
PELHAM PRIMARY SCHOOL
GENERAL ARRANGEMENT

merton
Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Drawing No: Z38-148-01
Revision: B
Classification: CONSTRUCTION
Scale: 1:500 @ A2



School - Parent

I spoke with you at length on the day but am told I need to put my comments in writing in order for them to be considered.

As discussed, I would like to see (and this is something you said would be possible when we met) two flashing safety signs at the start and end of the traffic calming scheme to warn drivers of a school and that they need to slow down.

I would also like to see an increased number of traffic wardens manning the school gates at drop off and pick up times as there are too many parents parking on yellow lines outside the school. In order to make the traffic calming measures work and increase visibility when crossing, this needs to stop. Parking restrictions should also be enforced by teachers.

With a daughter in Year 4, I would also like to see the road safety officer liaise with the school to offer 'safe crossing roads' sessions to children to prepare them for the new traffic calming arrangement and the possibility of eventually walking to school independently. And I would also welcome a scheme for KS1 children on how to scooter safely on pavements.

Officer's comments

The Council will be introducing school flashing signs

Apart from engineering improvements the Council has offered scooter training; review and update school travel plan; road safety workshops; Child pedestrian training for years 2 and 4 and work with year 5 and 6 junior travel ambassadors to promote road safety and sustainable travel. We are still awaiting school's response.

Southey Road - resident

We are writing to strongly object to Council proposals for road changes to Southey Road as set out in your letter of 25th April, 2016 and to fully support the objections of Mr X, who has written to you separately on this matter. We hope you have received his letter stating our collective opposition as residents of Southey road who are mostly affected by these ill thought through proposals.

We object on the grounds that road safety will not be improved, but severely compromised. Safety of residents, school children of Pelham School, teachers and local families will put at risk if road narrowing changes are implemented.

Our main objection is to narrowing of the road from 18-24 Southey road for the reasons as follows:

- i) Narrowing of the road will make it impossible for vehicles to safely exit and enter drives and access off road parking via crossovers. At xx Southey, we currently reverse into our off road parking spaces and require the full width of the road in order to do so. This allows us to drive out safely front facing as visibility is very reduced due to adjacent parking bays. If we are forced to drive in by the proposed changes, it means reversing out into a narrowed space, with reduced visibility, and with lots of small children in the vicinity, will increase the risk of an accident.
- ii) Many large vehicles require access to the garages at the back of 18-22 Southey road, and require the full width of the road for turning purposes.
- iii) Narrowing the road will reduce accessibility of fire engines accessing the rear exit of the fire station (also applicable to proposed changes on the corner of Southey and Kingston road).
- iii) Narrowing the road will INCREASE congestion by causing a bottle-neck (laws of physics) especially at peak times. There is now significant evidence to show that congestion decreases road safety likely through erratic driving, stress, driver error and speed variance (Wang, 2010).
- iv) A narrower road will hinder fire engines accessibility and ability to navigate the road. Pollution will be increased from increased congestion - a major concern for children's' health.

What is the evidence that these changes will reduce parents on the school run from routinely blocking access to and from our properties? Isn't it more likely that removing parking bays will actually make the matter worse? As an example, I have been sat in my vehicle waiting to exit onto Southey road from my property when a parent has pulled up and blocked my exit. This has happened on countless occasions - even when I am sitting in my car. What is the evidence that double yellow lines will prevent this behaviour

when parents are late for school? Especially if this is not policed.

Why doesn't the school operate a drop off "kiss and go" policy like other schools with busy roads e.g Ursuline Prep. This means parents do not have to park & exit vehicles, but a group of willing parents and teachers operate a system whereby they bring children from cars to the playground. A one-way system would operate whereby parents would be requested to enter and exit Southey road in one direction only. They drop their kids off with staff/parents waiting on the pavement and leave allowing the next vehicle to drop off.

Regarding tree planting. Of course, more trees are welcome. However, we are already very disappointed that the council has failed to make good on plans to reinstate all trees that were removed during the school extension works. A number of trees have not been replaced as set out in the proposals. Instead existing fir trees have been cut back to dead wood with little greenery left and those that were removed have been replaced by a corrugated iron bike shed.

We firmly request that the council reconsiders these proposals. Of course we welcome road safety improvement measures, but these plans as they stand do not achieve that goal.

Officer's comments

The footway is being widened to accommodate the increase in pedestrian movement. With the road being narrowed, motorists are likely to travel at a lower speed assisted by the speed table and other features designed to highlight the presence of the school. Experience elsewhere also suggests that rat runners often seek the fastest route and are likely to avoid congested areas. Parking services will be advised of the amended parking restrictions and will carry out enforcement accordingly; however with the same problem across all schools and limited available resource, enforcement cannot be provided on a daily basis. The Council will attempt to work with the school regarding obstructive parking caused by parents. The school will also be encouraged to use the drop off model as we have elsewhere. The Council is confident that narrowing of the carriageway will not impact residents from using their crossovers.

No address

My concern is the congestion on the corner of Kingston Road and Southey Road, on the side opposite the school. This is caused by the location of the crossing, so everyone coming from the furthest side of the Kingston road, crosses at the same traffic lights (by Merton Hall) and joins the flow of people coming from the South Wimbledon direction. This could be alleviated if another crossing was put in place on the other side of the fire station and then people could approach the school from both directions along the Kingston Rd and hence both sides of Southey Road.

Officer's comment

Comments have been noted; however, it does not relate to the specific proposals that are subject to the statutory consultation.

Pelham Road - resident

Having read the proposals for road safety improvements on Southey Road outside Pelham Primary school, I would like to raise the following concerns.

I live with my family at XXPelham Road, which is on the corner of Southey Road and Pelham Road. Our windows and garden face onto Southey Road, so we are very aware of the traffic passing along Southey Road. We have always been concerned by the speed with which some cars and vans drive along Southey Road and think that the current arrangement of speed bumps have little or no effect on their speed. Most cars and especially vans drive over the centre of the speed cushions with no reduction to their speed at all.

Our two children both attend Pelham Primary school. With the increase in size of the school, I strongly believe that something significant must be done to force traffic on Southey Road to reduce its speed, and I don't feel that the current proposals go far enough to achieve this.

We realise that Southey Road is used by the fire engines as the primary route to the Broadway and that whenever a diversion for buses is needed, that Southey Road is the principal route used. I assume that this has some bearing on the types of traffic calming measures which can be used. However I don't think that the proposed measures will do anything to reduce the speed of cars or vans. I don't believe that a different coloured road surface and a slight narrowing of the carriageway will make enough difference. I am also confused as to why some of the speed cushions are being removed. At present some car drivers still drive

at speeds in excess of 40mph at least, so removing some of the speed bumps will surely just encourage them to drive faster.

I would request that similar measures as found on Trinity Road are considered, with the chicane type arrangement to really slow the traffic down. I have seen the fire engines going along Trinity Road, so it is clearly possible for this kind of arrangement to work with the fire engines. Likewise I am sure that when diversions are needed for buses, it would be possible to use Montague and Hartfield Roads.

Given the number of children at the school, a crossing is also vital and I am bemused as to why one has not been included in the plans already. A zebra crossing would also signal much more clearly to drivers the need to slow down. I know as a driver that the zebra crossing on Trinity Road outside of South Park Gardens has a much more marked effect on my speed than a change in colour of the tarmac would do.

Finally would it be possible to install speed signs (the electronic signs which measure and display the actual speed of approaching vehicles)?

Southey Road has the greatest volume of traffic using it as a cut through from Kingston Road to the Broadway due to its greater width combined with the fact that there are fewer properties facing onto the road, which means that drivers know they are less likely to be held up along it. Because of this, I think that much more stringent traffic calming measures are needed, compared to a school which is on a less busy road (e.g. Holy Trinity school on Effra Road).

To summarise, I don't think that the current proposals go far enough and I don't believe they will make any significant difference to the speed of vehicles using Southey Road.

I request that the additional features are considered:

Adding chicanes to significantly slow the traffic down (as are used on Trinity Road), or at least retaining one set of the two speed cushions.

Install electronic speed display signs.

Create a zebra crossing in the coloured area to further slowdown traffic and provide children a safer way of crossing the road.

I thank you for the opportunity to input to this process.

Officer's comments

The Council will be introducing school flashing signs

There appears to be a misconception that a zebra crossing is the solution to the perceived safety issues. A zebra crossing is introduced in areas where the traffic is relatively free flowing throughout the day or for most part of the day with little or no break in traffic. Site observations indicate that there are sufficient breaks in traffic flows to allow pedestrians to cross the road. With the removal of obstructive parking (caused by parents) and with appropriate training, it is considered that there are suitable locations with improved sightlines for pupils to safely cross the road.

On occasions a zebra crossing could lead to accidents whereby the pedestrian correctly assumes they have right of way and simply steps out. On such occasions pedestrians fail to exercise caution. In areas where there is perceived danger, pedestrian take responsibility and exercise caution and thereby do not become involved in accidents

Chicanes will remove a great deal of parking and therefore are likely to attract strong objections from the residents as well as parents. Additionally determining a suitable location for the islands is likely to prove extremely difficult due to the number of crossovers

It is acknowledged that there may be a perception of safety, however, according to recorded personal injury accident data, there have not been any speed related accidents

School Staff

Please find below our thoughts and suggestions regarding the proposed road safety improvements on

Southey Road.

Having worked at Pelham Primary School for a number of years, the office team feels well placed to comment on the proposals. XX is also a local resident and parent of a child at Pelham Primary.
Sent on behalf of Pelham School

Pencil shaped bollards

The proposed design of the bollards may be viewed by children as playground equipment to be played on! They will certainly find them attractive and will want to congregate around them.

Pencil shaped bollards will also be confusing to motorists. Motorists look for clearly identifiable road signs when driving and are highly likely to ignore something that looks like street furniture/decoration. Instead of using pencil bollards, use a mix of ordinary bollards and taller, proper road signs that are clearly identifiable to motorists e.g. 'School crossing' or 'Slow, children crossing'. Preferably include flashing lights as during the winter months, many children are dropped off and collected from extracurricular clubs after dark.

Parking bays relocation

Please be aware that the school car park gates open out onto the proposed new parking bays. How will school visitors and staff exit the school car park safely if their view is blocked by cars parked either side of the car park exit?

Trees

Trees contribute to the problem of bird droppings on pavements, which, in front of a school entrance, is particularly unhygienic. The droppings get onto the children's shoes, which then transfers to the school floors and carpets and ultimately onto their hands when they're changing into P.E. plimsolls. Bird droppings and leaves during the winter months are also very slippery. To soften the urban landscape, consider using planters instead which could also serve as 'bollards'. This would be a more cost effective, safe and attractive option. (See planters on corners of nearby Kirkley, Rutlish and Kingston Roads).

Kingston and Southey Road junction

"Warning school crossing ahead" or similar road signs at Kingston Road/Southey Road corner would be a great help.

A 75mm raised surface and narrower entrance will not make for a safer crossing. Children should be encouraged to cross Southey Road AWAY from the Kingston Road junction. A much safer option would be a designated crossing point e.g. zebra crossing with lights or button operated pedestrian crossing nearer the school entrance and away from the Fire Station exit.

Officer's comments

Pencil shaped bollards - These appear to have been successful elsewhere in that drivers will associate these type of features with schools and are likely to exercise more caution when traveling through. The bollards will be of schools colours and as part of the safety training pupils will be warned of not becoming distracted either by these bollards or anything else that pupils may find distracting. The intention is that an unconventional street environment will encourage drivers to be more cautious.

Parking bays - With regards to the location of the relocated parking bays close to the school's vehicular entrance, according to the school, they reverse out of their gate and therefore feel that sightlines would be obstructed. They have been advised that due to safety reasons they must reverse into their parking area and drive out on to the public highway. This will assist with their sightlines and further remove the risk of hitting pedestrian and / or a moving vehicle.

Trees - There are many examples where there are trees outside public buildings, shops, houses and schools and unless bird dropping is overly excessive, the Council does not believe this to be a problem. Trees are considered to enhance the environment. Planters are not the cheaper option, they do require more maintenance, are often subject to vandalism and are used as bins. Children could also use them for climbing and they do take more footway space.

Kingston and Southey Road junction – The Council will not be narrowing the junction.

Junction entry treatments have proven to be successful in slowing traffic, improving sightlines and provide an easier area for pedestrians to cross.

The Council will be introducing school flashing signs

There appears to be a misconception that a zebra crossing is the solution to the perceived safety issues. A zebra crossing is introduced in areas where the traffic is relatively free flowing throughout the day or for most part of the day with little or no break in traffic. Site observations indicate that there are sufficient breaks in traffic flows to allow pedestrians to cross the road. With the removal of obstructive parking (caused by parents) and with appropriate training, it is considered that there are suitable locations with improved sightlines for pupils to safely cross the road.

On occasions a zebra crossing could lead to accidents whereby the pedestrian correctly assumes they have right of way and simply steps out. On such occasions pedestrians fail to exercise caution. In areas where there is perceived danger, pedestrian take responsibility and exercise caution and thereby do not become involved in accidents

Apart from engineering improvements the Council has offered scooter training; review and update school travel plan; road safety workshops; Child pedestrian training for years 2 and 4 and work with year 5 and 6 junior travel ambassadors to promote road safety and sustainable travel. We are still awaiting school's response.

Cranleigh Road, SW19

I have only recently been made aware of the above proposals and in consultation with neighbours affected (I also own property in Southey Road) we would draw your attentions to the following points and our suggestions.

- 1) The school playground adjoins the fire station situated the Fire station situated on the corner of Southey Road and Kingston Road. Following a Court decision the exit of fire engines from the Southey Road Entrance is prohibited – vehicles are only permitted to return via that entrance IF the entrance from Kingston Road into Southey Road is narrow or obstructed. In any way it would be difficult for large vehicles to enter from Kingston Road or exit from Southey Road. Residents already have difficulty in joining traffic passing along Kingston Road – because of the traffic lights by the Manor Club – Southey Road is frequently blocked for several minutes at a time by Kingston Road vehicles. By narrowing that junction passage of vehicles will be difficult and in our opinion dangerous for pedestrians.
- 2) To further narrow the roadway between Bickley Court and 24 Southey Road by extending the footpath out into the roadway is incomprehensible. I enclose recent photographs with our comments. It is at present extremely dangerous exiting onto Southey Road from the Crossovers at 24 and 22 Southey Road and Bickley Court and Bridge Court. All four exits are used regularly each day by garage owners at the rear of the properties. In the case of the crossover at 22 Southey Road at least 7 vehicles use that entrance.
- 3) As things are at present the driver of any vehicle exiting the crossover from 22 Southey Road must of necessity drive to the centre of the road with the driver's window in the exact centre of the road before proceeding left or right. The reason being that the view is completely blocked or restricted by vehicles parked in the bays outside 22, 24 and Bridge Court. With Council parking bays outside the school railings there is very little room. To now remove those bays and extend the footpath is little short of stupidity
- 4) The parking bays outside Bridge Court, 22 and 24 Southey Road should be removed completely and yellow lines in place. Remove the parking bays (as proposed) from outside the School entrance by all means. There is ample space alongside the old Pelham High School further along the road - with no crossovers – for Parking bays to be installed, this area has been clear for the past 50 years. This should be such a simple solution.

Why now think of putting in new trees? You have not reinstated the hedge as promised and removed the beautiful flowing lilacs planted in the school grounds together with the 40 year old weeping willow. The school has been extended several feet more than indicated on the original

plans – and quite frankly the proposed safety measures need to be re-considered by senior staff who must realise how gridlocked Wimbledon is becoming. The last two Fridays area good example. Wimbledon was at a complete standstill from Gap Road to the Broadway and Kingston Road for three (3) hours on May 6th.

Lastly please note that it is impossible to reverse out of the crossovers from 22 and 24 Southey Road at any time as things are today. As for urbanisation – There are no less than 47 posts along the bottom stretch of Southey Road. The Council has never watered the tree along the road. We do! Can we now expect some common sense regarding these proposals? It is only a matter of time before another wall is accidentally demolished in the road and a more serious accident happens. Parents do not always keep an eye on the children and are frequently too busy on their mobile phones or depositing rubbish in the street

Officer's comments

The junction will not be narrowed.

The CPZ was introduced in 1996 and was fully reviewed in 2011. The Council is not aware of any complaints regarding access difficulties caused by the parking bays near crossovers. However, should a decision be made to implement the proposed measures, the extent of the parking bays will be reviewed but given the demand for parking, the parking bays will not be removed. Drivers must not reverse onto a public highway. It is considered dangerous for pedestrians and oncoming traffic.

The footway widening is considered necessary to accommodate the increase in footfall and safeguard the parents and pupils during the school peak periods.

Narrowing the road, in conjunction with the speed table, will encourage drivers to slow down and exercise caution.

Pictures provided by representation from Cranleigh Road



NOTE ANGLE OF CAR ENTERING SOUTHEY ROAD WHERE PROPOSED NARROWING WILL BE, WILL POLICE BE ON DUTY TO ESCORT CHILDREN AT THIS POINT?



CAR AT 98 IS PARKED. BAYS ON BOTH SIDES SHOULD BE REMOVED



BAYS ON BOTH SIDES OF ROAD OUTSIDE SCHOOL AND BRIDGE COURT, 22 AND 24 SOUTHEY ROAD SHOULD BE REMOVED COMPLETELY



CROSSOVER → AT 22



PARKING OUTSIDE OF SCHOOL



SOUTHEY ROAD TOWARDS BROADWAY



ATTEMPTING ENTRY/EXIT 22 SOUTHEY RD CROSSOVER.



NOTE CONGESTED PARKING BAYS BY SCHOOL AS OPPOSED TO NO BAYS THE FULL LENGTH OF LEFT HAND SIDE OF ROAD BY OLD PELHAM HIGH SCHOOL. CAR ENTERING OR REVERSING OUT OF CROSS OVER AT 22 SOUTHEY ROAD IN DANGEROUS SITUATION - UNABLE TO SEE DUE TO PARKING IN CLOSE BAYS.



CROSSOVER ENTRANCE
←
TO 22 SOUTHEY RD.

CROSS OVER AT 24 SOUTHEY ROAD VIEW OBSTRUCTED BY CARS IN BOTH BAYS TOO CLOSE TO CROSS OVER.



← 24 SOUTHEY ROAD



CAR E055 VPA STILL UNABLE TO PROCEED - WITH PROPOSED PAVEMENT EXTENSION THERE WILL BE CONGESTION MOST OF THE DAY. THIS IS ONE OF THE WIDER ROADS IN MERTON.



CROSSOVER AT 24
←



←



<p>Notes</p> <p>Do not read a 'Very Close' document</p>	<p>Notes</p>
---	--------------



Sustainable Communities
enhancement & regeneration

TRAFFIC & HIGHWAYS

<p>DATE</p> <p>NO.</p> <p>DESCRIPTION</p>	<p>DATE</p> <p>NO.</p> <p>DESCRIPTION</p>
---	---

PROJECT

SOUTHEY ROAD

CONSULTATION AREA



Merton Council
London Road
Morden, Surrey
SM4 5ST
www.merton.gov.uk

NOT TO SCALE



The Old Council Yard
Hedingham Road
Great Yeldham
Essex, CO9 4HS

**Casualty Reduction Scheme,
Pelham Primary School, Southey Road
Combined Stage 1 & 2 Road Safety Audit**

Ref: 1292-RSA-01

Prepared for:



London Borough of Merton

By:

Capital Traffic

Prepared by: Andy Haunton, Audit Team Leader

Checked by: Jonathan Thompson, Audit Team Member

Approved by: Andy Haunton, Audit Team Leader

Version	Status	Date
A	Audit report issued to Client	22 nd March 2016

1.0 INTRODUCTION

1.1 Commission

1.1.1 This report results from a Combined Stage 1 & 2 Road Safety Audit carried out on the proposed road safety improvements on Southey Road. The Audit was undertaken by Capital Traffic in accordance with the Audit Brief confirmed by the Design Organisation on 17th March 2016. It took place at the Great Yeldham offices of Capital Traffic during late March 2016 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme.

1.1.2 The visit to the site of the proposed scheme was made on 18th March 2016. During the site visit the weather was overcast and the existing highway surfaces were dry.

1.2 Terms of Reference

1.2.1 The Terms of Reference of this Audit are as described in TfL Procedure SQA-0170 dated May 2014. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit. An absence of comment relating to specific road users / modes in Section 3 of this report does not imply that they have not been considered; instead the Audit Team feels they are not adversely affected by the proposed changes.

1.2.2 This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in Section 3 of this report as they fall outside the remit of Road Safety Audit in general as specified in the procedure SQA-0170 dated May 2014. Safety issues identified during the Audit and site visit that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in Section 4 of this report.

1.2.3 Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.

1.2.4 In accordance with TfL Procedure SQA-0170 dated May 2014, this Audit has a maximum shelf life of 2 years. If the scheme does not progress to the next stage in its development within this period, then the scheme should be re-audited.

1.2.5 Unless general to the scheme, all comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan located in Appendix B.

1.2.6 It is the responsibility of the Design Organisation to complete the Designer's response section of this Audit report. Where applicable and necessary it is the responsibility of the Client Organisation to complete the Client comment section of this Audit report. Signatures from both the Design Organisation and Client Organisation must be added within Section 5 of this Audit report. A copy of which must be returned to the Audit Team.

1.3 Main Parties to the Audit

1.3.1 Client Organisation

Client contact details: London Borough of Merton

1.3.2 Design Organisation

Design contact details: Arfan Halder, London Borough of Merton

1.3.3 Audit Team

Audit Team Leader: Andy Haunton – Capital Traffic

Audit Team Member: Jonathan Thompson – Capital Traffic

Audit Team Observer: None

1.3.4 Other Specialist Advisors

Specialist Advisor Details: None appointed

1.4 Purpose of the Scheme

The scheme proposes to improve safety for road users in the vicinity of Pelham Primary School on Southey Road, Wimbledon. The route is within an existing 20mph Zone.

1.5 Special Considerations

1.5.1 None noted.

2.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

The Audit Team is not aware of any other Audits having been carried out on the proposals.

3.0 ITEMS RAISED AT THIS COMBINED STAGE 1 & 2 ROAD SAFETY AUDIT

3.1 PEDESTRIANS

3.1.1 PROBLEM

Location: A – Proposed raised table outside the school.

Summary: Risk of trips/slips for pedestrians along the eastern footway.

There is to be a 75mm high raised table outside the school. The table will abut footways on either side. The western footway will be reconstructed, widening it by 1.8m into the carriageway. The eastern footway will remain untouched. It, however, has a number of footway crossovers, plus has a kerb upstand generally lower than 75mm. Hence, the interface between the proposed raised table and existing eastern footway could present a risk of trips for pedestrians, or slips if ponded surface water freezes in icy conditions.

RECOMMENDATION

Ensure that the eastern footway is appropriately regraded to suit the 75mm raised table, mitigating the risk of trips/slips for pedestrians.

Design Organisation Response	Accepted / Part Accepted / Rejected
[Leave blank for Design Organisation's Response]	
Client Organisation Comments	
[Leave blank for Client Organisation's Comments]	

3.2 PEDESTRIAN CROSSING FACILITIES

3.2.1 PROBLEM

Location: B – Raised entry treatment at Kingston Road.

Summary: Risk of sight impaired pedestrians unwittingly entering the carriageway.

At the proposed raised entry treatment tactile paving will be installed to warn sight impaired pedestrians that they are about to enter the carriageway. The tactile paving will be aligned with the northern ramp. This, however, leaves a small gap where a sight impaired pedestrian walking east to west along Kingston Road may not encounter the tactile paving. As a result, they could unwittingly entering the carriageway, at risk of collision with motorised traffic.

RECOMMENDATION

Align the tactile paving with the southern ramp and ensure that a minimum depth of 1200mm is provided where the approach to the crossing is in-line.

[Note: there are chamber covers in both footways at this location that may frustrate the laying of tactile paving. It may be necessary to use infill covers or amend the ballmouth geometry slightly to achieved the desired tactile paving layout.]

Design Organisation Response	<i>Accepted / Part Accepted / Rejected</i>
[Leave blank for Design Organisation's Response]	
Client Organisation Comments	
[Leave blank for Client Organisation's Comments]	

3.3 LOADING / PARKING

3.3.1 PROBLEM

Location: C – 'School Keep Clear' markings along the western side of Southey Road.

Summary: Risk of Injudicious waiting between the two sets of clearway markings, especially at the end of the school day.

There will be a gap between the southern and northern set of clearway markings which will be marked with a single yellow line. Although the legal meaning of this marking to Diag 1017 is that 'Waiting of vehicles...prohibited...', this may not necessarily be understood or appreciated by parents collecting children from school as it will be between two sets of 'School Keep Clear' clearway markings. These markings, to Diag 1027.1, may be seen as being more onerous, reducing the perceived significance of the single yellow line. Vehicles parking on the single yellow line at the end of the school day may adversely affect visibility along Southey Road in the vicinity of the school exit, increasing the risk of collisions between pedestrians (especially young children) and passing traffic. A similar situation also exists at the northern extent of the 'School Keep Clear' markings.

RECOMMENDATION

Extend the southern and northern set of 'School Keep Clear' markings to meet. Extend the northern pair of 'School Keep Clear' markings to meet the first parking bay to the north.

Design Organisation Response	<i>Accepted / Part Accepted / Rejected</i>
[Leave blank for Design Organisation's Response]	
Client Organisation Comments	
[Leave blank for Client Organisation's Comments]	

End of list of problems identified and recommendations offered in this Combined Stage 1 & 2 Road Safety Audit

4.0 ISSUES IDENTIFIED DURING THE COMBINED STAGE 1 & 2 ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrants that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

4.1 ISSUE

Locations: D – Southern set of clearway markings on Southey Road .

Reason considered to be outside the Terms of Reference: No direct road safety issue identified.

The existing southern set of clearway markings on Southey Road read 'Keep Clear' and are associated with the adjacent fire station. The proposed markings will read 'School Keep Clear'. It should be ensured that the appropriate variant of Diag 1027.1 is used.

Design Organisation Response	Accepted / Part Accepted / Rejected
[Leave blank for Design Organisation's Response]	
Client Organisation Comments	
[Leave blank for Client Organisation's Comments]	

4.2 ISSUE

Locations: General – Western side of Southey Road .

Reason considered to be outside the Terms of Reference: Enforcement issue.

The existing parking and waiting controls along the western side of Southey Road are to be significantly changed in the vicinity of the school. The drawing shows the new markings associated with these controls, but does not confirm the take down of redundant sign plates or provision of new plates. It should be ensured that sign plates appropriate to the new controls are put in place and that all redundant signs are removed.

Design Organisation Response	Accepted / Part Accepted / Rejected
[Leave blank for Design Organisation's Response]	
Client Organisation Comments	
[Leave blank for Client Organisation's Comments]	

5.0 SIGNATURES AND SIGN-OFF

5.1 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in Appendix A, to this Safety Audit report. The Road Safety Audit has been carried out in accordance with TfL Procedure SQA-0170 dated May 2014, with the sole purpose of identifying any feature that could be removed or modified in order to improve the safety of the measures. The problems identified have been noted in this report together with associated suggestions for safety improvements that we recommend should be studied for implementation.

No one on the Audit Team has been involved with the design of the measures.

AUDIT TEAM LEADER:

Name: Andy Haunton BEng (Hons) MCIHT FSoRSA Signed: 

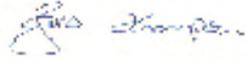
Position: Associate Director Date: 22/03/2016

Organisation: Capital Traffic

Address: The Old Council Yard, Heddingham Road, Great Yeldham,
Essex CO9 4HS

Contact: ahaunton@capitaltraffic.co.uk (01787 237 509)

AUDIT TEAM MEMBER:

Name: Jonathan Thompson IEng FIHE MSoRSA Signed: 

Position: Director Date: 22/03/2016

Organisation: Capital Traffic

Address: The Old Council Yard, Heddingham Road, Great Yeldham,
Essex CO9 4HS

Contact: jthompson@capitaltraffic.co.uk (01787 237 509)

5.2 DESIGN TEAM STATEMENT

In accordance with SQA-0170 dated May 2014, I certify that I have reviewed the items raised in this Combined Stage 1 & 2 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisations endorsement of my proposals.

Name:

Position:

Organisation:

Signed:

Dated:

5.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name:

Position:

Organisation:

Signed:

Dated:

APPENDIX A

Documents Forming the Audit Brief

DRAWING NUMBER

Z38/146/01 Rev -

Drawing Title

Pelham Primary School, General Arrangement

DOCUMENTS

- Safety Audit Brief
- Site Location Plan
- Traffic signal details
- TRL signal safety checklist
- Departures from standard
- Previous Road Safety Audits
- Previous Designer Responses
- Collision data
- Collision plot
- Traffic flow / modelling data
- Pedestrian flow / modelling data
- Speed survey data
- Other documents

DETAILS (where appropriate)

APPENDIX B

Problem Locations

