

SWALE JOINT TRANSPORTATION BOARD 15 JUNE 2009

Subject:	Ospringe Primary School, Water Lane, Ospringe
Director/Head of Service:	Acting Director of Kent Highway Services
Decision Issues:	These matters are within the authority of the Kent County Council
Decision:	Non-key
CCC Ward/KCC Division:	All
Summary:	<i>Request by the local Member to investigate traffic issues outside school.</i>
For Information:	This report is for Members' information.
Classification:	THIS REPORT IS OPEN TO THE PUBLIC

Introduction

1. The local member has requested that Kent Highways Services investigate long term measures to deal with traffic problems at school times outside Ospringe Primary School

Discussion

2. With parents having a choice of schools there is a tendency to drive to popular rural schools. At virtually every school at the start and end of the daily session culminates in a significant number of parents arriving by cars to drop off/pick up their children. This often leads to a period of congestion but not necessarily a safety problem. Indeed the congestion tends to calm vehicle speeds.

3. This problem is replicated across the County (and nationally), particularly at the start and end of the school day and the reasons for it vary too. This includes parking and driving on the footway, parking on yellow lines, obstruction by double parking, obstructing accesses to the school and private drives and in some cases parking on them. This attitude by parents is considered alright by them because it will only be for a minute or two. Parents consider their own personal safety (sometimes) but without consideration for others. Any additional restrictions imposed outside schools will only displace the problem elsewhere and have a knock on effect on pedestrian safety and amenity of that area. Bollards are one possible solution to prevent footway parking/driving, although they can potentially solve one problem and create another.

4. The Department of Transport has set up a new website for teachers to educate pupils (and their parents) about acting safely on the highway which states that:

There is a need for all those involved with children to teach clear road safety messages effectively and consistently, working together to help children understand and manage risk.

THINK! Education is the Department for Transport's suite of road safety resources for teachers, parents and pupils, including:

- guidance on planning and delivering effective road safety education
- teaching ideas
- curriculum links
- video and audio clips
- interactive activities
- worksheets
- home-link sheets
- information for parents.



5. Head teachers should be aware of this initiative or they may wish to contact our Road Safety Officers or School Travel Planners to discuss the issues. A requirement of the Education and Inspections Act 2006 is for all Local Authorities to promote sustainable travel to school and inform existing and prospective pupils, parents and staff of the provisions in place to enable them to travel to school by means other than the private car. The school does have a travel plan.

6. The solution to the problem may be rigorous enforcement of the parking restrictions that are already in place outside most schools. However it is unlikely that District Councils (as the enforcement authority) or the Police would have enough resources to undertake this on a regular basis.

7. Kent Highways receive a large number of requests for highway improvements and it is necessary to investigate each one through a managed programme of work. You will appreciate that in a lot of cases there will not be an appropriate engineering solution since the problem may be a behavioural one. In cases where there is an engineering solution, appropriate schemes may be developed.

Any highway improvement has to be submitted for funding through the Councils Priority Assessment Programme. Those schemes that have the highest priority rating receive the necessary funding. A higher priority is given to those schemes where there is a record of personal injury crashes. I can report that there have been two personal injury crashes along this road. Crashes involving damage only are not recorded as it is not a requirement to report these to the police.

8. Attached at Appendix 1 is a copy of the latest 3 year personal injury crash report for Water Lane which shows details of the two crashes. You will note that the first one was clearly as result of driver behaviour.

9. Attached at Appendix 2 is copy of a letter sent to a national newspaper from a School Crossing Patrol Person which highlights the issues that daily occur outside schools.

Decision required

10. Members are asked to recommend that no further action is taken in respect of this request.

Kent Highways will continue to monitor the situation through their annual assessment programme.

Contact Officer:

Stephen Huckle Transportation Engineer

Appendix 1

Kent
County
Council

Strategic Planning D-Print Crash Report

Date: 22 May 2009
Time: 9:47:22

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Factors	Direction	Involved	
1	Road No E4011 Section 001 Grid Ref 800248E 180868N	BLT	08/02/2007	Tue	08:46	L STL	Dry	Fine	Veh1 R.Turn	Parked N -> S	Ped (8)	
WATER LANE 20 METRES NORTH OF MUTTON LANE, FAVERSHAM								Swale				
WITNESS WAS WALKING HER DAUGHTERS TO OSBRIDGE PRIMARY SCHOOL THEY STOPPED ON THE PAVEMENT OPPOSITE THE SCHOOL TO CROSS OVER. A CAR THEN CAME FROM HER RIGHT. SHE SAW THE DRIVER WAS ON THE PHONE. THE CAR THEN SWERVED TO THE LEFT MOUNTED THE PAVEMENT AND AS SHE PULLED HER DAUGHTERS BACK THE CAR'S WING MIRROR STRUCK ONE OF THEM CAUSING BRUISING AND KNOCKED HER OVER.											Casualties Vehicles	1 1
2	Road No E4011 Section 001 Grid Ref 800227E 180868N	BLT	01/02/2008	Fri	12:06	L N8L	Dry	Fine	Veh1 U.Turn Veh2 G.A.Oth	S -> E E -> W	Car (40) Car (84)	
WATER LANE, 1/4 MUTTON LANE, FAVERSHAM, KENT								Swale				
V1 TURNED INTO MUTTON LANE TO DO A U TURN AND PULLED OUT INTO V2 KAT ATTENDED TO ACCESS FOR INJURIES											Casualties Vehicles	1 2

KCC INTERNAL USE ONLY Please destroy do not file

<u>Severity</u>	<u>Street Lighting</u>	<u>Factors</u>	<u>Involved</u>	<u>Special Conditions</u>
FTL - Fatal	L - Daylight	Rev - Reversing	C.R.Lane - Changing lane right	PED - Pedestrian
SER - Serious	DRK - Dark	L.Turn - Left Turn	O.O.M.V - Overtaking o.s moving vehicle	HGV - Heavy Goods Vehicle
SLT - Slight	NSL - No Street Lights	R.Turn - Right Turn	O.S.V - Overtaking stationary vehicle	LGV - Light Goods Vehicle
	STL - Street Lights	W.L.Turn - Waiting to turn left	O.Near - Overtaking on nearside	M/C - Motorcycle
	USL - Street Lights Unlit	W.R.Turn - Waiting to turn right	G.A.L.B - Going Ahead Left Bend	PSV - Bus/Coach
		C.L.Lane - Changing lane left	G.A.R.B - Going Ahead Right Bend	
			G.A.Oth - Going Ahead Other	ATS OUT Traffic Lights not working
				ATS DEF Traffic Lights defective
				SIGNS Road signs defective /obscured
				RDWRKS Road Works
				SURFACE Road surface defective

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Appendix 2

Cross to bear

AS A school crossing person ('lollipop man') for more than eight years in middle-class Lancashire, I've watched the antics of both sexes when dropping off children at school (Mail).

From my crossing point to the left of the main school entrance, I watch mothers helping their children out of the car on the road side, leaving doors open while fixing the child's hair and putting on coats and satchels, all with heavy traffic passing.

I see parents pulling up car upon car, blocking the road and my crossing point, their engines expelling fumes for the children to breathe in, just to drop them off as close as possible to the school entrance.

I watch parents dragging children across the road between moving traffic when I'm standing just 10ft away at the crossing.

I take part in the national Right Start campaign under which police, the local council and lollipop people tell children about road safety — then I see their parents take them home, ignoring everything we've taught them.

Thirty to 40 children regularly cross with me, some with their parents, at an infants/junior school. Children who walk to school are happy and healthy, talk with their pals and their mums chat together. The pupils who are dropped off by car miss out on this and tend to be overweight.

Just a four-minute walk from the school is a large car park, but parents choose not to use it. The school has a small catchment area, so most parents and children would be able to walk.

There are yellow zig-zag lines along the front of the school with 'No Parking' signs and yellow road markings. But when I ask parents not park on these lines because it's dangerous, the reply I receive most often is that they don't understand why there are so many parking restrictions.

I certainly don't condone road rage towards school mums, but it may be that preventing it is in their own hands.

DAVID PALIN, Ormskirk, Lancs.