

Lord Deramore’s Primary School Safety Zone

Summary

1. This report details the results of consultation including the advertisement of Traffic Regulation Orders in relation to proposed improvements to the school safety zone for Lord Deramore’s Primary School in Heslington.

Recommendations

2. The Executive Member is asked to:

Approve Option 1 – note the comments received at consultation and the absence of objections to the TRO’s, and approve implementation of the scheme as shown in Annex A.

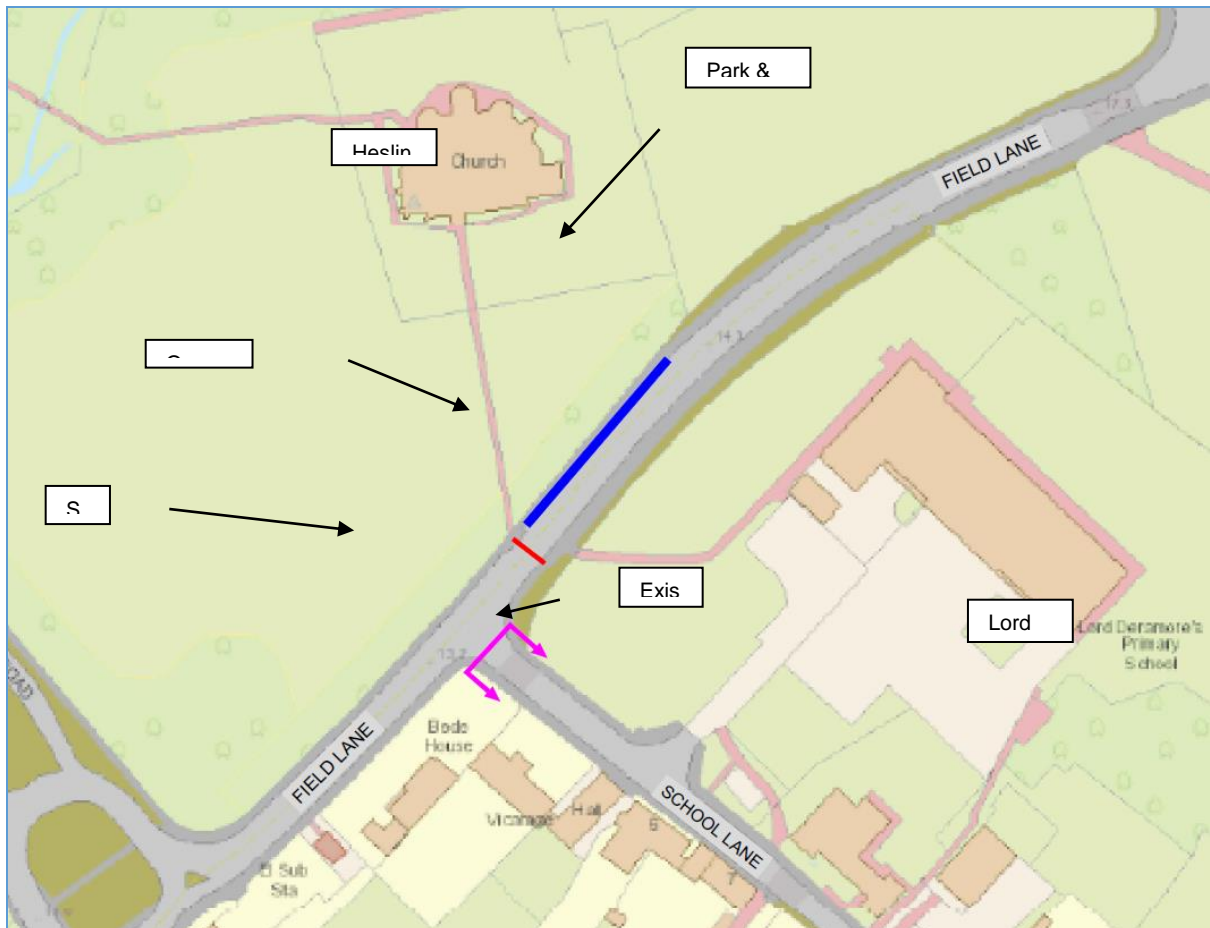
Reason: To provide a safer crossing point for the school crossing patrol to operate from and to better manage speeds along this busy section of Field Lane.

Background

3. Lord Deramore’s Primary School is situated on the corner of School Lane and Field Lane in Heslington. The school has recently moved to a new modern school building on the site and this combined with the new park and stride car park at the church opposite the school has significantly increased the volume of pedestrians using the entrance on Field Lane. The entrance is currently served by a School Crossing Patrol (SCP) who ensures children and their parents/guardians can safely cross the Field Lane.
4. Field Lane links the University of York’s Campuses and beyond Fulford to the West and Hull Rd to the East. It is subject to a 30mph with only

School Lane currently captured by the 20mph School Safety Zone as the majority of school activity previously took place here. It is a busy route especially in the AM peak which coincides with school start time. It is also a bus route used by four services and due to its location close to the outskirts of the city it is also used by agricultural vehicles.

5. Immediately adjacent to the small buildout from where the SCP operates there is a 45m length of on road parking bay which is subject to a traffic regulation order allowing 2hrs of parking Mon-Fri 8am-6pm, no return with 1 hour. When occupied this reduces visibility between the crossing patrol and vehicles approaching from the east. This coupled with the speed and volume of traffic especially at school start time has made it difficult for the crossing patrol to operate and the SCP officer regularly feels vulnerable and at risk.



6. During the development of Campus East Church Lane was constructed aiming to distribute the flow of traffic more evenly through this area of Heslington and reduce traffic volume on this length of Field Lane. This has had limited success in achieving a balanced distribution and so Field

Lane is still heavily trafficked. A raised toucan crossing was provided at the entry to Field Lane at the Church Lane junction. This serves as an isolated calming measure with limited success in slowing vehicles.

Initial Scheme Proposals

7. After meeting with the SCP and observing the issues present, it was evident that if the site was to be sustainable and the current SCP retained then changes were required on Field Lane. A scheme was developed which proposed the removal of 3 parking bays and provision of a traffic calmed 20mph zone on Field Lane.

Consultation

8. Consultation was undertaken in two stages.
9. Consultation letters were initially delivered to 53 properties including the Primary School and the Church in order to gauge local opinion regarding the proposed measures. Consultation responses were mixed but some good ideas were suggested which have led to minor alterations to the proposals, including:
 - Extending the existing off road cycle lane on the southern side to link with School Lane.
 - Improving the entrance to the existing Park and Stride car park (located within the church grounds).
 - The width of the speed table was also extended to ensure the crossing could be converted to a parallel crossing in the future to allow it to be connected to cycle route proposals being developed by Sustrans.
10. These initial responses and amendments to the scheme design were considered at by the Assistant Director (Transport, Highways and Environment) and approval given to advertise the required Traffic Regulation Orders for the proposed changes to the parking restrictions along with the 20mph Zone concurrent to a wider consultation.
11. The TRO's were advertised between 6th and 27th September 2019. A notice was published in the local press and notices were posted on street. Letters including details of the revised scheme along with details of the TRO's were delivered to the 53 properties previously consulted,

ward councillors, emergency services and other road user groups. The full consultation and TRO notices are attached as ANNEX A.

12. No objections were received to the Traffic Regulation Orders.
13. Three responses were received to the wider consultation - one in support of the scheme from Heslington Church and two offering comments on some elements of the scheme detailed below.
14. Heslington Parish Council responded, noting support for the scheme in terms of improvements to pedestrian safety, but repeating their concerns regarding the vertical traffic calming which they do not consider necessary to bring speeds down due to other traffic calming measures in the area. They also do not support the shared use cycle section of off-road facility.

15. *Officers Response –*

A 20mph Zone must be self-enforcing. To ensure vehicle speeds are reduced to an acceptable level traffic calming is required. The proposed vertical measures also allow the provision of a raised crossing for the school patrol to operate on, making the facility much more visible.

The pedestrian / cycle element of the scheme was included to allow cyclists to join the existing off-road route at School Lane and to future proof the scheme for cycle route improvements in the area under consideration by Sustrans. The footway is wide enough to accommodate this and alterations will be made to the footway width at the corner to ensure users can safely rejoin the carriageway at School Lane.

16. One resident responded asking that the works on the corner of school lane involve widening the footway and that we reconsider the position at which cyclists rejoin the carriageway as they consider the proposed location to be inappropriate.

17. *Officers Response –*

The footway at the corner of School Lane and Field Lane will be widened as much as possible to help users negotiating this section.

Various options for the location of the cycle on facility for Field Lane southbound have been considered to allow cyclists wishing to travel onto University Road or Heslington Lane to rejoin the carriageway before the crossing and side road. On balance the current location was considered most suitable. The location is within the 20mph zone so speeds should be lower as drivers will have already negotiated the first set of cushions. The location also means the markings do not overlap with the school keep clear zig-zag markings which could be confusing.

Options

18. Option 1: Note the absence of objections to the TRO's and approve implementation of the scheme including the advertised 20mph Zone and parking restrictions as shown in Annex A.
19. Option 2: Note the absence of objections to the TRO's and approve implementation of the scheme including the advertised 20mph Zone and parking restrictions as shown in Annex A *with minor changes*.
20. Option 3: Abandon the scheme and do nothing on Field Lane.

Analysis

21. Option 1 provides a scheme which seeks to make the school crossing patrol much more visible and highlight the presence of the school to passing traffic. The traffic calming will reduce vehicle speeds making the operation of the SCP much easier and safer, further encouraging use of the Park and Stride at the church. The proposals also make improvements to facilities available for cyclists.
22. The few negative comments we received to the original consultation were mostly addressed with only the concerns of the Parish Council not being accommodated. This is not considered feasible if we are to introduce a 20mph Zone which is effective in reducing speeds.
23. Option 2 provides an opportunity for the Executive Member to make minor changes to the scheme if considered feasible and appropriate.
24. Option 3 does nothing to improve the current arrangement which is putting the SCP and therefore pedestrians at risk so cannot be recommended. Doing nothing could also result in the loss of the SCP at

this site. The loss of this facility could lead to a reduction in pupils walking to school.

Council Plan

25. This section explains how the proposals relate to the Council's 3 key priorities, as set out in the new Council's Plan.

26. The scheme as recommended relates to several of the key outcomes:

- getting around sustainably
- a better start for children and young people
- safe communities and culture for all
- an open and effective council

The school crossing patrol offers a valuable frontline service for the school community and without the improvements recommended in this report that service could be lost placing parents and young children at risk.

Through the consultation process we have listened to the views of the local community and amended the scheme where possible to help improve the highway for other users alongside the benefits for the school.

Implications

27. The following implications have been considered:

- **Financial** – The scheme costs of the recommended option have been estimated at £50,000 including staff costs. This is affordable from the school safety budget allocation in the 19/20 capital programme.
- **Human Resources (HR)** - There are no HR implications.
- **One Planet Council / Equalities** - There are no One Planet Council / equalities implications.
- **Legal** – The approval of the TROs will allow the changes to the speed limit and parking restrictions to be legally formalised.
- **Crime and Disorder** - There are no crime and disorder implications.
- **Information Technology (IT)** - There are no IT implications.

- **Property** - There are no property implications.

Risk Management

28. In compliance with the Council’s risk management strategy, the following risks associated with the recommendation in this report have been identified and described in the following points, and set out in the table below:

29. Stakeholder – There is a reputational risk in connection with the overruling of the objections to the scheme from Heslington Parish Council who may continue to object to the introduction of traffic calming or raise concerns about the measures post installation.

Risk Category	Impact	Likelihood	Score
Stakeholder	Insignificant	Possible	4

30. The recommendation significantly reduces the risks compared to the current arrangement which puts the SCP at risk due to the reduced visibility. If the recommendations are not approved it is likely that the SCP site may become vacant which would increase the risk of crossing the carriageway at this location for parents and children. The minor reputational risk is outweighed by these concerns and so no mitigation is considered necessary.

Contact Details

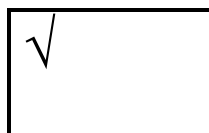
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Director – Economy and Place

**Report
 Approved**



Wards Affected: Fulford and Heslington / Hull Road

All

N/A

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex A – Consultation package – including scheme proposals plan and TRO Notices.

List of Abbreviations Used in this Report

SCP – School Crossing Patrol

TRO – Traffic Regulation Order