
South Avenue School, Sittingbourne : Pedestrian Crossing Proposals

To: **Swale Joint Transportation Board – 7th December 2015**

Main Portfolio Area: **Kent County Council – Highways, Transportation & Waste**

By: **Tim Read – Head of Transportation**

Classification: **For Information**

Ward: **Roman** Division: **Swale Central**

Summary: Safety of school children travelling to/from school, in particular crossing South Avenue has become of particular concern after a recent serious accident. Purpose of the report is to initiate a discussion on crossing facilities at this location.

1.0 Introduction and Background

1. Introduction

- 1.1 South Avenue Junior School is located midway along South Avenue, a wide 30mph traffic calmed street with informal on street parking. There are numerous road junctions onto South Avenue, particularly in the vicinity of the school entrance. As the result of a recent collision, the pedestrian safety of this location has been reviewed by KCC highways and, in particular, the safety of school children crossing the road. A plan and street view image can be found in Appendix 1.
- 1.2 There have been three collisions in the last three years along South Avenue School, two of which involved a child crossing the road during the school run. One of the incidents occurred opposite the pedestrian entrance to the school, and the other just north of the junction with Chilton Avenue. The third accident involved a cyclist, who was deemed to be at fault in the collision.
- 1.3 The site is currently below KCC's threshold of 6 personal injury collisions within a 50m cluster to be considered for funding via the Crash Remedial budget.

2.0 The Proposals

- 2.1 There are currently no proposals to improve pedestrian safety at this location. This report serves to open a discussion as to whether a feasibility study should be carried out for highway improvements to facilitate pedestrians. The road layout at this location, with multiple junctions in the vicinity of South Avenue School makes positioning a formalised crossing a challenge. In particular, the distance between the junctions either side of the school entrance do not meet the forward visibility recommendations for a crossing.
- 2.2 For a feasibility study to be carried out, funding would need to come from one of two sources, as KCC do not have a budget to undertake this work. a) Combined Member Grant Funding or b) Third Party funding

3.0 Financial

- 3.1 To undertake a feasibility study via the Combined Member Grant, the total cost would be £2900. This is inclusive of an outline design and investigation, stage 1 safety audit, traffic count, and pedestrian count.
- 3.2 If it is decided a scheme is feasible, there are two possible options to progress:
 - a. Funding a scheme to implement highway improvements, utilising the Combined Member Grant (CMG).
 - b. For KCC to bid for a package of highway improvements – to facilitate the passage of children to and from South Avenue School, for funding in the next round of LGF bids. This would be for construction in financial year 17/18 (bids have already been completed for 16/17)

4.0 Legal implications

5.0 Conclusions

- 5.1 Over the last three years there have been two collisions involving children crossing the road to/from school. Whilst this would be considered below KCC’s Crash Remedial budget threshold, a detailed investigation could be undertaken to assess whether access to the school can be improved. Such improvements could either be in the form of a school crossing patrol or highway improvements, both of which will require a similar feasibility study. Funding for such a study will need to be made through CMG or from third party funding.

6.0 Recommendations

- 6.1 Fund a feasibility study into highway improvements to improve access to the school, once a funding stream has been identified. This may also serve to highlight a need for a school crossing patrol.
- 6.2 Open a discussion with South Avenue School about having a school crossing patrol at this location.

7.0 Equality Assessment

- 7.1 Members are reminded of the requirement, under the Public Sector Equality Duty (section 149 of the Equality Act 2010) to have due regard to; (i) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010, (ii) advance equality of opportunity between people from different groups, and (iii) foster good relations between people from different age groups. The decisions recommended through this paper directly impact on end users. The impact has been analysed and varies between groups of people, in so far as the provision of these maintenance and improvement schemes improves highway safety and accessibility for highway users.

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| Future Meeting if applicable: | Date: 7 th March |
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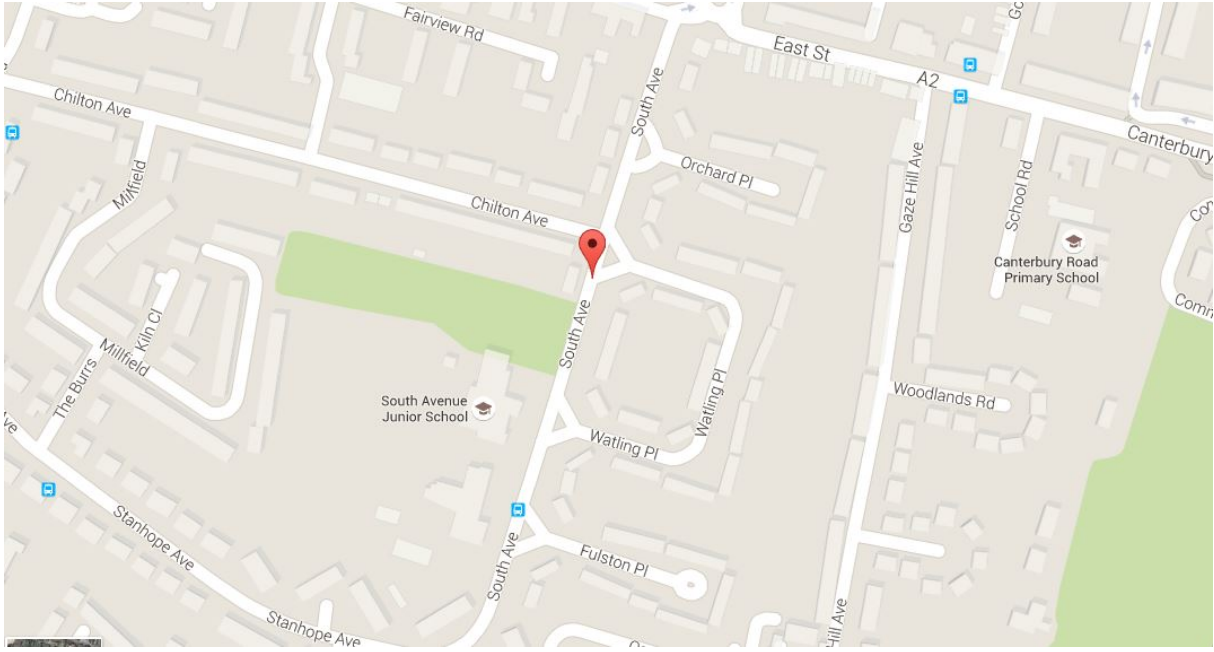
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Reporting to:

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Appendix 1:

Map showing location



Aug 2015 streetview image of entrance to school

