



Brighton & Hove

**Safer Routes to School
Initial Schools Consultation Report
April 2010**

Queen's Park

Queen's Park Primary School
Carlton Hill Primary School
Tarnerland Nursery School
Royal Spa Nursery School

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1. Introduction to the Safer Routes to School Project

The Safer Routes to School initiative was developed by Sustrans, a charitable organisation that promotes sustainable transport through practical projects, and is referred to in the government's Integrated Transport White Paper and the New Road Safety Strategy.

Safer Routes to School aims to make journeys to school safer and easier for children, their parents or carers and staff to walk or cycle to school.

Safer Routes to School started as a pilot project in the Brighton and Hove area in the autumn of 1997, following successful trials in Leeds and York.

The government white paper, 'A New Deal for Transport: Better for Everyone', identifies Safe Routes to School in 'Chapter 5 – Sharing Responsibility' as an area to be developed. It specifies the need to make it safer for children and their parents to walk and cycle to and from school.

Brighton and Hove City Council are fully committed to the Safer Routes to School project, aimed at using a data led approach to identify areas where collisions are occurring on journeys to and from school, and to address the issues in these areas.

2. Criteria for selection for the scheme

The criteria for selection in this project included:

- The school's geographical position in Brighton and Hove
- The type of school and the ages of the children it served. It was felt to be important to cover as diverse a range of schools as possible
- The accident records for the schools
- The concerns of parents and the school over the road safety issues in the area
- The level of success that could be expected from the project
- Whether a school has a School Travel plan in place, is developing one or has shown interest in developing one

The following information (gained from approved School Travel Plans and postcode data) was also used to help support the schools' inclusion in the project:

- the main travel routes used by children
- an audit of facilities to aid pedestrians/cyclists at or on route to the school including:
 - the presence or otherwise of formal pedestrian crossings
 - pedestrian refuge islands
 - dropped kerbs
 - guard rails
 - cycle lanes to the appropriate standard and cycle sheds/racks within the school sites

2.1 Development of the project

In applying the above criteria, the following schools were selected and are participating:

Queen's Park Primary School
Carlton Hill Primary School
Tarnerland Nursery School
Royal Spa Nursery School

The first stage of developing the project was to carry out a questionnaire survey of the pupils, parents and staff of the three schools. This was carried out in the autumn term of 2009.

The primary objectives of the survey were as follows:

- i. to identify the main mode of travel to and from school

- ii. to identify the main travel routes to the school
- iii. to obtain the views of respondents on:
 - a.) perceived dangerous locations on route to school
 - b.) ways to make the journey safer

The secondary objectives of the survey were as follows:

- i. to find out why parents/carers and pupils choose to travel by car, walk, cycle or use buses.
- ii. to understand what would need to change to alter existing modes of travel.

Queen's Park Primary has a travel plan in place, which was approved by the Department for Transport in June 2005, which provided the school with a travel plan grant, which they proposed to spend on the construction of cycle storage and a pedestrian area. Carlton Hill Primary School also has a travel plan in place, which was approved by the Department for Transport in June 2005, which provided the school with a travel plan grant, which they proposed to spend on the construction of a pedestrian shelter. Both nursery schools have a school travel plan with Tarnerland receiving a grant in July 2006 to erect buggy storage and Royal Spa also receiving a grant in 2006 to install buggy storage.

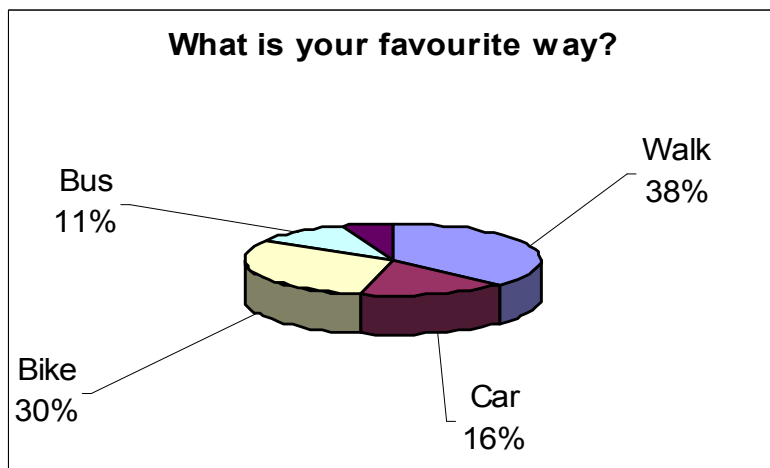
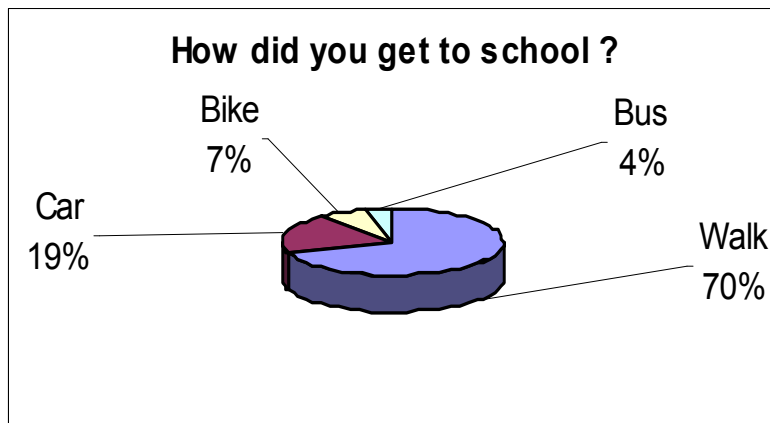
The scheme is proposed to be implemented in the Summer of 2010.

3. Background and Results of surveys

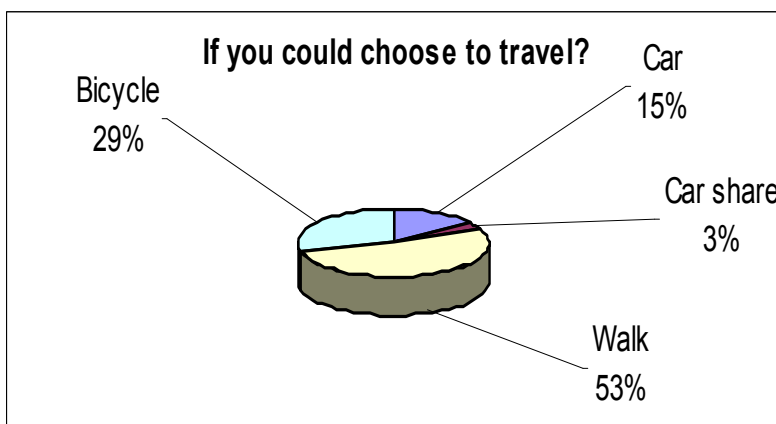
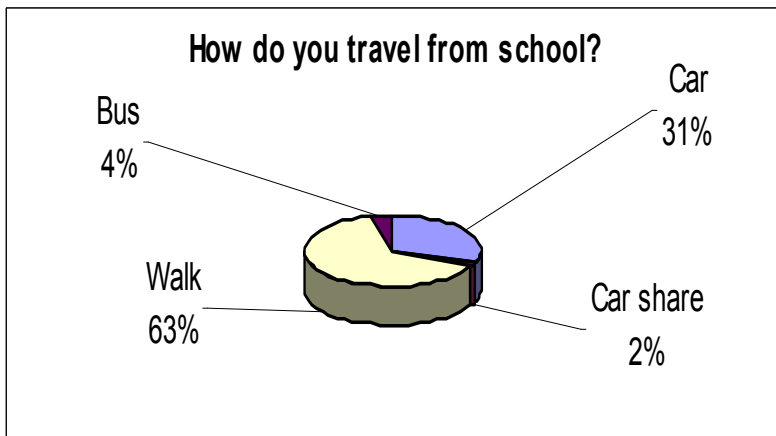
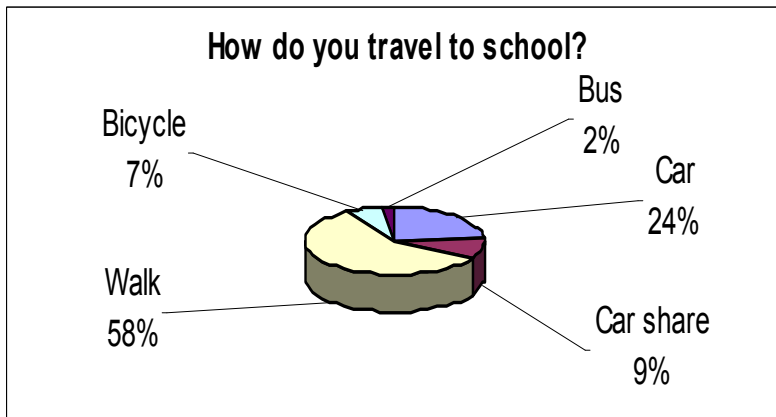
3.1 Queen's Park Primary School

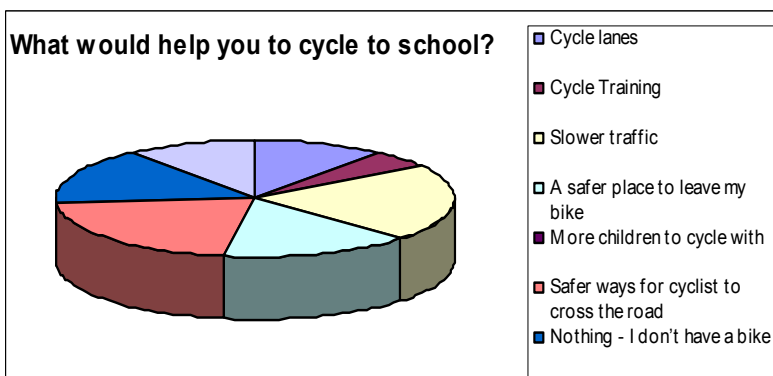
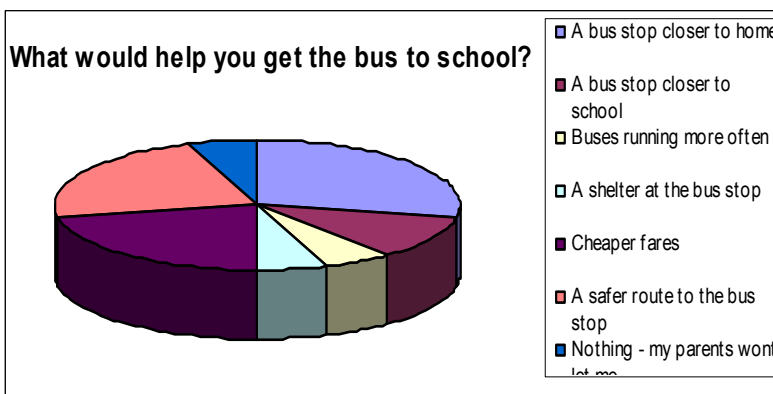
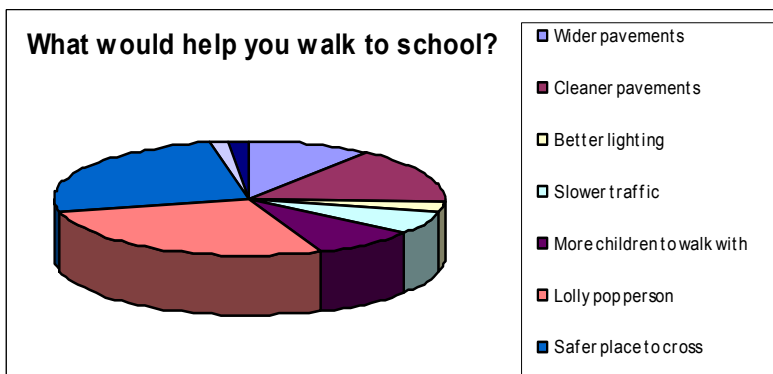
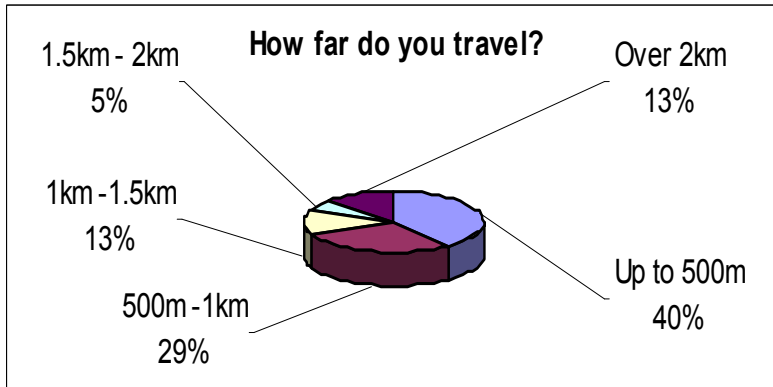
The school conducted surveys with all children and sent out questionnaires to parents and carers in October 2009 in order to determine information regarding their pupil's journeys to school. The results are as follows:

Pupil Results (88 Infants surveyed)



Pupil Results (62 Juniors surveyed)





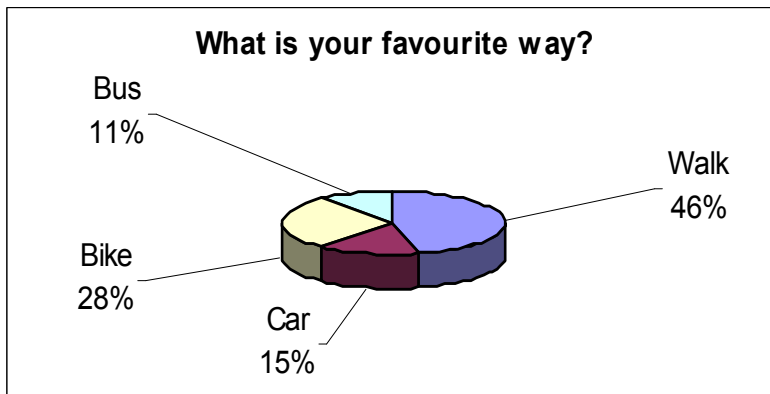
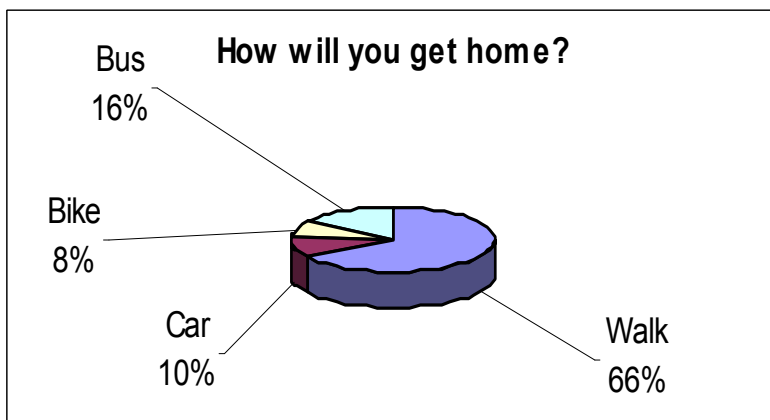
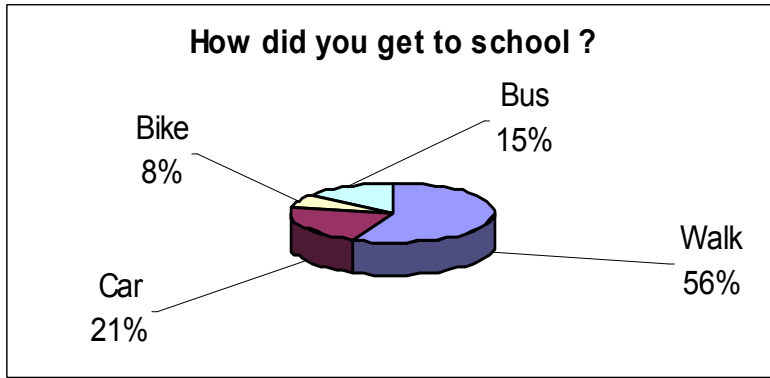
Parent/Carer Comments:

- More zebra crossings, traffic calming & lower speed limits outside schools needed
- Stricter parking enforcement outside schools (Many respondents support)
- Eastern Road pavements too narrow & too buses/ lorries too close to kerb
- A pelican or zebra crossing on Freshfield Rd is needed (Many respondents support)
- Parking on Freshfield road obscures roadway for pedestrians trying to cross
- A crossing in Egremont Pl. or a safer crossing in Queens Park Road needed (Many respondents support)
- Egremont Gate/ Queens Park Road bend is dangerous
- Sutherland Road junction needs a crossing
- Albion hill junction with Queens Park Road crossing needs upgrading to Pelican
- Speed tables on Park street should be designated a crossing point
- Lollipop person needed on South Ave
- Traffic calming needed in Queen's Park Tce (Many respondents support).
- Longer crossing phases on existing crossings needed (Many respondents support)
- Crossing on existing speed table on West Drive at the bottom of Albion Hill
- A crossing needed on South Avenue
- Priority should be given to pedestrians and cyclists all along Eastern Rd
- Zebra crossing on Albion Hill needs upgrading to pelican

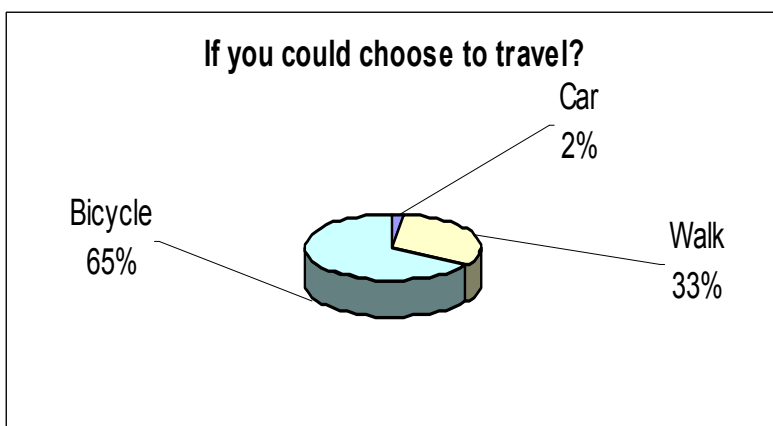
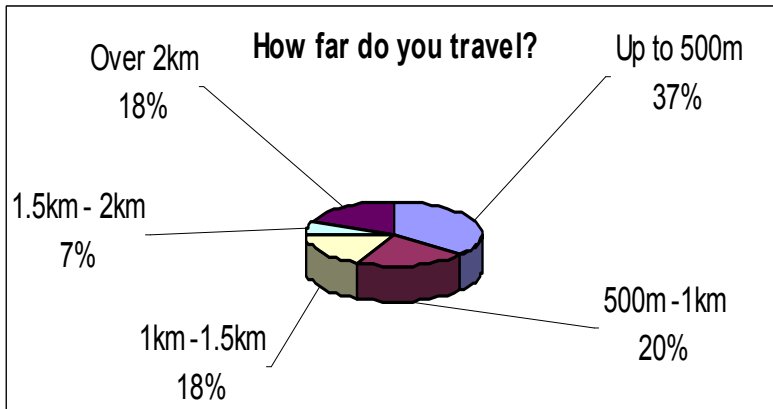
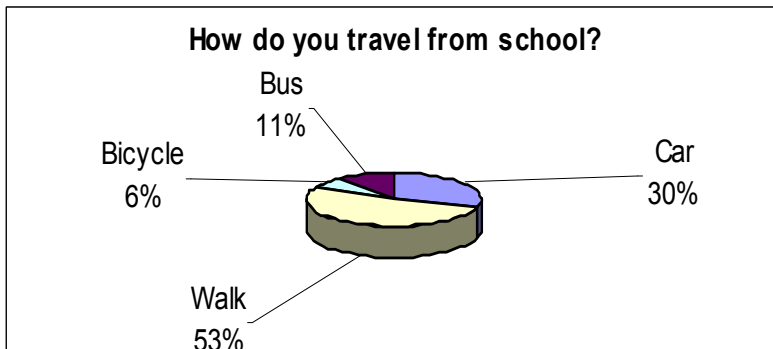
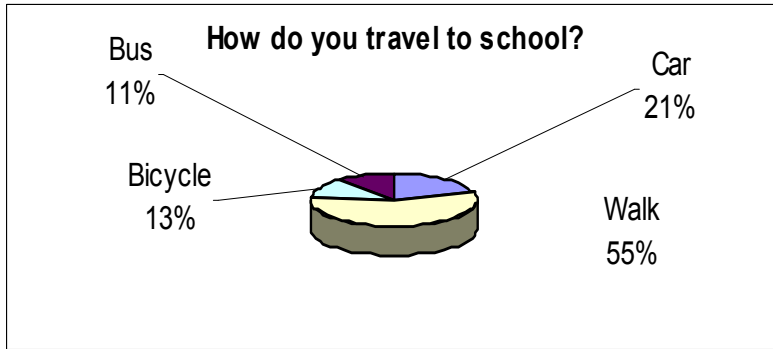
3.2 Carlton Hill Primary School

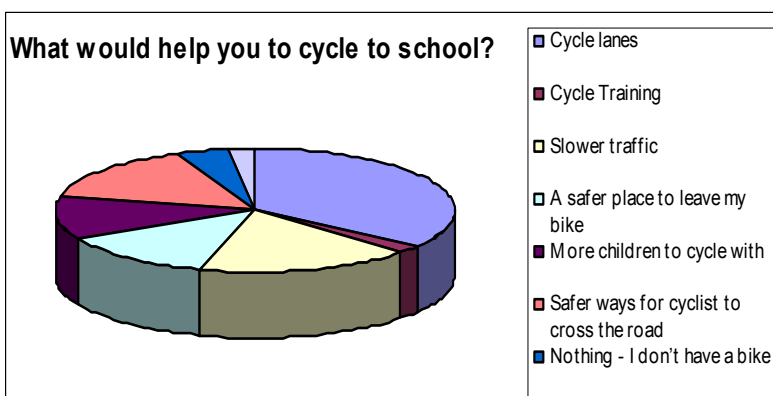
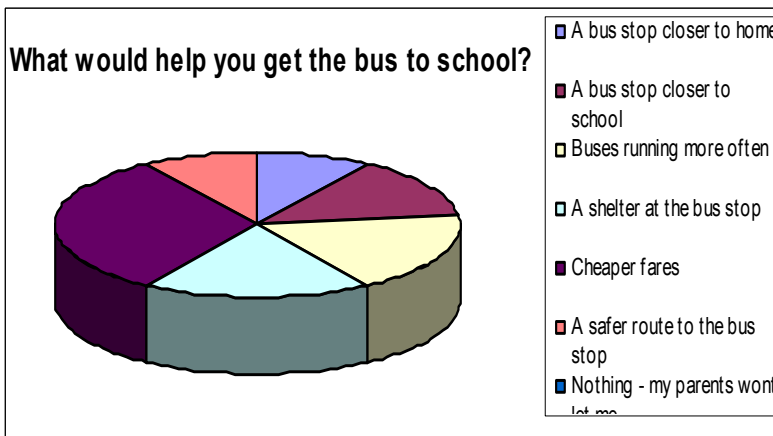
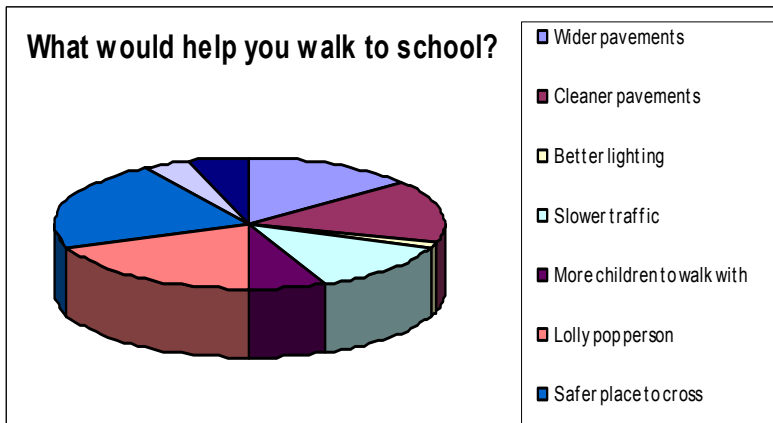
The school conducted surveys with all children and sent out questionnaires to parents and carers in October 2009 in order to determine information regarding their pupil's journeys to school. The results are as follows:

Pupil Results (65 Infants surveyed)



Pupil Results (58 Juniors surveyed)





Parent/Carer Comments

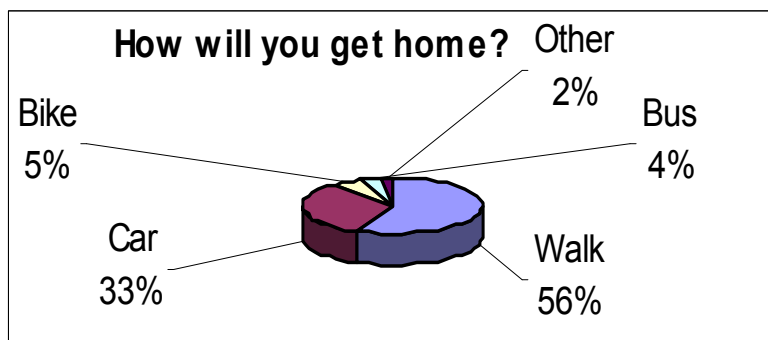
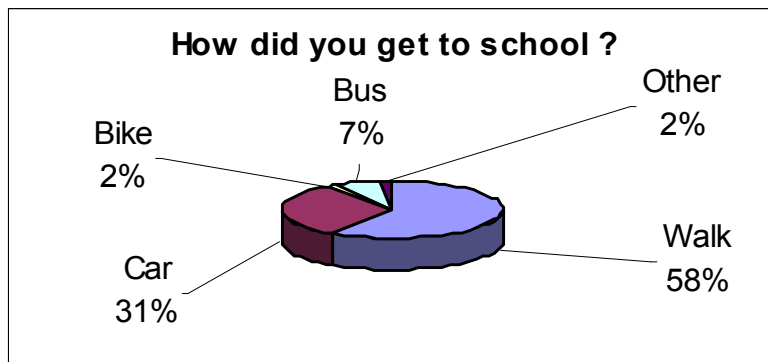
- Crossing needed on Sussex St/ Ashton Rise
- Parking restrictions needed in Hanover and double yellow lines on all corners
- Toronto Terrace/Albion Hill/Montreal Road – children have to step into road to see
- Traffic calming on Sussex Street needed

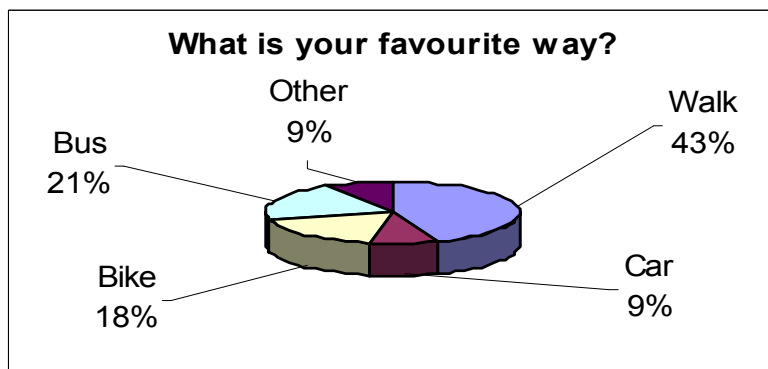
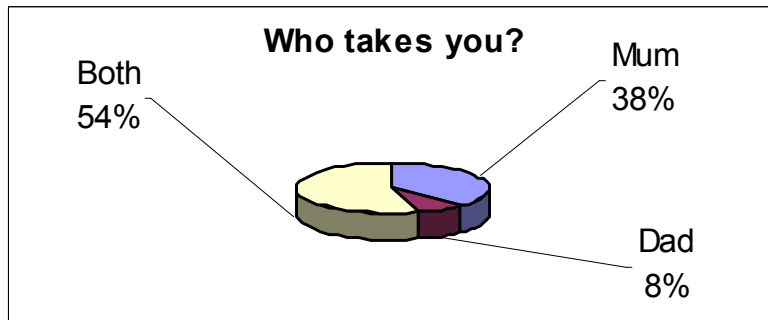
- Sussex Terrace and Carlton Hill need safe crossing points
- Make Carlton Hill one way or put lights in to make room for pedestrians
- A cycle path from the seafront to the school would help
- More light controlled crossings especially near the school
- Cars don't stop on zebra crossing Queen's Park rd (x6)
- Crossroad on Kingswood St by the corner of curve, traffic from all directions
- Could do with a lollypop person

3.3 Tarnerland Nursery School

The school conducted surveys with all children and sent out questionnaires to parents and carers in October 2009 in order to determine information regarding their pupils' journeys to school. The results are as follows:

Pupil Results (30 Infants surveyed)





Parent/Carer Comments

- More buses Lewes Rd to Kemptown needed and a stop closer to the nursery
- Pedestrian crossing on John St needed
- Stricter parking enforcement, keeping cars off pavements and grassed areas (Many respondents)
- Safer crossing on Queens Park Rd near Sussex Street
- Clearer crossing phase on Egremont Place/ Edward St Junction
- Zebra Crossing by Tarnerland needed
- Crossing point on Freshfield Road at top of Park Hill is extremely dangerous

3.4 Royal Spa Nursery

The school felt that their children were too young to survey and so sent out questionnaires to parents and carers in October 2009 in order to determine information regarding their pupil's journeys to school.

The comments received from parents/carers were as follows:

- Crossing Rock Gardens/ St James St is unsafe as no crossing at lights
- More crossings on Edward St needed
- Corner of Queen's Park Tce/ Queen's Park Rd is dangerous

Item 12 Appendix 1

- Parking on corners near the top of Albion hill makes crossing unsafe
- Crossings on Freshfield Road and Freshfield Place needed

4. Main findings

- The response to the survey was variable but there were enough to give a fair representation of the school communities.
- In all of the schools the majority of children would prefer to travel to school in a sustainable way. 38% of infants and 53% of juniors at Queen's Park Primary say that walking to school is their favourite method. 46% of infants at Carlton Hill agreed with 65% of juniors stating that cycling would be their favourite way of getting to school. 43% of the infants at Tarnerland would like to walk to school.
- Cycling becomes more desirable as a means of travel as the pupils get older.
- Many parents felt that cars did not stop at the zebra crossing near Albion Hill junction with Queen's Park Road and that they would feel safer if it was a light-controlled crossing point at this site.
- The majority of comments were regarding crossing at Egremont Place. Parents felt that this road was very difficult to cross with cars appearing around the corner quickly.
- Many parents from Queen's Park Primary felt that it was difficult to cross Freshfield road to get to Freshfield place.
- Parents coming from south of Eastern road also felt that cars did not stop at the Zebra crossing west of Walpole road and that it was difficult to cross here.
- Parents were also concerned about the width of the pavements on Sussex street. Unfortunately the width of the road prevents us from widening these pavements.

5. Proposed Improvement Measures

Following the consultation exercise with the schools, a visit to the area by the School Travel Officer and a Road Safety Engineer was undertaken to identify feasible measures at the sites that were identified. See Site location map (Appendix 2).The initial proposed measures are outlined as follows:

- Extend and upgrade footway realignment on eastern side of Freshfield Road (north of junction with Freshfield Place) and alter parking arrangements to improve sightlines (See Appendix 2A)
- Upgrade Zebra crossing on Eastern road (west of junction with Walpole road) into light-controlled Puffin crossing (See Appendix 2B)

- Alterations to the Zebra crossing on Queen's Park Road (south of junction with Albion Hill) to address speed issues and frequent drive throughs on the crossing
(See Appendix 2C)
- Install pedestrian refuge on Egremont Place and extend pavement north-east of junction with West Drive. (See Appendix 2D)

Work will also be carried out on Carlton Hill. Using Section 106 funding the developers of the new American Express building will be improving the entrance to Carlton Hill School and moving their playground.

Upon the receipt of further Section 106 funds from the same developers, work by the Environment Improvements Team will also be carried out at the junction of Sussex street and John street. Crossing points here will be improved.

6. Timescale and Consultation

Autumn Term 2009/ Spring term 2010

- Pupils, parents and staff surveyed.
- results analysed.

Summer Term 2010

- report to Cabinet Member's Meeting.
- consultation with ward councillors, parents, children and staff at schools.
- consultation with local community groups and residents.
- detailed plans drawn – exhibitions to be held in school playgrounds with two further sites TBC for residents to access

Autumn Term 2010

- report to Cabinet Member's Meeting with final design

Autumn 2010

- Construction of scheme

Summer 2011

- Post scheme monitoring

7. Conclusions and final remarks

- The results of the surveys from the participating schools indicates that there would be strong support for a range of measures that would create a Safer Route to School.

- Following the application of the Safer Routes to School Criteria the School Travel and Road Safety Team feel that the schools identified are suitable for inclusion in the scheme for 2010.
- Given the number of children who travel to school on foot or who require good access to their school, the schools and local community has the potential to gain much from the scheme.

