



Report to Aylesbury Community Board

Date:	23rd February 2023
Title:	Response to ePetition 'Traffic safety – the Mandeville School'
Cabinet Member(s):	Steve Broadbent Cabinet Member for Highways
Contact officer:	Neil O'Leary Team Leader Network Safety
Ward affected:	Aylesbury South West (link to find your councillor)
Recommendations:	Risk reduction measures should be further reviewed and implemented where feasible.
Reason for decision:	The absence of the availability of Network Safety funding due to the lack of commonality of causation factors across the reported injury incidents.

1. Executive summary

1.1 Buckinghamshire Council have received an ePetition stating:

We the undersigned petition the council to Implement traffic safety measures around The Mandeville School to ensure that young people are safe from traffic hazards.

Too many young people have been injured in traffic collisions outside the school over time, due to unsafe conditions. We ask the Council to consider implementing the following measures as a matter of the utmost urgency:

1. Install traffic signs with reduced speed and 'school zone' on display outside the school's entrance on Ellen Road
2. Install traffic speed check signage to remind drivers to slow down
3. Add a zebra crossing on the road to ensure students can cross safely
4. Relocate the bus stop directly outside the school further up the road to reduce congestion and improve lines of sight
5. Widen the road to add a 'drop off' lane to reduce congestion and minimise the need for unsafe overtaking on the road
6. Reconsider traffic calming measures taken on surrounding roads which driver additional traffic up Ellen Road, raising congestion and causing hazardous driving conditions outside the school

1.2 This ePetition ran from 28/11/2022 to 26/12/2022 and attracted 17 signatures.

1.3 The personal injury history in the vicinity of The Mandeville School does not meet the criteria for intervention as outlined in Buckinghamshire County's Network Safety policy and as a result funding from the Network safety budget cannot be utilised to implement the measures listed in the ePetition.

2. Content of report

2.1 Once a site/route has been identified against the criteria for safety improvements in accordance with the relevant Buckinghamshire Council policy (Section 11 para 11.2) a detailed analysis of the personal injury data is undertaken to identify any treatable patterns in the data. Treatments can take the form of physical safety improvements under the Network Safety Local Safety Scheme programme or could be involve a combination of Education, Training or Publicity.

2.2 The area reviewed in response to the ePetition does not meet the site/route criteria as defined in the Buckinghamshire policy.

2.3 In the 5-year period, 01/01/2018 and 31/12/2022, 14 personal injury incidents were reported to Thames Valley Police on Ellen Rd & Churchill Avenue bounded by Anton Way – Bowler Road.

2.4 These 14 incidents resulted in 16 casualties 2 classified as serious and 12 classified as slight.

2.5 With a focus on identifying behaviours or locations where road users fail to cope with the environment in the vicinity of the school and at times where there is an increased concentration of young people travelling to or from the school site; The following text outlines the analysis process, based on the information provided by Thames Valley Police.

2.6 Of the reported incidents:

- 2 occurred on weekends when there is expected to be a reduced concentration of young people travelling to and from the school site, it is also a reasonable

assumption that traffic patterns would differ from those at school drop-off and pick-up time

- Of the remaining 12 incidents 4 involved children and have various contributory factors recorded:
 - Dangerous action in carriageway – Pedestrian
 - Failed to look properly – Pedestrian
 - Cyclist entering road from pavement
 - Driver failed to stop at signal controlled pedestrian and struck pedestrian
- The remaining injury incidents involved adult cyclists and/or vehicle to vehicle conflicts and included the below contributory factors:
 - Impaired by alcohol
 - Inexperienced or learner driver/rider
 - Failed to look properly
 - Following too close
 - Dazzling sun
 - Distraction in vehicle

2.7 Based on the above analysis there are no common causation factors identifiable across a number of the incidents which could be mitigated by the introduction of some/all of the measures listed in the ePetition.

2.8 Notwithstanding the above there are opportunities to introduce measures which could reduce the risk of incidents, these are outlined in section 3.

3. Other options considered

3.1 The development, application and maintenance of a School Travel Plan.

3.2 The existing “School Keep Clear” zig-zag markings on Churchill Avenue and Ellen Road do not comply with current standards. Consider amending markings to comply on Ellen Road and implement a Traffic Regulation Order to allow parking enforcement to take place. This will deter injudicious parking and reduce the likelihood of obscuring intervisibility between NMUs (*non-motorised users*) and road users.

3.3 The condition of existing signage should be reviewed and where necessary and in accordance with current TfB contract; clean, replace enhance where appropriate.

3.4 Include a location along the school frontage for a MVAS unit which can be deployed for periods during school term time

3.5 Engage with HS2 Community Engagement Officer to determine if there is eligibility for funding based on changes to traffic patterns as a result of HS2 works.

3.6 Engage with HS2 Community Engagement Officer to discuss opportunities through the HS2 Road Safety Fund when next tranche is available.

4. Policy Context (local and national)

4.1 Buckinghamshire Council's Network Safety Team are responsible for the delivery of statutory obligation under the Road Traffic Act 1988 Section 39. Generally:

- promoting road safety by disseminating information or advice relating to the use of roads.
- prepare and carry out a programme of measures designed to promote road safety

4.2 Under the Road Traffic Act each Local Authority must:

1. carry out studies into accidents arising out of the use of vehicles
2. in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of (roads for the maintenance of which they are responsible) and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads
3. In constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use

4.3 By completing 1. above we determine emerging patterns across the county thereby identifying our most vulnerable road users and developing trends. This information informs our Education, Training, Publicity (ETP) work. From this same analysis we identify locations across the county where injury collisions have been reported, this output satisfies 2. above.

4.4 The 3rd obligation is covered through the completion of Road Safety Audits in line with the current Buckinghamshire Council Road Safety Audit policy.

4.5 Once this analysis has taken place the cluster list and route list will be reordered to account for those locations satisfying 2. above.

4.6 In order to make fair and reasonable comparisons across the network, clusters are defined as an occurrence of 5 injury incidents within 50m in a 5-year period. Route/road sections are generated from a table of populated by roads/routes which have witnessed injury collisions over the same 5-year period. The severity of the incident is classified as Slight, Serious or fatal and the list is ranked based on the These

reordered lists, with outline mitigation measures, are passed to designers to develop the detailed designs.

- 4.7 The available Network Safety budget is allocated to the design and implementation of these identified Local Safety Schemes.
- 4.8 For FY 23/24 the Network Safety Team have identified approximately 60 cluster sites and 20 route sections which meet these criteria.
- 4.9 No national policy for the identification of potential Road Safety intervention works currently exists.
- 4.10 No national targets for casualty reduction currently exist.

5. Local councillors & community boards consultation & views

The Aylesbury Community Board facilitated a site visit at Mandeville School on Tuesday 10th January 2023. Attendees of the meeting were:

- *Giselle Hobbs- Deputy Head Teacher*
- *Cllr Waheed Raja- Ward Member*
- *Lewis Minney- Local Area Technician*
- *Neil O’Leary- Road Safety Team Leader*
- *Emma James- Schools Travel Planning*
- *Amy Jenner- Senior Community Board Manager*

The following was summarised:

Student safety issue due to volume of students coming in to school by car, bus, foot, combined with the impact of; congestion from parents dropping off and collection; generally being a busy road/driving behaviours; buses stopping outside school (at designated stop) and reducing visibility/causing further congestion. There is no drop off point but site has a turning circle type area that previously supported traffic flow before the entrance was re-sited. School has recently begun to review travel plans. Incidents are not at the level to reach Road Safety intervention. There is no obvious funding source available for the implementation of engineered solutions. There are a number of non-engineered solutions that may reduce risk via travel plans.

The following actions were agreed:

LM- Explore improving signage

EJ/GH- collaborate on travel plan

GH- ensure that any incidents are reported accordingly (note near misses or damage only etc wouldn’t be reported to TVP)

GH- liaise with Church about usage as drop off/pick up point

NO- review the option to remove the bus stop directly outside of school

NO- check [TraffWeb](#) to see if Ellen Road has a TRO- if yes, enforcement may be possible (action completed)

NO- review road safety audit response when previous changes to entrance etc were implemented

AJ- speak to TVP re Sentinel Speedwatch (action completed)

AJ- explore cost to re-site crossing point (post April)

AJ explore if HS2 traffic counts were conducted and if volume has increased (action completed)

AJ explore if any S106 funding is available

WR- explore if Town Council may be able to add Ellen Road as an additional MVAS site on an existing post

GH- Re-review staggering finish times

GH- Re-review possibility to re-open the old school entrance as a drop off point- an expensive solution but *could* be explored further should funding become available.

6. Communication, engagement & further consultation

6.1 Expression of interest lodged with HS2 Community Engagement Officer for engagement on release of the final tranche of the HS2 Road Safety Fund.

7. Community Board action

Continue to support the school as per the actions noted in section 7.

8. Next steps and review

Partners to continue to support the school as per the actions noted in section 7.

9. Background papers

9.1 Network Safety Policy: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/policies/highway-policies/network-safety-policy/>

9.2 Criteria for Road Safety Improvement works within Buckinghamshire: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/road-safety/road-traffic-collisions/>

- 9.3 Dealing with speed: [Dealing with speeding | Buckinghamshire Council](#)
- 9.4 [London West Midlands ENVIRONMENTAL STATEMENT November 2013 Volume 2 Community Forum Area report CFA11 | Stoke Mandeville and Aylesbury](#) para 12.4.13

