



## Report to North West Chilterns Community Board

**Date:** 7<sup>th</sup> September 2023

**Title:** Radnage School Safety

**Relevant councillor(s):**

Cllr Matthew Walsh, Cllr Shade Adoh, Cllr Marcus Angell, Cllr Steve Broadbent, Cllr Robert Carington, Cllr David Carroll, Cllr Carl Etholen, Cllr Gary Hall, Cllr Clive Harriss, Cllr Darren Hayday, Cllr Orsolya Hayday, Cllr Mazamal Hussain, Cllr Melanie R Smith, Cllr Alan Turner, Cllr Paul Turner

**Author and/or contact officer:** Neil O'Leary – Team Leader Network Safety

**Ward(s) affected:** Ridgeway West

- Recommendations:**
- 1. Commission a review of existing signage and road markings, with a view to improve in line with current design standards and provide opportunity to support the installation of MVAS unit(s).**
  - 2. Establish ownership of hedgerows, trees etc in verge. Determine available verge width to assist pedestrian movement if the hedges/trees are cut back / pruned.**
  - 3. Engage with Buckinghamshire Council's Schools' Sustainable Transport Team with a view to develop a School Transport Plan which reflects the recent changes to catchment and age groups**
  - 4. Consider the relocation of the School Bus Stop from its current location at The Crown public house to a location closer to the school building.**

## **1. Instruction to Community Board**

- 1.1 Based on the North West Chilterns Community Board's agreed priorities consider the Recommendations presented in this report.
- 1.2 Where appropriate and subject to meeting agreed Community Board way of working and availability of funding, determine, with the support of the relevant Council Directorate(s) and appropriate parties e.g. Parish/Town Councils, the feasibility of progressing with any number of the Recommendations made.

## **2. Executive summary**

- 2.1 The petitioners request the improvement of warning signs, signs to highlight pedestrian movement and speed to support pedestrian movements to and from Radnage C of E school.
- 2.2 The ePetition ran from 15/05/2023 to 12/06/2023.
- 2.3 The ePetition attracted 78 signatures.
- 2.4 Based on Buckinghamshire's Network Safety Policy, detailed in Section 6, the requests outlined in the ePetition cannot be funded from the capital Network Safety Budget.

## **3. Content of report**

- 3.1 The section of City Road on the wester approach to Radnage School is subject to a 30mph.
- 3.2 It is rural in nature and broadly straight. The presence of centre line road markings indicates the carriageway is in excess of 5.5m wide. There is a narrow footway on the northern side for approximately 150m terminating at the junction with Bottle Square Ln. a short section of footpath (c.40m) is present on the southern side serving a bus stop and notice board, this facility terminates at Green Lane.
- 3.3 From the junction of Bottle Green Ln/ Square Ln. City Road narrows and bends right with visibility is limited due to the geometry of the road and the proximity of mature hedges.
- 3.4 It is understood that the school has recently changed from an infant school to include primary children. It is not clear if any changes to School Travel Plans or infrastructure were made to support this change.

## **4. Other options considered**

- 4.1 None at this time.

## **5. Legal and financial implications**

5.1 Unable to comment in full due to lack of detail on scope of potential works involved.

## **6. Corporate implications**

6.1 At this stage there appear to be no corporate implications.

## **7. Policy Context (local and national)**

7.1 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

7.2 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

7.3 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.

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

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

- 7.6 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.
- 7.7 The available Network Safety budget is allocated to the design and implementation of these identified Local Safety Schemes.
- 7.8 For FY 23/24 the Network Safety Team have identified approximately 60 cluster sites and 20 route sections which meet these criteria.
- 7.9 Based on the personal injury records made available by Thames Valley Police, the measures outlined in the petition would not be subject to a capital funded local safety scheme.
- 7.10 No national policy for the identification of potential Road Safety intervention works currently exists.
- 7.11 No national targets for casualty reduction currently exist.

## **8. Local councillors & community boards consultation & views**

- 8.1 Ward and Parish councillors and Community Board members were invited to comment on the ePetition on 19/05/23.
- 8.2 In advance of this ePetition North West Chilterns Community Board's Transport and Road Issues Action Group (TRIAG) were engaged by the Parish Council on these issues and as a result TRIAG have provided the following comments:

*“TRIAG discussed with Radnage Parish Council representatives a range of possible options to reduce road safety risks at this location, for example: yellow flashing lights with a school warning sign, additional advanced school warning signs, removing the centre line of the road and extending the existing road edge lines through the bend, painting slow on the road and adding yellow bar markings (this solution is used in the Exmoor National Park to very good effect), enhanced speed limit entry features ie dragons teeth, roundels etc. TRIAG have indicated they do share the Parish Council’s concerns for road safety at this location and have requested that the petition response comments on the acceptability of these types of measures so measures to help inform the Parish Council should they decide Community Board funding.”*

## **9. Communication, engagement & further consultation**

- 9.1 Thames Valley Police were contacted by a resident in July 2021 expressing their concern over traffic and vulnerable road users due to the lack of footways. The concern was passed to the Local Neighbourhood Police Team.
- 9.2 Buckinghamshire Council's Development Management team were contacted in order to identify any potential developments in the area which could contribute to improvements. Currently there are no planned developments which could contribute.

## **10. Next steps and review**

- 10.1 Following Community Board decision next steps and timescales can be determined.

## **11. Background papers**

- 11.1 Network Safety Policy: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/policies/highway-policies/network-safety-policy/>
- 11.2 Criteria for Road Safety Improvement works within Buckinghamshire: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/road-safety/road-traffic-collisions/>
- 10.3 School Travel Planning: [School Travel Planning – Buckinghamshire Council](#)