



**Location: Monks Orchard Primary School
The Glade by No. 251**

Project: Removal of Crossing Patrols

Stage 1 Road Safety Audit

REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	DG 08 July 2025	UF 08 July 2025	
	FINAL	DG 08 July 2025	UF 08 July 2025	DSG 09 July 2025

Date: July 2025

Report produced for: Citisense on behalf of the London borough of Croydon

Report produced by: DSG Events and Traffic Management

Citisense
86-90 Paul Street
London
EC2A 4NE
07506 739326



Contents

1	Introduction	3
2	Proposals and Information Provided	4
3	Documents and Drawings Provided	4
4	Collision data	4
5	Documents and Information Not Provided	4
6	Previous Road Safety Audits	4
7	Departures from Standards	4
8	Matters Arising from this Audit	5
8.1	Problem.....	5
9	Audit Team Statement	6
10	List of drawings and documents provided to the Audit Team	7
11	Location plan.....	9

Appendices

One. List of Drawings and Documents Provided to the Audit Team

Two. Location Plan

1 Introduction

This report is a Stage 1 Road Safety Audit (RSA) carried out on an existing zebra crossing facility on Monks Orchard Primary School, with a review of options for the site and any ongoing safety concerns at the site, with the removal of the School Crossing Patrol. The Audit was carried out on behalf of the London borough of Croydon.

The RSA team present were:

██████████ Team Leader
Senior Engineer

██████████ Team Member
Principal Engineer

We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.

The site visit was carried out on Monday 7th July 2025 between the hours of 20:00-20:15hrs. The weather during the site visit was sunny and the carriageway surface dry. Traffic flows were busy, with a few pedestrian and cyclist movements observed at the visit.

The terms of reference of the RSA are as described in the Design Manual for Roads and Bridges GG 119 - Revision 2. The RSA team has examined and reported only the road safety issues of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

All the problems described in this report are considered by the RSA auditor to require action in order to improve the safety of the scheme and minimise collision occurrence. A road safety audit response report should be produced collaboratively by the design organisation and Overseeing Organisation to respond to the problems detailed within this report.

The Scheme Promoter must respond to the problems and accompanying recommendations in **Section 2. The Audit Team will acknowledge the Scheme Promoter's response, and this will** state which problems are not resolved and, if considered necessary, recommend a separate exception report. The Scheme Promoter and Safety Audit Team Leader must complete and sign this report. The satisfactory completion of this document is vital in case of future litigation against the County Council.

2 Proposals and Information Provided

The scheme proposes to review the layout of the zebra crossing facility, with the concerns being the removal of a previous school crossing patrol from the location.

3 Documents and Drawings Provided

A list of information provided to the team is included in Appendix Two.

4 Collision data

No collision data has been supplied to the Audit Team to review.

5 Documents and Information Not Provided

The following information has not been provided to the Audit Team:

- Traffic Counts
- Pedestrian Surveys
- As built information

6 Previous Road Safety Audits

No previous Road Safety Audits have been forwarded to the Audit Team to review.

7 Departures from Standards

No Departures from Standards have been provided to the Audit Team.

8 Matters Arising from this Audit.

8.1 Problem:

Location: Central island for the zebra crossing

Summary: Risk of vehicles colliding with islands or pedestrian

Details: During the site visit, it was observed that the existing zig-zag markings at the exit of the zebra crossing are only two markings long, as shown in Photo 1 below. This limited length may reduce the visibility of pedestrians waiting on the opposite side of the carriageway, especially near the school, for approaching drivers.



Figure 1: Zebra crossing outside 253 The Glade

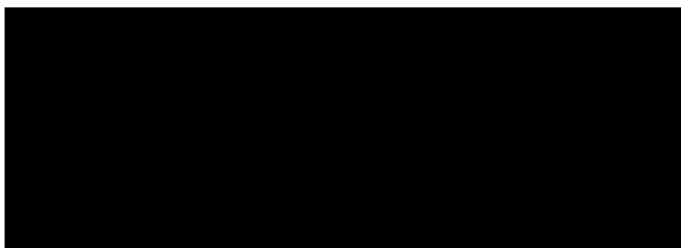
The Audit Team has expressed concern that this limited visibility could lead to pedestrians entering the carriageway without providing sufficient warning to oncoming vehicles, thereby increasing the risk of potential conflicts at this location.

Recommendation: It is recommended the zig-zag markings are extended so to provide clear visibility to the approaching driver for any pedestrian waiting to cross at the location.

9 Audit Team Statement

We certify that the audit has been carried out in accordance with the requirements set out in DMRB GG119.

AUDIT TEAM LEADER

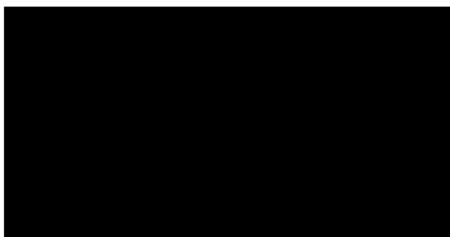


Signed..s

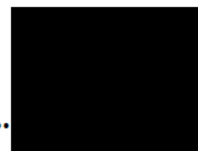


Date: 08 July 2025

AUDIT TEAM MEMBER(S)



Signed.....



Date: 08 July 2025

APPENDIX ONE

10 List of drawings and documents provided to the Audit Team

LIST OF DRAWINGS PROVIDED TO THE AUDIT TEAM

Drawings

Drawing No.

- N/A

Documents

Brief for Road Safety Audit - School Crossing Patrols

6 x Safety Assessments SCP

APPENDIX TWO

11 Location plan

LOCATION PLAN

