

REPORT TO: Cabinet

MEETING DATE: 12 January 2016

BY: Depute Chief Executive (Partnerships and Community Services)

SUBJECT: “School Streets – Traffic Prohibition TROs” – An Assessment Policy

1 PURPOSE

- 1.1 To present an Assessment Policy to Cabinet for approval, for the introduction of School Streets, Traffic Prohibition Traffic Regulation Orders and a review of other suitable school locations.

2 RECOMMENDATIONS

- 2.1 It is recommended that Cabinet approve the East Lothian Council “School Streets – Traffic Prohibition TROs” – An Assessment Policy as shown in Appendix 1 when reviewing and assessing future “School Streets” requests in East Lothian.
- 2.2 It is recommended that Cabinet note the proposed suitable school locations resulting from the review as shown in Appendix 2.

3 BACKGROUND

- 3.1 One of the most frequently expressed road safety concerns in recent years is that of the safety of children outside schools. At school travel times the streets in the immediate vicinity of schools are especially busy and there is usually a high level of vehicle, pedestrian, and cyclist activity. The traffic movement around some school streets has resulted in potentially dangerous driving manoeuvres as well as indiscriminate and illegal parking by some drivers dropping and picking up children. This can lead to a climate of increased risk experienced by those walking and cycling as well as congestion and frustration of motorists and residents. One of the other key initiatives related to road safety is the promotion of active travel (healthy choices). ELC encourages and supports children and families to walk and cycle more. However, with significant levels of traffic around some of our schools, active travel has sometimes become a difficult choice to make.

Addressing traffic congestion, dangerous driving and illegal parking too close to school entrances, remains an ongoing challenge facing ELC.

In 2014, ELC working in partnership with 3 schools (Haddington Infants; Kings Meadow & St Mary's Primary schools), parents, local communities and the police introduced an innovative experimental scheme to directly tackle these issues in Haddington.

It should be noted that East Lothian leads the way nationally in the level of sustainable travel to and from school, as measured annually in the Sustrans supported "Hands Up" travel survey, e.g. national average for pupils travelling to or from school by car is 24% whereas in East Lothian only 11% travel by car.

3.2 In June 2015 Cabinet approved the making permanent of the Experimental TRO in Neilson Park Road and Victoria Road in Haddington. As part of this report the Depute Chief Executive - Partnerships and Community Services advised Members that other suitable school streets in East Lothian would be considered for similar treatment in the future following the development of an appropriate assessment policy.

3.3 The purpose of this Assessment Policy is to set out the process that will be used by Road Services for investigating and dealing with concerns about road safety outside schools and this may include (if appropriate) the introduction of a TRO prohibiting "moving" vehicular traffic near to the school gates, during the peak school travel times.

3.4 The aim of a "School Streets" TRO is to:

- Improve the road safety environment by reducing traffic, congestion and pollution around the school gates
- Encourage more pupils and families to walk, cycle or scoot to school
- Improve the health and well being of pupils and families
- Support and maintain the Sustainable Environment and Safer and Vibrant Communities outcomes
- Respond to the desires of the school community and local residents

3.5 The road environment and problems will be different outside each school, therefore improvements and or traffic regulations orders provided outside one school may not be effective or practical outside another school. It will be important to assess and understand the unique problems outside each school before realistic improvements can be developed and agreed.

Key selection criteria will be used to rank schools for treatment, including the:-

- Practicalities of delivering the scheme e.g. primarily the surrounding road environment;
- Levels of congestion ("perceived" risk) near school gates;

- Availability of suitable 'Park and Stride' locations (i.e. alternative locations where parents can park away from the school and walk e.g. community centres / leisure centre car parks);
 - Percentage of children currently travelling to school by car (Source: national Sustrans Hands Up travel survey);
 - Positive support from the schools and parent councils;
 - Current level of travel planning, walking, cycling and curriculum initiatives being undertaken;
- 3.6 During the development of this Assessment Policy, Road Services carried out an initial review of all ELC schools and identified a group of appropriate locations that maybe suitable for this type of TRO (Appendix 2). However, an assessment process will require to be applied to all locations before a "priority list" is agreed and a programme of implementation established.
- 3.7 The report has been passed to Education and they are supportive of the proposals.

4 POLICY IMPLICATIONS

- 4.1 Reducing road casualties contributes towards the national casualty reduction targets in Scotland's Road Safety Framework
- 4.2 These proposals will contribute towards The East Lothian Plan - Single Outcome Agreement (SOA) 2013 and our 2 of our strategic objectives - to create, support and maintain a Sustainable Environment and Safe and Vibrant Communities
- 4.3 The Safe and Vibrant Communities Partnership aims to contribute towards East Lothian's SOA Outcome 7 - East Lothian is an even safer place

5 EQUALITIES IMPACT ASSESSMENT

- 5.1 This report is not applicable to the well being of equalities groups and Equality Impact Assessment is not required.

6 RESOURCE IMPLICATIONS

- 6.1 Financial - Provided funding is contained within the annual roads budget, then the proposal can be submitted and added to Road Services' programme of works. If the cost of the project exceeds the annual roads budget, approval from Council will be required before this can be progressed. If major improvements to the road network are required a standard road safety audit of the design will also be required.
- 6.2 Personnel - None

6.3 Other - None

7 BACKGROUND PAPERS

- 7.1 East Lothian Schools - Road Safety Audits, Results and Recommendations; Environment Committee 10 March 1998
- 7.2 Neilson Park Road and Victoria Road, Haddington – Proposed Experimental Traffic Regulation Order – Prohibition of Vehicular Traffic (During School Travel Periods) Cabinet Report 13 November 2012
- 7.3 Proposed Traffic Regulation Order – Prohibition of Vehicular Traffic (During School Travel Times): Neilson Park Road and Victoria Road, Haddington; Cabinet Report 9 June 2015

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1. Procedure to Assess Road Safety outside a School

STEP 1: Request received

Road safety problems around schools are usually identified by school staff, parent or carers of pupils, parent councils or local residents in the area. Any request for road safety improvements and or traffic restrictions outside a school will be referred to East Lothian Council, Road Services. If necessary the person/s making the request will be contacted to clarify and understand the details of the concerns.

STEP 2: Consultation with Councillors, Partners and Key Stakeholders.

A Roads Officer will liaise with the local Councillors and Schools (and other key stakeholder where applicable e.g. Parent Councils, Area Partnership Managers, Community Councils, Tenants and Residents groups, Police Scotland, other Council services) about the concerns, who may in turn be able to highlight any issues that may have been raised previously.

STEP3: School Travel Plan Assessment

A meeting may be held with the school (senior management team, parent council) to discuss the concerns and if the issue might be addressed through the School Travel Plan. Road Services Officers will agree with the school any necessary updates required to the STP.

STEP 4: Conduct site meeting and produce risk assessment

Road Services Officers will arrange a site meeting with interested partners and key stakeholders. An assessment will be carried out of the area / issue of concern. Other nearby points of concern on the journey to school may be assessed to if necessary. The layout, use and strategic importance of the streets near to the school gates will be a major factor in determining if a TRO prohibiting "moving" vehicular traffic near to the school gates is appropriate / workable. The assessment may also include an analysis of injury accident history, traffic volume, classification and speeds, and may include the views of the school community, other road users and local residents. The existing road condition, signing and lining will also be checked and noted.

STEP 5: Assess and report upon options

Road Services Officers will provide a report to the school, parent councils and local Councillors containing the conclusions of the road safety and STP assessments, as well as a description of potential road improvements and or traffic restrictions along with estimated costs. Police Scotland and other key stakeholders may also be consulted.

STEP 6: Scheme implementation (if the decision is taken to proceed)

Provided funding is contained within the annual roads budget to implement road safety improvements and or TROs that are suitable, then the project can be added to the Road Services programme of works. If major improvements to the road network are required, a Road Safety Audit will also be required.

STEP 7: Evaluation and monitoring

Following implementation, East Lothian Council, Road Services will monitor the road safety and consult with the school community and local councillors upon the effectiveness of the improvements and or traffic restrictions.

Initial review for School Streets – January 2016

SCHOOL	AREA PARTNERSHIP	ROAD TYPE	EXISTING RS MEASURES	ACCIDENT HISTORY	DELIVERY	PARK & STRIDE OPTIONS	CAR TRAVEL	CONGESTION	SCORE
Cockenzie Primary	Preston Seton & Gosford	One Way	Traffic calming	1 SI	Probable	Comm. Centre	15%	H	
Burgh Primary	Musselburgh	L / C	Traffic calming	2 SI	Probable	Sports Centre	14%	M / H	
East Linton Primary	Dunbar & East Linton	C	Traffic calming	-	Probable	Bowling Club	7%	M	
Pencaitland Primary	Fa'side	C	P/time 20mph	-	Probable	Bowling Club	16%	L / M	
Campie Primary	Musselburgh	L	TC & P/t 20mph	1 SI	Possible	MRFC	17%	H	
Windygoul Primary	Fa'side	C	Traffic calming	-	Possible	Limited	15%	M / H	
Gullane Primary	North Berwick Coastal	L	Traffic calming	-	Possible	Limited	5%	M	
Sandersons' Wynd Primary	Fa'side	L	Traffic calming	-	Possible	Limited	5%	M	
Stoneyhill Primary	Musselburgh	C	Traffic calming	-	Possible	Limited	20%	M	
Wallyford Primary	Musselburgh	C	TC & P/t 20mph	3 SI	Possible	Limited	19%	M	
Longniddry Primary	Preston Seton & Gosford	L / C	Traffic calming	-	Possible	Limited	26%	L / M	
Ormiston Primary	Fa'side	TR / C	TC & P/t 20mph	-	Possible	Limited	13%	L / M	
St Gabriel's RC Primary	Preston Seton & Gosford	L / TR	TC & P/t 20mph	1 Se 2 SI	Possible	Comm. Centre	20%	L / M	
West Barns Primary	Dunbar & East Linton	C	Traffic calming	-	Possible	Bowling Club	16%	L / M	
Whitecraig Primary	Musselburgh	L	TC & P/t 20mph	-	Possible	Limited	5%	L / M	
Humbie Primary	Haddington & Lammermuir	C	None	-	Possible	Village Hall	26%	L	
Innerwick Primary	Dunbar & East Linton	C	None	1 Se	Possible	Limited	25%	L	
Law Primary	North Berwick Coastal	TR	P/time 20mph	1 SI	Unsuitable	Sports Centre	24%	H	
Loretto RC Primary	Musselburgh	TR	P/time 20mph	1 Se 4 SI	Unsuitable	Sports Centre	45%	H	
St Martin's RC Primary	Fa'side	TR	P/time 20mph	1 Se 2 SI	Unsuitable	Forrester Park	2%	H	
Pinkie St Peters Primary	Musselburgh	TR	P/time 20mph	1 SI	Unsuitable	Limited	6%	M	
Prestonpans Infant	Preston Seton & Gosford	TR	TC & P/t 20mph	3 SI	Unsuitable	Comm. Centre	15%	M	
Dunbar Primary (Lochend)	Dunbar & East Linton	C	TC & 20mph	-	N/A	Sports Centre	5%	L / M	
Elphinstone Primary	Fa'side	TR	P/time 20mph	-	Unsuitable	Limited	6%	L / M	
Macmerry Primary	Fa'side	TR	P/time 20mph	-	Unsuitable	Limited	14%	L / M	
Prestonpans Primary	Preston Seton & Gosford	TR	P/time 20mph	2 SI	Unsuitable	Leisure Centre	14%	L / M	
Aberlady Primary	North Berwick Coastal	L	Traffic calming	-	Possible	Limited	16%	L	
Athelstaneford Primary	Haddington & Lammermuir	TR	P/time 20mph	-	Unsuitable	Limited	15%	L	

Appendix 2

SCHOOL	AREA PARTNERSHIP	ROAD TYPE	EXISTING RS MEASURES	ACCIDENT HISTORY	DELIVERY	PARK & STRIDE OPTIONS	CAR TRAVEL	CONGESTION	SCORE
Dirleton Primary	North Berwick Coastal	C	None	-	Possible	Limited	28%	L	
Stenton Primary	Dunbar & East Linton	TR	P/time 20mph	-	Unsuitable	Limited	61%	L	
Yester Primary	Haddington & Lammermuir	C	None	-	Possible	Rec. Ground	6%	L	
Saltoun Primary	Haddington & Lammermuir	TR	P/time 20mph	-	Unsuitable	Village Hall	52%	L	
Knox Academy	Haddington & Lammermuir	TR	P/time 20mph	1 SI	Unsuitable	Tesco Car Park	8%	H	
North Berwick High	North Berwick Coastal	TR	TC & P/t 20mph	See Law Pri	Unsuitable	Sports Centre	9%	H	
Musselburgh Grammar	Musselburgh	TR	P/time 20mph	2 SI	Unsuitable	Limited	7%	M	
Preston Lodge High	Preston Seton & Gosford	L	TC & P/t 20mph	2 SI	Unsuitable	Comm. Centre	9%	M	
Ross High	Fa'side	L	TC & P/t 20mph	4 SI	Unsuitable	Limited	5%	M	
Dunbar Grammar	Dunbar & East Linton	TR	TC & P/t 20mph	1 SI	Unsuitable	Limited	8%	L / M	
Dunbar Primary (John Muir)	Dunbar & East Linton	L	TC & P/t 20mph	-	Pilot	Comm. Centre	5%	L / M	
Haddington Infant	Haddington & Lammermuir	C	Prohibition TRO	5 SI	Pilot	Tesco Car Park	6%	L / M	
Kings Meadow Primary	Haddington & Lammermuir	C	TC & P'tion TRO	1 SI	Pilot	Tesco Car Park	2%	L / M	
St Marys' RC Primary	Haddington & Lammermuir	C	Prohibition TRO	See Hadd Inf	Pilot	Sports Centre	2%	L / M	

Road Type C - Cul de sac
L - Loop road
TR - Through road

Accident History This is the number of recorded injury accidents happening to school age children, occurring during a school travel period, within a 250m radius of the main school gate, over the last 10 calendar years. Note the 250m radius will include some of the busiest High Street areas.

Accident History F - Fatal
Se - Serious
SI - Slight

Congestion Low - available spaces, no congestion, free flowing traffic
Medium - kerbside parking limited, some poor driver behaviour
High - no spaces, widespread poor driver behaviour, significant impact on residents

Further assessments and consultation will need to be applied to all of these locations before a priority list is agreed and a programme of implementation is put in place.