

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Delivering the Local Transport Strategy 2014-2019: School Streets - School Selection Process

Item number	8.2
Report number	
Executive/routine	Routine
Wards	All

Executive summary

The Local Transport Strategy, approved by the Transport and Environment Committee on 14 January 2014, contains a commitment to pilot 'school streets' at up to five schools. School street closures form part of a suite of options to help create safer, more pleasant environments to encourage travel to school by foot and by bike.

This report outlines the selection process undertaken to identify the pilot schools and the rationale behind the proposal to increase the number of schools from 5 to 11.

Links

Coalition pledges	P32 , P44
Council outcomes	CO5 , CO22
Single Outcome Agreement	SO4

Delivering the Local Transport Strategy 2014-2019: School Streets - School Selection Process

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the continuing progress made on developing the project;
 - 1.1.2 approves the list of pilot schools so that consultation can commence in November 2014; and
 - 1.1.3 requests a report on the outcomes of the consultation to Transport and Environment Committee on 17 March 2015.

Background

- 2.1 The Local Transport Strategy, approved by the Transport and Environment Committee on 14 January 2014, contains a commitment to pilot school streets at up to five schools. The pilot schemes will prohibit traffic on streets outside or around school entrances at specific times of day. This creates a safer, more pleasant environment in which to encourage travel to school by walking and cycling. It would also benefit residents and local businesses by reducing congestion, and levels of air and noise pollution.
- 2.2 On 4 June 2014, the Committee approved the recommendations on the selection and consultation process to select schools for inclusion in this project.
- 2.3 The results of the selection process are set out in this report for approval to progress to the community consultation phase of the project.

Main report

- 3.1 A letter was sent to schools on 15 April 2014, inviting expressions of interest to participate in the pilot scheme. A total of 31 schools applied; three schools, Queensferry, Wardie and Balgreen Primary Schools, were deemed unsuitable as the school entrance is on a bus route, so reducing the number to 28.

- 3.2 In order to draw up a prioritised list, the schools were then requested to provide additional information to support their case. This information was provided by 20 schools; St George's School for Girls withdrew their application at this point.
- 3.3 Key selection criteria were then used to rank interested schools for inclusion within the pilot, including:
- the proven positive support from school staff, parents and school councils;
 - the current number of travel planning, walking, cycling and curriculum initiatives being undertaken;
 - the practicalities of delivering the scheme, including availability of diversion routes around the closure;
 - the availability of suitable 'Park and Stride' locations (ie alternative locations where parents can park away from the school and walk eg supermarket/leisure centre car parks);
 - the percentage of children currently travelling to school by car (Source: Sustrans Hands Up travel survey 13/14); and
 - the levels of congestion at school gates.

The ranked priority list is attached as Appendix 1.

- 3.4 Given the high level of interest, it is proposed to extend the number of pilot schemes from 5 to 10, which will benefit 11 schools. Duddingston and St John's RC Primary Schools will be included within one scheme as their entrances are on adjoining roads. This will ensure that school traffic from one school will not be displaced on to streets around the other.
- 3.5 The shortlisted schools are also located on a variety of different road types, such as culs-de-sac, through roads and schools with multiple gates. The information from the evaluation of these different schemes will be used to inform the development of any model for a future, wider, roll out.
- 3.6 Two rounds of consultation will be undertaken; consultation with Phase One schools will commence in November 2014 and with Phase Two schools in January 2015. Consultation will take place with local residents, businesses, local elected members and community groups and a report on the outcomes will be presented to the Transport and Environment Committee on 17 March 2015. If the Committee agrees to proceed with the pilot following consultation, implementation of Phase One is planned to come into operation in August/September 2015 and Phase Two in December 2015. This timetable is provisional, as it could be subject to changes resulting from objections received during the Experimental Traffic Regulation Order process.

Measures of success

- 4.1 Success will be measured through:
- i) a reduction in traffic congestion and speed around school gates as measured through before and after traffic speed and volume surveys;
 - ii) an increase in walking and cycling, and reduction in car trips as measured through the annual Sustrans Hands Up Survey;
 - iii) a wide ranging and clear consultation and engagement process that demonstrates customer focus and commitment to listening to all stakeholders as measured through attitude surveys and questionnaires; and
 - iv) the evaluation of the consultation feedback, which will inform the decision as to which schemes should be implemented.

Financial impact

- 5.1 A total of £20,000 has been set aside for preliminary design and legal costs in this financial year. This will be met from the Road Safety capital budget.

Risk, policy, compliance and governance impact

- 6.1 The principal risks associated with this initiative are summarised as:
- lack of enforcement;
 - insufficient local community support to progress schemes, leading to requirement for repayment of upfront capital costs from revenue budget;
 - non-compliance by motorists; and
 - no change in parental behaviour.
- 6.2 These risks will be managed through the School Streets Steering Group which will oversee the project. The Steering Group will comprise members from Transport, Children and Families, Local Neighbourhood Teams, Police Scotland and Transport Scotland. As part of the project governance, these risks will be identified, assessed and managed through an appropriate risk register.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment will be undertaken in parallel with the consultation process. The consultation process will also ensure that all representative groups are fully engaged with, and that any proposed changes are fully inclusive of all user groups.

- 7.2 The group most likely to be impacted on are those with disabilities, if access is denied to blue badge holders. This will require further investigation and development.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties. The proposals in this report will reduce carbon emissions, increase the city's resilience to climate change and help achieve a sustainable Edinburgh by reducing the number of vehicles and congestion outside school gates and encouraging pupils to walk or cycle to school.

Consultation and engagement

- 9.1 It is proposed that consultation is undertaken with all stakeholders, including schools, residents, local businesses, community groups, Councillors and statutory consultees over a four to six week period. Consultation at Phase One schools will be carried out before the end of December 2014, with Phase Two commencing early in 2015.
- 9.2 The outcome of the consultation process will be reported back to this Committee, including recommendations on the implementation of pilot schools in March 2015.

Background reading/external references

Local Transport Strategy 2014-2019

http://www.edinburgh.gov.uk/downloads/file/12323/the_new_local_transport_strategy_2014-2019

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Links

Coalition pledges	P32 – Develop and strengthen local community links with the police
	P44 – Prioritise keeping our streets clean and attractive
Council outcomes	CO5 - Our children and young people are safe from harm or fear of harm, and do not harm others within their communities
	CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix 1 School Streets Priority List

School street selection- priority list

School	1. NP	2. Type	3. Support		4. Initiatives		5. Ease of delivery		6. Park & Stride options			7. % Travel by car to school		8. Congestion		9. Score
Duddingston Primary School	E	L	3	10	3	5	E	7	Surrounding streets	Many	10	38	5	H	10	47
St Johns RC Primary School	E	L	3	10	2	1	E	7	Surrounding streets	Many	10	52	10	M	5	43
Abbeyhill Primary School	CC	C	2	5	3	5	VE	10	Retail Park, Lower London Road	Many	10	24	2	H	10	42
Colinton Primary School	SW	L	3	10	7	10	E	7	Tesco	Many	10	26	2	L	2	41
Sciennes Primary School	S	TR	3	10	5	5	E	7	Surrounding streets	Lim	5	26	2	H	10	39
Cramond Primary School	W	MG	3	10	9	10	C	2	Surrounding streets	Many	10	38	5	L	2	39
Towerbank Primary School	E	L	3	10	5	5	E	7	Leisure centre	Many	10	15	1	M	5	38
St Peter's RC Primary School	S	L	3	10	4	5	E	7	Waitrose	Lim	5	NR	0	H	10	37
Clermiston Primary School	W	L	1	0	6	10	E	7	Surrounding streets	Many	10	33	5	M	5	37
Bonaly Primary School	SW	TR	2	5	6	10	E	7	Surrounding streets	Many	10	28	2	L	2	36
Buckstone Primary School	SW	A	3	10	6	10	C	2	Surrounding streets	Many	10	16	1	L	2	35
Gilmerton Primary School	S	TR	3	10	5	5	C	2	Morrisons	Many	10	30	5	L	2	34
St Catherines Primary School	S	TR	3	10	4	5	C	2	leisure centre	Many	10	31	5	L	2	34
St Ninians RC Primary School	E	C	3	10	1	1	E	7	Surrounding streets	Lim	5	30	5	M	5	33
St John Vianney	S	A	2	5	2	1	C	2	Surrounding streets	Many	10	54	10	M	5	33
Holy Cross Primary School	N	C	1	0	3	5	VE	10	Surrounding streets	Lim	5	41	10	L	2	32
Pentland Primary School	SW	MG	2	5	6	10	C	2	Surrounding streets	Lim	5	30	5	M	5	32
Bruntsfield Primary School	S	C/L	3	10	2	1	E	7	Surrounding streets (CPZ restricts options)	Nil	0	16	1	H	10	29
Roseburn Primary School	W	A	2	5	4	5	C	2	ice rink	Many	10	18	1	M	5	28
Victoria Primary School	CC	TR	2	5	5	5	C	2	Asda	Lim	5	32	5	M	5	27
Hermitage Park Primary School	CC	TR	2	5	4	5	C	2	Surrounding streets	Lim	5	22	2	M	5	24
St Marys RC Primary School (Leith)	CC	L	1	0	3	5	E	7	Retail outlets 10 mins walk	Lim	5	20	2	M	5	24
Bun-sgoil Taobh na Pàirce	CC	C	1	0	0	0	VE	10	Shops	Lim	5	23	2	M	5	22
Gylemuir Primary School	W	L	1	0	2	1	E	7	Tesco	Many	10	25	2	L	2	22
Forthview Primary School	N	L/TR	2	5	5	5	C	2	Surrounding streets	Lim	5	17	1	L	2	20
Broomhouse Primary School	SW	TR	1	0	4	5	C	2	Surrounding streets	Lim	5	10	1	L	2	15
Craigroyston Primary School	N	MG	1	0	4	5	C	2	shops	Lim	5	19	1	L	2	15
St Georges School for Girls	Withdrawn from process															
Balgreen Primary School	Bus route															
Queensferry Primary School	Bus route															
Wardie Primary School	Bus route															

Phase 1-implementation Aug 15

Phase 2- Dec 15

1. Neighbourhood Partnership

CC	City Centre
S	South
SW	South West
E	East
W	West
N	North

2. Type of proposed school street(s)

C	Cul-de-sac
L	Loop
TR	Through route
A	Area
MG	Multiple gates

3. Support level-information provided by head, parent council, residents, businesses

Rank	Score	Description
1	0	No additional information provided
2	5	Limited information, no photos, only from 1 source
3	10	Comprehensive information from several sources

4. Current number of travel plan, walking, cycling & curriculum initiatives being undertaken

Number	Score
1-2	0
2-5	5
>5	10

5. Practicalities of delivery

Type	Score	Description
C	2	Challenging - multiple entry points, challenging diversion route around closure
E	7	Easy- 2 entry points, no or simple diversion route needed
VE	10	Very easy- 1 entry point, no diversion route needed

6. Park and stride options - locations where parents can park away from school

Type	Score	Description
Nil	0	No available off road options- control parking zone, no pay & display spaces
Lim	5	Limited on street options
Many	10	On and off street options, lots of choice of streets

7. Percentage of children travel by car to school (Source: 'Hands Up' travel survey 13/14)

%	Score
<20	1
20-30	2
30-40	5
>40	10

8. Congestion

Level	Score	Description
Low	2	Available spaces, no congestion, free flowing traffic
Medium	5	Kerbside parking all full, limited evidence of poor behaviour (pavement/double parking, on zigzags)
High	10	No space, extensive evidence of poor behaviour, severe impact on residents