



**TAMESIDE METROPOLITAN BOROUGH COUNCIL**

**TECHNICAL ECONOMIC AND ENVIRONMENTAL SERVICES  
SCRUTINY PANEL**

**ROAD SAFETY MEASURES AROUND SCHOOLS**

**-CONTENTS-**

	<u>Paragraph</u>	<u>Page No.</u>
<u>Introduction by the Chair</u>	1	1
<u>Background</u>	2	2
<u>Summary</u>	3	2
<u>Membership of the Panel</u>	4	2
<u>Aims and Objectives</u>	5	3
<u>Methodology</u>	6	3
<u>Review Findings</u>	7	4
<u>Citizens' Panel Survey – Results</u>	8	7
<u>School Travel Plans</u>	9	8
<u>Decriminalisation of Parking</u>	10	11
<u>Site Visits</u>	11	12
<u>Comments from the Borough Solicitor</u>	12	14
<u>Comments from the Borough Treasurer</u>	13	14
<u>Appendix 1 – Citizens' Panel Survey Results</u>		
<u>Appendix 2 – School Travel Plan</u>		

# TECHNICAL, ECONOMIC AND ENVIRONMENTAL SERVICES SCRUTINY PANEL

## ROAD SAFETY MEASURES AROUND SCHOOLS

### 1. INTRODUCTION BY THE CHAIR

I am delighted to introduce this review on Road Safety Measures Around Schools.

Road safety measures around schools were designed to protect our children and all other road users, primarily at the time when they arrive or leave schools. I am sure we can all remember the rush at the end of the school day, freedom to play out and to see our friends and family, when the last thing on our minds was to be wary of traffic.



The initiative of the safety measures has now evolved to include the neighbourhoods around schools to improve the safety of the children and other road users whilst they are pursuing recreational pursuits, e.g. playing outside their residences.

Over the years, the road system in this borough, in common with the rest of the country, has seen a faster pace of life, an increase in the amount of vehicles on the road, and a corresponding decrease in the amount of available on-street parking.

The road safety measures introduced by this Council, which have been reviewed by this Scrutiny Panel have proved to contribute to successful road safety in the borough.

Finally, I would like to thank every one who gave evidence to the Panel and the scrutiny staff for their excellent work in supporting the panel.

A handwritten signature in black ink that reads "P J Robinson". The signature is written in a cursive, flowing style.

Councillor P J Robinson, Chair

## 2. BACKGROUND

The suggestion for a review of Road Safety Measures Around Schools arose from a referral from the meeting of Hyde District Assembly held on 27<sup>th</sup> March 2006, Minute 75 refers.

The District Assembly had been considering residents' objections to the introduction of waiting restrictions on Mottram Road, Hyde along the school frontage. The District Assembly asked the Scrutiny Panel to review time limited parking following the introduction of decriminalised parking legislation and when the Council had taken responsibility for enforcement.

## 3. SUMMARY

The Council has four priorities contained in the Corporate Plan. These are:

- Children and Young People;
- Public safety and combating crime;
- Stimulating the economy to produce more and better jobs;
- The appearance of the Borough.

This review directly links to three of the priorities, i.e. Children and Young People and Public Safety, Combating Crime and the Appearance of the Borough.

The Council is keen to promote Road Safety in general and the first initiative was based on school frontages. The initiative has evolved into the introduction of safety measures in the neighbourhoods around schools.

The review seeks to consider the policies of the Council in relation to the provision of Road Safety measures around schools in Tameside to determine their effectiveness.

## 4. MEMBERSHIP OF THE PANEL

### **Municipal Year 2006-2007**

Councillor Robinson (Chair), Councillor Welsh (Deputy Chair), Councillors Carter, Downs, Meredith, S Quinn, Roberts and S Smith and P Wright.

### **Municipal Year 2007-2008**

Councillor Robinson (Chair), Councillor Welsh (Deputy Chair), Councillors Carter, Downs, A Holland, Meredith, Roberts, S Smith and K Welsh.

The Panel were assisted, during both Municipal Years, by Mr T Moss from the Citizens' Panel.

## 5. AIMS AND OBJECTIVES

The following Aims and Objectives for the Review were approved by the Panel at its meeting held on 12<sup>th</sup> June 2006 (Minute 7 refers).

### **Aim of the Scrutiny Review Exercise**

The Panel agreed the following Terms of Reference:-

“To consider the policies of the Council in relation to the provision of Road Safety measures around schools in Tameside to determine their effectiveness”.

### **Objectives**

1. To produce accurate information on types of Road Safety measures already in use and the alternatives that are available.
2. To assess the Council's existing policies and the development of those policies in relation to Road Safety outside schools, to include if/how they link to other policies and Council priorities.
3. To determine the effectiveness of the Road Safety measures around schools and how that effectiveness is measured
4. To determine how the Road Safety measures are enforced and how effective this enforcement has been.

## 6. METHODOLOGY

- 6.1. The Panel received background information, from Mr Phil Calverley, Engineering Development Manager, and Mr Stephen Dickinson, Road Safety Officer.
- 6.2. The Panel commissioned research from the Tameside Citizens' Panel on Road Safety including measures introduced by the Council around schools.
- 6.3. Consultation was carried out with Head Teachers relating to their School Travel Plans.
- 6.4. The Panel also met with Ms Pamela Vaughan, Travel Co-ordinator, who provided members with up to date information relating to the implementation of School Travel Plans.
- 6.5. Panel Members visited the Road Safety Measures around the following schools in Tameside, in order to view schemes in operation in Tameside:
  - Arundale Primary
  - Rosehill Methodist Community Primary
  - Droylsden School Maths and Computing College for Girls

- 6.6. Members also visited Glossopdale Community College, Talbot Road Site, to view the traffic calming measures in place outside the grounds of that college.

## **7. REVIEW FINDINGS**

- 7.1. The Engineering Development Manager provided members with an overview of the Road Safety Schemes around schools, including the background to the policies and strategies adopted by the Council to improve the safety of people around schools. In short, the Council has a large number of mandatory 20mph speed limits around schools but it does not currently use variable speed limits (ie limits that are lower during school hours)

### **7.2. Policy Background**

- National Policy “Tomorrow’s Roads: Safer for Everyone” 2000
- Greater Manchester Policy “Local Transport Plan” 2000
- Tameside Policy “ Local Transport Plan – Tameside Annex” 2000

### **7.3. Tameside Strategy**

- School Frontage Scheme
- School Travel Plans
- 20mph Zones
- School Crossing Patrol Service
- School warning approach signing
- Enhanced schools crossing patrol crossing points
- Waiting restrictions (miscellaneous)
- No stopping outside schools (zig zags)

### **7.4. Variable 20 miles per hour speed limits around schools**

#### **7.4.1. Legislation**

- Speed limit orders are made under section 84 of the Road Traffic Regulation Act 1984, but local authorities are required to consider central government policy when making speed limits.
- In 1999, DETR Circular 05/99<sup>1</sup> amended central government policy to allow local traffic authorities to make orders imposing variable mandatory 20 miles per hour speed limits.
- These orders impose speed limits that change between 20 mph and 30 mph depending on the time of day.
- The procedure for making speed limit orders is laid down in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (Statutory instrument S.I. 1996/2489)
- The same Act also enables Local Authorities to control parking.

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<sup>1</sup> Department of the Environment, Transport and the Regions, Circular 05/95, 20 mph Speed Limits

## Conclusions

1. It should be noted that when variable speed limits, without speed reducing features of a significant number and appropriate design, were monitored in government trials outside schools, very little reduction in speed was observed<sup>2</sup>.
2. Consultation is an important part of the order making procedure. In making 20mph zones, it is vitally important to consult local residents Fire, Ambulance, Police, Bus Operators and Passenger Transport Executive as well as Parish Councils, where appropriate<sup>2</sup>.

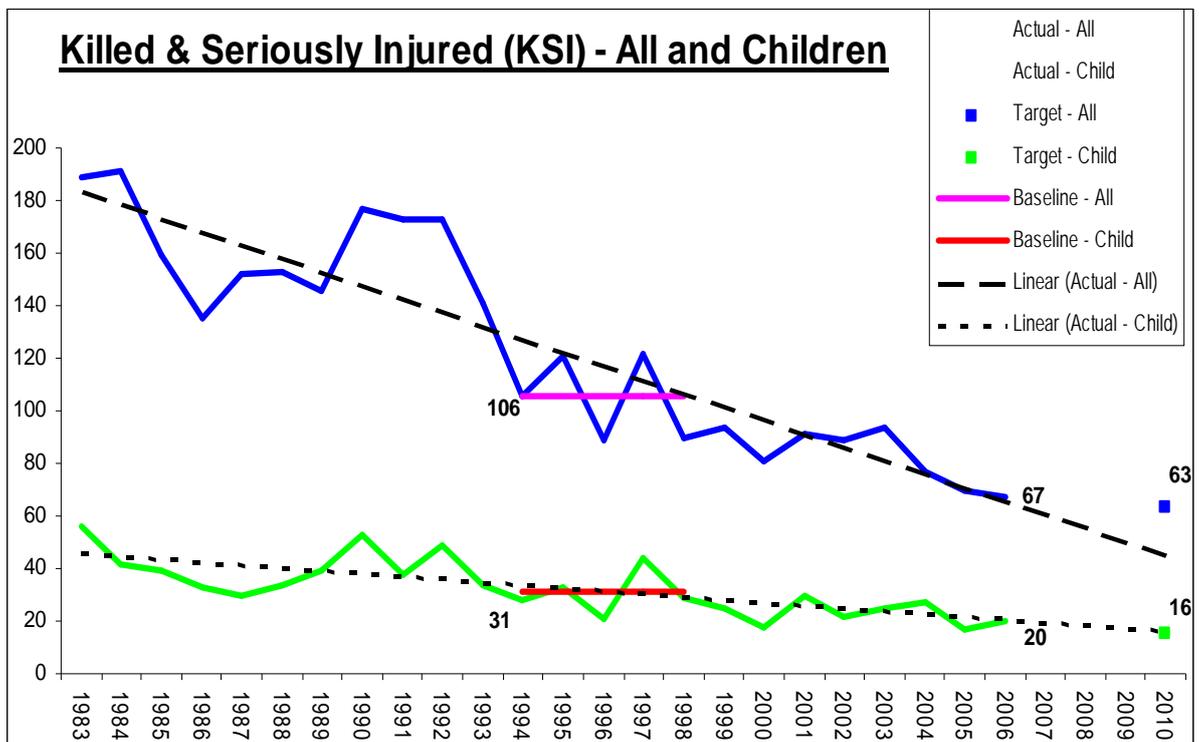
## 7.5 Public Service Agreement targets

7.5.1 There are two Best Value Performance Indicators (BVPI) which are Public Service Agreements relating to road casualties:

- BVPI 99a – All killed or seriously injured
- BVPI 99b – Number of children killed or seriously injured

7.5.2 The target set for Tameside is calculated using a baseline figure of the average of the figures for the five years 1994 to 1998, which were 106 for BVPI 99a and 31 for BVPI 99b. The target is to reduce the figures to 63 for BVPI 99a, i.e. by 40% of the baseline figure and to 16 for BVPI 99b, i.e. by 50% of the baseline figure for BVPI 99b by the year 2010.

7.5.3 The graph below charts the progress made in Tameside in the two target areas since 1983.



<sup>2</sup> Department of the Environment, Transport and the Regions, Circular 05/95, 20 mph Speed Limits

7.5.4 Both performance measures show a definite downward trend as at 2006. The 2006 figures for BVPI 99a (Actual – all), which were calculated using the calendar year 2005 show that 67 people were killed or seriously injured on Tameside roads and the figures for BVPI 99b (Actual – Child) show that 20 children were killed or seriously injured.

## 7.6 Accident Statistics

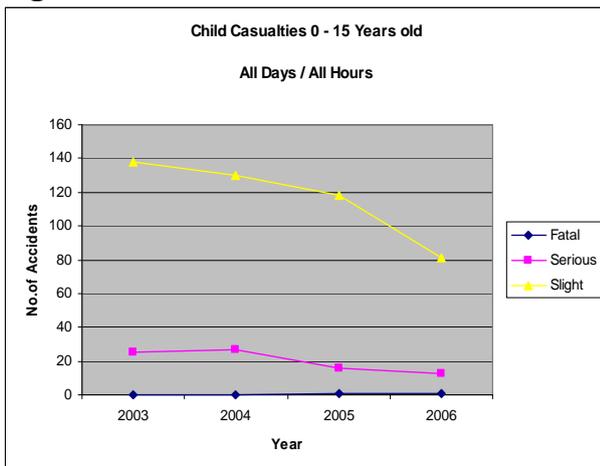
7.6.1 The following tables and graphs provide statistics for Tameside for full calendar years 2003; 2004; 2005, and January to September 2006, which are the latest figures available. The figures are obtained from the Greater Manchester Police Accident Database.

7.6.2 Figure 1 shows Casualty figures for children aged 0 -15 and 7 days a week, 24 hours a day.

7.6.3 Figure 2 shows Casualty figures for children aged 0 – 15, during the times that they would be arriving or leaving school.

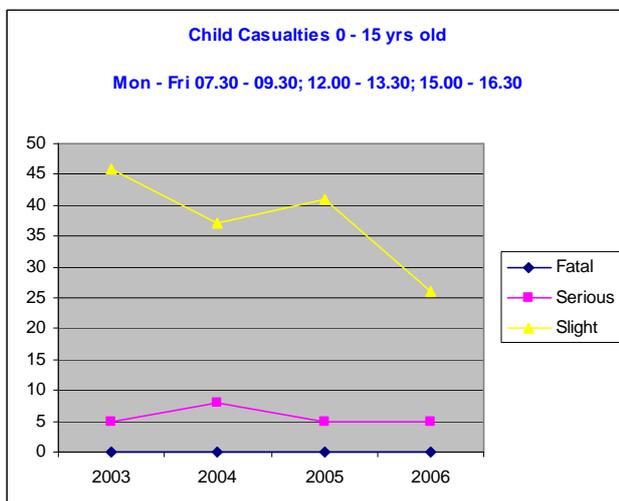
7.6.4 Both sets of statistics show an overall reduction in the total amount of accidents for the period.

**Figure 1**



All days / All hours				
	0 - 15 years old			
	2003	2004	2005	2006
Fatal	0	0	1	1
Serious	25	27	16	13
Slight	138	130	118	81
Total	163	157	135	95

**Figure 2**



Mon - Fri / 07.30 to 09.30; 12.00 to 13.30 and 14.30 to 16.30				
	0 - 15 years old			
	2003	2004	2005	2006
Fatal	0	0	0	0
Serious	6	9	5	5
Slight	49	43	45	28
Total	55	52	50	33

## Conclusion

3. The panel are pleased to note there is an overall downward trend for the number of people killed or injured in Road Traffic accidents in Tameside.

## 8. CITIZENS PANEL SURVEY – RESULTS

### 8.1. Survey Methodology

- 8.1.1 The Scrutiny Panel as part of the project plan, requested consultation with members of the public to ascertain the general opinion in relation to Road Safety Measures implemented by the Council, especially around schools.
- 8.1.2 Citizens' panels are a cost-effective means of obtaining data on the views of a broad cross-section of the population. The potential for achieving relatively high response rates makes panels a good way of consulting relatively large proportions of the population. They provide a regular "sounding board" to establish public opinion on current issues and new initiatives.
- 8.1.3 A survey of the Citizens' Panel was carried out by RBA Research Limited on behalf of the council over four weeks in July 2006. 1,887 questionnaires were sent out and a total of 1,386 completed questionnaires returned. This is a response rate of 74%.
- 8.1.4 Sometimes summarised results are quoted (for example the total proportion 'satisfied' is made up of a total of those very satisfied and those fairly satisfied).
- 8.1.5 Detailed results are appended at Appendix 1.

### 8.2. Summary of responses

- 8.2.1. Although the majority of Citizens' Panel members agree that they regularly see road safety messages about the danger of speeding traffic, there is still widespread concern over the dangers to children. At least six out of ten Panel members agree that cars parked in the street bring added danger to children (72%), that there are not enough safe places for children to play (68%) and that young children cannot play safely outside their home (59%).
- 8.2.2. Support for systems to reduce road traffic and speed is less evident. Four in ten Panel members agree there should be more pedestrian crossings in their local area (38%) and Panel members reject the idea that there should be more traffic lights (56% disagree, while only 17% agree).
- 8.2.3. Almost half of the Citizens' Panel (48%) say they have seen at least one road accident involving a pedestrian or cyclist in the last three years, but fewer than one in ten Citizens' Panel members (7%) say they have been in one or more accidents themselves. The majority (63%) say they have seen a 'near miss' on

at least one occasion and three in ten (31%) say they have personally been involved in a near miss.

- 8.2.4. Over half of the Panel are aware of the road safety campaign stickers on Wheelie bins (54%) and the provision of red/green figures at pedestrian crossing points at traffic signals (53%).
- 8.2.5. Each of the Council's road safety initiatives are supported by at least three-quarters of the panel. Nine out of ten Citizens' Panel members (92%) support 20mph speed zones around schools. Almost one in ten Citizens' Panel members (8%) say this speed is still too fast.
- 8.2.6. When asked about concerns people had with reduced speed zones around schools, just over a quarter (27%) of respondents were concerned that speed limits/restrictions were only imposed during school hours – interestingly, currently in Tameside they are not, the measures are introduced as a permanent fixed speed limit – we do not use variable limits at present. The same proportion felt that the measures led to increased congestion, drivers ignored them or that erratic driving was still a problem.
- 8.2.7. Over a quarter (28%) felt that the Council should introduce No Parking or stopping in the vicinity around schools and just under a fifth (18%) feel that speed limits and parking restrictions should be enforced more strictly. The same amount of respondents felt that any form of road safety measure deemed appropriate should be introduced

## Conclusions

- 4. Nine out of ten respondents to the survey support 20 mph speed zones around schools.
- 5. Almost one in ten are concerned that 20mph is still too fast
- 6. There is still widespread concern over the dangers to children
- 7. Lack of enforcement of speeding restrictions is causing concern
- 8. Almost three in ten people would like to see No Parking or Stopping in the vicinity around schools

## 9. SCHOOL TRAVEL PLANS

### 9.1 Introduction

- 9.1.1 The Panel were informed by the Engineering Development Manager and the Travel Co-ordinator that School Travels Plans can form a significant element of Road Safety around schools and the Panel members were advised as follows:

- i. School Travel Plans emerged from the Safer Routes to Schools Initiative launched by the government in 1998.
- ii. The Safe Routes to School website provides an explanation:

*“school travel plans aim to encourage schools to identify and solve problems associated with the school journey (especially those related to safety). The plans are produced by the schools themselves and do not have to include physical measures to improve routes but instead are a ‘way of living and learning’.”*

- 9.1.2 The government target is for all schools to have School Travel Plans by ~~2007~~ 2010.
- 9.1.3. 82% of Tameside Schools have approved School Travel Plans.
- 9.1.4. 18% are working towards completion of their School Travel Plans by April 2007.

## **9.2. Contents of School Travel Plans**

- 9.2.1. School Travel Plans contain:
  - A brief description of the location, size and type of school
  - A brief description of the travel/transport problems faced by the school/cluster of schools
  - The results of a survey to identify:
  - How children currently travel to and from school
    - How they would like to travel to and from school
    - Clearly defined targets and objectives
    - Details of any proposed measures
    - A detailed timetable for implementation
    - Clearly defined responsibilities
    - Evidence that all interested parties will be consulted
    - Proposals for monitoring and review
- 9.2.2 An example of an agreed School Travel Plan from a primary school in Tameside is attached as Appendix 2. Targets of the Plan include increasing the proportion of pupils walking/cycling to school and to increase the numbers of parents who are car sharing with the aim of reducing the number of cars arriving at this school from 150 to 90.

## **9.3 Consultation with Head Teachers**

- 9.3.1 The project plan for this review included consulting with Head Teachers and therefore a sample of Head Teachers were asked to provide information relating to the School Travel Plan, in particular, how effective are the measures that have been implemented, are there any other measures that have been or

will be introduced and is there anything more you think would improve the safety of people on the roads around your school.

9.3.2 A total of four schools responded. Replies have indicated that the implementation of Travel Plans has given rise to:

- An increase in the number of children biking or walking to school
- Successful promotion of other healthy initiatives for example:
  - Walk or Cycle once a week (WOW)
  - Dinosaur Trails
  - Road Safety Cycle Training
  - Healthy on Wednesdays (HOW) – healthy breakfasts, drinks, badges, stickers, etc.,
  - Community Taster sessions – Family Road Safety, Bike Doctor and Cycle ‘MOT’s’, Cycle post coding, cycle fun training, roller cycling
  - A newspaper produced by pupil led Healthy Action Team informing parents and pupils of the cycling, walking and healthy initiatives
- Suggestions for improvements included:
  - Dedicated Park & Ride Schemes
  - More input from Patrollers to stop parents parking on zig-zag line outside schools
  - Drop-off zones
  - Puffin crossing and barriers

#### **9.4. Cycling Proficiency Training in Schools**

9.4.1. In the academic year 2006/07 Tameside MBC delivered 79 cycling proficiency courses to 59 schools in Tameside. The courses were targeted at Year 6.

- 75% of schools involved
- 1100 pupils
- 2700 pupils in year cohort

#### **9.5. Proposals to introduce or improve Cycle Routes**

9.5.1. **National Cycle Route NCN66 in Ashton-under-Lyne** will involve:

- Access from Alt Hill Lane towards Ashton
- Signing for link to St. Damian’s School
- Signing for link to Holden Clough Primary
- Signing for link to Dale Grove Primary

9.5.2. **Link to Audenshaw High School**, will involve 600 metres of cycle lanes on Guide Lane/Denton Road/Ashton Road cycle corridor.

9.5.3. **Link to Dowson Primary School** will involve:

- 550 metres of cycle link from Trans Pennine Trail to Dowson Primary School
- £63,000 “match funding” received from Sustrans, the leading sustainable transport charity in the country

- New Tarmac surfaces
- Upgrading of the footways to “shared use” facilities
- New Signage
- Revised Traffic Regulation Orders

## Conclusion

9. It was the view of the Head Teachers who responded to the consultation that well supported School Travel Plans are an excellent way of developing and monitoring safer routes to schools for pupils and parents.

## 10. DECRIMINALISATION OF PARKING

- 10.1. Scrutiny Panel members were informed that along with other authorities in Greater Manchester, this council had applied to transfer the responsibility for enforcement of unauthorised parking.
- 10.2. The Scrutiny Panel was informed that prior to the Decriminalisation of Parking, enforcement of the parking restrictions and speed limits around schools was, to say the least, poor. The reason given for this was that there is not enough resources in Greater Manchester Police Force to provide officers to monitor and enforce speed restrictions in the areas around schools.
- 10.3. One of the advantages of this transfer of responsibility, is that specially trained parking attendants would be available to monitor unauthorised parking around the borough, especially in Road Safety Zones around schools.
- 10.4. The parking attendants do not and will not have any responsibility for moving traffic. The responsibility for this in Tameside will remain with Greater Manchester Police.
- 10.5. Decriminalisation of Parking took effect on 26<sup>th</sup> March 2007, following which there was a six weeks “Awareness Campaign” where the parking attendants visited schools advising motorists of the changes and also moving the motorists on where necessary.
- 10.6. Since 7<sup>th</sup> May 2007, there has been regular high-visibility presence of parking attendants, which serves to deter illegal/dangerous parking.
- 10.7. Penalty notices (5 in May and 5 in June) have been issued where applicable, e.g. parking on double yellow lines, blocking pavements, etc.

## Conclusion

- 10 Members were pleased to note that as a result of Decriminalisation of Parking, the parking restrictions around schools will be enforced.

## 11. SITE VISITS

- 11.1. During the course of the site visits, Scrutiny Panel members observed traffic calming measures introduced around schools. The sites visited were Arundale Primary, Mottram; Rosehill Methodist County Primary, Ashton; Droylsden School of Mathematics & Computing for Girls and Glossopdale Community College, Talbot Road site.
- 11.2. Examples of the various types of measures in use, with commentary are provided below.
- 11.3. In the pictures below despite definitive road markings and signage, a motorist has still parked on the signed school frontage. The picture was taken at around 10.00 a.m. when children were in school.



Arundale Primary, Mottram

- 11.4. The road sign (below-left) flashes advising motorists when they are exceeding the mandatory 20 mph limit. The entrance to the school (right) shows a clearly marked route to the “drop-off” and “collection” points. These points are within the school’s perimeter fence.



Rose Hill Methodist County Primary

- 11.5. The markings on Manor Road, Droylsden (below left and right) are clear and prominent



Droylsden School

- 11.6. The flashing lights on this type of traffic calming measure (below) are activated by the school crossing patrol operative during the times the pupils are arriving and leaving school. This type of measure is often used in the area covered by Derbyshire County Council.



Glossopdale Community College

## Conclusion

- 11 Members were of the opinion that time limited speed restrictions around schools are worthy of consideration

## Recommendations

1. That the implementation of variable speed zones/signs outside schools be assessed and implemented if road safety and traffic flow would be improved.
2. That the implementation of variable time limited waiting restrictions outside schools be assessed and implemented if road safety and traffic flow would be improved.
3. That all suggestions made by individual schools to encourage pupils to walk, cycle or use public transport as their means of transport to and from school be investigated and considered.
4. That consideration be given to identifying those who are successfully prosecuted for contravening the Traffic Regulation Orders around schools.

## 12. COMMENTS FROM THE BOROUGH SOLICITOR

The Borough Solicitor has commented as follows:-

It is positive that the number of casualties on Tameside roads is falling in line as the council strives to meet its government imposed targets. Under the Road Traffic Act 1988 the Council must carry out studies into accidents and take such steps as it considers appropriate to promote road safety. Such measures may include the imposition of speed limits.

The introduction of any new speed restrictions will need to be the subject of a detailed business case as well as proper consultation with people and businesses affected.

Any measure to identify those who are prosecuted for road traffic offences near schools will need to be checked to ensure that it is proportionate and does not unjustifiably interfere with someone's human rights and with data protection law.

## 13. COMMENTS FROM THE BOROUGH TREASURER

The Borough Treasurer has commented as follows:-

The Engineering Services capital budget includes monies for 20 mph zones near schools, traffic calming, safer routes to schools and school travel plans. Subject to Cabinet Deputy approval the monies could assist in meeting the recommendations 1 and 3 of this report. However, there will be ongoing maintenance and energy costs which will need to be met from existing budgets or subject to a bid for additional resources.

The Decriminalisation of Parking budget could be used to help implement variable time limited waiting outside schools if this was deemed appropriate.

## Appendix 1

### Citizens Panel Survey - Results

#### 1. Introduction

Paragraph 8 of the main report contains a summary of the information received from members of the public relating to Road Safety Measures that the council have introduced, in particular around schools. This Appendix provides the information on which the summary is based. The numbering of the following sections relate to the numbering of the points summarized in the main report.

#### 8.2.1-2 How much do you agree or disagree with the following statements about your local area?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	
a) There is too much traffic passing my house	21	20	28	23	8	%
b) Young children cannot play safely outside their home	25	35	21	18	2	%
c) There should be more traffic lights around here	5	11	27	39	17	%
d) Cars parked in the street bring added danger to children	30	42	18	9	2	%
e) There should be more pedestrian crossings around here	12	26	32	25	5	%
f) My neighbours drive too fast near my house	19	24	23	28	6	%
g) The street lighting could be improved	13	22	30	31	4	%
h) I regularly see road safety messages about the danger of speeding traffic	22	57	11	8	2	%
i) Most of the traffic going along my street is from people who don't live here	27	22	17	25	9	%
j) People from my household sometimes drive too fast around here	2	5	13	49	31	%
k) There are not enough safe places for children to play	31	37	17	13	3	%

**8.2.3 Since June 2003, how many times have you, or any member of your household, been involved in a traffic accident or a 'near miss' whilst out walking or cycling in your local area?**

	Never / none	Once	2 to 5 times	6 or more times	
a) Accidents involving yourself	93	5	2	*	%
b) 'Near misses' involving yourself	69	16	13	2	%
c) Accidents involving other members of your household	86	10	3	1	%
d) 'Near misses' involving other members of your household	76	11	12	2	%
e) Accidents you have seen	52	23	22	3	%
f) 'Near misses' you have seen	37	14	33	16	%

**8.2.4 Thameside Council has introduced several measures aimed at reducing road casualties. a) Before receiving this survey, which, if any, of these measures were you aware of?**

	%
Provision of red / green figures at pedestrian crossing points at traffic signals	78
Road safety campaign stickers on Wheelie bins	78
Providing Watchman speed cameras and signs to encourage drivers to slow down	72
Yellow zigzag markings outside schools	70
20mph speed zones around schools	69
Road safety campaigns on the back of buses and advertising hoardings	55
Road safety education and training for children in schools	46

**8.2.4 Tameside Council has introduced several measures aimed at reducing road casualties.**

Respondents were asked to tick one box only for each statement

	Strongly support	Tend to support	Neither support nor oppose	Tend to oppose	Strongly oppose	Don't know	
a) Provision of red / green figures at pedestrian crossing points at traffic signals	56	26	11	*	*	6	%
b) Road safety campaign stickers on Wheelie bins	44	30	16	5	3	2	%
c) Providing Watchman speed cameras and signs to encourage drivers to slow down	46	30	9	7	5	1	%
d) Road safety education and training for children in schools	85	9	1	0	*	4	%
e) Road safety campaigns on the back of buses and advertising hoardings	52	31	11	2	1	3	%
f) Yellow zigzag markings outside schools	81	15	3	*	*	1	%
g) 20mph speed zones around schools	76	16	4	2	1	1	%

**8.2.4 Do you think 20mph is an appropriate speed limit around school?**

	%
Yes	75
No, it's too slow	6
No, it's too fast	7
Don't know	2

**8.2.5 What, if any, concerns do you have about reduced speed zones around schools? This was an open question, with respondents being asked to provide details of their concerns.**

Speed limits/restrictions only imposed during school hours	27
Poorly signed/need flashing lights/better road markings	2
Need to be stricter enforcement	7
Stop parking on zigzags/both sides of the road etc.	13
No concerns/a good idea	13
Increased congestion/ignored/erratic driving	27
Teach road safety	2
Speed bumps/cameras	3
Don't agree/zones extend too far	7
Other	5

**8.2.6 What else could the Council and other local partners do to encourage road safety around schools? This was also an open question with respondents providing their own opinion.**

No parking/stopping in vicinity of school	28
Enforcement of speed limits/parking restrictions etc. (inc. fines)	18
Introduce any form of road safety measure deemed appropriate i.e. flashing lights/cameras etc.	18
Encourage walking to school/walking buses (i.e. less use of cars)	15
Teach road safety/road awareness/road safety campaigns	11
A police/warden presence	7
Have drop off/pick up points	6
Introduce lollipop people/crossing wardens (safer crossings)	6
School buses	3
Encourage car share	1
Other	2

# SCHOOL TRAVEL PLAN

**DOWSON  
PRIMARY SCHOOL**

**MARCH 2004**

Prepared by

www  **Tameside** .gov.uk

And

**Dowson Primary School**

## **INTRODUCTION**

The school travel plan sets out to provide measures that will reduce the number of car trips made by parents, pupils and staff to the school and will improve safety on the journey to school and on arrival at the school.

The process of development of the school travel plan has demonstrated:

- A commitment to the local community to improve the environment;
- The need and desire amongst the school community to reduce car traffic to and from the school; and
- The extent of the existing transport and travel problems at the school and on the main routes to the school.

This plan has been developed through extensive consultation with the school, parents, pupils, the Local Education Authority, and the Transport Authority. Consultation has been undertaken at the outset to establish the type and extent of problems, and throughout the process of the development of the plan through to the agreement of the proposed travel plan measures and initiatives.

The travel plan contains a number of sections covering;

- A description of the school;
- The objectives and targets for the travel plan;
- The results of the travel surveys and consultation;
- Proposed measures and initiatives;
- Implementation programme and responsibilities; and
- Plans for monitoring and review.

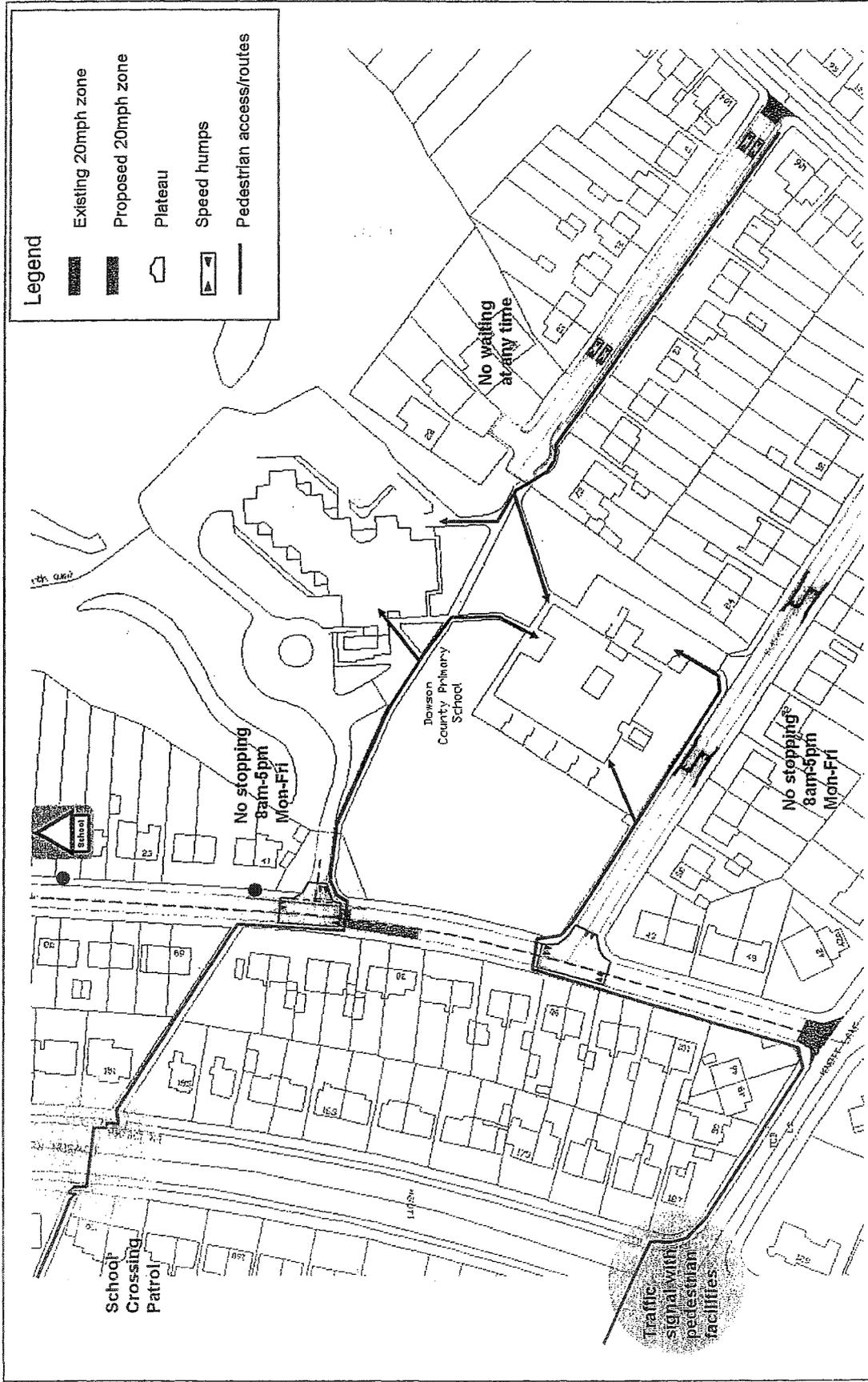
## **DESCRIPTION OF SCHOOL**

Dowson Primary School is located in a well established residential area and has vehicle and pedestrian entrances on Marlborough road and Gloucester Road. In addition there is a pedestrian access on York Road. The immediately adjacent roads are covered by a 20mph speed limit with a combination of physical speed restriction measures included road humps, raised junction plateaus and speed cushions. The school location and the existing facilities that support travel to the school are shown on the following diagram.

The school is large by primary school standards and has around 420 pupils on its roll and they are geographically distributed as shown on the following figure showing the primary existing pupil catchment area. Given the number of pupils at the school the catchment area is considerable. There is a concentration of pupils in the immediately adjacent residential areas with considerable numbers of pupils in relatively easy walking distance. However there is also a significant number of

pupils who are located in areas that would represent a considerable walk to school.

Furthermore there are substantial numbers of pupils who need to cross heavily trafficked roads to access the school in particular Dowson Road and Stockport Road which both present a barrier to walking.



Project Title : Dowson Primary School - School Travel Plan

Drawing Title : School Location and Existing Facilities

## SUMMARY OF SCHOOL TRAVEL SURVEY

In order to inform the development of the school travel plan, questionnaires were distributed to all parents and pupils to determine:

- How children and parents currently travel to school;
- What children do not like about walking to school;
- How children would like to travel to school;
- What children think would make walking to school better;
- Locations where on the journey to school parents believe that the most danger exists;
- What parents who drive to school do in respect of car sharing, parking and onward journey;
- What would encourage parents to allow their children to walk or cycle to school and suggestions for measures to improve safety;
- Whether parents would support walking bus and car sharing schemes; and
- The routes currently used to and from the school.

The main findings from the school travel survey are shown in the tables and figures below.

### *Travel to School*

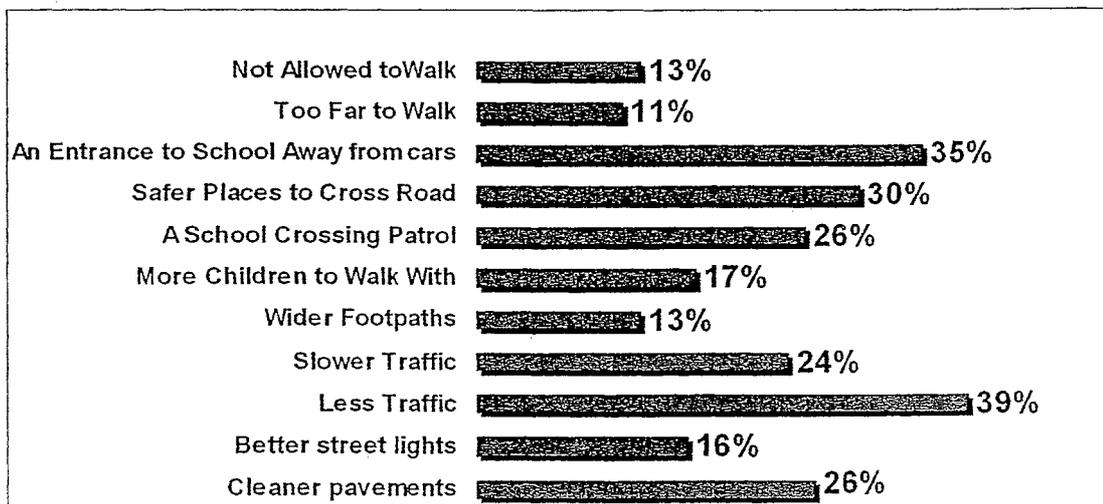
<b>Travel to School</b>	<b>Percentage of Respondents</b>
Travel on own	4%
Travel with other children	9%
Travel with parents or other adults	87%
<b>Existing Means of Travel to School</b>	
Walk	56%
Car	43%
Bike	1%
Other	-
<b>How Children would prefer to travel to School</b>	
Walk	33%
Car	28%
Bike	32%
Other	7%

The number of pupils walking to school is 56% but there are significant numbers of pupils who come to school by car, 43%, and given the distribution of pupils this is not unexpected. The attached diagram showing, the distribution of mode of travel to school, clearly shows that there are primary and secondary walk in areas. The primary walk in area is defined as that area where the majority, if not all, pupils walk to school while the secondary area is where the proportion of walk in and ride in access is more even. Beyond these areas almost all pupils arrive by car due to the distance involved and the need to cross a number of major barriers to walking.

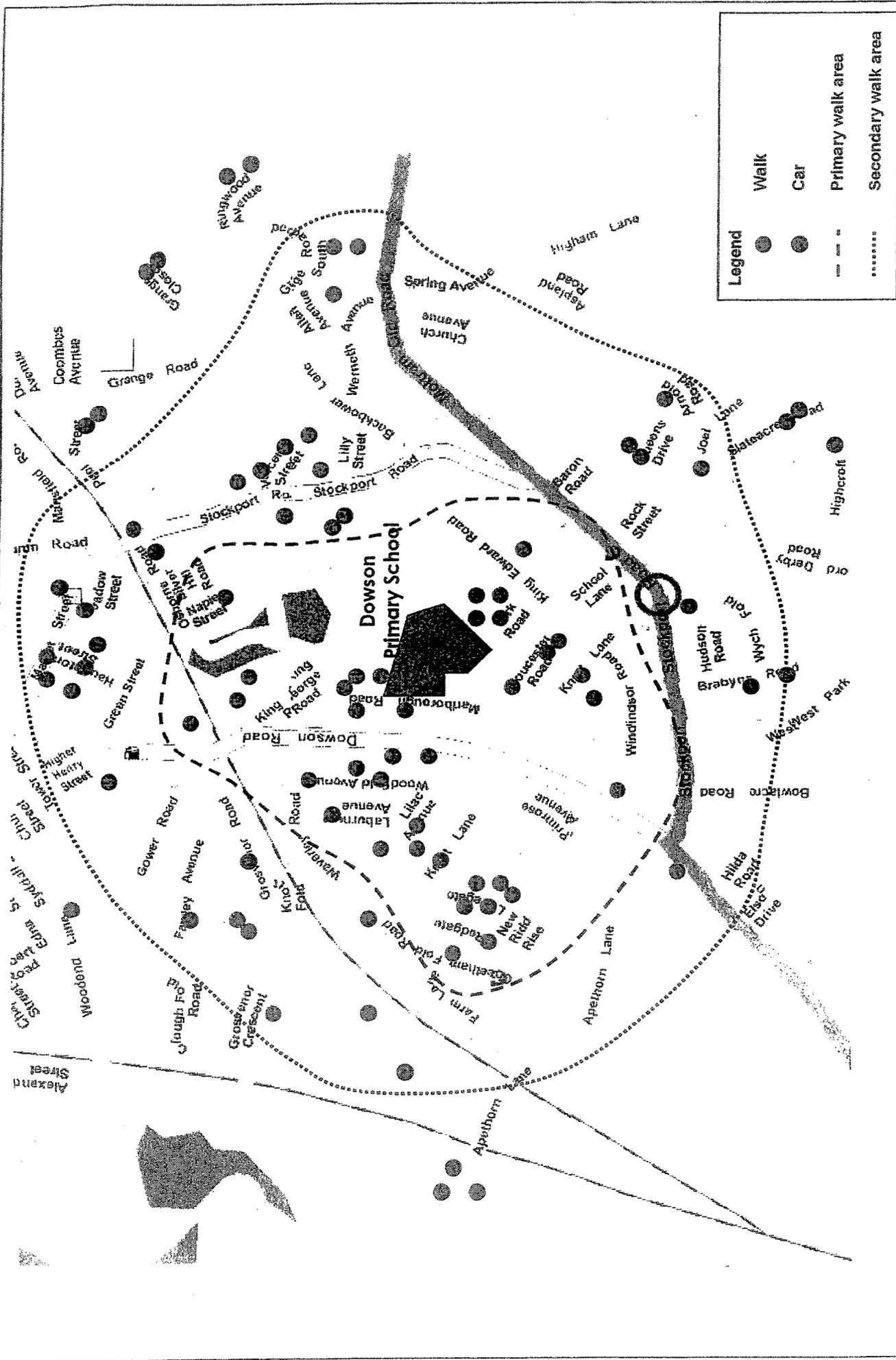
Those pupils in the secondary walk in area could be encouraged to walk if the perceived barriers to walking were removed such as the crossing of Dowson Road and Stockport Road.

A common response from surveys with school children as to how they would like to travel to school is that they would prefer to cycle to school, in the case of Dowson Primary School 32% would prefer to cycle to school. We are conscious that many parents would be reluctant to allow their children to cycle to school on their own however we would like to encourage greater cycle usage where appropriate and safe to do so. One aspect of the School Travel Plan is to promote a healthier lifestyle by encouraging walking and cycling both for pupils and parents. In order to promote cycling the School Travel Plan will include proposals for cycle awareness training, and provision of secure cycle storage facilities.

**What would make walking to school better? (Pupils responses)**



The primary factors that need to be addressed by the School Travel Plan to make walking better from a pupils perspective are the separation of the pedestrian entrances away from that for cars, safer places to cross the road, and reductions in traffic volumes. Where possible each of these has been addressed

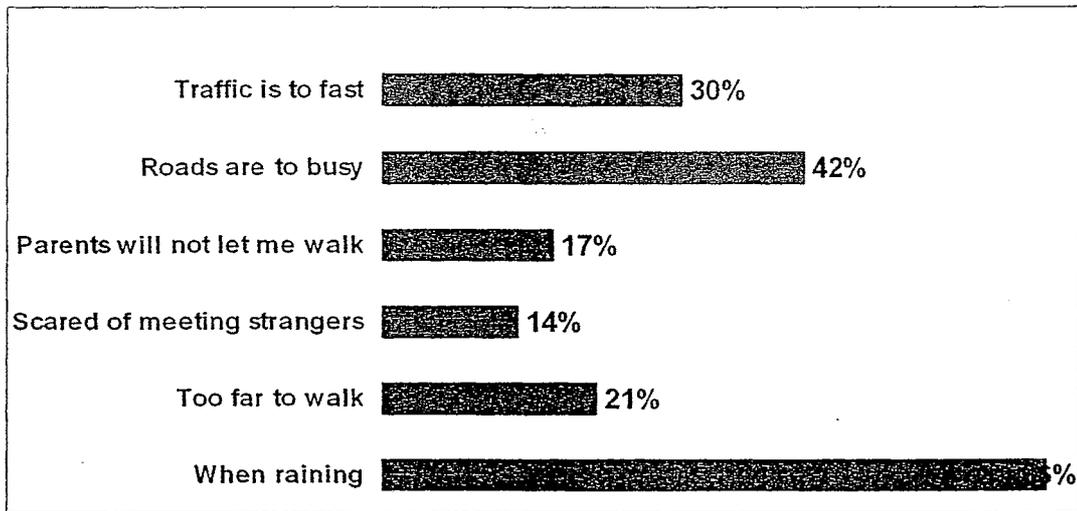


### School Travel Plan

### Distribution of Mode of Travel to School : Analysis of Parents Surveys

in the School Travel Plan with a view to encouraging a reduction in traffic volumes.

**Summary of Issues that Pupils do not like about Walking to School**



In terms of the main issues that pupils do not like about walking to school the speed and volume of traffic are the primary factors, after the common view of not liking to walk when it is raining.

**Potential Support for Measures**

Measure	Percentage of Respondents	
	Existing Walk	Existing Car
Walking bus	57%	59%
Car Sharing Scheme		46%
Use parking drop-off zone		53%

The travel survey with parents showed strong support for a walking bus scheme amongst existing walkers and drivers. There was good support for the concept of a car sharing scheme and for the possible use of a parking drop-off zone.

## **EXISTING SCHOOL TRANSPORT AND SAFETY PROBLEMS**

The travel surveys have been used in conjunction with detailed site observations at the school and on the main routes to the school to establish the current transport and safety problems. These can be summarised as follows:

- To many vehicles parking close to school gates and ignoring existing restrictions and this applies to Marlborough Road, Gloucester Road and York Road;
- Use of York Road cul-de-sac by cars to drop children off at end of road creates conflicts with vehicles making three point turns in a confined space and where there is considerable pedestrian activity;
- Crossing of Dowson Road which is busy and has relatively high speed traffic; and
- Crossing of Stockport Road.

The main issue that a large number of parents raised was the volume and indiscriminate nature of the parking in the immediate vicinity of the school. Consequently the School Travel provides measures to address this through extended restrictions, improved enforcement and a reduction in number of cars arriving at the school.

## **TRAVEL PLAN OBJECTIVES AND TARGETS**

The primary objectives of the school travel plan are:

Objective 1: Reduce car travel to the school

Objective 2: Improve road safety at the school and on the main routes to the school

Objective 3: Increase awareness of the alternatives available for travel to school

Objective 4: Increase awareness of the impact of school travel on the local community and the environment

Objective 5: Encourage the use of sustainable and healthier travel modes.

In relation to the existing levels of use of car to travel to school the targets that have been set are to reduce the number of cars arriving at the school and increase the proportion of pupils walking or cycling to school by:

- Increasing the proportion of pupils walking/cycling to school from the current 56% to 75% over the next two years; and
- Increasing the number of parents who are car sharing to 40% of car users.

The aim of these targets is to reduce the number of cars arriving at the school from the current estimate of 150 vehicles to 90 in the next two years.

## **PROPOSED SCHOOL TRAVEL PLAN MEASURES**

The school travel plan contains a combination of physical measures to improve safety and support the initiatives of encouraging walking, cycling and car sharing. The measures have been derived following consultation with parents, pupils, school staff and the relevant authorities and through detailed feasibility studies undertaken by Tameside MBC traffic management officers.

The proposed physical measures in the vicinity of the school and on the identified routes to the school are shown on the attached figures. The primary routes to the school have been identified based on the distribution of pupils, walking routes taken by parents from the travel survey, and detailed route audits to define safer routes and to maximise the use of off road routes.

The physical measures proposed are:

- Extend the existing SCHOOL KEEP CLEAR markings outside the school on Marlborough Road;
- Extend the existing SCHOOL KEEP CLEAR markings outside the school on Gloucester Road and install 4m section of Visirail guardrail outside the pedestrian entrance to the school on Gloucester Road;
- Construct central refuge and kerb build outs on Dowson Road to create a safer waiting and crossing environment at the location of the school crossing patrol. See attached plan for details;
- Consider feasibility of improved pedestrian crossing facilities on the railway bridge on Stockport Road;
- Improvement to the footpaths forming the link across the Trans-Pennine Trail and along Waverley Road to provide a good quality pathway; and
- Standard side road crossing points on primary walking routes to the school comprising buff coloured crossing surface, dropped kerbs on both sides of the crossing points, tactile paving and 'STOP LOOK LISTEN' markings to reinforce the Green Cross Code.

The other measures proposed as part of the travel plan are:

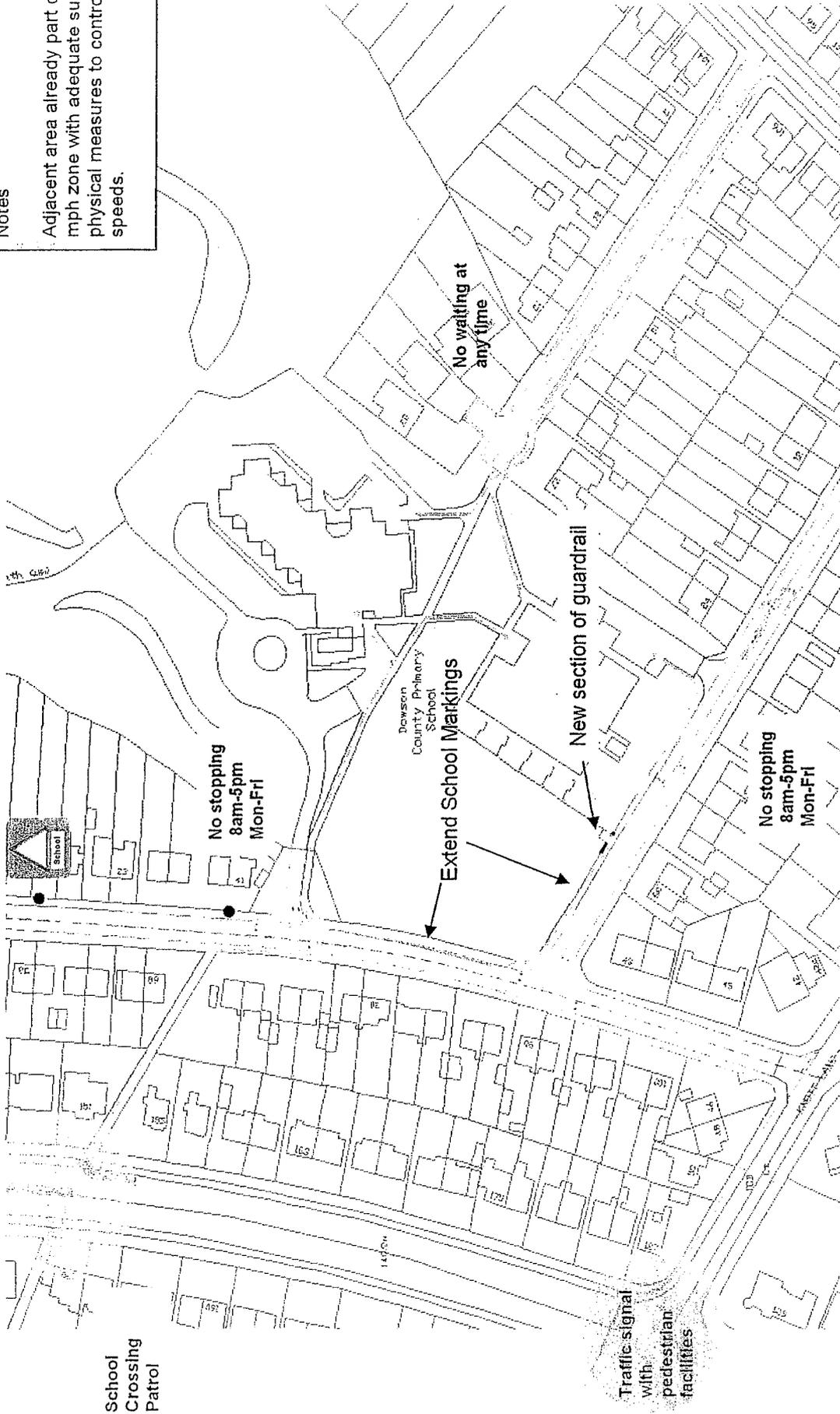
- The development of a car sharing scheme to promote the reduction in number of cars arriving at school from those areas that are beyond reasonable walking distance;
- The consideration of walking bus schemes on one or more of the designated primary walking routes if required to promote walking;
- Provision of information material to promote the safe routes to school that are to be developed including maps of routes and information on the car sharing scheme and how to join;

- Provide increased enforcement of parking and waiting restrictions on the areas around the school by liaising with the relevant authorities to secure random ticketing and enforcement; and
- Undertake road safety and cycle proficiency training to improve safety on the school journey.

The school travel plan would be made available to all existing parents by providing copies in the school reception area, and on school notice boards. All new pupils and parents would be provided with a copy of the plan as part of their introductory pack of information to the school.

**Notes**

Adjacent area already part of a 20 mph zone with adequate supporting physical measures to control vehicle speeds.

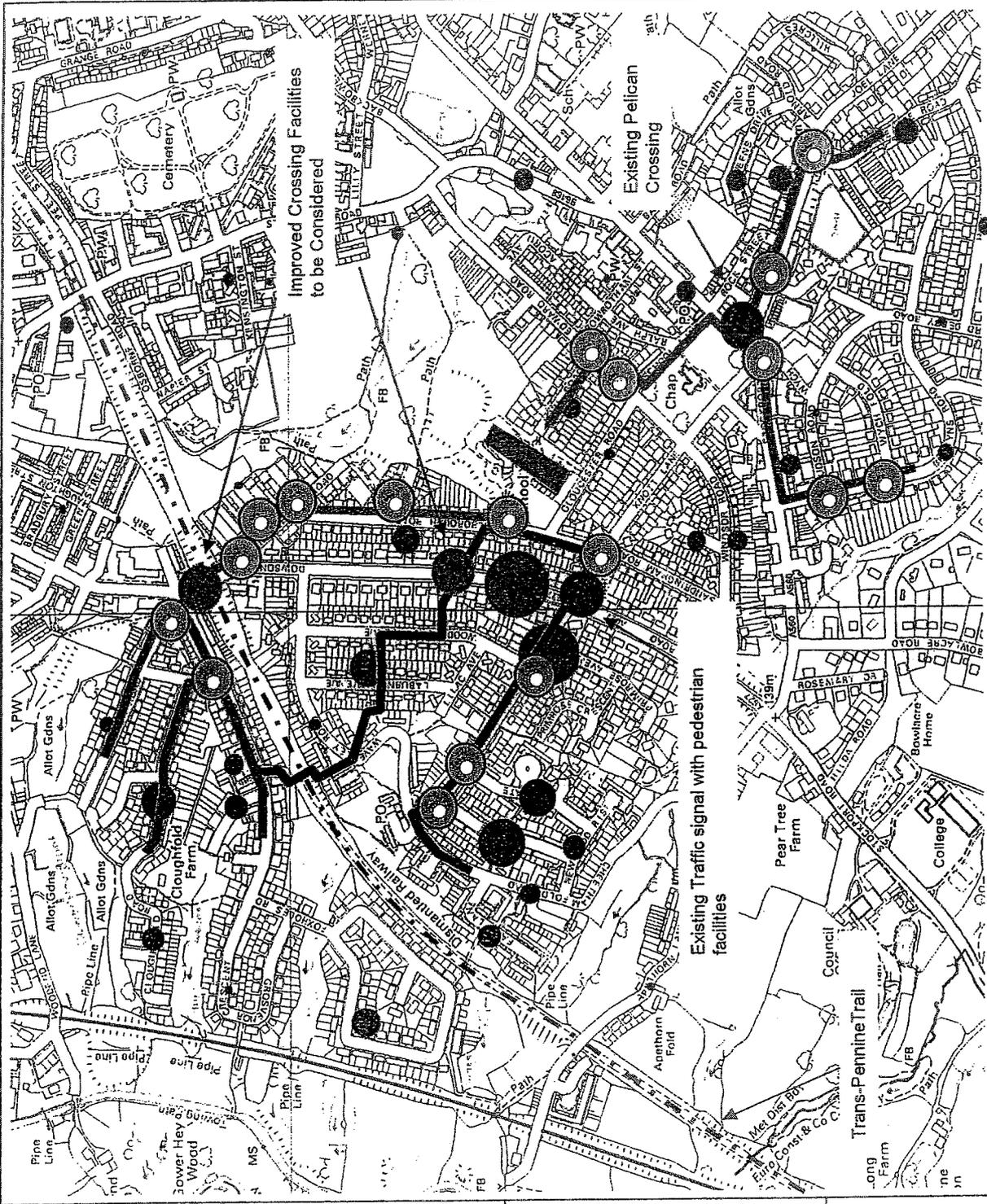
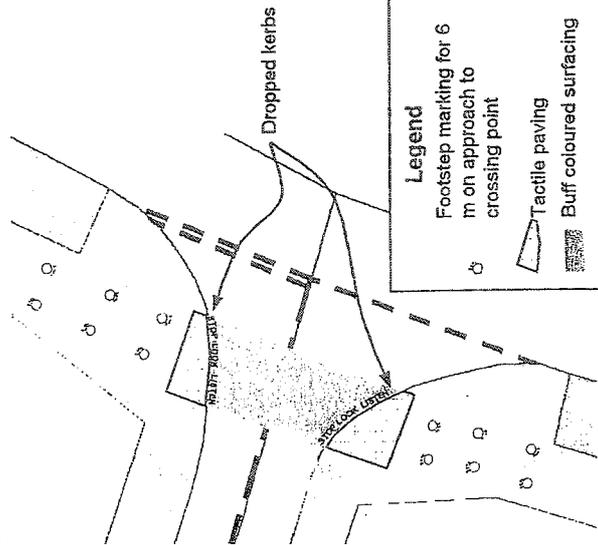


**Drawing Title :** Proposed Measures in Vicinity of the School

**Project Title :** Dowson Primary School - School Travel Plan

## Legend

-  Standard side road or crossing treatment. Layout as shown below.
-  Pupil Catchment Locations
-  Primary Walking Routes
-  Existing Pedestrian Crossings
-  Pedestrian Crossings under Consideration as part of School Travel Plan



Drawing Title : Primary Walking Routes and Associated Measures

## **IMPLEMENTATION TIMETABLE AND RESPONSIBILITIES**

The proposed physical measures have already been discussed in detail with the relevant authorities and many of the measures are to be included in the capital works programme for 2004/05 and as such are expected to be implemented in the next twelve months. Funding for the schemes is primarily to be provided under the South East Manchester Multi-Modal Study (SEMMMS) Travel Behaviour Change programme and the feasibility and cost of the measures are being progressed by Tameside MBC.

The implementation of the proposed walking routes and car sharing scheme will be taken forward by the school and Tameside MBC's School Travel Plan coordinator.

With respect to the establishment of a car sharing club Tameside MBC is currently working closely with the Greater Manchester Local Transport Plan team to develop pilot schemes as a means of testing out the required mechanisms. On completion of the pilot schemes, scheduled for the next six months, the recommended car sharing club scheme would be made available for implementation in the school travel plan.

Key dates are as follows:

- Implementation of physical measures by the end of 2004;
- Establishment of walking bus and car share club schemes by mid 2005;  
and
- Road safety and cycle proficiency training to be undertaken on an annual basis.

## CONSULTATION PROCEDURES AND RESULTS

The measures contained in the travel plan have been consulted on with all parents and the responses in terms of potential use of proposed walking bus and car sharing schemes, and in relation to views on whether the travel plan measures address the main problems and will be effective is shown below.

Issue	Existing Mode of Access to School	
	Walk	Car
Use walking bus	70%	59%
Allow children to cycle to school	43%	33%
Car sharing		
Very likely		22%
Likely		22%
Unlikely		37%
Very unlikely		19%
Would measures encourage walking/cycling		33%
Consider measures will make journey to school safer	85%	
Consider measures address the main problems	71%	
Support for measures		
Fully support	69%	
Generally support	21%	

The results of the consultation showed that there is good support for the school travel plan measures. Issues raised during the plan consultation have also since been taken on board in the development of the final School Travel Plan and it is expected that these would result in higher levels of support if the consultation was to be repeated.

The results also show that 33% of parents who drive to the school state that the measures would encourage them to walk and 44% would be likely to use a car sharing scheme if established. Support was also strong for a walking bus amongst both existing walk and car users.

## **MONITORING AND REVIEW PROPOSALS**

The monitoring of the impact of the school travel plan on the means of travel to school will be undertaken by carrying out an annual survey of mode of travel to school. This would be undertaken through a classroom hands-up survey with all pupils.

The above survey would be supplemented after the implementation of the majority of the proposed measures by a repeat of the school travel survey with parents and pupils. The survey would explore in greater detail the effects of the plan and measures as well as the parent's awareness of the plan.

The school travel plan would be reviewed annually and where necessary changes would be made to reflect any particular issues that arise. The delivery of the proposed elements of the plan will be monitored by the school and Tameside MBC's school travel plan coordinator and where there is evidence of delay measures will be taken to progress the plan.

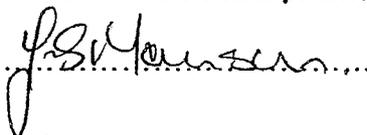
## SCHOOL TRAVEL PLAN RATIFICATION

The pupils, parents, staff and governors of Dowson Primary School have agreed to implement a School Travel Plan to deal with travel problems, traffic congestion and road safety issues on, and in the immediate vicinity of, the school grounds and also on the main routes to the school from the surrounding area. In implementing the plan it is a requirement that the initiatives set out in the Action Plan will be carried out with the support of Tameside MBC.

### **Signed on behalf of Dowson Primary School by:**

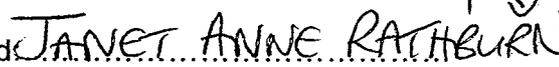
Chair of Governors

Name : JOHN STUART MANSON

Signed:  Date: 30<sup>th</sup> March 2004

Headteacher

Name : J. A. Rathburn

Signed: JANET ANNE RATHBURN  Date: 30<sup>th</sup> March 2004

### **Signed on behalf of Tameside MBC by:**

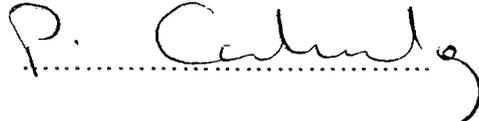
Assistant Director of Local Education Authority

Name : IAN SMITH

Signed:  Date: 30<sup>th</sup> March 2004

Assistant Director of Local Traffic/Transport Authority

Name : PAUL CALVERT

Signed:  Date: 30<sup>th</sup> March 2004

### **Endorsed by Tameside MBC Travel co-ordinator**

Name : Pamela Vaughan

Signed:  Date: 30<sup>th</sup> March 2004