

Manchester City Council Report of Information

Report to: Neighbourhoods and Environment Scrutiny Committee – 20 June 2018

Subject: Road Safety around Schools

Report of: Strategic Director of Highways, Transport and Engineering

Summary

Following the last report to Scrutiny Committee on the work completed by the Member Road Safety around Schools Task & Finish Group, this report considers in more detail the recommendations made by that group and how road safety can be improved on the journey to and from school for pupil and parents / carers.

It should be noted that by encouraging more children to walk to school and by reducing the reliance on the car, this has wider benefits than just road safety which include improvements in air quality and more generally improving the fitness and health of our children.

The report below is focussed on a number of specific points raised by members at May NESC which are:-

- The planned capital investment programme to introduce physical improvements around schools to improve road safety on the journey to school
- Data on Road Traffic Collisions outside schools
- The role of Planning in relation to new school developments to ensure that road safety is appropriately considered and built in to new designs.
- Enforcement activities undertaken around schools including GMP
- How Behaviour change can effectively improve road safety and updates to the School Road Safety Tool-kit.
- Proposed location for schools to trial red routes and temporary school time road closures.

Recommendations

The Scrutiny Committee is asked to consider and note the content of the report.

Wards Affected: All

Contact Officers:

Name: Kim Dorrington

Position: Strategic Director of Highways – Transport and Engineering

Telephone: 07885 540244

Email: k.dorrington@manchester.gov.uk

1.0 Background

- 1.1 Local Members, Residents and Parents rightly see road safety outside schools as a major area of concern and something that needs to be regularly reviewed and improved. Members of the Neighbourhood Scrutiny Committee recently formed a specific task and finish group to review what could be done to increase the focus on road safety and reduce the number of traffic collisions that take place outside Manchester's Schools.
- 1.2 The Task and Finish group met on 6 separate occasions and a number of recommendations came forward that were discussed at the last meeting of this committee. At that meeting member requested further information which is incorporated as follows:-

2.0 Planned Investment Programme for Physical Improvements outside schools

- 2.1 Road Safety outside schools has for a long time been an issue that we have been working hard to address. Despite a number of interventions / improvements and working with schools and other stakeholders to reduce the number of road accidents, it is clear that some investment is required to undertake physical changes outside a number of schools across the city to make the journeys to and from school safer for pupils and parents / carers.
- 2.2 Using a safety assessment undertaken by our Education Department, all schools can be RAG rated to identify if they are high / medium or low risk. This assessment looks at a number of criteria such as the speed and volume of traffic, the number of pupils crossing the road, whether the road is traffic calmed, whether there are waiting restrictions in place etc. Using this data we have considered what physical interventions are required to move schools to low risk (or green)
- 2.3 There is a budget of approximately £3 million to deliver physical road safety improvements outside schools across the city. This budget is comprised of '£1.8million MCC funding' and '£1.2 million TfGM Growth funding.
- 2.4 Initially £800k funding has been approved to deliver a phase one programme of 34 locations for high priority improvements during 2018/19. These phase one schemes have been prioritised based on both 'delivering as many schemes as possible' and where high risk sites have been identified. These have been designed and we will shortly begin consultation. The proposed list of phase 1 schemes are shown below and further information will be shared with members and individual schools in relation to the timescales shortly.

School Crossing Points - Phase 1

No	School	Ward
1	Baguley Hall Primary / Newall Green High Within 30mph Limit	Baguley
2	Newall Green High / Primary Schools Within 20mph Zone	Baguley
3	St Pauls High / Newall Green High / St Peters Primary Within 20mph Zone	Baguley
4	Sandilands Primary Within 20mph Zone	Brooklands
5	Button Lane Primary Within 30mph Limit	Brooklands
6	Sandilands Primary Within 20mph Zone	Brooklands
7	Green End Primary / St Bernard's Primary Within 20 mph Zone (Bus Route)	Burnage
8	Green End Primary / St Bernard's Primary / Burnage High School Within 30 mph Zone	Burnage
9	Green End & St Bernard's Primary / Burnage High School Within 20mph Zone	Burnage
10	Acacias Primary & Crossley Road L/High Within 20mph Zone - Bus Route	Burnage
11	Moston Fields Primary / Manchester Creative Media for Girls Within 30mph Limit - Advisory 20mph School Zone	Charlestown
12	St Barnabus Primary Within 20 mph	Clayton & Openshaw
13	Varna Stree Primary Within 20mph Zone	Clayton & Openshaw
14	Beaver Road / St Catherine's Primary Within 20mph Zone	Didsbury East
15	Broad Oak Primary Within 20mph	Didsbury East
16	Abbey Hey Primary Within 20mph Zone	Gorton & Abbey Hey
17	Wright Robinson High School Within 20mph Zone	Gorton & Abbey Hey
18	St Malachy's / Saviour Primary Within 30mph Limit	Harperhey
19	Holy Trinity / Moston Lane Primary Within 20mph Zone	Harperhey

20	Pike Fold Primary / Co-Operative Academy Within 20mph Zone	Higher Blackley
21	Crowcroft Park Primary / St Richards Primary Within 20mph Advisory Zone	Longsight
22	St Agnes Primary Within 20mph Zone	Longsight
23	Park View Community Primary Within 20mph Zone	Miles Platting & Newton Heath
24	All Saints / Christ the King Primarys Within 20mph Zone	Miles Platting & Newton Heath
25	St Wilfreds Primary Within 20mph Zone	Miles Platting & Newton Heath
26	Heald Place Primary Within 20mph Zone	Moss Side
27	New Moston / St Margaret Mary's Primary Moston Lane 30mph Limit - Broadway 40mph	Moston
28	New Moston Primary Within 20mph Zone	Moston
29	St John Fisher & Thomas More RC Primary Within 20mph Zone	Sharston
30	Haverley Hey Primary Within 20mph Zone	Sharston
31	William Hulme Within 30mph Zone but 20mph School Zone - Bus Route	Whalley Range
32	Mauldeth Road Primary Within 20mph Zone	Withington
33	Ringway Primary / St Anthony's Primary Within 20mph Zone	Woodhouse Park
34	Ringway Primary / St Anthony's Primary (Portway / Cornishway) Within 20mph Zone	Woodhouse Park

- 2.5 A phase 2 programme for 2019/20 onwards is currently being developed using a value for money approach. Members will be contacted about these proposals in the autumn.
- 2.6 The options for both phases included a mix of smaller low cost interventions e.g. some additional pedestrian guardrails, the installation of a bollard or a new yellow line, whereas others require new pedestrian or zebra crossings which cost more.
- 2.7 New cycle routes have been agreed to improve cycle accessibility and encourage safer cycling to both Loreto and Chorlton High Schools.

3.0 Data of Road Collisions outside Schools

3.1 Ward plans showing accident data were presented at the Task and Finish Group, but this information is now superseded and we have commissioned TfGM to provide up-to-date MCC ward information for all road traffic collisions outside schools over the last 3 years. We have requested this information be broken down by secondary and primary school and be focused on a 100m radius around the school – Monday to Friday 8am to 4.00pm. Once this information is available it will be sent to ward members. This should take approximately 4 weeks.

4.0 The role of Planning in relation to new school developments to ensure that road safety is appropriately considered and built in to new designs

4.1 Currently the Highways Development Control team receive around 6 new school applications per year. In addition, there are also approximately 10 applications for school extensions where we are increasing capacity on site.

4.2 When the Development Control team receive a planning application relating to a new school development, the following procedure is taken.

- The application is assessed on a series of key aspects as follows:
 - Site Accessibility and Public Transport Provision
 - Trip Generation and Junction Capacity
 - Vehicular and Cycle Parking Provision
 - Vehicular and Pedestrian Access
 - Waste Management
 - School Catchment area
 - Collision and Road Safety History
 - Travel Planning

4.3 Highway officers would typically state the following key requirements from the developer, dependent on the context of the site:

- Junction Improvements to accommodate the development
- Installation of / amendments to Pedestrian Crossing facilities
- Installation of Traffic Calming features
- Installation of further Traffic Regulation Orders on the adjacent highway
- Internal pick-up/ drop off facility where feasible
- Installation of appropriate School Keep Clear Markings and signage
- Separate pedestrian and vehicular entrances
- Travel Plan Condition
- Construction Management Plan Condition

4.4 Consultation with Transport for Greater Manchester is held both at the pre and post- application submission phases. Urban Traffic Control (UTC), for signals, and Highway Forecasting and Analytical Services (HFAS), for data analysis, collectively provide commentary as to the existing context, potential impact and

recommended mitigation measures necessary to ensure no adverse impact, both in terms of road safety and network efficiency.

- 4.5 Liaison with Neighbourhood Teams and involvement from Local Members provide further contextual information on the existing challenges experienced within the local area. This can highlight ongoing issues such as traffic and congestion, parking accumulation and highway safety concerns. This helps to inform our response in terms of suggested highway works to be associated with the school development.

A good example of this would be earlier this year, Development Control were consulted on proposals for Didsbury High School, adjacent to Princess Road. As part of the assessment, Highway officers sought advice from Neighbourhood Teams to discuss existing on-street parking pressures and congestion issues across the surrounding area. This raised ongoing concerns regarding inadequate on-site parking provision resulting in inconsiderate on-street parking, at the detriment of local residents.

Taking on board comments made by Neighbourhood Officers, Development Control have recommended a package of off-site highway works to be picked up at the cost of the developer, in order to ensure that the traffic and parking associated with the new secondary school will have no adverse impact on the road network and local community. The agreed works include installation of new double yellow lining, School Keep Clears, H-Bar markings and pedestrian crossing upgrades, all of which will be implemented prior to the occupation of the school.

- 4.6 Upon further discussion with MCC Planning Officers and Education Teams, Development Control Officers provide a detailed recommendation to Planning, to address all highways requirements appropriate for the school development.

5.0 Enforcement activities undertaken around schools including GMP

- 5.1 One of the key priorities for the Council's Parking Service is to ensure that parking enforcement is carried out at schools, during the school open and closing times. This approach ensures that our children's safety is paramount and that any potential dangerous parking is dealt with, at the same time educating motorists. Over the last 12 months 1,266 tickets were issued for vehicles parked on School Keep Clear Markings.
- 5.2 Civil Enforcement Officers (CEO) both on foot patrol, on cycles, on mopeds and using Automatic Number Plate Recognition (ANPR) vehicles, will enforce 'Hot Spot' schools on a daily basis, throughout the school term. Any vehicle parked illegally is liable to receive a £70.00 Penalty Charge Notice (PCN).
- 5.3 Schools are assessed each Term based on several factors, including a defined RAG rating to determine deployment for the next school term. This results in a 'Hot Spot' list of schools, which ensures that CEO's are deployed to at least 10 schools each day with the greatest need, and where parking has been identified as creating a potential danger to road users, including schoolchildren.

School Enforcement - April and May 2018

- 5.4 The following table 1a demonstrates the outcomes from enforcement by mobile CEOs during the school term, April and May 2018. The table includes the number of Penalty Charge Notices issued, the number of visits made by CEOs and the application of a Compliance rating based on an assessment by the CEOs enforcing the school.
- 5.5 The second part of the table, table 1b refers to Compliance visits at schools which whilst not on the original deployment Hot Spot list are visits undertaken as a result of complaints/concerns that have been raised by Members of the Public and/or Local Councillors, resulting in a visit to that school. A compliance assessment is made at the same time.
- 5.6 Outcomes from all visits are factored into a RAG rating, which determine deployment for the next school term, June to July 2018. Those schools with the greatest need and which have been defined as a Red and Amber rating will remain on the 'Hot Spot' list and those schools identified in Table 1a as having a Green RAG rating will be replaced with schools identified in Table 1b as having a Red RAG rating, following compliance reviews.

Table 1a and 1a:

Mobiles RAG Rating Apr - May 18							
Schools	Ward	Visits	PCNs	Per Visit	Compliance Rating	PCN Rating	RAG Rating
Oswald Road Primary	Chorlton	22	41	1.9	5	5	25
Withington HSG	Old Moat	21	16	0.8	5	3	15
Birchfields Primary	Rusholme	12	10	0.8	4	3	12
Crossacres Primary	Sharston	4	3	0.8	4	3	12
St Brigids Primary	Ancoats and Beswick	20	12	0.6	5	2	10
MHSG	Fallowfield	16	10	0.6	5	2	10
St Andrew's Primary	Levenshulme	13	7	0.5	4	2	8
Cavendish Primary	Didsbury West	11	7	0.6	4	2	8
Manchester Communications	Harphurhey	11	8	0.7	4	2	8
St Richards RC	Levenshulme	10	13	1.3	2	4	8
Levenshulme HSG	Levenshulme	10	4	0.4	4	2	8
Wilbraham Primary School	Fallowfield	9	5	0.6	4	2	8
Varna Primary	Clayton and Openshaw	7	4	0.6	4	2	8
Bowker vale	Higher Blakley	5	3	0.6	4	2	8
St Claire's Primary	Higher Blakley	10	2	0.2	4	1	4
Charlestown Primary	Charlestown	4	1	0.3	4	1	4
Manchester Muslim School	Withington	12	3	0.3	3	1	3
Acacias	Levenshulme	12	4	0.3	2	1	2
Moor Allerton Primary	Didsbury West	8	2	0.3	2	1	2
Armitage C of E Primary	Ardwick	8	1	0.1	2	1	2
Mobiles RAG Rating Apr - May 18 Compliance visits							
Schools	Ward	Visits	PCNs	Per Visit	Compliance Rating	PCN Rating	RAG Rating
St Mary's RC Primary	Levenshulme	1	3	3.0	5	5	25
Webster Primary	Hulme	2	4	2.0	4	5	20
Beaver Road Primary	Didsbury East	1	2	2.0	4	5	20
Brookburn Primary	Chorlton	1	2	2.0	2	5	10
St Patrick's Primary	NH & MP	1	0	0.0	4	1	4
Medlock Primary	Ardwick	1	0	0.0	3	1	3
Dean Trust	Ardwick	1	0	0.0	2	1	2
Newall Green High School	Baguley	1	0	0.0	2	1	2
Old Moat Primary	Old Moat	2	0	0.0	1	1	1
St Peter's Primary	Baguley	1	0	0.0	1	1	1
Briscoe Lane	NH & MP	1	0	0.0	1	1	1
Holy Name Primary	Hulme	1	0	0.0	1	1	1
St Luke's Primary	Ardwick	1	0	0.0	1	1	1
Ringway Primary School	Woodhouse Park	1	0	0.0	1	1	1
Total		241	167	0.7			

5.7 The following table 2 details the RAG rating for those schools where CCTV - ANPR camera vehicles are used. The same criteria as above applies.

CCTV RAG Ratings Apr 18 - May 18							
Schools	Ward	Visits	PCNs	Per Visit	Compliance Rating	PCN Rating	RAG Rating
Webster Primary	Hulme	5	9	1.80	4	5	20
Old Hall Drive Primary	Gorton & Abbey Hey	7	16	2.29	4	5	20
Sandilands Primary	Brooklands	3	8	2.67	4	5	20
St John's RC Primary	Chorlton	1	2	2.00	4	5	20
St Claire's RC Primary	Higher Blackley	2	13	6.50	4	5	20
Holy Name RC Primary	Hulme	5	6	1.20	4	4	16
Burnage academy for Boys	Burnage	7	14	2.00	3	5	15
Seymour Road Primary	Clayton and Openshaw	3	9	3.00	3	5	15
Chapel Street	levenshulme	2	3	1.50	3	5	15
Whalley Range HSG	Whalley Range	9	7	0.78	5	3	15
Acacias Primary	levenshulme	12	14	1.17	3	4	12
Rolls Crescent Primary	Hulme	8	7	0.88	3	3	9
Ashbury Meadow Primary	Clayton and Openshaw	1	1	1.00	3	3	9
Broadhurst Primary	Moston	2	1	0.50	4	2	8
St Luke's Primary	Ardwick	2	1	0.50	4	2	8
Green End Primary	Baguley	1	0	0.00	5	1	5
Levenshulme HSG	levenshulme	9	4	0.44	3	1	3
St Chrysostom's Primary	Ardwick	8	2	0.25	3	1	3
Heald Place Primary	Moss Side	6	2	0.33	3	1	3
St Mary's CofE	Moston	4	0	0.00	3	1	3
Moston Lane Primary	Moston	5	2	0.40	3	1	3
St Annes RC Primary	Ancoats and Beswick	1	0	0.00	3	1	3
Sacred Heart	Gorton & Abbey Hey	2	0	0.00	2	1	2
St Catherine's RC Primary	Didsbury East	1	0	0.00	2	1	2
Birchfields Primary	Rusholme	1	0	0.00	2	1	2
Crosslee Primary	Charlestown	4	0	0.00	1	1	1
Totals		111	121	1.09			

School Enforcement – June and July 2018

5.8 The tables below, 3a and 3b detail the daily deployment schedule for CEO and CCTV ANPR vehicles, based on the RAG rating defined in tables 1 and 2 above.

Table 3a – CEO mobile deployment rota – June and July

School Rota: Mobile June 2018	Ward	Monday		Tuesday		Wednesday		Thursday		Friday	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Oswald Road Primary	Chorlton	X			X			X			X
Withington HSG	Old Moat		X			X			X	X	
Birchfields Primary	Rusholme	X		X			X				X
Webster Primary	Hulme		X	X					X		
St Brigids Primary	Ancoats & Beswick				X	X		X			
MHSG	Fallowfield		X	X			X				
Beaver Road Primary	Didsbury East				X					X	X
Cavendish Primary	Didsbury West					X			X	X	
Manchester Communications	Harphurhey	X					X				
St Richards RC	Levenshulme		X					X			
Levenshulme HSG	Levenshulme			X					X		
Wilbraham Primary School	Fallowfield				X					X	
Varna Primary	Clayton and Openshaw					X					X
Bowker vale	Higher Blakley	X					X				
St Mary's RC Primary	Levenshulme		X					X			
Crossacres Primary	Sharston			X					X		
St Andrew's Primary	Levenshulme				X					X	
Brookburn Primary	Chorlton					X					X
Crab Lane Primary	Higher Blakley	X					X				
Lily Lane Primary	Moston							X			

Table 3b – ANPR vehicle deployment rota – June and July 2018

CCTV School Deployment June -July 2018											
School Deployment	Ward	Monday		Tuesday		Wednesday		Thursday		Friday	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Webster Primary	Hulme	XX					XX				
Old Hall Drive Primary	Gorton & Abbey Hey		XX					XX			
Sandilands Primary	Brooklands			XX					XX		
St John's RC Primary	Chorlton				XX					XX	
St Claire's RC Primary	Higher Blackley					XX					XX
Holy Name RC Primary	Hulme	XX					XX				
Burnage academy for Boys	Burnage		XX					XX			
Seymour Road Primary	Clayton & Openshaw			XX					XX		
Chapel Street	Ivenshulme				XX					XX	
Whalley Range HSG	Whalley Range					XX					XX
Acacias Primary	Ivenshulme	XX					XX				
Rolls Crescent Primary	Hulme		XX					XX			
Ashbury Meadow Primary	Ancoats & Beswick			XX					XX		
Broadhurst Primary	Moston				XX					XX	
St Luke's Primary	Ardwick					XX					XX

5.9 GMP can undertake enforcement and will deploy PCSO's where there is a significant road safety issue outside a school – i.e. speeding vehicles or anti-social behaviour. However, unfortunately like MCC, GMP do not have the resources to provide regular attendance at all schools across Manchester, therefore they can only focus their resources at targeted locations at key times. Following the recent successful Road Safety Task and Finish Group, one of the approved actions was to provide all schools with updated information on how to report road safety concerns to both MCC and GMP. This included on-line reporting methods and direct contact numbers to request additional enforcement presence. In addition to this reporting chain, Manchester's Neighbourhood Teams regularly meet with GMP at Ward Coordination meetings and can report any significant 'hot-spots'.

5.10 An example of effective multi-agency enforcement recently took place outside William Hulme Grammar School where GMP, School staff, MCC officers and Civil Enforcement Officers met following a number of reports of inconsiderate parking and alleged incidents of 'Road Rage'. This proved to be a successful day with a number of tickets being issued both during the morning and afternoon peaks along with verbal warnings and alternative drop-off / pick-up suggestions being offered to parents. Following this exercise the school have noticed a drop in inconsiderate parking incidents with their own officers continuing to provide a presence outside the school gates at peak times wearing hi-visibility clothing.

6.0 How Behaviour change can effectively improve road safety and updates to the School Road Safety Tool-kit.

6.1 Manchester currently has a road safety guide that is available to all schools and includes comprehensive details of how schools, the Council, GMP and partners can work together to improve road safety outside schools. The guide includes specific case studies and exemplars that other schools may wish to replicate. The guide is currently being updated and will be electronically re-issued to all schools.

6.2 As a specific example, Broad Oak Primary School in Didsbury has been very pro-active in addressing traffic issues and encouraging pupils to walk to school. Some of the measures that they have put in place to reduce the dependency on the car include running a "Park and Stride" scheme. This involves working with the local tennis club to allow parents to park in the Tennis Club Car Park at school start and finish times. Leading from this parking facility is a footpath that leads to the school gate. In addition, they have launched a Living Streets' - Walk Once a Week (WoW) scheme. ('Living Streets' is a UK charity that promotes the benefits of walking). Here pupils are awarded a badge each month if they walk/cycle/scoot/Park & Stride once every week, with children recording their mode of transport on an on-line Travel Tracker. Walking modes have increased from 53% to 80%.

To encourage more families to use the Park and Stride and enable children to gain their WoW badge, the school also run a walking bus from the car park every Tuesday. They also advertise among families for more volunteer leaders to help run these events on extra days.

6.3 Heald Place Primary School are also working with parents to reduce dangerous and inappropriate parking, by conducting peak time patrols around locations where parents drop off their children. Using resources from Manchester City Council, PCSOs have also visited Heald Place to deliver assemblies on road safety providing take home information and leaflets. Importantly, teachers at the school have claimed to have seen an improvement in the problems they were experiencing.

6.4 We have also produced an interactive web guide that schools can access for further support and information. We worked with Whalley Range High School for Girls in producing a series of short film clips of the pupils who will be giving their own road safety messages in a large number of different languages. These have been promoted to parents via social media.

6.5 We have created bespoke leaflets outlining parents parking/driving responsibilities. At a recent action week at King David's School the leaflet contained the school logo, MCC and GMP logos and images of recent poor parking around the school. During the action week there was a road safety stall at the school (for pupils and parents) staffed by MCC Neighbourhood Team and GMP offering advice, guidance and information on road safety.

Proposed Improvements / updates

- 6.6 MCC are discussing opportunities to work with Transport for Greater Manchester with the use of social media and on highway 'Vehicle Messaging Signs' to communicate road safety messages.
- 6.7 We have been encouraging 'Park and Stride' schemes to avoid congestion around schools, for example Tesco Supermarket has recently agreed to let parents use their car park as a drop off point for King David School.
- 6.8 We are currently working with the MCC Neighbourhood Teams to look at options to fund and provide schools with road safety kits such as road safety message banners to help stop parents parking badly / tackle irresponsible driving.
- 6.9 Possible future work could involve commissioning Living Streets to do walking audits on the safest journeys to school, working with pupils and teaching staff. They could produce maps of the safest journeys, which are shared with the pupils. This can also include their 'W.O.W' scheme (Walk Once a Week) to encourage walking to school. They can also be commissioned for a variety of other services to encourage safe walking to school.

7.0 Proposal for Trial sites

- 7.1 The task and finish group discussed the consideration of trial locations for temporary road closures and red routes outside schools,
- 7.2 All schools have been consulted and a number have responded to the invitation to participate in the trial schemes which in brief terms are:-
- Temporary Road Closures – the areas to be closed would be the road directly outside the school ingress and egress points. The closures would include Road Closed signs supported with other physical measures such as barriers / cones and a physical presence. For legal compliance a Traffic Regulation Order (TRO) is required but for pilot schemes this could take the form of a Temporary Traffic Regulation Order (TTRO). Any closures would need to be managed by the schools using their own staff or volunteers.
 - Red Routes - until recently the use of red lines was only permitted for use within the London boundary (for a whole route approach on major roads), whilst there are still many restrictions on the use of red lines the Department for Transport have advised that they would support an application for their use. They are more restrictive than yellow lines (used to control parking / waiting) and yellow kerb blips (used to control loading) since they also prevent motorists from stopping on the highway. Longer term enforcement of red routes will be through the MCC Civil Enforcement Team, however as part of the trial we should initially only record compliance rather than issue fines (this was agreed by the group).

7.3 The next steps for the trials including recommendations on what sites will be put forward for delivery are:-

- Education to write to those schools that have been / not been selected to be included in the trials. This assessment will be based on engineering assessments considering – volume of traffic / residential impact / number of roads impacted etc.
- Neighbourhood Teams to then undertake consultation with schools / local members and residents.
- Highways to undertake further upfront work by:
 - Preparing further drawings for all of those schemes which have been identified as suitable for trial;
 - Developing suitable assessment / evaluation criteria;
 - Developing a guidance note/document for schools partaking in the trial.

8. Conclusion

8.1 The Council is fully committed to improving the safety of our school-children as they travel to and from school. The programme of work set out within this report represents a commitment to invest in the future of our children and demonstrates that tackling the on-going conflict between motor vehicles and pedestrians outside schools is something that together we will continue to address.

9. Recommendations

9.1 The Scrutiny Committee is asked to note the content of the report - specifically

- Progress made on the update and refresh the school road safety toolkit
- Progress made on physical changes to road layouts outside schools
- That data on road traffic collisions outside schools will follow
- Approach taken when assessing the impact of new school developments
- Proposals for trial locations for temporary road closures and red routes outside schools
- The levels of parking enforcement undertaken across the city.