

**Report to:** Environment Panel  
**Date:** 19 March 2008  
**Subject:** Road Safety Around Schools  
**Report of:** Director of Environmental Services  
**Contact officer:** Carmel Foster-Devine Telephone: 01942 404687

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**Purpose/summary:** To inform Members of the work that is going on across the Borough to improve road safety around schools.

**Alternative options considered and reason for selecting the one recommended:** Not applicable.

**Recommendation/decision:** That Members note the content.

**Key Decision:** This report does not involve a key decision.

**Risks/Implications:**

Financial:	Local Transport Plan Capital Allocation
Staffing:	Within existing resources
Policy:	Greater Manchester Local Transport Plan 2006/07 – 2010/2011 and Road Safety Strategy.
Equal Opportunities - has a Diversity Impact Assessment been conducted?	There are no known equal opportunity issues associated with this report.
Wards affected:	All.

**Property Implications – Does the proposal involve a reduction, addition or change to the Council’s asset base or its occupation?**

No

**If yes have the property implications been agreed with the Corporate Property officer?**

**Does this proposal have significant implications for the Council and the local population?**

A diversity impact assessment is not necessary at this stage, however, equality and diversity implications have been considered when producing this report.

**Does this proposal involve a new policy or procedure or significant changes to an existing policy or procedure?**

A diversity impact assessment is not necessary at this stage, however, equality and diversity implications have been considered when producing this report.

Has the Director of Legal and Property Services confirmed that the recommendations within this report are lawful and comply with the Council’s Constitution? **N/A**

Has the Director of Finance and IT confirmed that any expenditure referred to within this report is consistent with the Council’s budget? **N/A**

Are any of the recommendations within this report contrary to the Policy Framework of the Council? **No**

\* delete which applicable

**For Cabinet reports only:**

Categorisation of the report:	<b>X</b>		
Discussion leading to a decision		Discussion	
Monitoring		Decision	
Sharing for corporate understanding		Information	

**Tracking/Process:**

	Consultation	Ward Members	Partners
Panel	Overview & Scrutiny	Cabinet	Council
19 March 2008			

List of Background Papers in accordance with Section 100D of the Local Government Act 1972:

Document	Date	File Reference	Place of Inspection

Proper Officer Martin Kimber

Date 28 February 2008

## 1.0 Background:

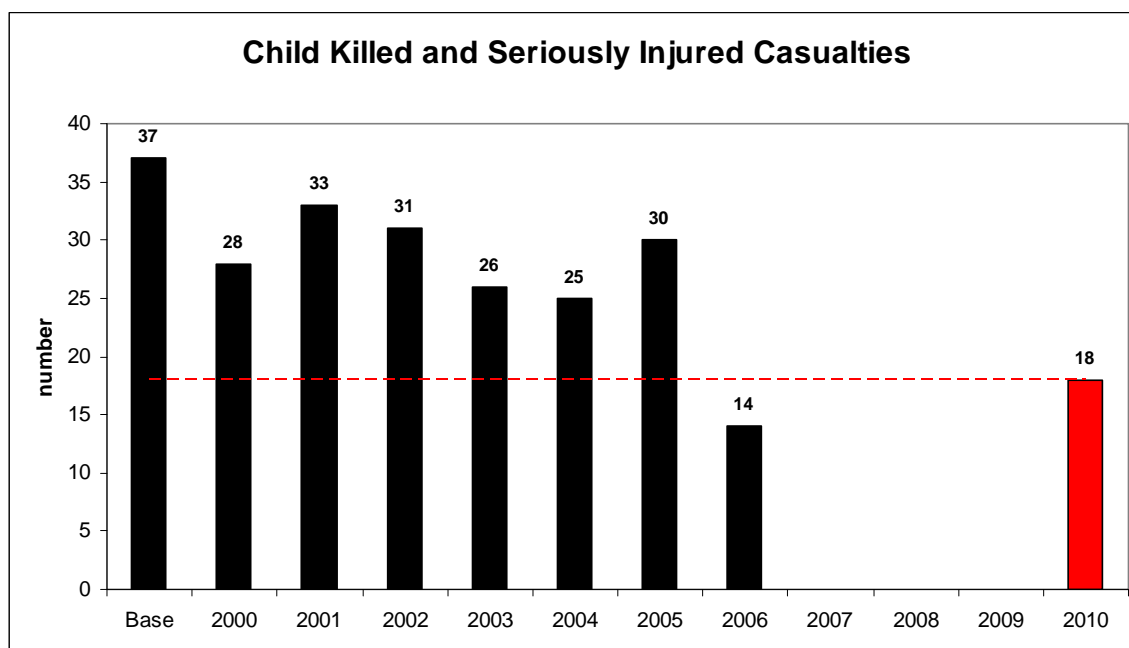
1.1 This report sets out the various different approaches that have been adopted by Highway Services to improve road safety around schools.

1.2 In March 2000, the Department for the Environment, Transport and the Regions launched the national road safety strategy 'Tomorrow's Roads – Safer for Everyone'. This document set out the main ways in which all stakeholders – Government, Local Authorities, Police Officers, Road Safety Officers and Engineers, Car Makers etc. – could improve road safety in the next decade.

1.3 The Government's Strategy also set down three key targets to be achieved by 2010, compared to 1994 – 1998 averages:

- 40% reduction in the number of people killed or seriously injured (KSI)
- 50% reduction in the number of children killed or seriously injured (KSI)
- 10% reduction in the number of slightly injured.

By improving road safety around schools



## 2.0 Proposals:

### 2.1 Road Safety Engineering

2.1.1 Sustainable Modes of Travel Strategy – this is a requirement under the Education and Inspections Act 2006 which places a new duty on local authorities to promote the use of sustainable travel and transport. There are four key actions which are being worked on currently:

- Assessment of student needs;
- Audit of sustainable travel / transportation infrastructure;
- Strategy development; and,
- Promotion of sustainable travel – maps.

- 2.1.2 20mph Zones Outside Schools – a prioritisation tool based on collision history, existing road safety measures and vehicular speeds has been developed which identifies sites where action is required. Mandatory 20mph zones are introduced to the worst areas, where applicable and other areas are treated with an advisory 20mph 'School Safety Zone'.
- 2.1.3 Safer Routes to School – this programme is initiated following the completion of a School Travel Plan. Schemes involve engineering measures to promote walking, cycling and the use of public transport and encourage modal shift away from car journeys.
- 2.1.4 Footpath Routes to School – through collaborative working between the LTP Delivery Group and the Public Rights of Way teams off-road pedestrian routes to schools are identified and prioritise for improvement, to encourage and promote walking / cycling to school.
- 2.1.5 Yellow School Buses – there are 14 in Wigan which is just under half total number in Greater Manchester. The introduction of such buses at Standish High has resulted in up to a 60% modal shift. Other advantages are:
- A reduction in anti-social behaviour;
  - Improved school attendance;
  - A Code of conduct signed by parents;
  - Allocated driver and seat, seat belts, CCTV;
  - Routes determined by pupil postcodes; and,
  - Vehicles comply with latest emissions standards.
- 2.1.6 Pavement Parking – the scheme to address this issue was introduced in September 2007 at all Primary Schools across the Borough following a pilot initiative. Each school is visited once per term by a uniformed Parking Attendant who issues advisory leaflets to all vehicles observed parking on the footway. The scheme has raised awareness and is having continued success.
- 2.1.7 School Keep Clear Markings – these are the yellow 'zig-zag' keep clear road markings which are introduced for the safety of pupils. They also help protect pupils by giving them clear sightlines when crossing roads outside their school. Approximately 70% are mandatory with the remaining to be mandatory by the end of this financial year.

## **2.2 Road Safety Education, Training and Publicity**

- 2.2.1 Education – in 2006/7 educational year, 14951 (61.7%) primary children and, 4006 (19%) secondary pupils received road safety education and training across the Borough. Each educational programme is linked to the national curriculum and evaluated on its ability to change attitudes, enjoyment for the pupils and life skills learning. Additional road safety resources and programmes such as Theatre in Education are also available free to schools.
- 2.2.2 Training – a variety of training schemes are provided by the road safety group which are all based on skills based learning, those most frequently conducted in schools are:
- Cycle training – By December 2007, 8 Road Safety staff were accredited as national standard instructors, and the group are now able to offer the new national training scheme to all cyclist. There are 3 tiers of training, which are aimed on a building block learning programme, starting at Level 1 (off road –

basic skills aimed at primary aged pupils) through to Level 3 (on road training – advanced skills aimed at young adults).

- Pedestrian Training – Similar to all the training schemes undertaken by Road Safety this is ability based training, where pupils look at the environment around their school and learn how to negotiate hazards, use pedestrian facilities and risk assess their journeys. It is mainly conducted in Year 2 and 4 of the primary schools, but is adapted to suit new road layouts within a High School Environment and to work with pupils with learning difficulties and mobility issues. Pedestrian Training for all ages forms a key part of the School Travel Plan work. It aims to assist in the setting up of walking buses and encouraging sustainable travel, whilst reducing harm to the environment and encouraging healthier lifestyles.

2.2.3 Publicity – A timetable and strategy for publicity is developed annually, with the main intention of being casualty data lead and reflective of the Department for Transport's Think! Campaign plans. Messages regarding schools include, Seatbelt compliance, sustainability – walk to school, be safe be seen, Stop for the Patrol and recruitment of School Crossing Patrol Service.

2.2.4 School Travel Plans – All schools have to have a travel plan in existence by 2010, currently Wigan's schools are on target for completion by 2009, and already some schools are in the review period. Each school develops its own plan to address the issues of safety, congestion, health and sustainability around its environment. Promotion and evaluation of plans are on going and are modal shift targets are in place.

2.2.5 School Crossing Patrol Service – Across the borough there are 140 crossing points, graded from A- D, the service is provided under the Road Traffic Regulation Act 1984 (sections 26-28) as a non statutory function. It is estimated that 17,375 pedestrians use this facility each morning. Promotion of the service, recruitment and retention of staff will continue, with further reporting to Greater Manchester Police and the promotional support to reducing the number of failure to stops will be put in place at a Greater Manchester level.

### **3.0 Alternative options considered and reason for the recommended option:**

3.1 There were no alternative options considered.

### **4.0 Conclusions:**

4.1 A comprehensive programme of road safety engineering, education, training and publicity is in place across the Borough which is working towards improving road safety around schools and ultimately reducing road traffic casualties.

4.2 Targets for the reduction of child killed and seriously injured casualties has been achieved in 2006 and maintained in 2007. However, we can not be complacent if we want to sustain this reduction.

4.3 Links with partner organisations need to be strengthened to exploit the work already being done in Highways Services. This can and is being achieved through the Road Safety Forum.