

REPORT TO: CITY DEVELOPMENT COMMITTEE – 31 OCTOBER 2022
REPORT ON: SCHOOL STREETS – PART TIME PROHIBITION OF DRIVING
REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT
REPORT NO: 274-2022

1 PURPOSE OF REPORT

1.1 This report provides an update on the School Streets programme and seeks approval to promote a Traffic Regulation Order restricting vehicle access during school start and finish times at 5 further primary school locations. This will provide safer routes to schools utilising the powers of the Road Traffic Regulation Act 1984.

2 RECOMMENDATION

2.1 It is recommended that the Committee approves the promotion of a Part Time Prohibition of Driving Order to prohibit vehicles from driving over the lengths of road detailed in Appendix 1 and 2 of this report during school start and finish times.

3 FINANCIAL IMPLICATIONS

3.1 The cost of preparing the Traffic Regulation Orders at the 5 school locations identified in Appendix 1 of this report, along with the associated traffic signs for the project implementation is estimated to be £50,000. The cost will be met from financial provision set aside for this project within the Transport Scotland - Cycling, Walking, and Safer Routes grant fund for 2023/2024.

4 BACKGROUND

4.1 With reference to Article VII of the Minute of the Meeting of the City Development Committee of 25 January 2021 (Report 30-2021 refers), the Committee approved a School Streets Traffic Management Policy. Restrictions on driving vehicles were subsequently introduced at Fintry Primary School in September 2021, and a further 5 locations, covering seven primary schools, have been approved for implementation in the 2022/2023 financial year.

4.2 Approval is sought to prepare the Traffic Regulation Order for the next phase of School Streets Zones to be implemented in the 2023/2024 financial year at the following locations:

- Clepington Primary School;
- Eastern Primary School;
- Mill O Mains Primary School;
- St Ninians Primary School; and
- St Pius Primary School.

4.3 Drawings detailing the roads promoted for prohibition of driving are available to view via the following web link:

<https://www.dundee.gov.uk/service-area/city-development/sustainable-transport-and-roads/traffic-orders-2022>

- 4.4 The School Streets initiative seeks to reduce the volume of traffic at the school gates by prohibiting non-resident traffic from the area at the start and end of the school day. Vehicles belonging to residents of the streets within the restricted zone will be exempt from the prohibition of driving. Emergency vehicles and contracted taxis for school transport will also be exempted. Residents will be issued with vehicle permits that will allow them to drive in the streets at any time. There would be no other category exemptions and all other vehicles will be subject to enforcement by Police Scotland.
- 4.5 The Part Time Prohibition of Driving would be in place Monday to Friday on school days from 8.30am to 9.15am and 3.00pm to 3.30pm. Parked vehicles during these periods will not be affected by the prohibition of driving regulation.
- 4.6 The Council's proposed approach to implementation has been informed by experience from the pilot scheme at Fintry Primary School and feedback from Police Scotland and the school community.
- 4.7 The head teachers and Parent Councils of the 5 schools identified for the next phase of implementation (shown in Appendix 1) have been notified of the School Street proposals. Where required, other stakeholders who may be impacted by the proposals have also been engaged. Further liaison will be held with the head teachers and School Parent Councils and community representatives prior to and during the Statutory Consultation period should the Committee approve the Order's promotion.
- 4.8 The School Parking and Pupil Safety Working Group met on 20 September 2022 and confirmed its support for continuation of the programme of School Street Zones.
- 4.9 Success of the School Streets initiative will be measured by the annual Hands Up Scotland surveys which record the numbers of pupils at each school self-reporting their usual mode of transport for their journey to school. The Fintry Primary School pilot scheme recorded a 5% positive modal shift from car to active travel post implementation (item V of the minute of the City Development Committee held on 24 January 2022 refers) and it is expected that this will be replicated at the further School Street Zones planned.
- 4.10 With reference to Article V of the Minute of the Meeting of the City Development Committee of 24 January 2022 (Report 10-2022 refers) officers undertook an assessment of the Primary School estate and identified a list of Primary Schools assessed as being within scope of the policy criteria. Noted in table 1 below is a summary of the status of School Street Zones identified for progression. Further consultations will be held with the head teachers of the schools proposed for implementation in 2024/2025 to identify the zone extents and a report will be presented to a future City Development detailing the proposed zones.

Table 1 – School Streets Programme Summary

School Street Zone	Status	Year
Forthill Primary School St Mary's Primary School	Implemented	2013/2014
Fintry Primary School	Implemented	2021/2022
Downfield Primary School St Andrews Primary School Craigiebarns Primary School North East Campus (St Francis & Longhaugh Primary School) Coldside Campus (Rosebank & Our Lady's Primary School)	Programmed	2022/2023

School Street Zone	Status	Year
Cleington Primary School Eastern Primary School Mill O Mains Primary School St Ninians Primary School St Pius Primary School	Proposed	2023/2024
Ardler & St Fergus Primary Schools Barnhill Primary School Claypotts Castle Primary School Craigowl Primary School	Future Programme Phase	2024/2025

5 POLICY IMPLICATIONS

- 5.1 This report has been subject to an Integrated Impact Assessment to identify impacts on Equality & Diversity, Fairness & Poverty, Environment and Corporate Risk. A positive impact on one or more of these issues was identified. An appropriate Senior Manager has checked and agreed with this assessment. A copy of the Integrated Impact Assessment showing the impacts and accompanying benefits of/mitigating factors for them is attached to this report at Appendix 3.

6 CONSULTATIONS

- 6.1 The Council Leadership Team have been consulted in the preparation of this report and are in agreement with its content.

7 BACKGROUND PAPERS

- 7.1 None.

Ewan Macnaughton
Head of Sustainable Transport & Roads

Author: John Berry

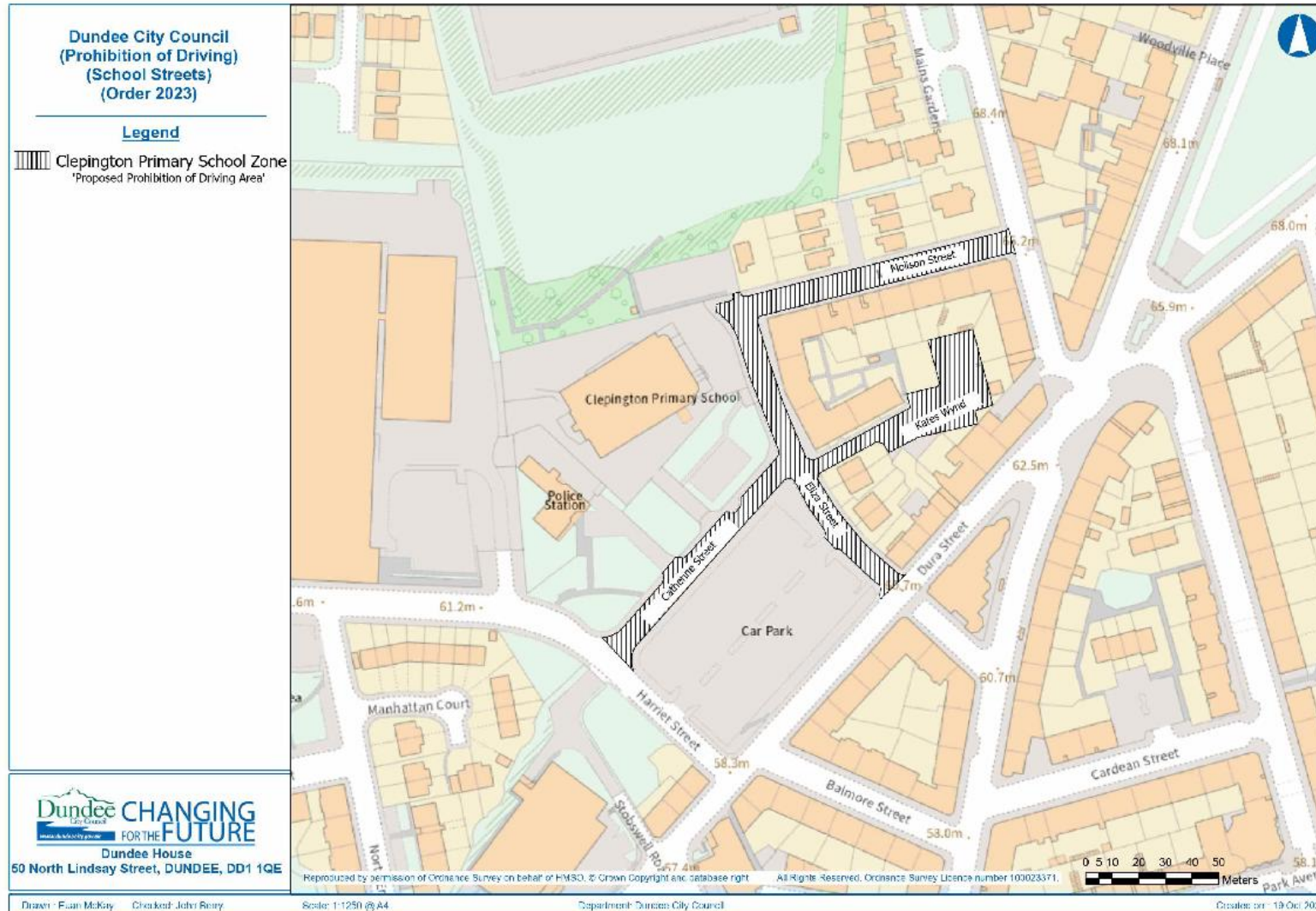
Robin Presswood
Executive Director of City Development

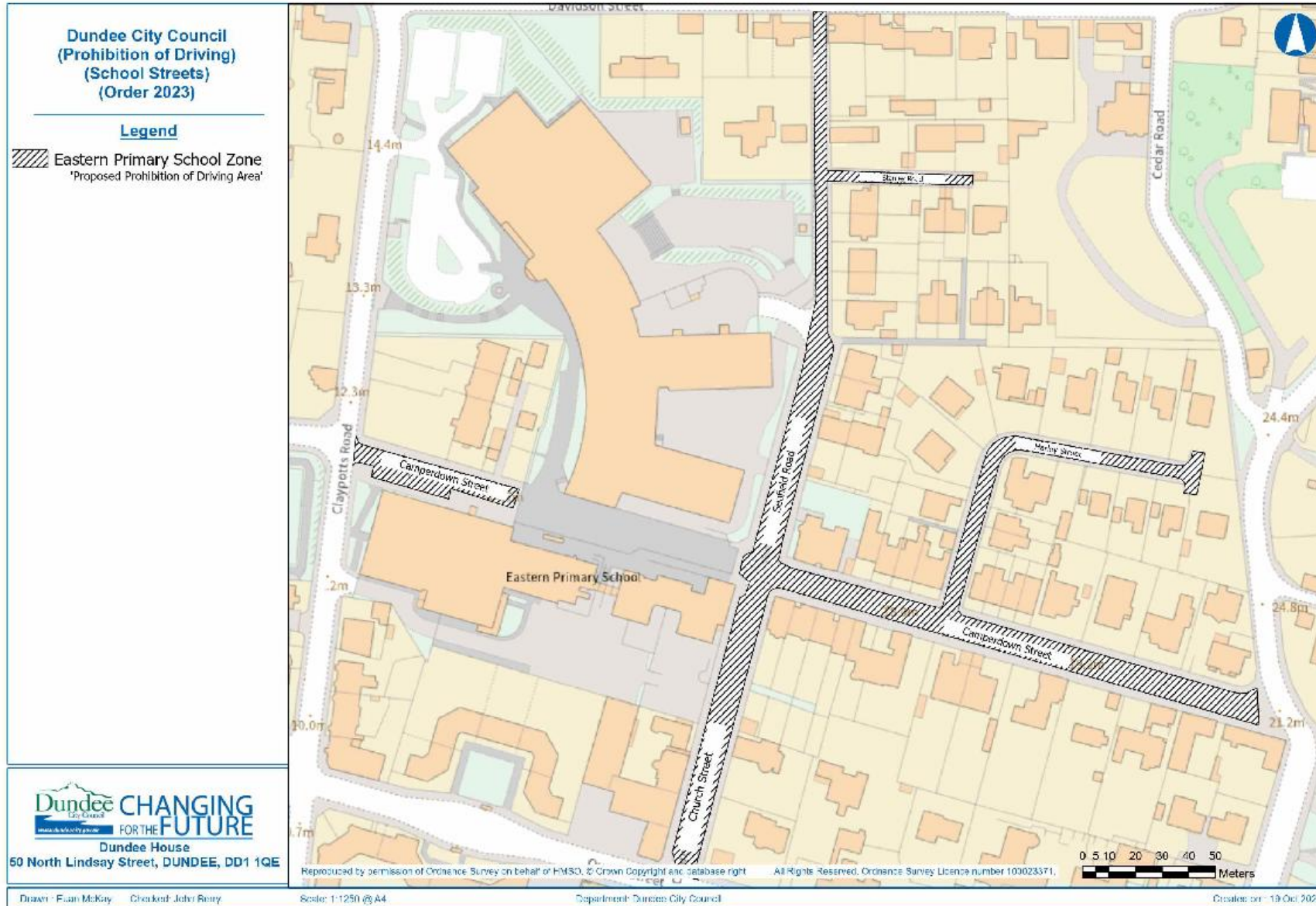
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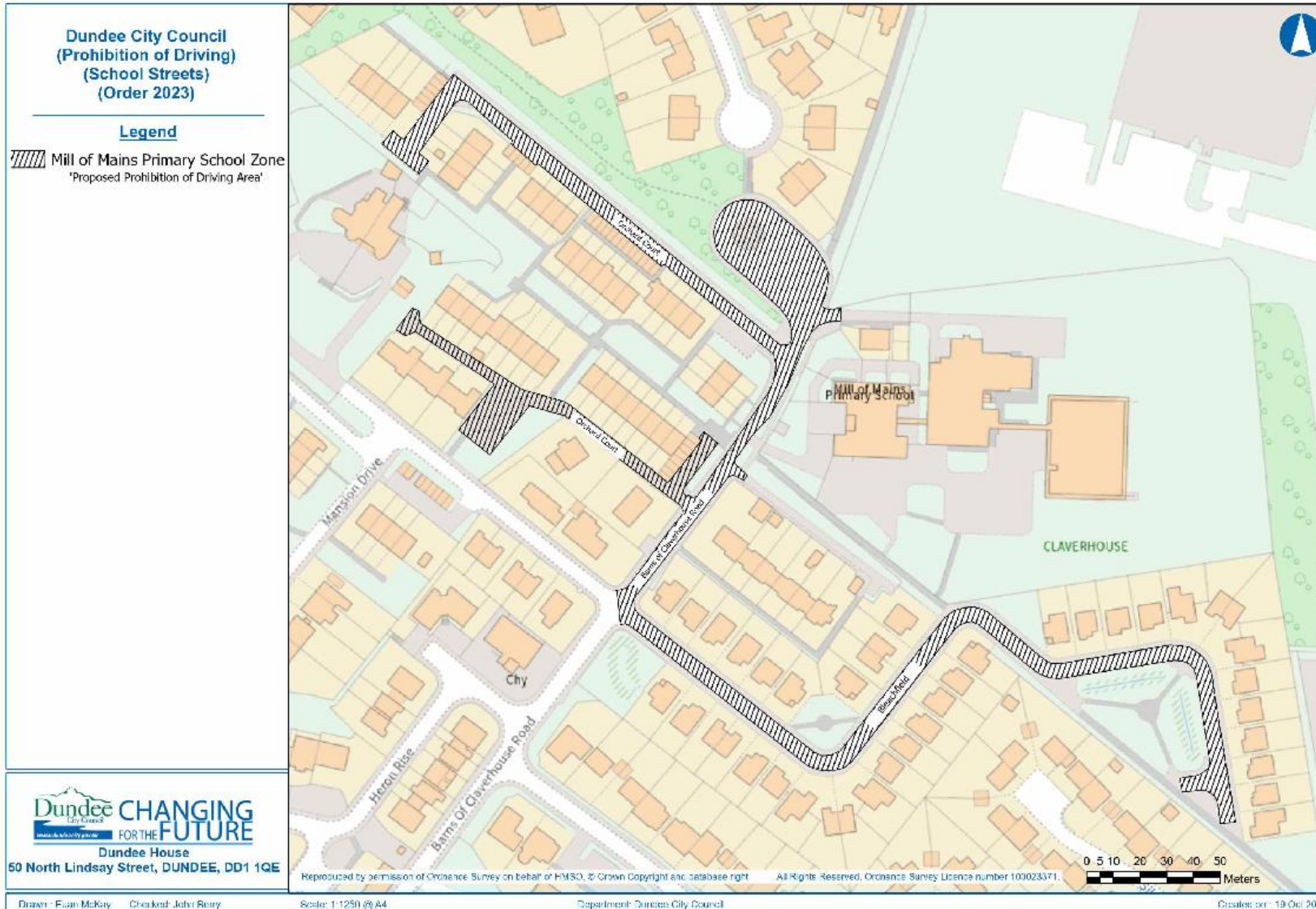
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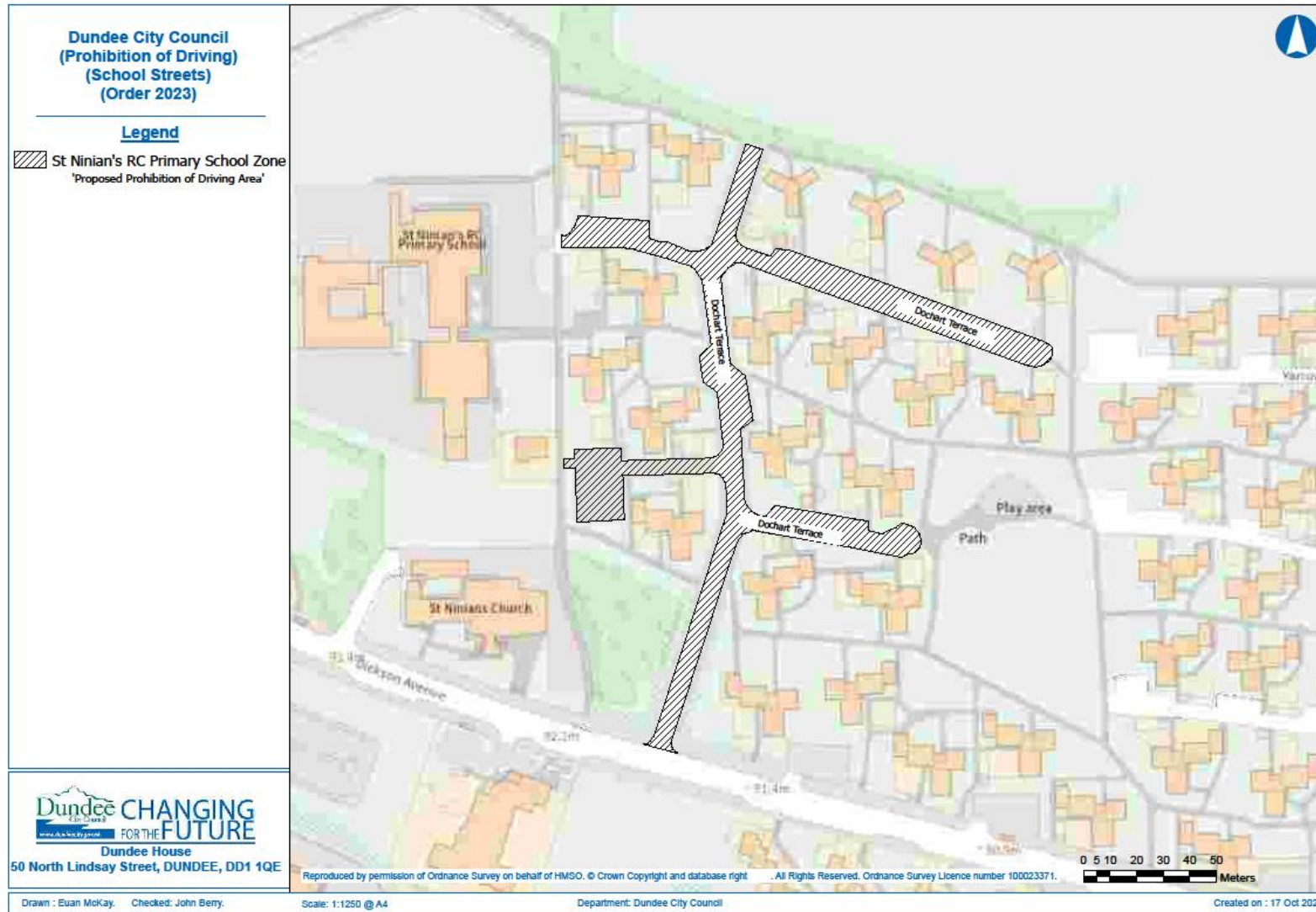
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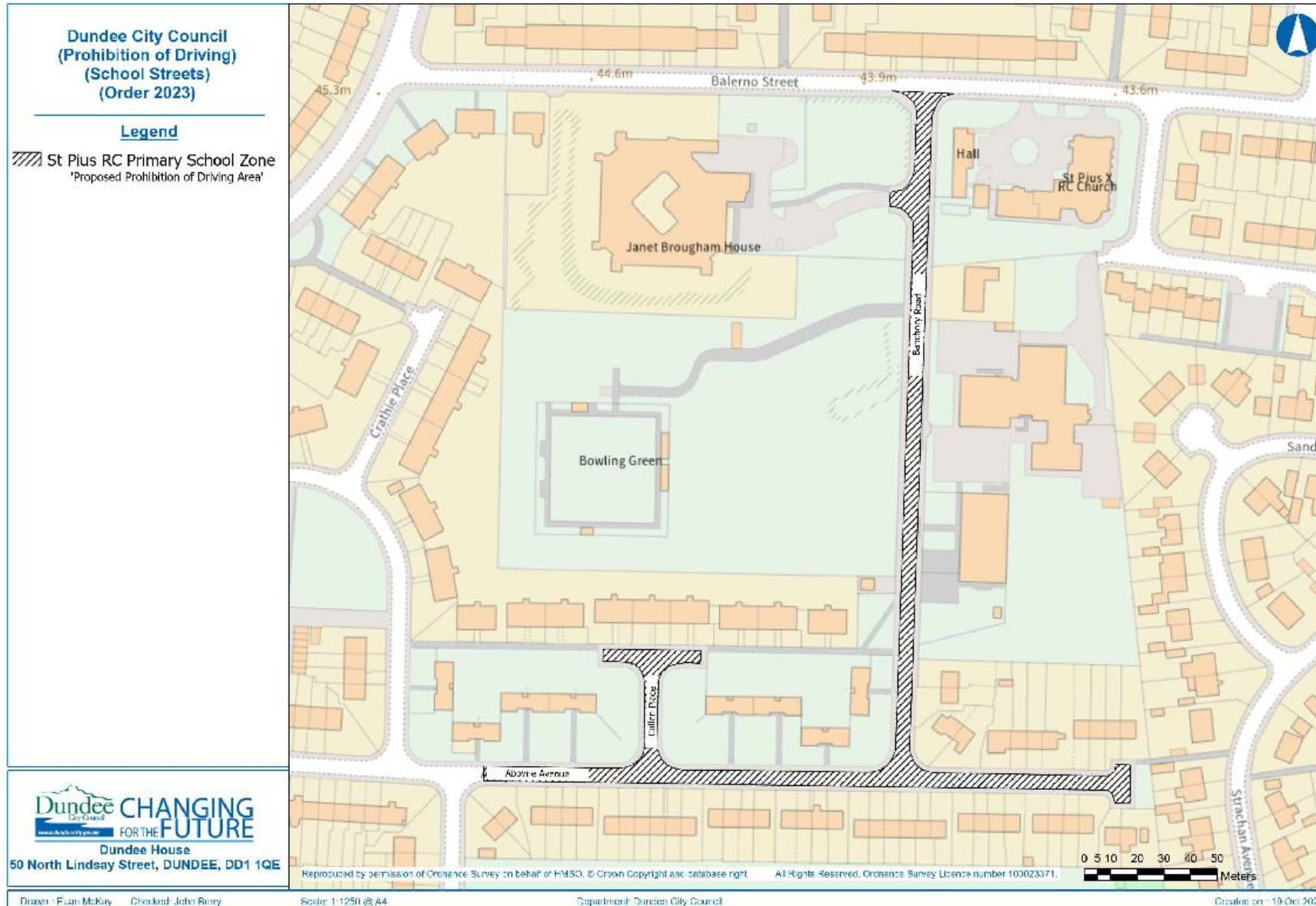
APPENDIX 1











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APPENDIX 2**SCHEDULE OF RESTRICTED ROADS****CLEPINGTON PRIMARY SCHOOL**

- 1 **Molison Street** for its entire length.
- 2 **Kates Wynd** for its entire length.
- 3 **Eliza Street** for its entire length.
- 4 **Catherine Street** for its entire length.

EASTERN PRIMARY SCHOOL

- 1 **Camperdown Street** for its entire length (all sections).
- 2 **Harley Street** for its entire length.
- 3 **Church Street** from its junction with Queens Street northwards to its junction with Seafield Road.
- 4 **Seafield Road** from its junction with Davidson Street heading southwards to its junction with Church Street.
- 5 **Stanley Road** for its entire length.

MILL OF MAINS PRIMARY SCHOOL

- 1 **Bleachfield** for its entire length.
- 2 **Orchard Court** for its entire length (**all sections**).
- 3 **Barns of Claverhouse Road** from its junction with Mansion Drive northwards for its entire length.

ST NINIAN'S RC PRIMARY SCHOOL

- 1 **Dochart Terrace** for its entire length.

ST PIUS RC PRIMARY SCHOOL

- 1 **Banchory Road** for its entire length.
- 2 **Aboyne Avenue** from its junction with Huntly Road eastwards for its entire length.
- 3 **Cullen Place** for its entire length.

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APPENDIX 3**Integrated Impact Assessment**

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Document Title	Safer School Travel Policy (School Streets Phase 2 implementation)
Document Type	Policy
New / Existing Document?	New (New phase)
Document Description	Delivery of Phase 2 of School Streets and complementary measures at school locations in Dundee.
Intended Outcome	More pupils walking, scooting and cycling to school. Improved air quality, increased physical activity, reduced congestion around schools, improved road safety.
Document Start Date	10/10/2022
Document End Date	
How will the proposal be monitored?	Annual and interim surveys of pupil travel modes.

Equality, Diversity & Human Rights

	Positive	No Impact	Negative	Not Known	Explanation of Impact / Mitigations / Unknowns
Age	X				Young people travelling to school including young people with disabilities will have a safer and improved environment for their journey to and from school.
Disability	X				Young people travelling to school including young people with disabilities will have a safer and improved environment for their journey to and from school. Exceptions may be offered to parents of pupils with disabilities who may require vehicular access to school.
Gender Reassignment		X			
Marriage & Civil Partnership		X			
Pregnancy & Maternity		X			
Race / Ethnicity		X			
Religion or Belief		X			
Sex		X			
Sexual Orientation		X			

Are any Human Rights not covered by the Equalities questions above impacted by this report?	No
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Fairness & Poverty

Geography

	Positive	No Impact	Negative	Not Known	Explanation of Impact / Mitigations / Unknowns
Strathmartine (Ardler, St. Mary's & Kirkton)		X			<i>(Note: this section of the tool asks for a single, collective narrative for each of positive, negative, or not known given as a response in one or more areas)</i>
Lochee (Lochee / Beechwood, Charleston & Menzieshill)		X			
Coldside (Hilltown, Fairmuir & Coldside)		X			
Maryfield (Stobswell & City Centre)		X			

North East (Whitfield, Fintry & Mill O'Mains)		X			
East End (Mid Craigie, Linlathen & Douglas)		X			
The Ferry		X			
West End		X			

Household Group

	Positive	No Impact	Negative	Not Known	Explanation of Impact / Mitigations / Unknowns
Looked After Children & Care Leavers		X			
Carers		X			
Lone Parent Families		X			
Single Female Households with Children		X			
Greater Number of Children and/or Young Children	X				
Pensioners – single / couple		X			
Unskilled Workers or Unemployed		X			
Serious & Enduring Mental Health Problems		X			
Homeless		X			
Drug and/or Alcohol Problems		X			
Offenders and Ex-Offenders					

Socio-Economic Disadvantage

	Positive	No Impact	Negative	Not Known	Explanation of Impact / Mitigations / Unknowns
Employment Status		X			
Education & Skills		X			
Income		X			

Fuel Poverty		X			
Caring Responsibilities (including Childcare)		X			
Affordability and Accessibility of Services		X			

Inequalities of Outcome

	Positive	No Impact	Negative	Not Known	Explanation of Impact / Mitigations / Unknowns
Cost of Living / Poverty Premium		X			
Connectivity / Internet Access		X			
Income / Benefit Advice / Income Maximisation		X			
Employment Opportunities		X			
Education		X			
Health		X			
Life Expectancy		X			
Mental Health		X			
Overweight / Obesity	X				Young people travelling to school including young people with disabilities will have a safer and improved environment to undertake active travel modes for their journey to and from school.
Child Health	X				Young people travelling to school including young people with disabilities will have a safer and improved environment to undertake active travel modes for their journey to and from school.
Neighbourhood Satisfaction	X				Less traffic will be flowing through school streets zones from outwith the area during times of operation.
Transport	X				School Streets will provide a safer and improved environment to undertake active travel modes for journeys to and from school.

Environment

Climate Change

	Positive	No Impact	Negative	Not Known	Explanation of Impact / Mitigations / Unknowns
Mitigating Greenhouse Gases	X				
Adapting to the Effects of Climate Change	X				

Resource Use

	Positive	No Impact	Negative	Not Known	Explanation of Impact / Mitigations / Unknowns
Energy Efficiency and Consumption		X			
Prevention, Reduction, Re-use, Recovery, or Recycling of Waste		X			
Sustainable Procurement		X			

Transport

	Positive	No Impact	Negative	Not Known	Explanation of Impact / Mitigations / Unknowns
Accessible Transport Provision	X				Young people travelling to school including young people with disabilities will have a safer and improved environment for their journey to and from school. Exceptions may be offered to parents of pupils with disabilities who may require vehicular access to school.
Sustainable Modes of Transport	X				School Streets will provide a safer and improved environment to undertake active travel modes for journeys to and from school.

Natural Environment

	Positive	No Impact	Negative	Not Known	Explanation of Impact / Mitigations / Unknowns
Air, Land and Water Quality	X				This policy will have positive implications for local air quality, and should support reduced demand for car travel.
Biodiversity		X			
Open and Green Spaces		X			

Built Environment

	Positive	No Impact	Negative	Not Known	Explanation of Impact / Mitigations / Unknowns
Built Heritage		X			
Housing	X				This policy will have positive implications for local air quality, and should support reduced demand for car travel.

Strategic Environmental Assessment

Use the [SEA flowchart](#) to determine whether your proposal requires SEA.

No further action is required as it does not qualify as a Plan, Programme or Strategy as defined by the Environmental Assessment (Scotland) Act 2005	(No further response needed)
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Corporate Risk

	Positive	No Impact	Negative	Not Known	Explanation of Impact / Mitigations / Unknowns
Political Reputational Risk		X			
Economic / Financial Sustainability / Security & Equipment		X			
Social Impact / Safety of Staff & Clients		X			

Technological / Business or Service Interruption		X			
Environmental	X				This policy will have positive implications for local air quality.
Legal / Statutory Obligations		X			
Organisational / Staffing & Competence		X			

One of the three statements below will apply

The risk implications associated with the subject matter of this report are 'business as normal' risks and any increase to the level of risk to the Council is minimal. This is due either to the risk being inherently low or as a result of the risk being transferred in full or in part to another party on a fair and equitable basis. The subject is routine and has happened many times before without significant impact.		<i>(No further response needed)</i>
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Committee Report Number (if known): 274-2022

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