

**Cabinet****14<sup>th</sup> October 2019**

Wards: All

**Subject: Road Safety around schools - Task Group Recommendations**

Lead officer: Chris Lee, Director of Environment &amp; Regeneration

**Lead member:** Councillor Martin Whelton, Cabinet Member for Regeneration Environment & Housing

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Reason for urgency: The chair has approved the submission of this report as a matter of urgency as it provides the responses to the recommendations made by the Task Group.

**Recommendations:**

- A. That the Cabinet discuss and comment on the executive response to the recommendations of the Scrutiny Task Group review of road safety around schools.

**1 PURPOSE OF REPORT**

- 1.1. The purpose of this report is to detail the School Road Safety Scrutiny Task Group's findings and recommendations. It also sets out officers' response to the recommendations made by the Task Group.

**2 BACKGROUND**

- 2.1 The task group was set up in 2018 in order to review the safety of pupils; the aspects of road design; personal behaviour and enforcement activities that are currently affecting road safety in the vicinity of schools and to make recommendations that would help create a safer walking environment during school run periods and to encourage a change in behaviour.
- 2.2 During its review, the task group also identified the need to consider the wider policy context of public health concern about child and adult obesity and air quality. The need for an approach in partnership working between the various teams within the organisation and its partners has been acknowledged.
- 2.3 As part of its review, the Task Group held 5 formal meetings; carried out consultation / engagement with Head Teachers; carried out an on-line engagement with local residents and parents and considered activities in other boroughs.
- 2.4 Upon the completion of its review, the Task Group made a number of recommendations that are set out in table 1 in section 3 of this report. The table also sets out an executive response to each recommendation.

2.5 Whilst this report focuses on how the Council can improve road safety, specifically outside schools and build on good current practice, it is worth noting that road safety in Merton is considered to be good. This is evidenced by:-

- the low numbers of concern raised by the majority of schools and parents. Annually, the borough’s Senior Road Safety & School Travel plan officer offers every school, road safety and cycle training as well as support for developing and progressing school STARS travel plan. Very few schools ever raise road safety as an issue and when they do, every effort is made to address those concerns.
- Numbers of recorded personal injury accidents involving school children outside schools. According to the latest confirmed data involving pedestrian accidents involving children between 0 and 15 year of age in 2018, there have not been any personal injury accidents within the vicinity of a school within school term times. However, there were 5 personal injury accidents involving this age group not within the vicinity of a school. Given the little information available (time and dates) a safe assumption is being made that these pupils were making their way to or from a school nearby. Contributory factors appear to be that these injured pupils did not use the available controlled / uncontrolled crossings and were careless when crossing the road. This type of accidents are often addressed through additional road safety training with the injured pupil’s school.
- The Council is monitored and audited by TfL who provide funding for our programmes and Merton has an excellent reputation for delivering its road safety programmes which results in a continuous annual financial support from TfL.

### 3 EXECUTIVE RESPONSE

3.1 Officers have considered in detail the findings of the review and resulting recommendations. They would like to record their thanks to the Task Group for their comprehensive research and constructive recommendations.

3.2 Consideration of safety, air quality, Education, Health and enforcement will be invaluable in strengthening the council’s approach in this important area.

3.3 In developing an executive response, Officers have focused on the outcomes that the commission is seeking to achieve.

#### 3.4 Task group’s recommendations & Executive Response

**Table 1**

Task group’s recommendations	Responsible decision making body	Executive Response
<b>Recommendation 1</b> (paragraph 15 )		
We recommend that the Sustainable Communities Overview and Scrutiny Panel should receive progress updates on the Local Implementation Plan at key points so that members can champion this work.	Sustainable Communities Overview and Scrutiny Panel	Agreed
<b>Recommendation 2</b> (paragraph 48)		

<p>We recommend that Cabinet agree to continued work by the Traffic and Highways team to provide road safety training to pupils, support schools to join the Transport for London STARS accreditation programme and to develop STARS travel plans.</p>	<p>Cabinet</p>	<p>Agreed</p> <p>The council will be seeking additional support from TfL to facilitate a higher level of Gold Stars and progress engaging schools to Bronze level</p> <p>For all the activities currently undertaken by the team please see appendix 1</p>
<p><b>Recommendation 3</b> (paragraph 49)</p>		
<p>We strongly recommend that all schools should have up-to-date STARS travel plans and that where possible, these should include the provision of space for the safe storage of pupils' bicycles and scooters.</p>	<p>Children, Schools and Families</p>	<p>Agreed</p> <p>Children, Schools and Families will continue to recommend this to schools. Schools will need to be supported by Environment and Regeneration in order to develop their travel plans, and any capital investment in storage facilities would have to come from schools themselves, which would be a matter of prioritisation with other competing capital costs for the schools.</p>
<p><b>Recommendation 4</b> (paragraph 50)</p>		
<p>We recommend that Cabinet ask the Traffic and Highways team to: 1) investigate an initiative taken by a school in Hillingdon whereby the STARS accreditation data collection is led by pupils, which has made the process less onerous for school;</p> <p>2) discuss with the Head of Parking Services the feasibility of using parking enforcement officers to assist with a light touch data collection method that would complement their role when they are working in the vicinity of a school.</p>	<p>Cabinet</p>	<p>Agreed</p> <p>We already work with schools in terms of Junior Travel Ambassadors in terms of promoting Road safety and Healthy life style programmes. This involves working with the borough's senior Road Safety officer who is also the school travel plan officer in collecting data and campaigns.</p> <p>Parking Services have a number of Civil Enforcement Officers who attend schools on a regular basis to enforce. If monitoring or counting activity will assist schools to collect data, the use of CEOs is a viable option.</p>
<p><b>Recommendation 5</b> (paragraph 51)</p>		
<p>We recommend that Cabinet investigate the most effective way to enable one or two council officers to work directly with schools on setting up, implementing and monitoring the STARS accreditation scheme. This may be possible within existing resources or it may be through the use of some of the monies raised from the new parking charges scheme.</p>	<p>Cabinet</p>	<p>Agreed</p> <p>The borough's Senior Road Safety officer who is also the school travel plan officer regularly meets each school travel plan champion to help with the STARS and provides support when required. however, the challenge is obtaining and retaining commitment from schools.</p>



		schools wished to fund the deployment of a school crossing patroller, the Council will need to make arrangements to employ these staff members, subject to schools committing to fund them. Experience shows that these roles have become less and less desirable over time, because of their short hours and split shift. Careful consideration would need to be given as to whether the council is in a position to make such arrangements on behalf of schools, or to fulfil them if agreed.
<b>Recommendation 8</b> (paragraph 73)		
We recommend that Cabinet ask the Traffic and Highways Team to give careful consideration on a school by school basis of the feasibility and benefits of creating or enlarging a “drop and go” area to decrease traffic congestion and enable pupils to dismount from cars safely. Drop and go areas should be viewed as a last resort when all other options for that school have been considered and this has been identified by the Traffic and Highways team to be the best solution to reduce traffic congestion and promote road safety for that school.	Cabinet	Agreed  This is something that is already in place
<b>Recommendation 9</b> (paragraph 77)		
We recommend that Cabinet ensure that the effectiveness of the “remote officer observed camera enforcement” project is closely evaluated to identify the locations at which it is most beneficial; the safety, environmental and financial outcomes at each location and whether there is a sound business case for the purchase of additional cameras.	Cabinet	Agreed.
<b>Recommendation 10</b> (paragraph 78)		
We recommend that Cabinet provide a report to the Sustainable Communities Overview and Scrutiny Panel on the “remote officer observed camera enforcement” project outcomes. (recommendation 10)	Cabinet  Sustainable Communities Overview and Scrutiny Panel	Agreed. The current cameras are rotated between schools. At the end of the first full year of operation (approximately July 2020) a report will be put before the Sustainable Communities Overview and Scrutiny Panel
<b>Recommendation 11</b> (paragraph 81)		
We recommend that Cabinet undertake publicity to draw local residents’ attention to the steps they can take to request enforcement action when a	Cabinet	Agreed. Processes to report and information is already available on the council’s web pages, but this will be

car is parked across their dropped kerb.		improved.
<b>Recommendation 12</b> (paragraph 84)		
We recommend that Cabinet should ensure that the existing arrangements for the temporary suspension of resident parking permit bays within the vicinity of the school to facilitate drop off and pick up should be publicised to councillors.	Cabinet	Agreed It should, however, be noted that the Council does not suspend permit holder bays for this purpose. We suspend the nearest section of road that is subject to yellow line restrictions and suspend the yellow lines for this specific purpose.
<b>Recommendation 13</b> (paragraph 94)		
We recommend that the report on the evaluation of school super zone pilot should be received by the Overview and Scrutiny Commission in due course.	Cabinet	Agreed <i>NB -Superzones refers specifically to the London-wide schools project coordinated by PHE.</i> <i>School Super zones involve various activities promoted by various teams and organisations around schools and therefore made up of a number of components.</i>  As part of the School Road Safety Zones, Traffic & Highways is implementing part time access restrictions outside 4 schools on a trial basis. A final decision is likely to be made between July and December 2020  <ul style="list-style-type: none"> <li>○ Merton School Neighbourhood Approach Pilot (SNAP) – led by Public Health - this is part of the London-wide “School Superzones” project being co-ordinated by PHE (re-named in Merton as SNAP). The project aims to bring together local authorities and schools to develop and test ideas to improve health and wellbeing through changes to the urban environment. Merton Abbey is the chosen pilot school in Merton and the project is being co-ordinated by Merton Public Health team. LBM (colleagues from PH, E&amp;R and CSF) and staff at the school have developed themes to create an action plan which fits in with the school curriculum for the year to deliver the SNAP.</li> <li>○ Public Health will be co-ordinating implementation of the SNAP Action</li> </ul>

		Plan at Merton Abbey and evaluation from September 2019 through to July 2020 with a final evaluation report in Summer 2020.
<b>Recommendation 14</b> (paragraph 105)		
We recommend that Cabinet should ensure that any temporary road restrictions around schools should be piloted in the first instance and should then be carefully evaluated. Consideration should be given to the likely impact on nearby roads and other local schools. If a decision is then taken to extend to other schools, we recommend that a borough wide strategic approach should be developed.	Cabinet	Agreed  In September 2019, the Council will be implementing part time access restrictions outside 4 schools on an 18 months Experimental Order. A final decision will be made between July and December 2020
<b>Recommendation 15</b> (paragraph 106)		
We recommend that Cabinet should give consideration to alternative approaches to temporary road restrictions, such as designated one way streets at peak times.	Cabinet	Agreed that consideration to alternative approaches to temporary road restrictions <u>will</u> be given – however due to a number of factors one way systems cannot be recommended
<b>Recommendation 16</b> (paragraph 107)		
We recommend that, where there are a number of schools in close proximity, they should give consideration to staggering the school start and finish times in order to improve road safety in the vicinity of their schools	Children, Schools and Families	Agreed in principle  Children, Schools and Families can take proposals for staggered start times to schools. However, schools would need to develop their collaboration with each other and undertake consultation with the school community before agreeing to such a measure. It is not something we can insist on. We are aware that in some locations staggered start times have already been agreed.

#### 4. CONSULTATION

- 4.1 The “scrutiny task group review of road safety around schools in Merton” was reported to the Overview and Scrutiny Commission on 4 July and to Cabinet on 15 July 2019.
- 4.2 To deliver the agreed recommendations will involve officers across the organisation including, Parking Services, Schools, Public Health and Environmental Health

#### 5. TIMETABLE

- 5.1 The activities as set out in agreed recommendations will be on-going.

**6. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

- 6.1 The Council faces considerable resource / financial pressure in current and future years. The delivery of some of the activities set out in this executive response will require additional resources and funding which would need to be identified.

**7. LEGAL AND STATUTORY IMPLICATIONS**

- 7.1 There may be legal implications with regards to recommendation 7b.

**8. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

**9. CRIME AND DISORDER IMPLICATIONS**

None for the purposes of this report.

**10. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

- 10.1 There may be legal implications with regards to recommendation 7b.

**APPENDICES**

Appendix 1 - Activities currently undertaken by Traffic & Highways

**BACKGROUND PAPERS**

Report and recommendations arising from the scrutiny task group review of road safety around schools in Merton -Overview and Scrutiny Commission dated June 2019



## Activities currently undertaken by Traffic &amp; Highways

Training Programme	Frequency	Details
<p><b>Scooter training</b> – for all school children in years 1 -4.</p>	<p>Offered to schools throughout the year.</p>	<p>Seen as a pre-cursor for cycle training skills. Popular programme. In 2017-2019 trained in 19 schools</p>
<p><b>Bikeability Cycle Training</b> – for school children and adults</p> <p>Balanceability training for 4 – 8 yrs teaching balance skills, helpful for those children with certain balance problems which may delay their ability when learning to ride as they get older. We also teach staff in schools to deliver this training, providing a few balance bikes for this is sustainable provision.</p> <p>Bikeability Levels 1 and 2 are off and on road cycle training for children and adults. We provide 1-2-1 adult sessions from beginner to commuter level and group training sessions on Saturdays with progress monitored on achievement level charts. We have also trained SEN teenagers and other local groups such as the Indian Ladies Forum. We also offer training sessions to teaching staff and parents, supplying training bikes if necessary.</p> <p>We have supported the Met Police with the Changing Places Programme showing HGV drivers and cyclist sight line dangers when cycling on road. Dr Bike Maintenance days are provided at 2 town centres to enable more cycling in the borough.</p> <ul style="list-style-type: none"> <li>We can also provide information on the Recycle A Cycle Scheme which advises victims of bike theft to obtain a recycled bike.</li> <li>We provide pool bikes for our staff, offering training sessions if required. Apart from pedal bikes there are also 4 electric bikes for use. These are easily bookable and cycling benefits regularly promoted to encourage usage.</li> </ul>	<p>Provided in schools during term time and holiday periods for children up to 18 years.</p> <p>Offered to adults all throughout year</p> <p>Changing Places scheduled by Police, in 2018 provided 2 events.</p> <p>Dr Bike provided bi-monthly</p> <p>Pool bikes available all year</p>	<p>TfL are keen to promote this programme and numbers are provided for their stats report. Last year Merton was in the top quartile for training. .</p> <p>In 2018 we trained at 37 schools with 3,696 children. We trained 532 adults at all levels.</p> <p>Six Dr Bike sessions provided at Wimbledon Town Centre and outside Savacentre, Colliers Wood. Eight sessions for other events such as air quality days, staff promotion, school fairs. Very popular.</p>
<p><b>Kerbcraft</b> practical child pedestrian training is offered to children aged 6-8 years. Helps develop awareness traffic flow and speed and how to mitigate road risk from an early age.</p>	<p>Heavily dependent on parent volunteers/TA's to help with training. Provided throughout year.</p>	<p>Very popular, in 2017-2019 we trained at 8 schools</p>
<p><b>Motorcycle Training</b> – compulsory bike training (CBT) provided by Bikewize for novice moped and motorbike riders. Motorcyclists continue to be one of the most</p>	<p>Provided monthly throughout the year</p>	<p>Last year over 12 CBT sessions for nearly 200 riders were</p>

<p>vulnerable road users so the theory session offers advice on road hazards and correct clothing followed by a practical assessment to obtain the accreditation level.</p>		<p>delivered, proving this to be a popular project</p>
<p><b>School Travel Plan</b> –Schools active travel activities are recorded in the Stars School Travel Plan (STP). This STP is an accredited programme run by Transport for London and engaged, bronze, silver or gold levels awarded as schools meet sustainable targets. We work actively with the schools to provide their STP, as activities which encourage sustainable modes of travel contribute toward a less polluted environment and healthier lifestyle, reducing obesity and other health related conditions. We try to mitigate road danger by implementing safer routes to school and investigating casualty reduction with engineering and educational measures.</p> <ul style="list-style-type: none"> <li>We provide the Debra the Zebra Walk to School Calendar promoting sustainable travel by walking to school and also reinforcing road safety messages. Last year 27 schools participated, entries showing how children walked to school safely.</li> </ul>	<p>Help offered throughout the year, with 2 day training sessions for all STP Cham</p>	<p>Merton currently has 39 (provisional number tbc by TfL in September) schools with an accredited level.</p>
<p><b>Road Safety Presentations and Work Shops</b> – We provide appropriate aged presentations to all schools, advising children how to cross roads safely, covering distraction and using different types of controlled crossings.</p> <p>Air Quality Days – to raise awareness of air pollution in and out of the school environment. Advice on responsible recycling, cleaner walking routes and other sustainable travel options.</p>	<p>Provided throughout the year with special emphasis to reach a school every day during Road Safety Week in November</p> <p>Working with Env Health and Greenpeace to provide AQ days</p>	<p>In 2018-2019 we worked with 16 schools and 4,661 children from Reception to Yr 6 pupils</p> <p>Provided at 2 schools last year. We expect demand to increase as awareness increases.</p>
<p><b>Junior Travel Ambassador Project</b> encourages peer promotion of road safety messages and healthy lifestyle programmes.</p>	<p>Offered throughout the year. A democratic process whereby JTA's are chosen by their peer groups. A well received programme, the year culminating in a special JTA event at TfL headquarters.</p>	<p>Currently 8 schools are participating in this initiative.</p>
<p><b>Travel Training</b> is provided for slightly vulnerable pupils at Yr 6 transitional stage as they move on to high school. Parents or carers may be concerned at how their children will travel independently and we aim to address these concerns. Working with TfL Travel Trainers and Met Police we show them journey planning, personal safety awareness and how to travel safely on public transport and cross roads safely.</p>	<p>Offered end of school term. Feedback from pupils and teachers was that the training was very beneficial to the children and we plan to include more schools in this worthwhile programme next year</p>	<p>Last year we worked with three schools and 14 children.</p>

<b>Schools Safety Zone programme</b> - in September we will be supporting road closures outside school start and finish times. This pilot study should increase safety outside schools, reduce congestion and pollution levels.	Harris Primary, Links Primary, St Thomas Canterbury and Singlegate	4 schools initially with planned closures at more in the future. Good co-operation from schools.
<b>Healthy Walks</b> are a regular feature with 4 weekly walks in the boroughs parks and open spaces.	Regular walking programme with details at <a href="http://www.merton.gov.uk/walk4life">www.merton.gov.uk/walk4life</a>	Nearly 100 people a week attend our walks which are promoted via local libraries, doctors' surgeries and community groups.
<b>Public Rights of Way</b> – to assess and improve signage and paths to encourage cycling and walking, making routes more accessible and safe.	Systematic programme of assessment and remedial works. Partnership working with TfL and Highways Dept. Estimated as a 3 year programme of works	Initial work with Legible London at Raynes Park and Mitcham Town Centres progressing to Colliers Wood and Motspur Park  Currently PRW 62 identified and work to commence.
<b>Zig-Zag Promotion</b> – banners advising not to park on the zig-zags offered to all schools to ensure safer crossing area for children and adults.	Working with Parking to enforce specific area	Good response from schools and evidence that intervention is successful
<b>World Car Free Day</b> – promoting the benefits of a traffic free zone for the day, encouraging residents to provide a Play Street Day which sees children playing in their street and neighbours meeting up.	Free licences offered to encourage Play Streets.	Schools will be encouraged to have their own Car Free Day
<b>Resources for Road Safety and School Travel Plan Programmes</b> We use a range of equipment to provide training and educational programmes.	For Road Safety Presentations we provide scaled traffic lights and road mats. We use cycling helmets and high vis vests to teach about cycling safety and conspicuity. We give the children age appropriate resources such as pencils and high vis items with message to reinforce the safety message	School Travel Plan campaigns are supported with Walk to School Badges which the school purchases from Living Streets. We support other campaigns with competitions such as Bling Your with prizes and provide cycle and scooter parking to encourage active school travel.
Engineering interventions	On an annual rolling programme	Traffic calming; formal & informal crossings; signs; road markings; restrictions; footway/carriageway improvements
<b>Junior Citizenship Event</b> provides life scenarios for Yr 6 pupils at this important	Offered annually for one week to	In previous years a high

transitional phase of changing to high schools.	Yr 6 pupils at local mosque.	attendance averaging 1,200 pupils from 20 schools
<b>School Crossing Patrols</b> are regarded highly for the worthwhile work they do in keeping children and adults safe on crossings outside schools.	We manage the service providing training, monitoring and uniforms.	Currently there are 4 Patrols outside Hatfeild, Priory, Dundonald and Malmesbury Schools. We have 2 vacant posts which we hope to fill in 2020 but recruitment is difficult with poor response.
<p><b>Resources for Road Safety and School Travel Plan Programmes</b></p> <p>We use a range of equipment and resources which support our presentation and workshops to provide training and educational programmes.</p>	<p><b>Road Safety</b></p> <p>For Road Safety Presentations we provide scaled traffic lights and road mats. We use cycling helmets and high vis vests to teach about cycling safety and conspicuity. For older groups power point presentations support presentations. We give the children age appropriate resources such as pencils and high vis items with message to reinforce the safety message</p>	<p><b>School Travel Plan</b></p> <p>School Travel Plan campaigns are supported with Walk to School Badges which the school purchases from Living Streets. We support other campaigns with competitions such as Bling Your with prizes and provide cycle and scooter parking to encourage active school travel.</p>

**Table of Schools with Stars, School Travel Plan and Accreditation Level at Gold, Silver, Bronze or Engaged. Schools without any of these levels are shown as blank.**

Abbotsbury	Bronze		Kings College	Bronze		St Marks Academy	
All Saints			Liberty			St Marks Primary	Bronze
Aragon	Gold		Links	Gold		St Marys RC	Engaged
Beecholme			Lonesome			St Matthews	Engaged
Bishop Gilpin	Gold		Malmesbury			SS Peter and Paul	
Blossom House			Melrose	Bronze		St Theresa Rc	
Bond			Merton Abbey			St Thomas of Canterbury	Engaged
Cranmer			Merton Park	Silver		Stanford	
Cricket Green			Morden Primary			The Study	Bronze
Date Valley	Silver		Norwegian	Bronze		Ursuline High	Engaged
Donhead			Park Community	Bronze		Ursuline Prep	Gold
Dundonald	Gold		Pelham	Bronze		West Wimbledon	
Eagle House			Perseid	Silver		William Morris	Gold
Garfield			Poplar	Gold		Willington	Engaged
Gorringe Park	Bronze		Priory	Silver		Wimbledon Chase	Bronze
Harris Primary	Engaged		Raynes Park High			Wimbledon Common Prep	Bronze
Harris Academy			Ricards High			Wimbledon High	Gold
Haslemere			Rowans	Gold		Wimbledon Park	Gold
Hatfield	Silver		Rutlish				
Hillcross	Gold		Sacred Heart				
Hollymount	Gold		Sherwood	Silver			
Holy Trinity	Bronze		Singlegate	Gold			
Joseph Hood	Bronze		St John Fisher	Gold			

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