

School Streets Summary Report for Stirling Council

Introduction

Stirling Council commissioned Living Streets Scotland to conduct a community consultation to gather evidence and public opinion that would help assess the case for the implementation of a School Street scheme for Riverside Primary School.

School Street schemes have proven a popular intervention across the UK among schools experiencing surges in traffic during drop off and pick up times. The busy school run increases the risks of collisions during these 45-minute windows and can be attributed to unlawful parking, traffic jams, and road rage.

To better understand the nature of the problems experienced in Riverside, Living Streets Scotland engaged with partners, residents and families travelling to and from the school. These engagements included letters sent home with pupils and a community-wide mail drop to approximately 800 households across the Riverside locality.

Riverside Primary School have engaged with WOW, the Walk to School programme, since November 2021. The programme rewards children for choosing sustainable travel modes to school and provides detailed, real time information regarding travel behaviours during the school run.

To support a comprehensive and inclusive consultation, Living Streets Scotland designed a dedicated webpage and mailbox to encourage open dialogue with the community and to inform the public of the School Streets scheme. Together with key partners from Stirling Council, Riverside Community Council, and the Parent Teachers Association, a project steering group was established to ensure local governance and protect the principles of community delivery.

directly at Riverside Primary School. Background information gathering and data collection has been completed during the final quarter of 2021 and the next phase of community consultation will commence during early 2022.

There will be ongoing engagement with the stakeholder group during this period, alongside physical and online community consultation, in line with prevailing government guidance.

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Living Streets (The Pedestrians Association) is a Registered Charity No. 1108448 (England and Wales) and SC039808 (Scotland).

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A report with key findings and recommendations will published by Living Streets in March/April, with potential for trialling proposals during the latter part of the school summer term.

This Summary Report will:

- present evidence gathered through community engagement activities conducted before, during, and after the School Streets scheme, along with data collected from the Travel Tracker
- present recommendations to Stirling Council that will support increased active travel during the school run.



School Streets scheme

A School Street scheme is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic. The result is a safer, healthier and more pleasant environment for everyone.

School Street schemes can offer a direct solution for school communities to tackle congestion at the school gate, air pollution, poor health, and improve safety.

Following an extensive community consultation, and with public favour supporting the implementation of School Streets Closure, a three-day trial was delivered from Tuesday 29th March to Thursday 31st March 2022.



The above streets highlighted in orange were closed to non-exempt traffic from 8.30am- 9.15am; and 2.30pm – 3.15pm.

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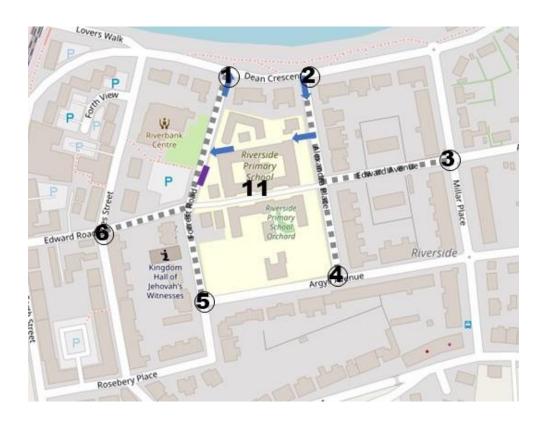


The following exempted groups were able to continue to access the streets as normal -

- Local residents
- Blue badge holders
- School Staff/Teachers
- Emergency services
- Children receiving ASN services
- Council vehicles (waste collection and roads maintenance)
- Carers/District nurses
- Taxis and Delivery companies



Observations and Feedback from Marshals



During the scheme, staff and volunteers from Living Streets and Stirling Council were stationed at each of the six junctions to provide support on the day and ensure the new restrictions were enforced.

Below is a summary of feedback taken from the marshals who were present during the scheme -

Station 1

- Four sessions. No issues or concerns, including access for buses and taxis.
- Several parents/guardians said they felt this had been a useful exercise.

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Station 2

- Three sessions, quiet except for a teething issue with a taxi driver who missed the turn off for location 2 and tried to gain access at location 1 before doing a three-point turn and coming back to location 2.
- Taxi drivers seemed happy with the new system, gave the marshal waves or a thumbs up on their way in.
- Marshal noted that there was always at least two car parks available for parents at peak times on Dean Crescent.

Station 3

- This junction remained quiet throughout the closure and the marshal noted plenty of parking spaces.
- No evidence of overspill from closed streets. Most of the traffic observed were taxis
 accessing the school via Dean's Crescent.

Station 4

- Marshall noted Tuesday was most challenging with taxi drivers coming in the top end instead of using Dean Crescent, however once they understood the system, it all went smoothly with zero traffic issues on Argyll Avenue.
- A couple of parents expressed displeasure with the closure, but overall response was positive and several parents commented that it was much better.
- Residents expressed surprised that there wasn't more congestion on Argyll Avenue and they hadn't expected it to go so smoothly.

Station 5

- Quite busy at inception with cars looking to access the school gate on Forrest Road and taxis needing to be signposted to Station 2.
- Parking was available on Argyll Avenue, which wasn't overwhelmed.

Station 6

- Some parents stopped their cars in the junction while watching their children walk down Edward Road towards the school, other parents were parking on the DYL.
- Marshal noted DYL should be refreshed if the scheme becomes permanent.



Survey Results

A pre-questionnaire was issued in January 2022 and showed that a slight majority of respondents supported the proposed street closures around Riverside Primary School and believed the scheme would have a positive impact. However, 40% of respondents also anticipated that the scheme would have a negative impact – highlighting just how polarising this issue was within the school and local community.

Pre-Questionnaire	Negative difference	No difference	Positive difference
I think the street closure will make a	40.22%	14.67%	45.11%
Follow Up Survey	Negative difference	No difference	Positive difference
I think the street closure made a	29.27%	26.83%	43.9%

Following the trial at the end of March, most respondents felt that the School Streets scheme had made a positive impact. There was also a significant reduction in the percentage of respondents in opposition to the School Streets scheme.

Riverside Residents

In both surveys, residents of Riverside have shown significant support for the School Streets scheme; in the follow up survey issued after the Easter holidays, an increasing percentage of respondents felt that the closures had had a positive impact.

Pre-Questionnaire	Negative difference	No difference	Positive difference
I think the street	33.87%	15.32%	50.81%
closure will make a			
Follow Up Survey	Negative difference	No difference	Positive difference
I think the street	25.49%	13.73%	60.78%
closure made a			



Though resident responses were positive in the pre-questionnaire, there were significant concerns included in the comment and text fields, mostly concerning access to properties and overspill onto other streets. Following the delivery of the School Streets scheme, a follow up survey showed increased support for School Street closures in general, with a reduction of respondents marking 'possibly'. This may be evidence that some concerns were addressed through a better understanding of the exemptions and their rights as local residents, and/or recognition that the school streets closure did not impact them in the way they originally perceived.

Pre-Questionnaire	No	Possibly	Yes
Would you be supportive in general of part time street closures	23.16%	26.32%	50.53%
Follow Up Survey	No	Possibly	Yes
Would you be supportive in general of part time street closures	27.45%	9.8%	62.75%

Non residents

While a significant majority of non-residents travelling into Riverside continue to oppose the school street closures, there is some evidence from the pre and post survey responses that those driving to school during the school run were less inconvenienced than originally anticipated, with almost half of all respondents reporting that the closure made 'no difference' to their morning routines.

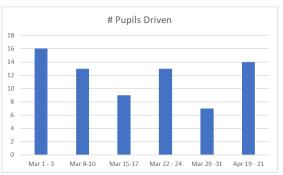
Pre-Questionnaire	Negative difference	No difference	Positive difference
I think the street	53.33%	13.33%	33.33%
closure will make a			
Follow Up Survey	Negative difference	No difference	Positive difference
I think the street	34.78%	47.83%	17.39%
closure made a			



Travel Tracker

Since November 2021, four Riverside classes including 98 children have recorded their journeys to school using the Living Streets Travel Tracker.





During the School Streets scheme and between the dates of March 29th - 31st March, the percentage of active journeys recorded increased to 95% - the highest point since the school began tracking in November 2021. Similarly, the number of pupils being driven to school also dropped significantly during the trial.



Summary

"It was fantastic seeing so many children and families crossing Forrest road without having to worry about traffic during the trial. A much nicer way to start the day."

The School Streets scheme has been well received among residents and while there were pre-trial concerns relating to property access and overspill onto other streets, there is significant support among the local community for closing these streets during the school run. Further support could be achieved through communication with residents to ensure any concerns regarding access to their homes is mitigated.

Observations from marshals during the School Streets scheme showed that earlier concerns of traffic overspilling from closed streets and overwhelming neighbouring streets did not transpire, and that parking spaces remained available for drivers wishing to park or drop off children during the school run. Furthermore, support from non-residents swayed significantly between the first and second survey indicating that, in practice, the scheme did not have the negative impact anticipated in pre-delivery.

"We live in a street adjacent to the closures and expected a lot more congestion in the surrounding streets which there wasn't. It was really lovely not having so much traffic around in the morning especially and felt safer crossing the roads etc. I do think a lot of parents and staff do still need convinced on the benefits of it, given the comments on facebook posts etc which was really disappointing. Finally, the staff from Living streets were really lovely. Thank you - as a Riverside resident (and school child parent) it's a very positive step"



Next Steps

Significant progress has been made in terms of raising support for, and changing attitudes towards, temporary street closures over the course of the three-day trial. It was also observed that Riverside benefits from a network of streets that can accommodate increased traffic dispersal without causing significant inconvenience to residents or drivers. Living Streets Scotland recommends, and would support, extending the scheme over a longer period to gather more evidence and provide more opportunity for families to establish healthier routines when travelling to and from school.

Building on recent engagement sessions between Living Streets staff and pupils from Riverside Primary School, a School Route Audit session is planned towards the end of the school year. This session will help inform a review of the local environment and will support pupils to assess the walking and cycling infrastructure that enables or prevents them to travel more actively to school. Further details on the methodology and findings of this sessions will be shared in the final report, submitted to Stirling Council in July 2022.