

APPENDIX 4 EVALUATION OF SCHOOL FRIENDLY ZONE AT LIFF PRIMARY SCHOOL

Evaluation Criteria

Report Nos 49/22 and 152/23 set out the method for evaluation of the trial zones, using “before” and “after” surveys. These were to include:

- A reduction in traffic congestion and speed around school gates as measured through before and after traffic speeds and volume surveys;
- An increase in walking and cycling and reduction in car trips as measured through the annual Sustrans Hands Up survey and WOW Travel Tracker;
- An improvement in air quality at the school gates;
- Road traffic accidents;
- Consultation with stakeholders as measured through attitude surveys.

1. Traffic congestion and speeds

Unfortunately, traffic speeds were not taken before the implementation of any of the School Friendly Zones, and comparable data is therefore not available.

Traffic volume surveys were taken as individual sample days over the time periods of 08:30 - 09:15, and 14:45 - 15:30.

Count	Before		After			Difference	
	(am)	(pm)	(am)	(pm)		(am)	(pm)
In	36	38	8	7		-24	-31
Out	35	37	5	6		-30	-31

The data for Liff Primary School shows a significant decrease in traffic volume into and out of the School Friendly Zone during both morning and afternoon restrictions.

The evaluation suggests that the zone has been successful in this aim.

2. Active travel uptake

	Year	Walk	Cycle	Scooter / Skate	Park & Stride	Driven	Bus	Taxi	Other	Total pupil numbers
*Liff Primary School	2022	42.0%	9.0%	0.0%	24.0%	16.0%	9.0%	0.0%	0.0%	100
	2023	35.8%	4.6%	3.7%	20.2%	26.6%	9.2%	0.0%	0.0%	100
	Diff	-6.2%	5.6%	3.7%	-3.8%	10.6%	0.2%	0.0%	0.0%	
		Active Travel change			6.9%	Transport change		10.8%		

* Figures taken from Sustrans data

The evaluation suggests that both the active and non-active travel modes of transport had increased and therefore the zone has not been inconclusive in this aim.

3. Air Quality

Air quality samples were taken at the school gates before implementation of the ETRO. The context for air quality sampling is noted in paragraph 5.18 of the main report,

“Before” data from June 2022, measuring Nitrogen Dioxide (NO₂), indicates an afternoon peak during or just before school pick up with a range of average values from 110 ug/m³ in the lead up and 160 ug/m³ at its peak.

“After” data from April 2023, measuring Nitrogen Dioxide (NO₂), indicates an afternoon peak during or just before school pick up with a range of values from circa 45 ug/m³ in the lead up and 67 ug/m³ at its peak.

This evaluation therefore suggests there has been a reduction of emissions at this site, noting that evidence is limited, and the caveats stated in the report.

4. Road traffic accidents

There have been no recorded personal injury collisions during the year prior to the start date of 16 August 2022, at the school.

This evaluation is therefore inconclusive.

5. Consultation with stakeholders

Objections - One formal objection was received in relation to the making permanent the ETRO with respect to Liff Primary School. A copy of the objection is provided in **Appendix 4A**. The objection presents that while applauding the aims of increasing walking and cycling, the objector does not believe such measures encourage fewer car trips to school or improve road safety and those living further away from the school cannot use alternative means of transport.

Representations or comments were received from two individuals in relation to the Liff Primary School proposals and are reproduced in **Appendix 4B**.

At the request of Liff stakeholders an informal zebra crossing was provided at the junction of the Dykes of Gray Road with Church Road which has improved the perception of road safety at the main crossing point opposite the school and may go some way to encourage more uptake of active travel.

Enforcement - Community Enforcement Wardens have attended the site as part of their regular decriminalised parking enforcement patrols, supporting the implementation and operation of the zone, giving advice to residents and parents and enforcing where restrictions under DPE allow. This has included any restrictions within the bounds of the school exclusion zone such as double yellow lines, school zig zags markings and bus stops. The enforcement of vehicles entering the exclusion zone within times of operation remains the enforcement remit of Police Scotland.

Public perception – a residents’ questionnaire was circulated to gauge the perception of residents within the streets surrounding the school. In order to include responses from those residents affected by such issues as displaced vehicles, dissemination of the questionnaires was not limited to the road outside the school which is directly affected by the prohibition of driving.

For Liff Primary School, 37 questionnaires were issued with 3 returns (2.5%) from the streets surrounding the school (1 from a resident of the Dykes of Gray road);

	Question - Compared to before the trial started:	Yes	No	Total	Yes%	No%
	I am a resident of					
1	Do you think the School Friendly Zone has made the road safer outside your property?	1	2	3	33%	67%
2	Have you noticed a difference in the air quality during school drop off and pick up times?	0	3	3	0%	100%
3	Have you noticed a reduction in the number of vehicle movements at the start and end of the school day?	0	3	3	0%	100%
4	Have you noticed an increase in the number of pupils walking , wheeling or cycling to the school?	2	1	3	67%	33%
5	Did you receive enough information provided at the start of the trial?	0	2	2	0%	100%
6	Did you find applying for your permit(s) an easy process?	0	0	0	-	-

7	Has there been any impact elsewhere as a result of vehicles being displaced due to the School Friendly Zone?	3	0	3	100%	0%
8	Has the School Friendly Zone adversely impacted on you undertaking your normal daily tasks, e.g. going to the shops or doctors?	1	2	3	33%	67%

Comments received on the questionnaires are as follows (verbatim):

<p>Zone has displaced cars onto east end of Neddertoun View, increasing traffic at school drop off times in a previously safe, low traffic zone (also they drive much faster than residents). Parked cars obstruct crossings at Neddertoun View. Zebra crossing needs signage as too many cars don't see/ignore it, but otherwise a welcome addition. 20 signs aren't obeyed - need more and bigger signs & markings. Cars ignore double yellow lines around school & obstruct traffic flow & obscure crossing. Cars now don't enter school crescent (green on map) but stop on road (yellow on map). Why not implement "walking buses"? No increase in cycling as they are primary age kids who have to cross 2 of 3 busy roads! Road crossings are not guarded, need parents to cross.</p>
<p>At school start & finish times Church Rd can be completely blocked. The road outside school (toward Birkhill) has 3 speed zones 20, 40, 60 - it's a target for drivers to speed. This prevents walkers & cyclists - No pavement from school to past Lossiehall - (this road has no name). No drainage from junction of Woodside Road to Liff PS. Frozen in winter/sludge and flood in rain. Disappointed we were not included in this as the only house bordering the school. Happy to talk to anyone or attend meetings.</p>
<p>The placement of new double yellow lines along Church Road, Liff is a real benefit for keeping the school drop off traffic organised. It is easier to get in and out of Kirkcroft Brae during drop off and pick up times. The big disadvantage is parents sitting with engines running, along Church Road, for up to 15 mins as they wait for children to come out. Some were doing this at Kirkcroft Brae, but have stopped recently. There is a need for periodic reinforcement of the existing and proposed new no waiting restriction, as adherence has started to reduce a little.</p>

Stakeholders Group Comments -

Concluding comments from a Stakeholder meeting of 15 August 2024 attended by representatives of the headteacher and Community Council were recorded as follows:

<p>The Head Teacher feels the area at the school is so much safer with the measures in place. The schools feel more able to engage with parents to explain the reasoning and benefits to the children as a result of the measures. This can help when parents do lapse into anti-social driving and parking habits. The children feel much safer. The school bus driver has also felt safer.</p> <p>The school would be extremely disappointed if the measures were to be abandoned.</p> <p>The Community Council representative agreed with the sentiments of the school although has received some negative comments surrounding the worn zebra markings, overgrown vegetation, and parking offences. Parking offences rise significantly when parent numbers increase significantly.</p>

APPENDIX 4A

Objection

From: [Redacted]
Sent: 21 August 2022 08:35
To: ROADS <ROADS@angus.gov.uk>
Subject: Objection to Liff Experimental Order

The Angus Council (Andover, Carlogie, Letham, Liff and South Esk Primary Schools) (Prohibition of Motor Vehicles and Prohibition of Waiting and Loading) Experimental Order 2022

Dear Angus Council,

I am writing to object to the above traffic order at Liff Primary school.

While I applaud the aim of increasing walking and cycling, I don't believe this traffic order will encourage fewer car trips to the school. We, and many other families at the school live too far away to use alternative means of transport. If parents have not previously been persuaded of the benefits of walking or cycling, then this will merely antagonise the situation and create a push-back objection.

In previous years, the school has run a "Park and Stride" scheme for health week, which did result in fewer car journeys and has had a lasting effect; At least in our case, when time allows we now enjoy parking further from the school and walking through Backmuir wood. But making the effort to do this (or to walk further from a near-by residence) requires encouragement and good-will. Using a "stick" without any "carrot" won't work. I would encourage the repeat of health week "Park and Stride" or similar schemes which have been lacking in recent years.

From a road safety point of view, I don't think this traffic order improves safety at drop-off or pick-up times. Cars using the "D loop" side road are able to drop or pick-up their children at the school gate, instead of further away where they would need to walk on roads without pavements or to cross a road to reach the school. Also, cars using the side road do not endanger children walking to school, as their paths do not cross and these cars also move very slowly, not posing a risk to pedestrians.

Although the congestion outside the school may appear unsightly, the traffic order merely moves the congestion elsewhere and doesn't improve safety. Cars are now forced to park for very long stretches along Church Road. Restricting this road to a single lane for long stretches, and increasing the number of cars using it causes problems with 2-way traffic. On Friday, several cars trying to pass in opposite directions resulted in an "impasse" and a road rage situation, with my child asking "Did that man use the F word?".

Cars picking children up from opposite the school do restrict that section of road to a single lane too, but because it is a short section and the duration is short, it doesn't lead to the issues we are now seeing on Church Road.

I would be surprised to find that air quality around the school has improved with this traffic order. Is there any evidence of this? Cars dropping or picking up their children cause no more emissions than cars driving past the school, which parents must still do. Also, school-related traffic passing the school is a tiny proportion of all other traffic passing the school.

I and other working parents often pick up our children from the school during our office hours and are therefore time-pressured. This traffic order causes significant delay and frustration and therefore doesn't "lead to a better environment for everyone". I'm not sure that it leads to a better environment for anyone?

Many thanks for considering these objections,

APPENDIX 4B

Representations

Comments received via representations are as follows (verbatim):

From:

Sent: 18 August 2022 15:30

To: ROADS <ROADS@angus.gov.uk>

Subject: School parking

I am writing to complain about the new school parking measures. These new measures have now lead to my residential street being crammed with cars to which I cannot receive visitors or clients to my new potential business I intend to set up from home.

Your measures haven't prevented the cars but only pushed them further to which they are now impacting on the residents of Neddertoun View.

I am very disappointed as it was obvious that this would happen and I feel that whoever put these lans in place didn't take into account the current residents of Neddertoun View.

Therefore I ask that something is done to stop these cars impacting on Neddertoun View.

Since the newly installed double yellow lines at Liff primary school, long overdue in my opinion, people attending to collect and drop-off children are now using the outside of my house and neighbors to park there cars! We need some road markings added to prevent this from happening otherwise it is going to come a concern for a lot of people. I have even witnessed people who live further back on the development bring there cars as they can't be othered to walk the 1 mile trip to the school gate!