



Lincolnshire Traffic Policy for Schools

December 2015

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INTRODUCTION

Following the recommendations from the Speed Management for Lincolnshire Review, this Policy has been developed to enable individual school locations to be considered for measures to improve speed related or congestion related issues.

The introduction of this Policy recognises that each individual school site has its own unique issues that may need to be addressed and improvement measures considered for implementation.

This Policy is aimed at setting out a process with options to improve safety concerns which can be supported by Head Teachers, Governors and the local community and that is tailored to their specific location.

The policy outlined in this document should be followed in order to determine the appropriate measures required to improve road safety at school sites across Lincolnshire.



GENERAL GUIDELINES

For the purposes of implementing this policy the following guidelines must be applied:

Mandatory Speed Limits

- (i) The traffic order process for mandatory speed limits as outlined in the current Speed Limit Policy is to be followed when introducing any permanent speed limit, including 20 mph limits and zones and street lighting criteria.

Signing of Speed Limits

- (i) The general principles of signing a speed limit must be in accordance with the current Traffic Signs Regulations and General Directions (TSR&GD), Road Traffic Regulation Act (including any Special Directions) and the current Speed Limit Policy.

Illumination

- (i) The current TSR&GD provides details of illumination requirements for all signage.

Painted Roundels

- (i) In accordance with the current TSR&GD, roundels painted on the carriageway may be placed in conjunction with an upright terminal or repeater sign. However 30mph repeater signs are not permitted in street-lit areas.

General Signing and Markings

- (i) The current TSR&GD provides details of all signing and markings requirements and these are to be followed when considering options for implementation of measures outside schools. These can include warning signs, information signs and carriageway markings.

School Travel Plans

- (i) The County Council has a duty under the Home to School Travel and Transport Guidance published by the Department for Transport in July 2014, to promote the use of sustainable travel and transport by the development of School Travel Plans and for these to be regularly updated.
- (ii) It is a requirement that a School's Travel Plan will be reviewed and updated, as necessary, should any improvements be made in accordance with Sections 2 and 3 of this Policy.



1. EXISTING POLICIES

- 1.1 This Policy is considered as the over-arching policy when considering traffic and safety improvements outside statutory age schools.
- 1.2 However when considering the options available, as outlined in Sections 2 and 3 below, the following existing policies should also be referred to when developing improvements at school sites where there are specific or unique issues to be resolved, such as mandatory speed limits, school safety zones, formal crossing facilities, traffic calming, school crossing patrols.

Speed Limits

In accordance with the County Council's current Speed Limit Policy:

- 1.3 All statutory age schools will have a maximum speed limit of 30mph in place for a distance of 150m to 250m either side of the main pedestrian entrance and with discretion at secondary accesses.
- 1.4 20mph speed limits may be introduced but are currently only considered and applied if appropriate to Accident, Investigation and Prevention (AIP) schemes which meet the necessary AIP funding criteria.

School Safety Zones

- 1.5 In accordance with the County Council's School Safety Zone Policy the option is already available for all statutory age schools to apply for such a scheme and this should be considered as one of the options when addressing traffic issues at schools.

Pedestrian Crossings

- 1.6 The current pedestrian crossing policy should be followed to determine whether a formal crossing facility is justified and suitable for individual school sites where there is a specific need.

Traffic Calming

- 1.7 The current traffic calming policy should be followed to determine whether such measures are justified and appropriate for individual school sites with a specific speed related issue.

School Crossing Patrols

- 1.8 The current schools crossing patrol policy should be followed to determine whether a patrol is justified and suitable. Any assessment required should be carried out by the Road Safety Officers within the Lincolnshire Road Safety Partnership in accordance with this Policy.



2. SPEED RELATED MEASURES

2.1 There are a number of options that can be considered and tailored to assist in improving specific speed related issues outside schools and these should be discussed with school representatives prior to considering initial assessment of the options in Table 1 below. These options should be considered in the priority order within the table taking into account the advantages and disadvantages of each option.

Table 1

Option		Comments
1	General signing and marking measures	<ul style="list-style-type: none"> • The most basic measure • Low cost • No traffic order required • Highlights school location
2	Flashing warning signs at school times only	<ul style="list-style-type: none"> • No traffic order required • Higher visual impact • Higher cost including ongoing maintenance • Associated with school crossing patrol
3	School Safety Zone	<ul style="list-style-type: none"> • Includes advisory 20mph speed limit • No traffic order required • Low cost • High visual impact • Informal crossing point may be included • Non-enforceable • May be unsuitable at certain schools • Displaces parking away from school
4	Mandatory Speed Limit (standard plain signs)	<ul style="list-style-type: none"> • Includes 20mph speed limit • Enforceable • Traffic order required • Medium cost • Resource implication • Introduced as part of measures outlined in paragraph 1.4 above
5	Mandatory Speed Limit (part time variable message signs)	<ul style="list-style-type: none"> • Only for 20mph speed limits [*](see 2.4 below) • Enforceable • Variable limit at school times only • Traffic order required • High cost • Resource implication • Ongoing running & maintenance costs • Only suited for isolated rural locations

Option		Comments
6	Traffic Calming Measures	<ul style="list-style-type: none"> • No traffic order required but a statutory process may be necessary • Wide consultation process • Self-enforcing • Physical measures • Medium/High cost • Resource implication • Ongoing maintenance costs • Only suited for urban locations
7	Formal Crossing Facilities	<ul style="list-style-type: none"> • Statutory process required • High cost • Resource implication • Ongoing maintenance costs • Only suited for urban locations • Could include school crossing patrol

- 2.2 In Options 4 and 5 in Table 1 above, where a mandatory 20mph speed limit is proposed this shall be subject to a paper being submitted to Planning and Regulation Committee which shall include all relevant information relating to collision data, traffic flow and mean speed data, together with any comments from the School, Town/Parish Council, Lincolnshire Road Safety Partnership and the local County Councillor.
- 2.3 The option is available to consider the use of the Community Speed Watch Initiative to address any short term/temporary speed related issues. However this should not be considered as a permanent solution.
- 2.4 Current Department for Transport Guidance states that variable message signs are only permitted for 20mph speed limits. However, if there is a request for a variable speed limit at another level, then special authorisation will have to be obtained, but this cannot be guaranteed to be successful.

3. CONGESTION RELATED MEASURES

- 3.1 There are a number of options that can be considered and tailored to assist in improving specific congestion related issues outside schools and these should be discussed with school representatives prior to considering initial assessment of the options in Table 2 below. These options should be considered in the priority order within the table taking into account the advantages and disadvantages of each option.

Table 2

Option		Comments
1	Parking measures off highway	<ul style="list-style-type: none"> • Should be initial consideration • Could be on school or other third party land • Consider the risk • No cost to Highway Authority • Potential costs for school
2	General signing and marking measures	<ul style="list-style-type: none"> • The most basic measure • Low cost • No traffic order required • Highlights school location
3	'School Keep Clear' (zig-zags) on school side only	<ul style="list-style-type: none"> • Can be advisory or mandatory (enforceable) • Low/medium cost • Displaces parking away from school entrance • Stopping prohibited if mandatory • Specific length criteria (25-45m approx.) • Often suitable for rural locations
4	'School Keep Clear'/zig-zags on both sides	<ul style="list-style-type: none"> • Can be advisory or mandatory (enforceable) • Low/medium cost • Can impact on residential properties • Displaces parking away from school entrance • Stopping prohibited if mandatory • Specific length criteria (25-45m approx.) • Provides improved visibility (for pedestrians wishing to cross) • More suitable for urban locations

Option		Comments
5	School Safety Zone	<ul style="list-style-type: none"> • Includes advisory 20mph speed limit • No traffic order required • Low cost • High visual impact • Informal crossing point may be included • Non-enforceable • May be unsuitable at certain schools • Displaces parking away from school
6	Mandatory Waiting Restrictions only	<ul style="list-style-type: none"> • Enforceable • Traffic order required • Can be tailored to each location in time & length • Can drop off or pick up passengers on waiting restrictions • Parking prohibited behind markings • Can displace parking away from school • Medium cost
7	Mandatory Waiting/Loading Restrictions	<ul style="list-style-type: none"> • Enforceable • Traffic order required • Can be tailored to each location in time & length • Can drop off or pick up passengers on waiting restrictions and loading restrictions • Parking prohibited behind markings • More suitable for urban areas • Can displace parking away from school • Medium cost
8	Mandatory 'School Keep Clear' combined with waiting and/or loading restrictions	<ul style="list-style-type: none"> • Enforceable • Traffic order required • Can be tailored to each location in time & length • Cannot drop off or pick up passengers on school keep clear markings • Can drop off or pick up passengers on waiting restrictions and loading restrictions • Can displace parking away from school • Medium cost
9	Formal Crossing Facilities	<ul style="list-style-type: none"> • Statutory process required • High cost • Resource implication • Ongoing maintenance costs • Only suited for urban locations

4. CONSULTATION PROCESS

- 4.1 This section covers the statutory and non-statutory process that should be followed when proposing packages of measures outside schools in relation to speed and/or parking.

Statutory Process

- 4.2 Any proposal that requires a mandatory speed limit to be implemented as part of the package of measures must follow the statutory process as outlined in the current Speed Limit Policy.
- 4.3 Any proposal that requires mandatory parking, waiting, loading restrictions or traffic calming measures to be implemented as part of the package of measures must follow the statutory Traffic Regulation Order or relevant consultation process.

Non-Statutory Process

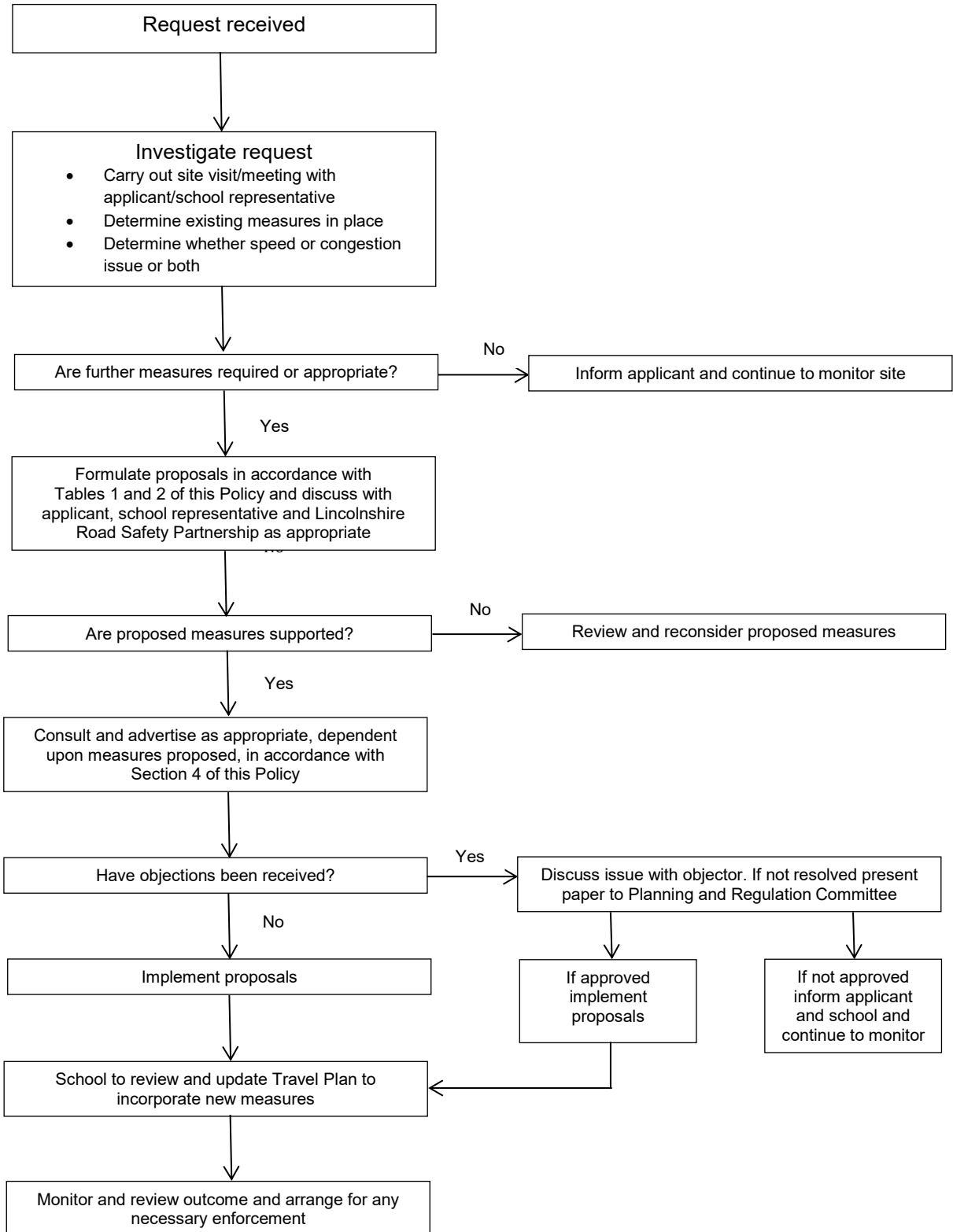
- 4.4 Before any consultation as outlined below is carried out, once a proposal has been formulated this should be initially supported by the school, parents and residents of the area. Following support being achieved the following non-statutory process should be followed:
- 4.4.1 Consult with local County Councillor, Parish/Town Council, District Council, Lincolnshire Road Safety Partnership (Chief Constable), Emergency Services and any bus company using the roads as part of a service, allowing a minimum of 21 days for comments.
- 4.4.2 Any adverse comments received should be considered and if not resolved satisfactorily should be reported to the Planning and Regulation Committee for a decision to be made whether the proposals should be implemented.

5. ENFORCEMENT

- 5.1 Since December 2012 parking enforcement in Lincolnshire is carried out by Civil Parking Enforcement Officers. This will enable parking enforcement outside schools to be included as part of this service and in accordance with the County Council's current Parking Policy and Parking Enforcement Guidance.

6. APPENDIX A - FLOWCHART

REQUEST FOR SPEED OR CONGESTION RELATED MEASURES



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This document is issued by:

Lincolnshire County Council, Environment and Economy

How to contact us:

If you wish to apply for a school site to be assessed you can contact us in the following ways:

By Post:

At the relevant Highways Division address shown in the link below:
<http://www.lincolnshire.gov.uk/full-contact-details-for-development-divisions/35318.article>

By telephone:

01522 782070

By email:

customer_services@lincolnshire.gov.uk

Visit our website:

www.lincolnshire.gov.uk

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