



## Report to Policy Committee

**Author/Lead Officer of Report:** Kat Harrison

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**Report of:** Kate Martin, Executive Director of City Futures

**Report to:** *Transport, Regeneration & Climate Policy Committee*

**Date of Decision:** *21<sup>st</sup> September 2022*

**Subject:** School Street Programme 2021/22: Report on the objections to the proposed advertised ETRO for School Streets at 4 locations

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? 1185				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<i>“The (<b>report/appendix</b>) is not for publication because it contains exempt information under Paragraph (<b>insert relevant paragraph number</b>) of Schedule 12A of the Local Government Act 1972 (as amended).”</i>				

### Purpose of Report:

This report describes the measures taken to restrict vehicle movements and associated inappropriate parking at four school locations across the city through the introduction of a School Streets scheme (restriction of the road outside school gate to all but exempt traffic at certain times) via a series of Experimental Traffic Regulation Orders (ETROs).

It sets out officer’s responses to objections received in respect of the ETROs

and seeks a decision from the Policy Committee as to making the School Streets scheme permanent by making the restrictions in the associated ETROs permanent.

**Recommendations:**

Having considered the representations received and having determined that the reasons to support the proposals outweigh any objections, it is recommended that:

The Traffic Regulation Orders are made in accordance with the Road Traffic Regulation Act 1984;

Establish the 4 School Street schemes on a permanent basis at the 4 locations shown on the plans in Appendix B;

**Background Papers:**

Appendix A: Original ETRO proposals plans

Appendix B: Objections, queries & support - full responses

<b>Lead Officer to complete:-</b>	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: Damian Watkinson
	Legal: Richard Cannon
	Equalities & Consultation: Annemarie Johnston REF
	Climate: Jessica Rick
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>
2	<b>EMT member who approved submission:</b>
	Kate Martin Executive Director of City Futures
3	<b>Committee Chair consulted:</b>
	<i>Councillor Julie Grocutt, Deputy Leader of the Council and Co-Chair Transport, Regeneration and Climate Policy Committee</i>
	<i>Councillor Mazher Iqbal, Co-Chair Transport, Regeneration and Climate Policy Committee</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.

<b>Lead Officer Name:</b> <i>Kat Harrison</i>	<b>Job Title:</b> <i>Senior Transport Planner</i>
<b>Date:</b> <i>5<sup>th</sup> September 2022</i>	

## **1. PROPOSAL**

- 1.1 As part of the 2021/22 School Street Programme, the Council (via its Traffic Regulations team) advertised the intention to introduce School Streets on an experimental basis at the locations listed below. A School Street is where road closure restrictions outside school gates are introduced at drop off and pick up times, to ensure a reduction in vehicles and thus create a safer school entrance.
- 1.2 In two cases, objections to the advertised restrictions have been received.
- Argyle Road & Close, Carfield Primary School
  - Glen Road, Nether Edge Primary School
- No objections at
- Tullibardine Road, Greystones Primary School
  - Pomona Street, Porter Croft Primary Academy
- 1.3 These locations have been prioritised for delivery in 2021/22, using the Council's approved methodology & criteria.

## **2. HOW DOES THIS DECISION CONTRIBUTE?**

- 2.1 Prior to the implementation of the School Street schemes, at each location the Council had received numerous complaints from parents, local residents and school staff regarding the traffic outside the school gates at drop off and pick up times. The schools involved are all ModeshiftSTARS accredited (National Sustainable Accreditation scheme) and have worked hard alongside the Council to encourage and enable their pupils to travel actively to school and reduce the number travelling by car. However, the issues created by inconsiderate and dangerous parent parking meant that closing the road to all vehicles apart from essential access was deemed appropriate at each end of the school day.
- 2.2 The functions of the School Street schemes include:
- creating safer school entrances for all
  - improving & creating safer walking and cycling routes for the journey to school
  - improving local air quality (no idling engines outside school)
  - quieter streets (no idling engines or stressed shouting adults)
  - an increase in families choosing active journeys to school
  - removal of inconsiderate and dangerous parking that obstructs footways and traffic flows near the school gates.

There is no negative impact on climate change or economically. The daily journeys of all children walking, cycling and scooting to school will be improved. Delivery and emergency vehicles along with local residents

will have improved access due to the lack of school run congestion in these areas.

### 3. HAS THERE BEEN ANY CONSULTATION?

3.1 Each scheme consulted local residents & parents via a letter and survey prior to their launch. All queries and concerns were dealt with via email. Each ETRO was advertised on site 7 days before launching on 18<sup>th</sup> October 2021 and an advert was placed in the local paper as is legally required. The initial consultation, for all of these schemes, took place between June & October 2021 and then was ongoing for the first 6 months of each ETRO being in place.

#### Objections received

Carfield Primary School Street, closure of Argyle Road and Argyle Close

Objection 1	Objection not upheld.
<p>“The unintended consequence of the action to close Argyle Road prevents me from going about my legitimate business in my normal manner. Argyle Road is a public highway. I have not been consulted directly, despite the intended restrictions to this public highway to which I normally have vehicular access to traverse. It causes me great inconvenience and removes my former rights to travel along this highway to get to work in a reasonable timeframe. This RTO is wholly unacceptable to me.</p>	<p>The complainant lived several streets away from the closed roads and therefore did not receive a letter. The Council did however carry out its consultation in accordance with the requirements of the relevant legislation. In addition, the benefits of the School Streets scheme to other highway users are considered to outweigh the inconvenience caused to this particular individual, and in any event there are many more appropriate and quicker routes they could take in order to go about their business.</p>
Objection 2	Objection not upheld.
<p>I am a resident on argle road and although we have been issued with parking permits wish to complain about this road closure it is not staffed by council staff but school parents traffic on the surrounding roads is a nightmare making travelling hurendos if you could please provide me with an email or telephone number where i can appeal this dicission as it is stupidity at its best</p>	<p>The restrictions contained in the ETRO, which enabled the School Streets scheme to be introduced, are not enforced by parents. The relevant schools have been informed that parents may “staff” the closure point so as to remind road users that the restrictions are in force.</p> <p>The complainant did not respond to our reply and so we haven’t taken the matter any further.</p>

Nether Edge Primary School, closure of Glen Road

<p><b>Objection 1</b></p> <p>Having walked passed Nether Edge Primary school in the mornings this week, and over the last 2-3 weeks on a bike I've noticed cars parked on Abbeydale Road to drop off school children. Typically 1-2 cars, but this morning at 8:30-ish there were five. On foot this isn't a huge issue, but on a bike it coincides with the road narrowing, traffic lights and the bus lane/stops creating an extra lane. There's also the issue of inconsiderate opening of car doors. Glen Road has been closed to protect the school entrance: maybe the council would care to actively police the closure to protect the vulnerable users of Abbeydale Road? Given the inability of the school and council to enforce the parking rules on Abbeydale Road as a result of the closure of Glen Road please consider this a formal objection to the Experimental Order issued for Glen Road on October 7th 2021</p>	<p>In response to the objection:</p> <ul style="list-style-type: none"> <li>• Parking Enforcement were contacted and regular patrols set up along this stretch of road to deal with the issue.</li> <li>• Parking enforcement had received no other reports regarding this area.</li> <li>• The school were contacted to re-iterate to parents the dangers and illegality of dropping off on Abbeydale road near the school.</li> </ul> <p>These measures are considered to properly address the matters raised in the objection such that the School Streets scheme can be implemented on a permanent basis.</p>

**4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION**

**4.1 Equality of Opportunity Implications**

The measures will improve safety outside the school entrances, through the removal of parking that obstructs both vehicles and pedestrians and blocks sight lines. This should have a positive impact for all highway and footway users particularly disabled people, older people and school age children

**4.2 Financial and Commercial Implications**

The total cost of implementing the schemes is to be funded from the allocated capital budget for School Streets.  
 The total cost of constructing these schemes was: £43062.03 (Amey construction costs)

The total cost of implementing these schemes was: £66645.55 (this includes the above-mentioned Amey Construction cost as well as SCC staff time, hiring of planters, PPE and other associated costs).

There will be some additional costs incurred making the schemes permanent mainly:

Road Surface treatment – 20k

Permanent planters/street furniture (where appropriate) – 10k

Commuted Sums – 50k

Financial approvals will be confirmed through the capital gateway process via the resources and strategy committee.

#### 4.3 Legal Implications

The Council has powers under Parts V and VIIA of the Highways Act 1980 and the Road Traffic Regulation Act 1984 ('the 1984 Act') to implement the improvements requested in this report. The Council may implement traffic restrictions (including the modification of existing restrictions) on an experimental basis so as to test their efficacy via an ETRO made under section 9 of the 1984 Act. This was the case in respect of the School Streets scheme.

The Council further has the power to make ETROs permanent via the making of Traffic Regulation Orders (TROs) under section 1 of the Road Traffic Regulation Act 1984 ('the 1984 Act') for reasons that include the avoidance of danger to people or traffic and for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

The making of a TRO which replicates the restrictions contained in a prior ETRO can follow a truncated procedure whereby the typical notification requirements are waived due to that already having been carried out in respect of the ETRO. This procedure is described in paragraph 3.1 of this report and it was carried out in full compliance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ('the 1996 Regulations'). Regulation 23 of the aforementioned regulations requires the Council to consider all duly made objections received and not withdrawn before it can proceed with making an order. Those objections are presented for consideration in this report.

In deciding whether to make a TRO, the Council must have regard to its duty under section 122 of the 1984 Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as well as the provision of suitable and adequate parking facilities on and off the highway, so far as practicable while having regard to the matters specified below:

- (a) the desirability of securing and maintaining reasonable access to premises.
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating

and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

(d) any other matters appearing to the Council to be relevant.

The Council is under a further duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination, or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network. The proposals described in this report are considered to fulfil that duty.

#### 4.4 Climate Implications

Transport - To help monitor the impact of the schemes an annual Mode of Travel to school survey will be carried out at each school, results can be compared year on year.

#### 4.5 Other Implications

The implementation of these schemes will improve road safety for pedestrians, cyclists and motorists as pavements will not be blocked by parked and manoeuvring vehicles and the school entrances will remain clear of traffic.

4.51 The introduction of School Streets will have a positive impact on the way people choose to travel to school. As parking is limited, it may also encourage people to walk or cycle their journey and leave the car at home at the very least they will park further away. This, in turn, supports the Clear Air Zone initiative.

### 5. **ALTERNATIVE OPTIONS CONSIDERED**

The only alternative is to not introduce School Streets at these locations, this is not considered to be an acceptable option. The removal of obstructive parking and dangerous vehicle manoeuvres outside the school gates ensures the safety for the most vulnerable users at these times. Consequently, the measures proposed will contribute to pedestrian & cyclists' safety and their removal will result in the opposite

Without the introduction of the School Street outlined in this report, all the road safety, accessibility, and air quality issues, for children, their families

& local residents will remain.

The beneficial effects of the proposed measures do not incur the penalty of having adverse effects on either the climate or the economy as there are none.

## 6. REASONS FOR RECOMMENDATIONS

The proposed measures (the making permanent of the School Streets schemes described in this report) will address the following:

- Dangerous parking at the school entrances by parents dropping off and collecting children from school
- Idling engines at the school gates
- Traffic congestion outside school gates
- Improve conditions for those who walk, cycle and scoot to school
- Encourage others to leave the car at home and choose active ways of getting to school
- Health benefits for all
- Community benefits as streets are prioritised for active journeys become a more enjoyable space to use.
- Where planters at scheme entrances are used the school and community can take ownership of their street and be proud of their space.

### Testimonials

*“Just to say that we at Number 89 are experiencing a blissful silence punctuated only by the sound of kids and parents walking to school this morning!”* Resident

*97% of parents at Greystones support the closure being made permanent (Survey May 2022)*

*“It’s made a huge difference to my children being safe in a morning. It’s made the morning much less stressful”* Parent

*“The scheme is going really well and we would like to continue with it. Parents have got used to the road being closed and we have had positive feedback.”* Cath Thomas, Head Teacher Porter Croft Academy.

*“The scheme has been really successful. It has really improved the traffic around the school and has kept the children really safe.”* Hannan Mohammed, Head Teacher Carfield Primary School

*“My daughter now asks to cycle to school and I can say yes, it’s lovely”* Parent.

Having considered the response from the public and other consultees it is recommended that the School Streets restrictions be implemented on a permanent basis as, on balance, the benefits of the scheme as outlined above are considered to outweigh the concerns raised.



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