

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DATE	22 August 2022
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport
RESPONSIBLE OFFICER	Sharon Wroot, Executive Director for Environment, Economy and Resources
SUBJECT	Experimental Traffic Regulation Order: Prohibition of Motorised Vehicles (School Streets Phase1)
STATUS	Open
FORWARD PLAN REF NO.	PHET 08/22/01

CONTRIBUTION TO OUR AIMS

The recommendations of this report will contribute to the Council's 'Health and Wellbeing' objective by creating and maintaining a safer, healthier and more pleasant environment for pedestrians and residents in the vicinity of schools during the peak morning drop off and afternoon pick up times.

EXECUTIVE SUMMARY

It is proposed to pilot the 'School Streets' initiative and introduce an Experimental Traffic Regulation Order (ETRO) for the 'Prohibition of Motorised Vehicles' on Monday to Friday during peak school times only, to the approach to four schools within the borough.

This initiative will seek to create a calmer, safer, healthier and more pleasant environment for students to walk, cycle or scoot when arriving at, and leaving school, as well as those residents living in the immediate vicinity of the school gates.

RECOMMENDATIONS

It is recommended that:

- a) Approval is granted for the making of a 'Prohibition of Motorised Vehicles on Monday to Friday 8.30 - 9.00am and 2.45 – 3.45pm during school term time only' ETRO as shown on drawings HD015-22-SSP-CA-SP and HD015-22-SSP-CA-MS in Appendix 1.
- b) Approval is granted for the making of a 'Prohibition of Motorised vehicles on Monday to Friday 8.30 - 9.00am and 3.00 – 4.00pm during school term time only' ETRO as shown on drawings HD015-22-SSP-CA-MP and HD015-22-SSP-CA-AD in Appendix 2.
- c) In the event that there are unresolved material objections received during the 6-month objection period following the making of the experimental order, these will be referred to the Portfolio Holder for consideration, prior to a decision on whether to make the order permanent.

REASONS FOR DECISION

Roads outside schools are often very congested at school drop-off and pick up times, resulting in concerns about road safety, localised air pollution, and in some cases inconsiderate or dangerous parking affecting residents accessing their properties.

The introduction of a School Street will significantly improve road safety and parking concerns and provide a safer environment within the vicinity of the school gate for children, pedestrians and residents.

1. BACKGROUND AND ISSUES

- 1.1 School Streets is an initiative which aims to create a calmer, safer, healthier and more pleasant environment for young people to walk, cycle or scoot to and from school.
- 1.2 The scheme involves temporarily restricting motorised vehicle access to the roads immediately outside of the school gates during peak drop-off and pick-up times only. The restriction applies to motorised vehicles and in effect creates a 'Cycle and Pedestrian only' zone during the times of operation.
- 1.3 There are many road safety concerns and issues raised as a result of the volume of students transported to, and from school by car. It has been observed that vehicles are parking inappropriately and dangerously on the roads in the vicinity of the schools which has the potential to create inconvenience for residents living on those streets, obstruction and road safety risks to other road users and pedestrians
- 1.4 To enable the pilot 'School Street' scheme to be created, it is proposed to introduce an ETRO that will prohibit access by motorised vehicles at the following locations and during the times shown:

Monday to Friday between 8.30 - 9.00am and 2.45 – 3.45pm

- South Parade, Grimsby (Ormiston South Parade Academy)
- Macaulay Street, Grimsby (Macaulay Primary Academy)

The restrictions will apply during school term times only and are shown on drawings HD015-22-SSP-CA-SP and HD015-22-SSP-CA-MS in Appendix 1.

Monday to Friday between 8.30 - 9.00am and 3.00 – 4.00pm

- Machray Place, Cleethorpes (Reynolds Academy)
- Allerton Drive, Immingham (Pilgrim Academy)

The restrictions will apply during school term times only and are shown on drawings HD015-22-SSP-CA-MP and HD015-22-SSP-CA-AD in Appendix 2

- 1.5 It is intended that these pilot School Streets will come into operation following the school half term break in October 2022 and will continue for a maximum

18-month period after which time if they have proved successful, these could be made permanent.

1.6 For a school street to remain effective and to meet its objectives, it is necessary to reduce the volume of traffic permitted into the street during the operational times. Access will be managed by 'School Street' permits with exemptions for authorised vehicles, which will include, but not be limited to:

- Residents
- Local businesses within the School Street zone
- Blue badge holders,
- Approved home to school transport,
- Emergency services,
- Healthcare workers/practitioners/carers,
- Trades people (including builders/deliveries livery vehicles only),
- Taxis,
- Postal service,
- Utility services,
- Funeral cortege and
- Refuse vehicles

1.7 Engagement has been undertaken with the four schools identified for this initial pilot. This has been received positively and they have all welcomed the opportunity to be part of this initiative.

1.8 Engagement with those residents directly affected has also be done to ascertain any regular access needs during the restricted times.

1.9 It is intended that the above roads will be restricted by a lightweight, moveable barrier during the times of operation and that members of the local community and the schools will be on hand to marshal the restriction.

2. RISKS AND OPPORTUNITIES

2.1 **Should these proposals be adopted, the opportunities are:**

- To create a safer, healthier environment for children and pedestrians in the immediate vicinity of the school gates at peak school arrival and leaving times.
- To encourage children to walk, cycle or scoot to school.
- To minimise inconvenience for residents living within close proximity to the school gates during the peak school arrival and leaving times by removing the risk of vehicles parking across driveways.

2.2 **Should these proposals be adopted, the risks are:**

- Parking may be displaced into surrounding residential streets during school arrival and leaving peak times.
- There is an element of risk for those who are siting/removing the barriers in

situ, however The NELC Insurance providers have confirmed that '*the existing casualty covers that you (NELC) have with us (*subject to the usual terms & conditions) would extend to indemnify those volunteers who are undertaking these tasks in relation to the initiative in question*'.

- As a moving traffic offence, enforcement can only be done by the Police currently and it is unlikely that this would be undertaken.

2.3 Should these proposals not be implemented, the risks are:

- The road safety concerns, and parking issues being experienced around schools will remain unchanged at school times.
- The inconvenience and frustration being experienced by residents whilst trying to gain access to or leave their properties during peak school times would remain.

3. OTHER OPTIONS CONSIDERED

3.1 Do nothing – The road safety and parking concerns around schools at peak times will not be addressed.

3.2 Introduce 'No stopping restrictions throughout the whole affected area – Although the restrictions would only be operational at the times associated with the school drop off/ pick up and would prohibit the stopping of vehicles during this period, it is heavily reliant on enforcement to be effective. In addition, it would not prevent all motorised vehicles from accessing the affected roads.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

4.1 School Streets is a national initiative that is gradually being introduced by many Local Authorities to address the concerns and issues identified during the school drop off and pick up.

4.2 It is not anticipated that there will be any negative reputational implications resulting from the decision as the introduction of this short-term restriction will significantly improve the current situation and minimise any frustration for those residents living within the immediate vicinity of the school gates.

4.3 Previous engagement and communication have been undertaken with Ward Councillors and residents in the area.

4.4 Further wider communications will be undertaken prior to the restrictions coming into operation. This may include joint correspondence to parents of the identified schools and media releases.

4.5 If the recommendations of this report are approved, the Experimental Order will be made in accordance with the statutory Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Formal objections to the Experimental Order can be submitted within the first 6 months of operation.

4.6 The proposed restrictions will be clearly displayed with traffic signs prescribed under legislation and in use in both other areas of the borough and nationally,

so should be easily identifiable and understood by drivers.

5. FINANCIAL CONSIDERATIONS

The recommendation does not require any additional capital expenditure. The project is fully funded through Active Travel Fund grant awarded to the Council by the Department for Transport and a contribution from the Council's Local Transport Plan capital programme for 2022/2023.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

The measures proposed are intended to improve road and pedestrian safety for children and young people on their journey to and from school by restricting motorised vehicle access within the immediate vicinity of the school gates at peak arrival and leaving times.

It is also hoped that more children may be encouraged to walk, cycle or scoot to school as a result of this initiative.

7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

It is not perceived to be any significant climate change implications as a result of the scheme however, by restricting the volume of motorised vehicles allowed within the roads for a short period of time, air quality should be improved.

8. CONSULTATION WITH SCRUTINY

There has been no consultation with Scrutiny in relation to this matter.

9. FINANCIAL IMPLICATIONS

There are no financial implications for the Council as a result of this report.

10. LEGAL IMPLICATIONS

10.1 The Council can make a an Experimental Traffic Regulation Order under section 9 Road Traffic Regulation Act 1984.

10.2 Within a period of six months from the date the order is made a person may object to the order.

10.3 All other legal implications arising are as laid out in the main body of the report.

11. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications in this report.

12. WARD IMPLICATIONS

The proposals relate to issues within the Immingham, West Marsh and Sidney Sussex Wards only.

13. BACKGROUND PAPERS

Local Authorities' Traffic Orders (Procedure) (England and Wales)
Regulations 1996

<http://www.legislation.gov.uk/ukxi/1996/2489/made>

[School Streets](#)

[School Streets Initiative - All the information you need](#)

14. CONTACT OFFICER(S)

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COUNCILLOR STEWART SWINBURN
PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

APPENDIX 1

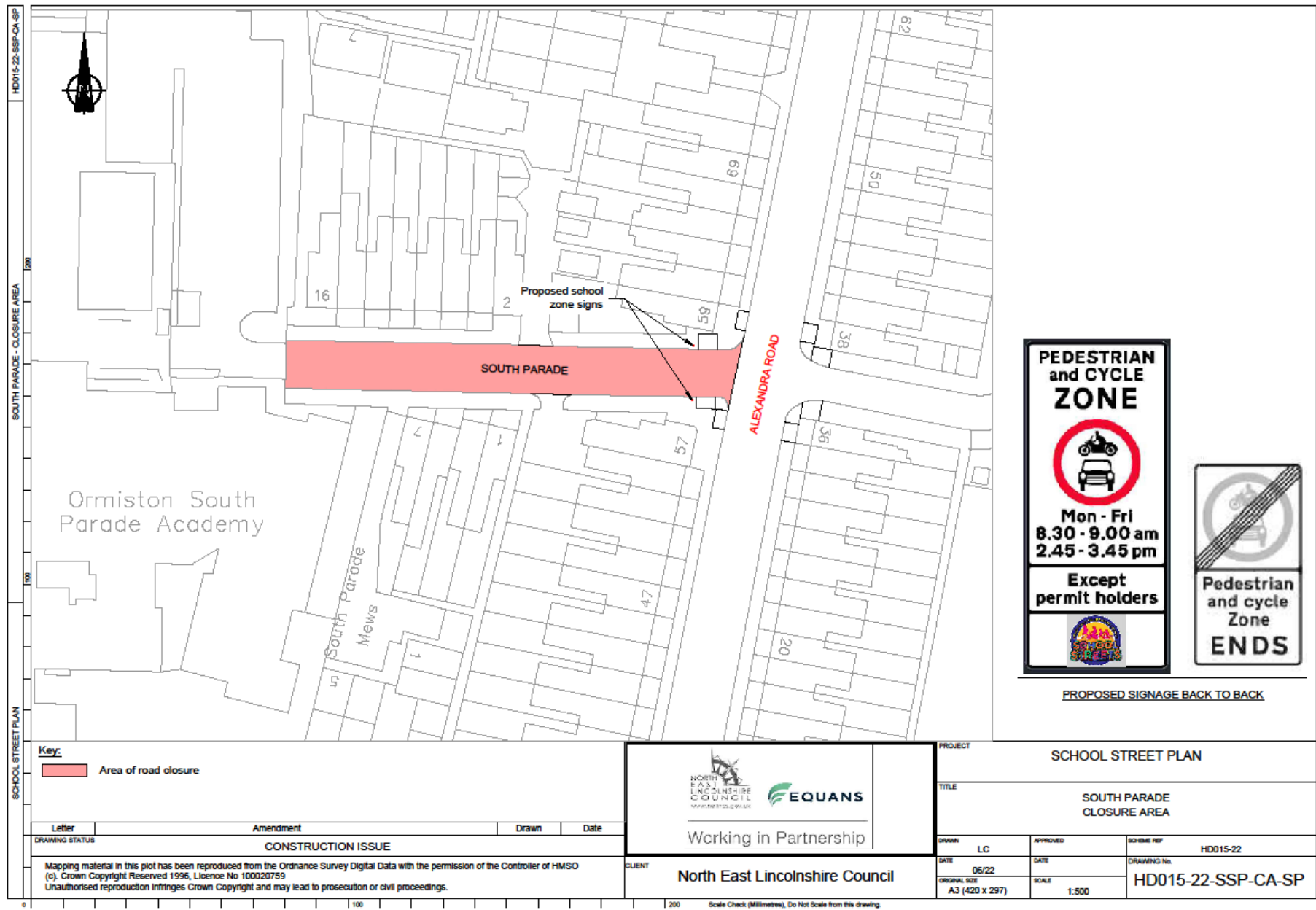
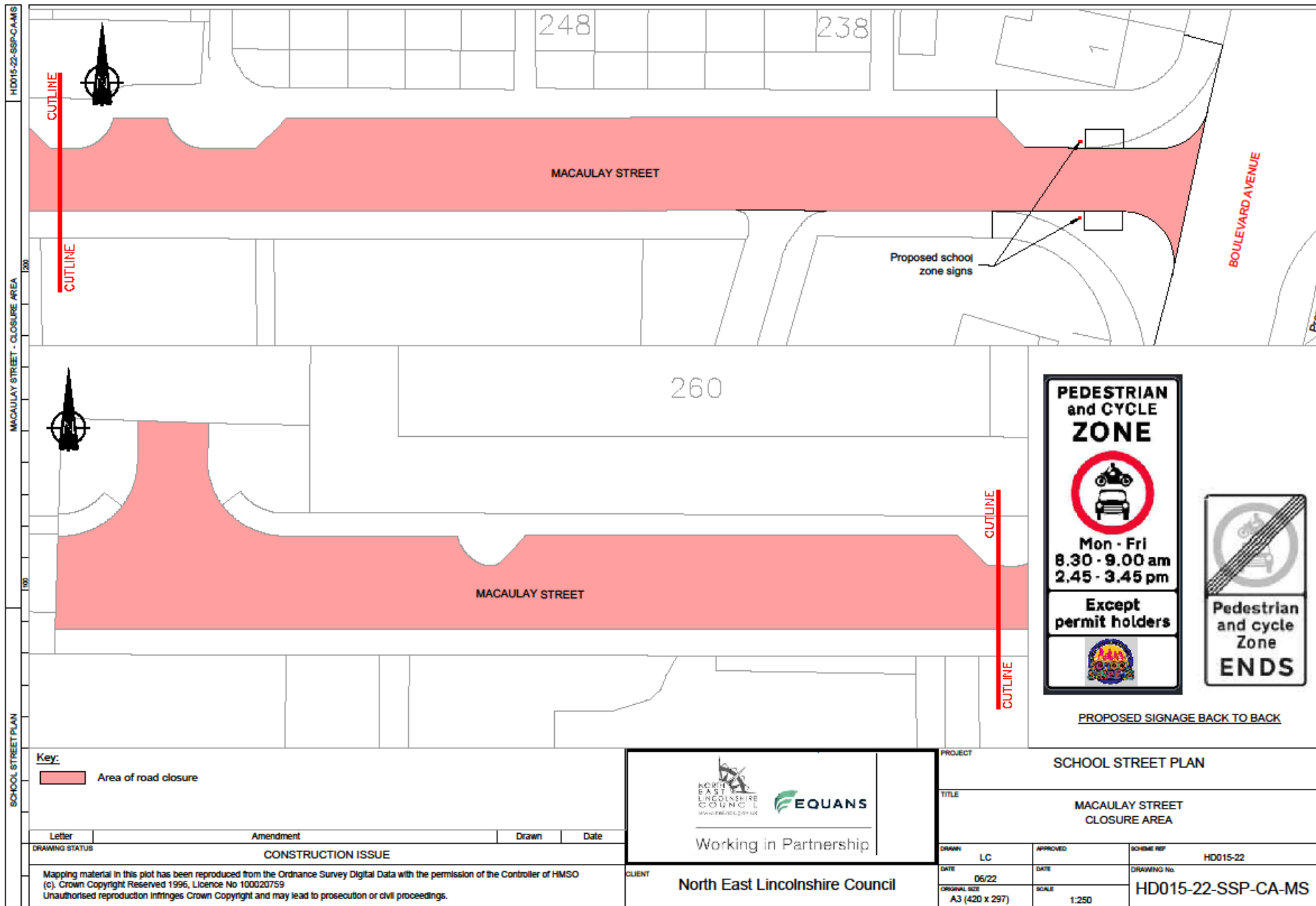
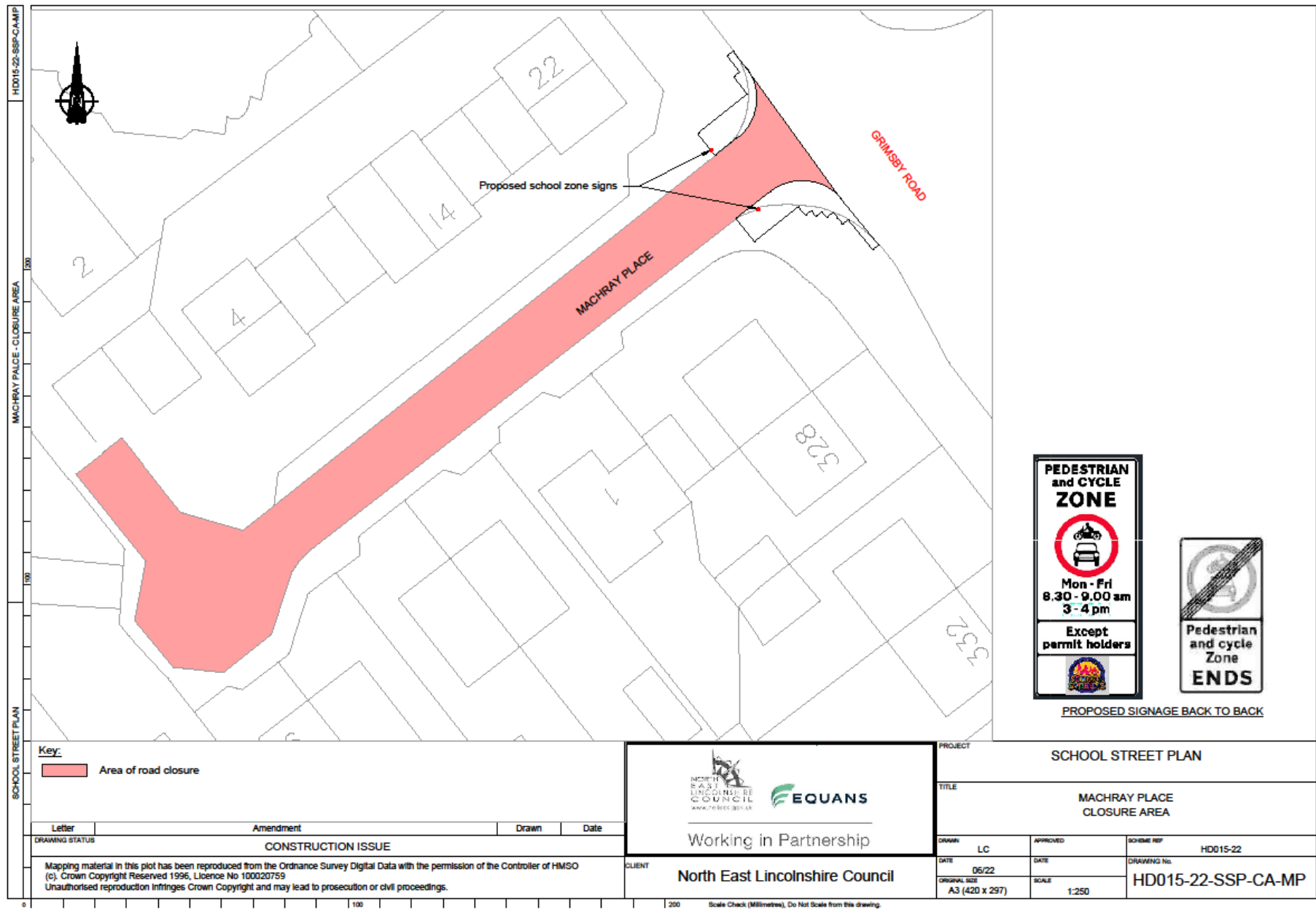
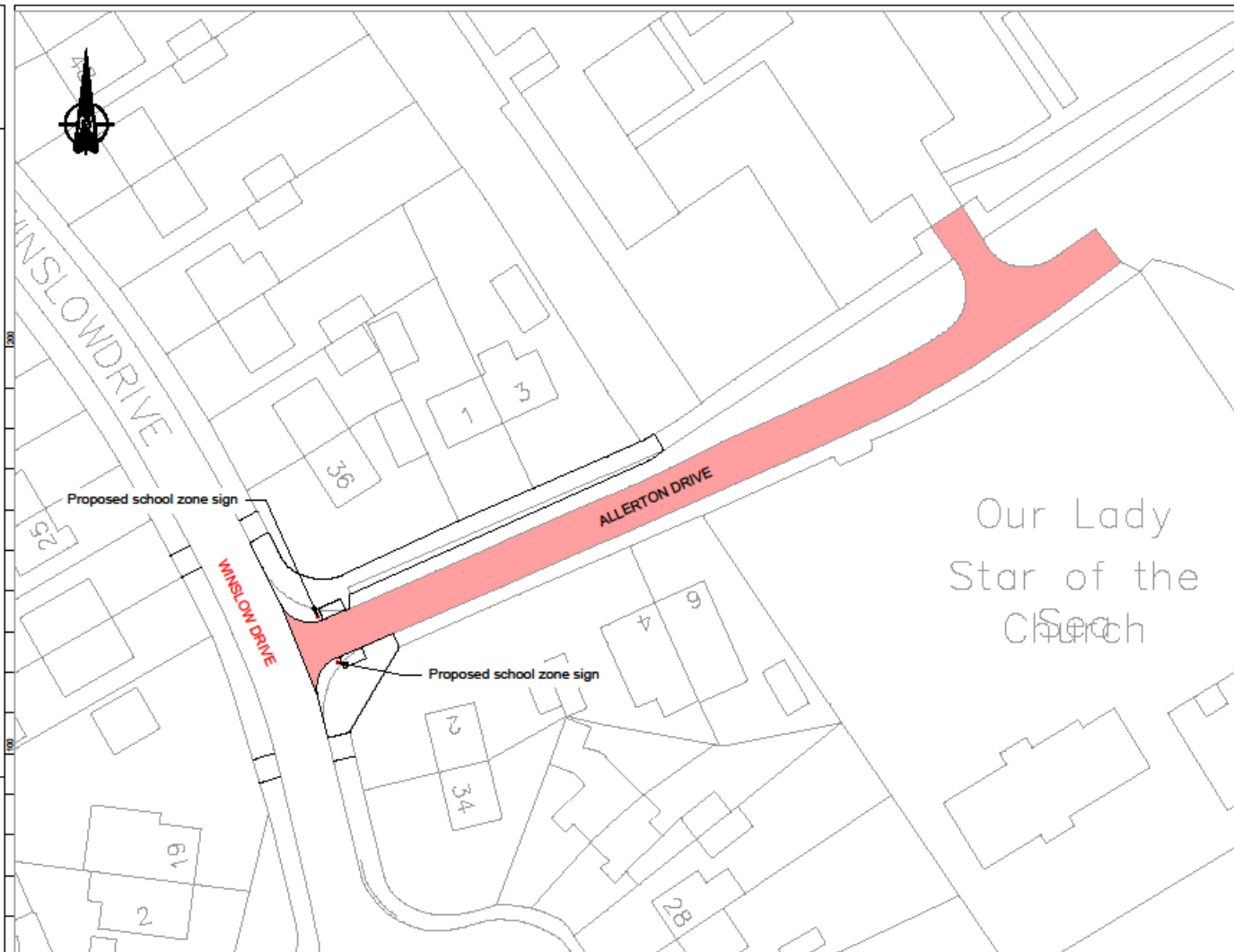


Figure 1




APPENDIX 2





PROPOSED SIGNAGE BACK TO BACK

Key:
 Area of road closure

Letter	Amendment	Drawn	Date
DRAWING STATUS			
CONSTRUCTION ISSUE			

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CLIENT
 North East Lincolnshire Council

PROJECT
 SCHOOL STREET PLAN

TITLE
 ALLERTON DRIVE
 CLOSURE AREA

DATE	APPROVED	SCHEME REF
05/22		HD015-22
ORIGINAL SIZE	SCALE	DRAWING No.
A3 (420 x 297)	1:500	HD015-22-SSP-CA-AD