

BARROW HIGHWAYS ADVISORY SUB-GROUP**Meeting date: 9 April 2021****From: Executive Director – Economy and Infrastructure****SAFER SCHOOLS – SCHOOL STREETS INITIATIVE****1.0 EXECUTIVE SUMMARY**

- 1.1 This report introduces the School Streets initiative which is aimed at reducing traffic levels outside of schools during the arrival and departure times.**
- 1.2 The Barrow Highways Advisory Sub-Group (“the HASG”) is being asked to make a recommendation to the Barrow Local Committee that informal consultation may begin on the proposals with a specific school plus a reserve school.**

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1 Safer Schools helps to support the following Council Plan priorities:**
- To safeguard children, and ensure that Cumbria is a great place to be a child and grow up.**
 - To enable communities to live safely and shape services locally.**
 - To provide safe and well -maintained roads and an effective transport network.**

3.0 RECOMMENDATION

- 3.1 That the HASG is asked to recommend that Barrow Local Committee agree to proceed to informal consultation on the proposal to introduce a “School Street” in the Barrow area outside a specific school plus a reserve school, the effect of which will be to reduce traffic levels outside of the school during school arrival and departure times.**

4.0 BACKGROUND

- 4.1 The Barrow Local Committee meeting held on 10th March 2021, became aware of the School Streets initiative and requested that an explanatory paper be prepared for the next meeting of the HASG. Askam school has been informally approached by officers although no commitment has been made.
- 4.2 The School Streets initiative is an idea pioneered by the Sustrans Charity that aims to tackle the congestion, poor air quality and road safety concerns that many schools experience during drop-off and pick-up times . This is achieved by way of traffic regulation at these times on the roads in the vicinity of the school gates. The restriction will prohibit vehicular traffic outside of the school with exemptions for emergency vehicles and residents. The objectives of the school are to improve road safety and air quality outside of the school, which may then increase walking and cycling to the school.
- 4.3 The extent of a School Street is typically defined by signage and supported by cones, which need to be placed and removed each day. The schools will be asked to organise people to carry out the placing of the temporary signage and cones.
- 4.4 There have been several trials of School Streets that have taken place nationwide, some of which have progressed to become permanent.
- 4.5 Not everywhere is suitable for School Streets and we have been in contact with both Leeds City Council and the London Borough of Hackney to learn from their experiences. These Councils have concluded that those Schools with the minimum of roads serving the School, together with local support and enthusiasm for the schemes are the key to their success.
- 4.6 We would now like permission to carry out an informal consultation of a proposal to introduce a “School Street” in the Barrow area, with a view to taking a report with the findings to the Local Committee meeting of 12th July 2021. Dependent upon the results of the informal consultation, the report may seek a resolution for an Experimental Traffic Regulation Order, during which time the scheme will be monitored and people will be invited to submit comments.
- 4.7 The informal consultation will consist of letters to parents, local residents and the statutory consultees and will be managed by the road safety coordinator, working with the traffic team leader.

5.0 OPTIONS

- 5.1 Members can either support or not support the recommendation.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 If recommendation 3.1 is agreed the funding for the proposed trial and experimental traffic order would be met from within the successful bid in respect of the Department for Transport Travel Demand Management initiative. This funding is not devolved to Local Committee. It is expected that costs per school for the informal consultation and experimental TRO signage and infrastructure would be approximately £3,000.
- 6.2 Members are requested to note that if subsequently it was agreed to make the experimental traffic order permanent any future maintenance costs would need to be met from within the relevant years revenue budget allocation devolved to Local Committee.

7.0 LEGAL IMPLICATIONS

- 7.1 There are no legal implications arising from the Recommendation at this stage.

8.0 CONCLUSION

- 8.1 This report seeks to raise awareness of the School Streets initiative and seeks permission to progress to informal consultation of a "School Street" in the Barrow area.

Angela Jones
Executive Director – Economy and Infrastructure

April 2021

APPENDICES

Electoral Division: All

Executive Decision

	No
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Key Decision

	No
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If a Key Decision, is the proposal published in the current Forward Plan?

		N/A
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Is the decision exempt from call-in on grounds of urgency?

	No
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If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?

		N/A
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Has this matter been considered by Overview and Scrutiny?

	No
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If so, give details below.

Has an environmental or sustainability impact assessment been undertaken?

	No	
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Has an equality impact assessment been undertaken?

	No	
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PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS
[including Local Committees]

No previous relevant decisions.

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

None.

REPORT AUTHOR

Contact: Chris Broadbent

07826 874354

chris.broadbent@cumbria.gov.uk