

|  |
|--|
| <b>CARLISLE HIGHWAYS &amp; TRANSPORT WORKING GROUP</b> |
|--|

|                            |
|----------------------------|
| Meeting date: 15 June 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 Carlisle Highways Working Group (“the HWG”) is being asked to note and to make a recommendation that the Carlisle Local Committee notes that a statutory consultation will begin on the proposals to introduce a Experimental “School Street” Traffic Order at Belle Vue 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 HWG is asked to note and to recommend that Carlisle Local Committee notes this report on the proposal to introduce an Experimental “School Street” Traffic Order in the Carlisle area outside Belle Vue school, the effect of which will be to reduce traffic levels outside of the school during school arrival and departure times and promote active and sustainable means of travel to school.*

## 4.0 BACKGROUND

- 4.1 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 restrictions will prohibit vehicular traffic outside of the school with exemptions for emergency vehicles and residents. The objectives of the School Street scheme are to improve road safety and air quality outside of the school, which may then increase walking and cycling to the school.
- 4.2 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.
- 4.3 There have been several trials of School Streets that have taken place nationwide, some of which have progressed to become permanent.
- 4.4 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.
- 4.5 An investigation to determine suitable schools where a pilot scheme is likely to be successful have suggested that two schools in the Carlisle area could initially be considered. Those being Belle Vue School and Inglewood Junior in Harraby. As a result, officers have contacted Belle Vue School and discussions are ongoing with a view to implementing a scheme. This would use Experimental Traffic Regulation Order powers to close the road to through traffic at school start and finish times during school terms. A similar process is taking place in the other five areas of the County with six schools in total being considered
- 4.6 Subject to final agreement with the school we intend to carry out a statutory consultation for a proposal to introduce an Experimental "School Street" Traffic Order in the Carlisle area. A report with the findings of the statutory consultation will be presented to the Local Committee meeting of 13th September 2021. Dependent upon the results of the statutory consultation, the report may seek a resolution for the introduction of an Experimental Traffic Regulation Order, during which time the scheme will be monitored, and people will be invited to submit comments.
- 4.7 The statutory 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.
- 4.8 An Experimental TRO allows the introduction of the restrictions on the ground to be assessed as to their effectiveness, and to enable people to comment and feedback on them whilst in operation. A 6 month period for feedback commences once the restrictions are brought into operation and this is advertised and affected residents, business are given the opportunity, within the first six months of the Experimental Traffic Order's operation, to make representations as to whether the Experimental Traffic Order should

be introduced on a permanent basis. Once the 6 months has passed all comments and feedback are reported back to Carlisle Lakeland Local Committee for consideration and a decision as to whether to make the Experimental Traffic Order permanent in its entirety, make it permanent IN PART only, or not make it permanent at all. A decision on whether the Experimental Traffic Order is made permanent must be made within an 18 month period, after which the Experimental Traffic Order will automatically expire.

## **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 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 statutory consultation and experimental TRO signage and infrastructure would be approximately £3,000. It should be noted that this funding should be used by the 31<sup>st</sup> October 2021

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 at this stage as the report is to note only.

## **8.0 CONCLUSION**

8.1 This report seeks to raise awareness of the School Streets initiative and advises of a proposal to progress to statutory consultation for an Experimental "School Street" Traffic Order, in the Carlisle area at Belle Vue School.

**Angela Jones**  
**Executive Director – Economy and Infrastructure**

*May 2021*

---

## **APPENDICES**

None.

Electoral Division: All

Executive Decision

|  |    |
|--|----|
|  | No |
|--|----|

Key Decision

|  |    |
|--|----|
|  | No |
|--|----|

If a Key Decision, is the proposal published in the current Forward Plan?

|  |  |     |
|--|--|-----|
|  |  | N/A |
|--|--|-----|

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

|  |    |
|--|----|
|  | No |
|--|----|

If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?

|  |  |     |
|--|--|-----|
|  |  | N/A |
|--|--|-----|

Has this matter been considered by Overview and Scrutiny?  
If so, give details below.

|  |    |
|--|----|
|  | No |
|--|----|

Has an environmental or sustainability impact assessment been undertaken?

|  |    |  |
|--|----|--|
|  | No |  |
|--|----|--|

Has an equality impact assessment been undertaken?

|  |    |  |
|--|----|--|
|  | No |  |
|--|----|--|

### **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: Kevin Crawley  
07795 827065  
[kevin.crawley@cumbria.gov.uk](mailto:kevin.crawley@cumbria.gov.uk)