

<b>COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND</b>
<b>Meeting date: 5 October 2021</b>
<b>From: Executive Director – Economy and Infrastructure</b>

**SCHOOL STREETS INITIATIVE - SIR JOHN BARROW SCHOOL**  
**PROPOSED EXPERIMENTAL TRAFFIC REGULATION ORDER**

**1.0 EXECUTIVE SUMMARY**

- 1.1 This report informs South Lakeland Local Committee of the responses to the Statutory Consultation undertaken for the proposal to introduce a School Street in Ulverston, at Sir John Barrow School, under an Experimental Order. The School Streets initiative is aimed at reducing traffic levels outside of schools during the arrival and departure times.
- 1.2 South Lakeland Local Committee is asked to note the comments received and give approval to introduce an “Experimental School Street Order” on Argyle Street, Ulverston in relation to Sir John Barrow School.
- 1.3 A plan showing the extent of the proposed School Street is attached as Appendix 1 to this report
- 1.4 A copy of the consultation letter is attached as Appendix 2 to this report.
- 1.5 A copy of the responses to the statutory consultation is attached as Appendix 3.
- 1.6 A copy of the Council’s statement of Reasons for making the Experimental Order is attached as Appendix 4 to this report.

**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 Local Committee, having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to a paragraph 7.2 of this Report, approve the introduction of an Experimental School Street Order, outside Sir John Barrow School, on Argle Street, Ulverston, , for a period of 30 minutes at either end of the school day, with permitted exemptions, as shown on the plan attached as Appendix 1.

### **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 motor vehicular traffic outside of the school but will contain exemptions for emergency vehicles, statutory undertaker purposes, school transport buses, residents and blue badge holders picking up or dropping off pupils of Sir John Barrow School. The objectives for the school are to improve road safety and air quality outside of the school, which may then increase walking and cycling to the school.
- 4.2 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. 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.
- 4.4 Initially Heron Hill and Castle Parks schools were approached to participate in the initiative within South Lakeland. Following confirmation that neither wished to be involved at the present time, Sir John Barrow school was contacted.
- 4.5 Following a positive discussion with Sir John Barrow school, statutory consultation has been carried out. The statutory consultation consisted of letters to residents and statutory consultees. It will be requested that the schools write to all parents and carers with details of the proposals prior to the introduction of the Experimental Order. Emergency vehicles, statutory undertaker purposes, school transport buses, residents and blue badge holders picking up or dropping off pupils of Sir John Barrow School would be

exempt from the signed restrictions. A plan of the proposed location and extents of the School Streets is shown on the plan included as Appendix 1.

- 4.6 Following the Statutory Consultation there were a total of 9 responses received, 6 in support, 1 objection and 2 raising concerns. Full details of these responses are included as Appendix 3.
- 4.7 The objection raised concerns regarding the impact the Experimental Order would have on parking in adjacent and nearby roads, specifically upon Tyson Square with displaced vehicles parking but also on other adjacent streets. Also raised were concerns that parents/guardians would park on Hill Fall instead and cross their children across a busy road.
- 4.8 An Experimental Order allows the introduction of the restrictions on the ground to allow them 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 resident and, businesses are given the opportunity, within the first six months of the Experimental Order's operation, to make representations as to whether the Experimental Order should be introduced on a permanent basis. Once the 6 months has passed all comments and feedback are reported back to South Lakeland Local Committee for consideration and a decision as to whether to make the Experimental Order permanent in its entirety, make it permanent IN PART only, or do not make it permanent at all. A decision on whether the Experimental Order is made permanent must be made within an 18 month period, after which the Experimental Order will automatically expire.

## **5.0 OPTIONS**

- 5.1 Local Committee may accept, amend or reject the Recommendation at paragraph 3.1

## **6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS**

- 6.1 If recommendation 3.1 is agreed the funding for the Experimental 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 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 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 The County Council, as Traffic Authority, must take into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984

("the 1984 Act") detailed below at paragraph 7.2, in considering whether it is expedient to agree to the implementation of the Experimental Order detailed in this Report for the reason specified at sections 1(1)(a),1(1)(c) and 1(1)(f) of the 1984 Act, namely for avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising; for facilitating the passage on the roads or any other roads of any class of traffic (including pedestrians) and for preserving or improving the amenities of the area through which the road runs.

7.2 Under Section 122(2), the matters which must be taken into account in exercising that duty are: -

- (a) The desirability of securing and maintaining reasonable access to premises;
- (b) the effect on amenities of an area;
- (c) the national air quality strategy prepared under section 80 of the Environment Act 1995;
- (d) 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
- (e) any other matters appearing to the authority to be relevant.

7.3 Local Committees may, pursuant to Part 2D, paragraph 5.1.2 g) of the Constitution, approve the making of traffic regulation orders in accordance with powers under Parts I, II and IV of the Road Traffic Regulation Act 1984, **except** for the making of Traffic Regulation Orders which involve the introduction for on-street residents permits, which are delegated to the Executive Director – Economy and Infrastructure subject to a decision of the appropriate member body to introduce such charges. (KB – 14.9.2021)

## 8.0 CONCLUSION

8.1 This report is informing South Local Committee of the results of the Statutory Consultation for the proposal to create a School Street in Ulverston at Sir John Barrow School.

8.2 There were 10 responses to the Statutory consultation and the proposals were met favourably by 6 respondents with 1 objection and 3 response raising concerns.

8.3 It is recommended that South Local Committee give approval to introduce the Experimental "School Street" Traffic Order.

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

September 2021

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## **APPENDICES**

Appendix 1 – Plan showing location and extent of Experimental Order with times & days

Appendix 2 – Consultation Letter

Appendix 3 – Consultation Summary and Officer Responses

Appendix 4 – Statement of Reasons

Electoral Division(s): Ulverston East

Executive Decision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No*
Key Decision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No*
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A*
Is the decision exempt from call-in on grounds of urgency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No*
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A*
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No*
Has an environmental or sustainability impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A*
Has an equality impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A*

**N.B.** If an executive decision is made, then a decision cannot be implemented until the expiry of the eighth working day after the date of the meeting – unless the decision is urgent and exempt from call-in and necessary approvals have been obtained.

## **PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS**

South Lakeland Highways Working Group- 16 June 2021

South Lakeland Local Committee- 14<sup>th</sup> July 2021

## **CONSIDERATION BY OVERVIEW AND SCRUTINY**

“Not considered by Overview and Scrutiny”.

## **BACKGROUND PAPERS**

“No background papers”

**REPORT AUTHOR**

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