

COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND

Meeting date: 6th July 2022

From: Executive Director – Economy and Infrastructure

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

1.0 EXECUTIVE SUMMARY

- 1.1** *This report presents the feedback including comments and objections to the Experimental Traffic Regulation Order for the School Street Initiative at Sir John Barrow School, Argle Street, Ulverston.*
- 1.2** *The School Streets Initiative was introduced to tackle the congestion, poor air quality and road safety concerns that many schools experience during drop-off and pick-up times*
- 1.3** *Full details of the Experimental Order are shown in Appendix 1 and summarised on the Notice attached as Appendix 2.*
- 1.4** *The Council's Statement of Reasons for making the Experimental Order is attached as Appendix 4*

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 at paragraph 7.2 of this Report, and having also taken into account the representations which were received during the 6 month statutory objection/consultation period, agree that The County of Cumbria (Sir John Barrow School, Argyle Street, Ulverston) (Pedestrian and Cycle Zone) Experimental Order 2021 be made permanent, without amendment.***

4.0 BACKGROUND

- 4.1 Cumbria County Council consulted upon and following approval by South Lakeland Local Committee at its meeting on 5th October 2021 subsequently introduced an Experimental Traffic Regulation (ETRO) for a school street at Sir John Barrow School, Argle Street in Ulverston.
- 4.2 The School Street 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 a traffic regulation at the times on the road in the vicinity of the school gates. Restrictions prohibit motor vehicular traffic outside of the school but contains exemptions for emergency vehicles, statutory undertaker purposes, school transport buses, residents and blue badge holders picking up or dropping off pupils at the school.
- 4.3 The extents of the School Street at Sir John Barrow School are defined by signage and supported by cones, which are placed and removed each day.
- 4.4 A plan detailing the extents of the School Street at Sir John Barrow School is shown on the plan included as Appendix 2.
- 4.5 The 6-month period for feedback commenced once the ETRO restrictions were brought into operation on 1st November 2021. This was advertised and affected residents and, businesses were contacted and given the opportunity, within the first six months of the ETRO operation, to make representations as to whether the ETRO should be introduced on a permanent basis.
- 4.6 A meeting has been held with the Headteacher and members of the wider school team regarding the school street and it was indicated that the school support the permanent introduction of the order.
- 4.7 Appendix 3 summarises and recommends the outcome from the feedback received.
- 4.8 A total of 3 responses were received, all of which are in support of the ETRO.
- 4.9 One of the comments in support did mention concerns raised regarding vehicle movements in streets adjacent to Argle Street. This will continue to be monitored.

4.10 It is recommended that the ETRO is made permanent, without amendment.

5.0 OPTIONS

5.1 To approve the Recommendation

5.2 To not approve the Recommendation.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

6.1 If Local Committee decide to agree to make the Experimental Order permanent, then there are no additional up-front costs as the scheme has already been implemented. Should the Experimental Order not be made permanent then all the changes will need to be reversed. The costs to implement the Experimental Order were 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. (SR 20/6/2022)

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 make permanent the Experimental Order detailed in this Report for the reason set out in the Statement of Reasons which is attached as Appendix 4, namely: -

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- (b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- (f) for preserving or improving the amenities of the area through which the road runs.
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

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 – 20.6.2022)

8.0 CONCLUSION

8.1 It is recommended that the South Lakes Local Committee give approval to make the Experimental “School Street” Traffic Order permanent, without amendment.

Angela Jones
Executive Director- Economy and Infrastructure

June 2022

APPENDICES

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

Appendix 2 – Statutory Notice

Appendix 3 – Consultation Summary and Officer Responses

Appendix 4 – Statement of Reasons

Electoral Division(s): Ulverston East

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?
If so, give details below.

	No
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Has an environmental or sustainability impact assessment been undertaken?

		N/A
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Has an equality impact assessment been undertaken?

		N/A
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PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS

South Lakeland Highways Working Group- 16 June 2021

South Lakeland Local Committee- 14 July 2021

South Lakeland Highways Working Group- 1 September 2021

South Lakeland Local Committee – 5 October 2021

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers

REPORT AUTHOR

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