

# PORTFOLIO HOLDER DECISION RECORD



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| Report subject           | <b>School Streets Pilot</b>   |
| Decision maker           | <b>Cllr Mike Greene</b>   |
| Decision date            | Not before 17 January 2022  |
| Decision taken           | <b>To proceed with a pilot scheme to trial School Streets at 4 local primary schools and to make an Experimental Traffic Order for each location.</b>   |
| Reasons for the decision | <p>The roads outside schools can be 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.</p> <p>School Streets is an initiative which aims to create a calmer, safer and more pleasant environment for children as they arrive at and leave school. School Streets involves temporarily restricting through-traffic and parking on small roads immediately outside of schools during drop-off and pick-up times only. This creates a safer and healthier environment for young people to walk, wheel, cycle or scoot to their school gates. Residents and people who need to enter the School Street by car, for example disabled or delivery drivers, may still do so.</p> <p>The School Streets Pilot proposes to trial this initiative at 4 sites, namely: St Michael's CE Primary School, Hamworthy Park Junior School, St Clement's &amp; St John's CE Infant School, and Livingstone Road Infant and Junior Schools. The trial will run from February (7 February for St. Michael's Primary School and Hamworthy Park Junior School and 28 February for St Clement's &amp; St John's CE Infant School, and Livingstone Road Infant and Junior Schools) to the end of the school summer term, at which point a further decision will be made as to whether or not to make each of the School Streets permanent.</p> <p>Initial engagement with the schools on the pilot streets/in the pilot area, families of the children at those schools, and nearby residents, has shown that the majority of respondents are in favour of the proposals and believe that the measures will have a positive overall impact. The Engagement reports can be found appended to this Decision Record – see Appendix 1.</p> <p>A further public consultation will run in parallel to the School Streets trial, commencing once the measures are implemented.</p> <p>The Portfolio Holder has considered the feedback from the initial engagement and has given due regard to the views of the local Ward Members and Officers. The Portfolio Holder has decided to proceed with the School Streets pilot as proposed.</p> |

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|                      | <p>The rationale for this decision is as follows:</p> <ul style="list-style-type: none"> <li>• There are known, ongoing localised congestion issues around many schools, and this pilot scheme is a good opportunity to assess whether the School Streets initiative could help address these issues.</li> <li>• Local ward members have been consulted and are supportive of the scheme.</li> <li>• The schools themselves are supportive of the scheme.</li> <li>• Behaviour change programmes including Sustrans 'Bike It Plus' are being run in these schools to help encourage families to walk, scoot, wheel or cycle to school, or for some of their journey. This can have a positive impact on the children's physical and mental health.</li> <li>• Even a small increase in the number of families travelling actively to school means a reduction in cars on the road, which will have a positive impact on the local highway network and reduce congestion.</li> <li>• Encouraging and enabling travel by modes other than the car is in line with local and national policy (see 'Background', below)</li> </ul> |
| Call-in and urgency: | This decision is subject to a 5-day call in period.  |
| Corporate Director   | Jess Gibbons, Chief Operations Officer   |
| Responsible officer  | Beth Barker-Stock, John McVey  |
| Wards                | Boscombe West; Hamworthy; Newtown & Heatherlands; Westbourne & West Cliff;   |
| Status               | Open   |
| Background           | <p><b>National Policy</b></p> <p>The Department for Transport's <b>Transport Decarbonisation Plan (2021)</b> commits to increased investment in walking and cycling, with a target of 50% of all journeys in urban areas to be walking or cycling by 2030.</p> <p>The Government's <b>Clean Air Strategy (2019)</b> identifies that a shift in travel modes, including to walking and cycling, is key to emissions reduction.</p> <p>The Government has a target for 55% of primary school children to walk (or scoot/cycle) to school by 2025.</p> <p><b>Local Policy</b></p> <p>The Council published the <b>Big Plan</b> in June 2021 that set out 5 big projects that include improved cycling and walking provision.</p>  |

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|                                 | <p>The Council published its <b>Corporate Strategy</b> in Feb 2021 that set out 5 strategic priorities including “A Sustainable Environment”; “Brighter Futures: caring for our children and young people, providing a nurturing environment, high-quality education and great opportunities to grow and flourish”; and “Fulfilled lives: helping people lead active, healthy and independent lives”.</p> <p>The <b>Health and Well Being Strategy 2020-2023</b> (Published Sept 2020) outlines the Health and Wellbeing Board’s aims to increase life expectancy, improve health and wellbeing, make sure children and young people have the best start in life.</p>   |
| Options appraisal               | <p>The options available are to proceed with the trial of the four School Streets as proposed for the pilot scheme; or not. Alternatively, one or more of the School Streets could be trialled as opposed to all four.</p>  |
| Consultation undertaken         | <p><b>Public Consultation:</b></p> <p>A “pre-consultation” was carried out between 19th November and 17th December 2021. Parents/carers of children at the named schools, as well as nearby residents, were invited via letter (emailed out to them by the schools’ offices) to complete an online survey and/or to email their feedback. A telephone number was also provided, and hard copies of the survey were available on request.</p> <p>At St Michael’s School, 55 people responded to the survey and of these, 52 people either strongly supported (47) or tended to support (5).</p> <p>At Hamworthy Park Junior School, only 6 people responded to the survey, and these responses were mixed: 3 people strongly supported, 1 person was neutral, and 2 people either strongly opposed or tended to oppose. The low response rate suggests that the majority of people do not have a strong opinion about the proposals.</p> <p>At Livingstone Road Federation schools, 52 people responded to the survey, and of these, 40 people either strongly supported (32) or tended to support (8).</p> <p>At St Clement’s &amp; St John’s School, 26 people responded to the survey, and of these, 24 people strongly supported the proposal.</p> <p>The full Engagement reports can be found appended to this Decision Record – see Appendix 1.</p> <p>Note that a further full public consultation will be carried out in parallel with the School Streets pilot schemes, and the results of this consultation will be used to determine the future of the schemes once the trials come to an end in July 2022.</p> |
| Financial/Resource implications | <p>The cost of a Sustrans School Streets Officer to support BCP Officers to deliver the School Streets Pilots, including engagement with the schools and local communities, is £34,750.</p>   |

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|   | <p>This amount has been included within a successful bid to the DfT Capability Fund.</p> <p>Other costs will result from the making of Traffic Orders, and the required temporary signs and barriers. This is expected to be approximately £8,000 and will be covered by the Walking and Cycling capital budget. (NB. A bid has been made to the DfT for these costs and the result of this is pending)</p>   |
| <p>Summary of legal implications</p>    | <p>The School Streets pilot schemes will be trialled using Experimental Traffic Orders (ETROs) made pursuant to the provisions of Section 9 of the Road Traffic Regulation Act 1984 ("the Act") and can legally remain in place for a minimum period of 6 months to a maximum of up to 18 months. This more than covers the planned trials until the end of the summer term in July.</p> <p>Highway Authorities can revoke, amend and / or make permanent ETROs under the Act.</p> <p>Highway Authorities are required to advertise proposed Orders and must consider any objections that are made in accordance with the Traffic Regulation Order process as set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.</p> <p>In terms of the decision itself, consideration has been given to the consultation responses received, traffic impact, the wider national and local policy context, and to the assessment undertaken in respect of impact upon those with protected characteristics. This report sets out a rationale for the decision, which is in the remit of the decision maker to take and is made in accordance with the relevant delegated authority contained in the Council's constitution.</p> |
| <p>Summary of sustainability impact</p> | <p>The School Streets Pilots will help promote sustainable travel locally, in line with wider national and local transport policy. They are also likely to improve air quality outside the school gates, by removing the majority of motor vehicles. Therefore, the environmental impact of this measure is considered to be positive locally.</p> <p>Some of the benefits may be offset by the displacement of traffic, however all four schools are on minor residential roads and therefore any negative effect is expected to be limited. In addition, two of the four School Streets are cul-de-sacs which currently have no through-traffic in any case. Any displacement of traffic may be offset, in turn, if the initiative succeeds in promoting more local travel by sustainable modes.</p>  |

DIA Proposal ID: 342  
Welcome Beth Barker-Stock  
Proposal Title: School Streets pilot

**Decision Impact Assessment**

Home Page

| Category                  | Status   | Impact |
|---------------------------|----------|--------|
| Review registration       | Complete | Green  |
| Climate Change & Energy   | Complete | Green  |
| Communities & Culture     | Complete | Yellow |
| Waste & Resource Use      | Complete | Green  |
| Economy                   | Complete | Yellow |
| Health & Wellbeing        | Complete | Green  |
| Learning & Skills         | Complete | Green  |
| Natural Environment       | Complete | Green  |
| Sustainable Procurement   | Complete | Green  |
| Transport & Accessibility | Complete | Green  |

**Key**

- Not yet assessed
- Major negative impacts identified
- Minor negative impacts identified / unknown impacts
- Only positive impacts identified
- No positive or negative impacts identified

[Submit Proposal](#)

At any point the assessment you can request a report of what has been completed so far, for example to share with colleagues.

Note that it may take up to two working days for the report to be emailed to you.

[Request Report](#) [Ask for help](#)

The full Decision Impact Assessment is appended to this Decision Record – see Appendix 2.

**Summary of public health implications**

Sustainable travel measures help promote more active travel modes and these modes help promote a healthy lifestyle and improve mental and physical well-being.

Reducing traffic at the school gates will help improve air quality by reducing air-borne particulates and engine fumes which can be concentrated in these areas.

**Summary of equality implications**

An Equalities Impact Assessment screening has been undertaken and is attached at Appendix 3.

The School Streets pilot schemes will have an overall positive impact on people from protected characteristic groups, to varying degrees.

Both nationally and locally, the transport network has for many years been dominated by the private motorcar. Whilst the car undoubtedly brings advantages to many people in terms of mobility and convenience, its dominance has tended to be to the detriment of other transport modes, including walking and cycling. This has had a disproportionate effect on people who don't drive – which is more likely to be older people, people from low-income households, disabled people, people from a black or ethnic minority background, women, and of course, children. Many of these people are also the most likely to be adversely affected by air pollution and road danger. Certain groups in our population are more likely to be involved in and impacted by traffic accidents including school aged children. All of these things are of particular concern outside many of our local schools.

The aim of School Streets is to reduce road danger and air pollution, whilst encouraging and enabling travel to school by means other than driving. Rebalancing our streets will benefit everyone – including those who have no choice but to travel by car.

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| Summary of risk assessment  | A risk assessment has been carried out for the School Streets initiative, and this will be updated as the trials proceed, if applicable. Example risk assessment for one of the schools, attached at Appendix 4. |
| Conflicts of interest declared by Cabinet member consulted on this decision | Not applicable.  |
| Background papers   |  |
| Appendices  | Appendix 1 – Engagement Reports<br>Appendix 2 – Decision Impact Assessment<br>Appendix 3 – Equalities Impact Assessment<br>Appendix 4 – Risk Assessment  |

## Equality Impact Assessment: conversation screening tool

*[Use this form to prompt an EIA conversation and capture the output between officers, stakeholders and interested groups. This completed form or a full EIA report will be published as part of the decision-making process]*

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| <b>Policy/Service under development/review:</b>  | A pilot scheme to trial 4no. School Streets in the BCP Council area.  |
| <b>What changes are being made to the policy/service?</b>                                  | Between late January/early February and July 2022, we are proposing to trial a School Street at four local schools. A School Street is where the road directly outside a school is closed to motor vehicles for short periods at drop off and pick up times. The aim is to improve safety, air quality, and the general atmosphere at the school gate, as well as to nudge people into considering walking, wheeling, scooting or cycling to school.  |
| <b>Service Unit:</b>   | Transport and Engineering   |
| <b>Persons present in the conversation and their role/experience in the service:</b>       | Beth-Barker-Stock – Senior Cycling and Walking Officer<br>Richard Barnes - Strategic Public Transport Manager<br>Emma Cocksedge – Sustrans Delivery Coordinator   |
| <b>Conversation dates:</b>   | 5th November, 2nd December, 8th December 2021   |
| Do you know your current or potential client base? Who are the key stakeholders?           | <p>People who walk (with or without mobility aids), wheel, scoot or cycle to one of the four pilot schools in the BCP Council area – including people who may do so in the future.</p> <p>People who drive to one of the four pilot schools in the BCP Council area – including people who may choose not to do so in the future.</p> <p>The affected Schools – including staff, pupils, and visitors.</p> <p>Residents who live on the School Streets, or on nearby surrounding streets.</p> <p>BCP Council officers and Councillors - when making decisions or forming policies relating to, affecting, or affected by, transport and travel and also education within the conurbation.</p> <p>Organisations on the statutory consultation list for Traffic Regulation Orders (TRO) including the emergency services – Police, Fire, Ambulances, Taxi associations/operators and DOTS Disability - community interest company.<br/>Local Chambers of Commerce and Trade.<br/>BH Active Travel Forum<br/>Dorset Local Access Forum</p> |
| Do different groups have different needs or experiences in relation to the policy/service? | <b>Age</b> – Children are the people most likely to benefit from this proposal. Children are more susceptible to lung damage from vehicle pollutants in the air, and therefore reducing the amount of traffic at the school gate, where children are likely   |

to congregate, will be beneficial to their long-term health. Many children do not meet the government's recommendations for physical activity, which can adversely affect physical and mental wellbeing. Improving opportunities for them to walk, scoot and cycle as part of their daily routine could help address this. Physical activity is also believed to have a positive impact on children's ability to concentrate at school and is associated with better educational attainment.

Older people who need to drive in the area may be affected if they feel restricted in when and how they can travel – this could be residents of the School Street or grandparents who have childcare responsibilities. We will put in place measures to ensure that residents and any Blue Badge holders are able to enter/leave the School Street at all times.

**Disability** – Disabled people are less likely to have access to a car than non-disabled people. Certain disabilities may also make people more susceptible from lung damage or conditions caused/exacerbated by vehicle pollutants. Improving transport options for people that can't drive will be a benefit to those people whose disability does not preclude them from walking (including with a mobility aid) or cycling (including with a non-standard cycle). Disabled drivers who need to enter the School Street will be permitted to do so. Experience from previous sustainable travel schemes has shown that disabled people based on consultation responses are much less likely to support such initiatives.

**Gender** – Women are more likely to do the majority of school runs than men, and therefore will be more likely to be impacted. They will benefit from the improved road safety and air quality, but some women may have to change their usual routine if they usually drive their children to school and park in the School Street.

**Race** – Individual School Streets schemes are unlikely to disproportionately affect people with respect to Race. However, more broadly, initiatives which promote travel alternatives to the car are likely to have a positive impact. Ethnicity is a factor in car use, with all people from all ethnicities far less likely to have access to a car than white people. People from black and minority ethnic backgrounds are more likely to live in areas which suffer from a lack of public transport options, and therefore walking and cycling can be a good option for these communities, if safe and direct infrastructure is provided. Better access to free/cheap transport is likely to improve access to employment, education, leisure and social opportunities.

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|   | <p><b>Sexual Orientation</b> – Individual School Streets schemes are unlikely to disproportionately affect people with respect to Sexual Orientation. However, more broadly, initiatives which promote travel alternatives to the car are likely to have a positive impact. People who identify as one of ‘All other sexual orientations’ are less likely to drive compared to heterosexuals. LGBT+ people are more likely to suffer with mental ill health, loneliness and inactivity than the general population. Therefore improving opportunities for people to walk and cycle as part of their daily routine could help address this.</p> <p><b>Deprivation</b> – People living in the most deprived areas are significantly less likely to drive than less-deprived areas. However they are more likely to suffer the effects of car use – for example through air pollution, noise pollution and road danger. By improving conditions for walking and cycling, residents from more deprived backgrounds will benefit from more choice over how they travel, and more equalised access to education and other opportunities.</p> |
| <p>Will the policy or service change affect any of these service users?</p>   | <p>The proposed changes will affect anyone who currently travels on or through the particular School Streets during the hours that the streets are proposed to be closed. Many people whose travel is not connected with travel to the particular school are likely to already if they can, avoid travelling through areas with high school traffic at the relevant times of the day.</p>  |
| <p><b>[If the answer to the three questions above is ‘don’t know’ then you need to gather more evidence and do a full EIA. The best way to do this is to use the Capturing Evidence form]</b></p> |  |
| <p>What are the benefits or positive impacts of the policy/service change on current or potential service users?</p>  | <p>There will be a positive benefit, to varying degrees, of trialling School Streets, in particular to many of the groups as listed above. The main benefits will be improved road safety and perception of safety, improved air quality, a calmer, more relaxed atmosphere, and enabling/encouraging more children and their families to travel in an active way.</p> <p>More broadly, walking and cycling has the potential to improve access to essential services and facilities; education; employment; social contact and leisure – and the School Streets initiative helps BCP Council introduce and integrate active travel into our communities.</p> <p>School Streets are part of wider local and national transport policy to encourage sustainable transport. By improving means to travel around without the need for a car a more inclusive environment is created. There are benefits accordingly for many protected groups including young and old, BME and ‘Other White’ ethnicities, different religious groups and those without religion.</p>  |
| <p>What are the negative impacts of the policy/service change on</p>  | <p>Negative impacts could include adding time to people’s journeys for those who usually drive and park in the School Street – some of these people may be from Protected</p>  |

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| <p>current or potential service users?</p>   | <p>Characteristic groups and may fall outside of mitigation measures put in place.<br/>Based on the known profile of people that are more likely to drive and have access to a car, some groups may view they are impacted to a greater extent - middle aged, some disabled, 'White British', Christians and heterosexual people.</p>  |
| <p>Will the policy or service change affect employees?</p>   | <p>This could affect employees who have children at the affected schools, or who live on the affected streets.</p>   |
| <p>Will the policy or service change affect the wider community?</p>   | <p>The proposed changes are believed to have positive effect on the wider community, by reducing traffic and parking issues, and improving air quality.<br/>Where motorists usually use the streets concerned as part of their usual route, specifically at the start and end of the school day their journey could be affected.</p>   |
| <p>What mitigating actions are planned or already in place for those negatively affected by the policy/service change?</p> | <p>The School Streets closure points will be manned by trained stewards, who will manage any required entry by exempt drivers – for example residents, carers of residents, or Blue Badge holders.</p> <p>Discussions will be had with the schools in advance to ensure that any other exemptions are considered and managed also – for example if there are disabled children arriving by minibus.</p> <p>Sustrans officers, funded by BCP Council via central Government funding, have been working with the School Streets schools to engage with the children and teach them about road safety, scooter skills, planning walking routes to school etc. They will continue to support the Council, the schools, and families throughout the pilot schemes. This will help mitigate concerns that families or residents might have, and help facilitate modal shift.</p> <p>A full public consultation will be carried out in parallel with the implementation of the School Streets trials, as is procedure with Experimental Traffic Regulation Orders. However, a public engagement exercise is currently underway with parents/carers and residents.</p> <p>Following this engagement, responses will be evaluated by protected groups. This will highlight any impacts which have not been identified in the screening tool and enable final arrangements at each of the School Streets to be adjusted as appropriate. The consultation will help inform Officers and Members when making a decision on whether or not to make the pilot schemes permanent, when the trials end in July.</p> <p>The mileage of road space as part of the trial is very small compared to the total highway network. Many may already avoid areas surrounding schools if their journey is not linked to the school in question. As a result, it is not envisaged that there will be any substantial wider network implications. A positive impact could arise if school streets result in reduced car trips to the trial schools. As part of the trial any changes</p> |

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|  | to wider journey patterns will become evident and form part of the evaluation whether to make permanent.   |
| <b>Summary of Equality Implications:</b> | <p>The School Streets pilot schemes will have an overall positive impact on people from protected characteristic groups, to varying degrees.</p> <p>Both nationally and locally, the transport network has for many years been dominated by the private motorcar. Whilst the car undoubtedly brings advantages to many people in terms of mobility and convenience, its dominance has tended to be to the detriment of other transport modes, including walking and cycling. This has had a disproportionate effect on people who don't drive – which is more likely to be older people, people from low-income households, disabled people, people from a black or ethnic minority background, women, and of course, children. Many of these people are also the most likely to be adversely affected by air pollution and road danger. Certain groups in our population are more likely to be involved in and impacted by traffic accidents including school aged children. All of these things are of particular concern outside many of our local schools.</p> <p>The aim of School Streets is to reduce road danger and air pollution, whilst encouraging and enabling travel to school by means other than driving. Rebalancing our streets will benefit everyone – including those who have no choice but to travel by car.</p> |

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For any questions on this, please contact the Policy and Performance Team by emailing [performance@bcpcouncil.gov.uk](mailto:performance@bcpcouncil.gov.uk)