# PORTFOLIO HOLDER DECISION
# POST ENGAGEMENT FINAL DECISION

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| Report subject | **School Streets Pilot** |
| Decision maker | **Cllr Mike Greene Portfolio Holder for Transport and Sustainability** |
| Proposed decision | **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.** |
| Proposed decision publication date | 7 January 2022 |
| Engagement period | Following the publication of the proposed decision, interested parties were invited to comment on the proposal for a period of five-clear days from 7 January 2022 to 14 January 2022 inclusive. |
| Comments received | No comments or representations were received during the engagement period. |
| Decision taken | **The Portfolio Holder for Transport and Sustainability has considered any representations received and determined to confirm the decision outlined above without modification.** |
| Date of final decision | 20 January 2022 |
| Call-in and urgency: | Subject to any urgency provisions which shall be identified, this decision will not come into force, and may not be implemented, until the expiry of 5 clear working days after the decision was made, recorded and published. |

# PORTFOLIO HOLDER DECISION RECORD

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| Report subject | **School Streets Pilot** |
| Decision maker | **Cllr Mike Greene** |
| Decision date | Not before 17 January 2022 |
| Decision taken | **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.** |
| Reasons for the decision | 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.<br><br>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.<br><br>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 & 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 & 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.<br><br>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.<br><br>A further public consultation will run in parallel to the School Streets trial, commencing once the measures are implemented.<br><br>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. |

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| | The rationale for this decision is as follows:<br>• 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.<br>• Local ward members have been consulted and are supportive of the scheme.<br>• The schools themselves are supportive of the scheme.<br>• 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.<br>• 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.<br>• Encouraging and enabling travel by modes other than the car is in line with local and national policy (see 'Background', below) |
| 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 | **National Policy**<br>The Department for Transport's **Transport Decarbonisation Plan** (2021) 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.<br>The Government's **Clean Air Strategy (2019)** identifies that a shift in travel modes, including to walking and cycling, is key to emissions reduction.<br>The Government has a target for 55% of primary school children to walk (or scoot/cycle) to school by 2025.<br><br>**Local Policy**<br>The Council published the **Big Plan** in June 2021 that set out 5 big projects that include improved cycling and walking provision. |

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| | The Council published its **Corporate Strategy** 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”.<br><br>The **Health and Well Being Strategy 2020-2023** (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. |
| Options appraisal | 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. |
| Consultation undertaken | **Public Consultation:**<br><br>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.<br><br>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).<br><br>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.<br><br>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).<br><br>At St Clement’s & St John’s School, 26 people responded to the survey, and of these, 24 people strongly supported the proposal.<br><br>The full Engagement reports can be found appended to this Decision Record – see Appendix 1.<br><br>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. |
| Financial/Resource implications | 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. |

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| | This amount has been included within a successful bid to the DfT Capability Fund.<br><br>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) |
| Summary of legal implications | 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.<br><br>Highway Authorities can revoke, amend and / or make permanent ETROs under the Act.<br><br>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.<br><br>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. |
| Summary of sustainability impact | 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.<br><br>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. |

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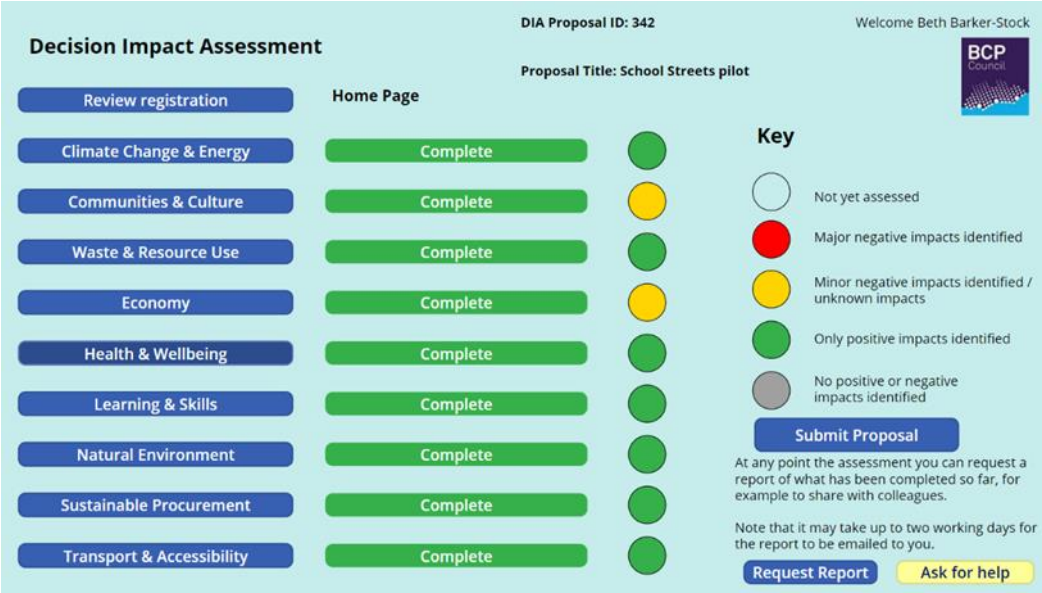
| |  <br><br>The full Decision Impact Assessment is appended to this Decision Record – see Appendix 2. |
| Summary of public health implications | Sustainable travel measures help promote more active travel modes and these modes help promote a healthy lifestyle and improve mental and physical well-being.<br><br>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.<br><br>The School Streets pilot schemes will have an overall positive impact on people from protected characteristic groups, to varying degrees.<br><br>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.<br><br>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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| **Policy/Service under development/review:** | A pilot scheme to trial 4no. School Streets in the BCP Council area. |
| **What changes are being made to the policy/service?** | 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. |
| **Service Unit:** | Transport and Engineering |
| **Persons present in the conversation and their role/experience in the service:** | Beth-Barker-Stock – Senior Cycling and Walking Officer<br>Richard Barnes - Strategic Public Transport Manager<br>Emma Cocksedge – Sustrans Delivery Coordinator |
| **Conversation dates:** | 5th November, 2nd December, 8th December 2021 |
| Do you know your current or potential client base? Who are the key stakeholders? | 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.<br><br>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.<br><br>The affected Schools – including staff, pupils, and visitors.<br><br>Residents who live on the School Streets, or on nearby surrounding streets.<br><br>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.<br><br>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 |
| Do different groups have different needs or experiences in relation to the policy/service? | **Age** – 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 |

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| | 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.<br><br>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.<br><br>**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.<br><br>**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.<br><br>**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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| | **Sexual Orientation** – 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 that the general population. Therefore improving opportunities for people to walk and cycle as part of their daily routine could help address this.<br><br>**Deprivation** – 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. |
| Will the policy or service change affect any of these service users? | 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. |
| **[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]** | |
| What are the benefits or positive impacts of the policy/service change on current or potential service users? | 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.<br><br>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.<br><br>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. |
| What are the negative impacts of the policy/service change on | 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 |

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| current or potential service users? | 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. |
| Will the policy or service change affect employees? | This could affect employees who have children at the affected schools, or who live on the affected streets. |
| Will the policy or service change affect the wider community? | 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. |
| What mitigating actions are planned or already in place for those negatively affected by the policy/service change? | 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.<br><br>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.<br><br>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.<br><br>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.<br><br>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.<br><br>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 |

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| | to wider journey patterns will become evident and form part of the evaluation whether to make permanent. |
| **Summary of Equality Implications:** | The School Streets pilot schemes will have an overall positive impact on people from protected characteristic groups, to varying degrees.<br><br>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.<br><br>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. |

Appendix 1 – School Streets Engagement Reports

1A – St Michael’s Primary School

1B – Hamworthy Park Junior School

1C – Livingstone Road Infant and Junior Schools

1D – St Clement’s & St John’s Infant School

Transforming Travel

greener | healthier | better connected

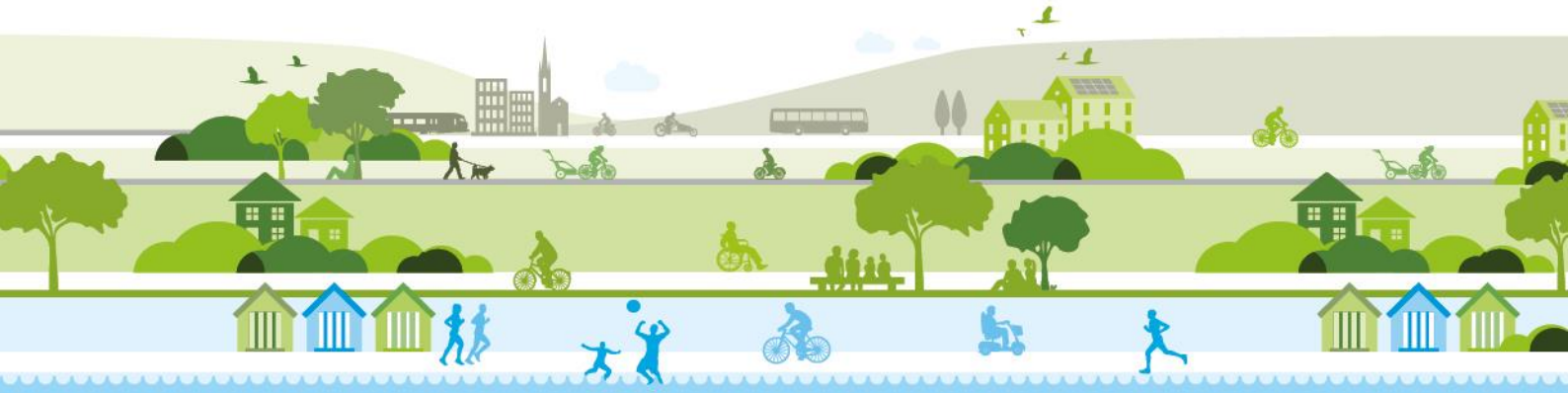
# ST MICHAEL'S PRIMARY SCHOOL

# SCHOOL STREET ENGAGEMENT REPORT

## Consultation and Research Team

**Author:** Policy and Research, BCP Council

**Date:** December 2021



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# Introduction

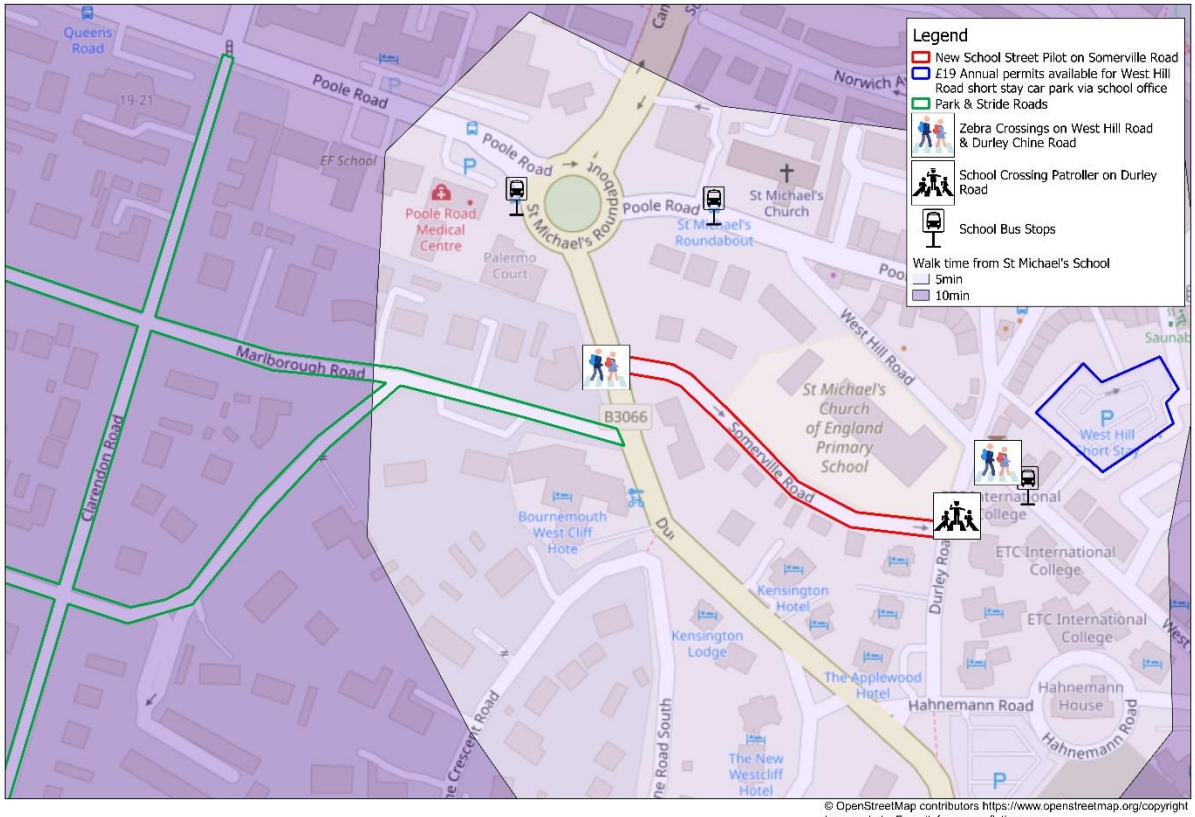
A School Street is where the road outside a school is closed to motor vehicles for a short period (45-60 minutes) at the beginning and end of the school day. Parents and carers are asked to either walk, scoot or cycle with their children to school, or to park a little further away and walk the last few minutes of the journey.

School Streets have been very effective elsewhere, by:

- Reducing road danger at the place where the most children and their families are likely to congregate;
- Improving the air quality outside the school, protecting young lungs;
- Encouraging physical activity into the children's routine, which makes them healthier, happier, more energised and ready to learn.

Somerville Road will be closed via a timed Traffic Order, displayed on signs at the entrance to the road. During the closure periods, stewards will be present to help enforce this, and to welcome families arriving at the School Street on foot, scooter or bicycle. Blue Badge holders and residents will be allowed through in their cars if required.

St Michaels CofE Primary School - School Streets Pilot

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# Methodology

Pre-consultation took place with parents/carers at St Michael's Primary School as well as residents and businesses living in the immediate vicinity. The consultation ran for just over 4 weeks.

**18 November – 17 December 2021**

A letter was sent to all properties and businesses in the immediate vicinity of the school promoting the consultation, explaining how to have their say online and how to request a hard copy of the information and survey.

The school sent an email to all parents and carers with a link to the survey and information.

The survey and information was hosted on Engagement HQ; the council's consultation platform. The project page included background information, a map, a link to the survey and a list of frequently asked questions.

A total of 150 people viewed the Engagement HQ project page.

# Survey results

55 survey respondents

A total of 55 people responded to give their views. This included 10 local residents living in or around the School Street, 26 parents/carers at St Michael's Primary School and 21 members of school staff.

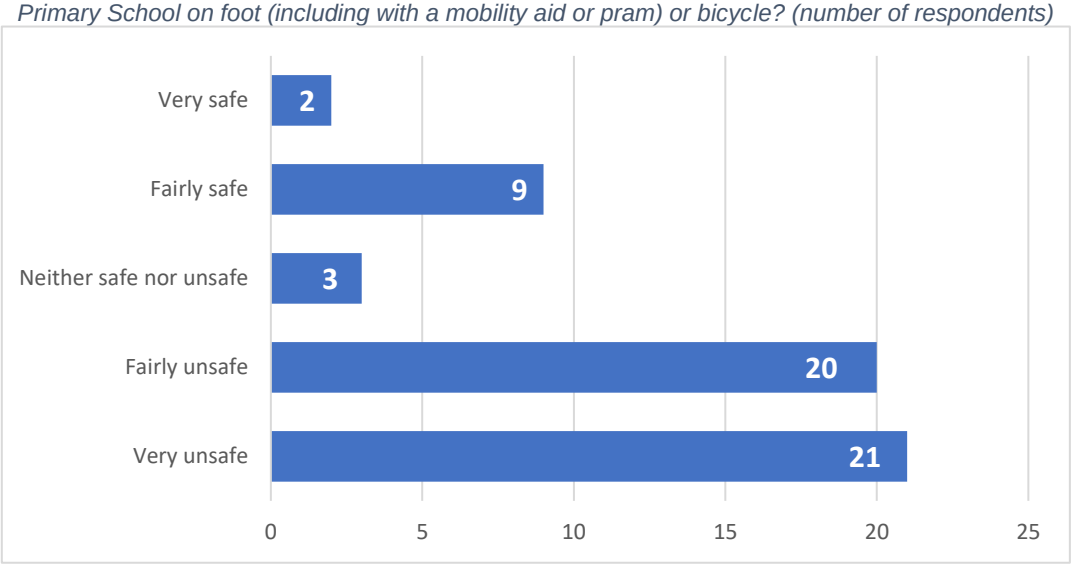
There were also four additional responses by way of email. More information about this can be found on page 14.

Figures in this report are presented as numbers of respondents who answered the question excluding 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

## Views on safety around the school

The vast majority of respondents (41) felt fairly or very unsafe travelling on the streets surrounding St Michael's Primary School. Eleven respondents felt fairly or very safe and three respondents felt neither safe nor unsafe.

*Figure 1 – How safe or unsafe do you currently feel when travelling on the streets surrounding St Michael's Primary School on foot (including with a mobility aid or pram) or bicycle? (number of respondents)*

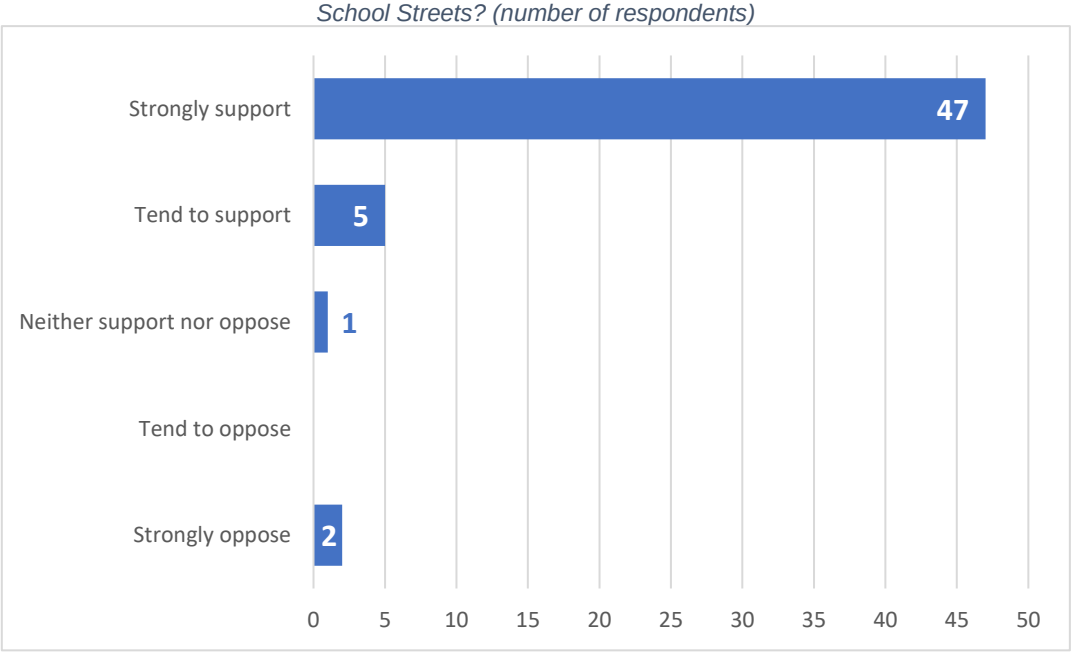



*Base: All respondents*

## Views on School Streets

The vast majority of respondents supported the idea of School streets (47 respondents strongly supporting it and 5 tending to support it). Two respondents opposed the idea and one respondent was neutral.

*Figure 2 – Having read the information about School Streets, to what extent do you support or oppose the idea of School Streets? (number of respondents)*

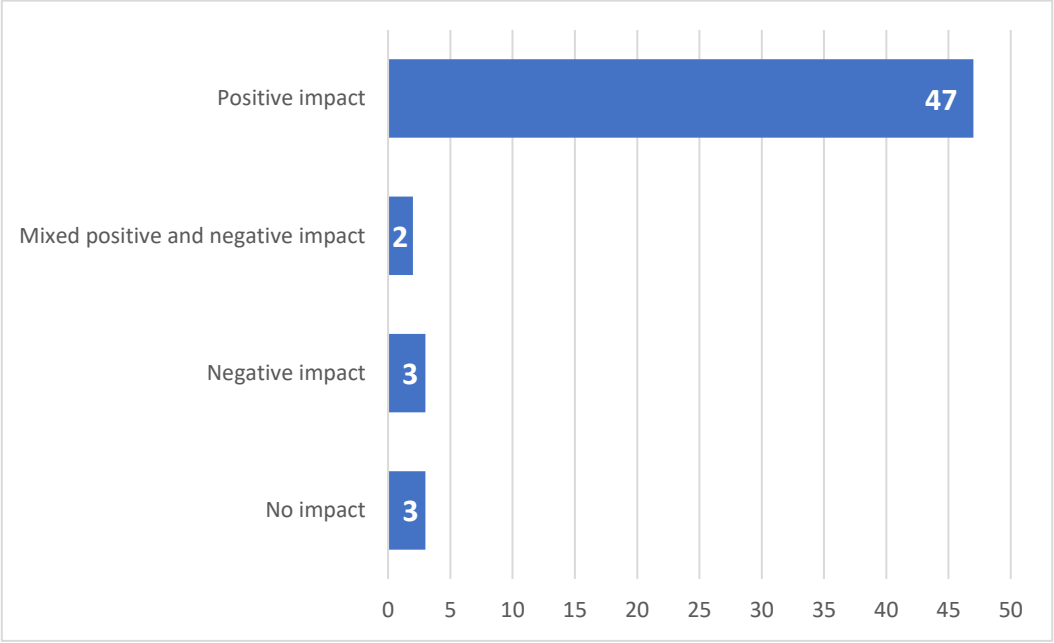



*Base: All respondents*

## Impact

The vast majority of respondents (47) thought that the School Streets pilot at St Michael's Primary School would have a positive impact on them. Two respondents thought it would have a mixed impact and three respondents thought it would have a negative impact. Three respondents thought it would have no impact.

*Figure 3 – Having read the information about the School Streets pilot at St Michael's Primary School, how much of an impact, if at all, do you think the changes will have on you? (number of respondents)*




*Base: All respondents*

Respondents were asked to explain how the changes will impact them.

**Positive impact comments were mainly around improved safety and less congestion and pollution:**

*'I cannot access my property on Somerville Road during drop off and pick up times. But BCP should note that the worst situation exists on Saturdays when the school is open to language schools for primary aged children and we suffer from illegal parking by parents collecting children from after school clubs. Although we are very much in favour of removing the unsafe environment and pollution around school gates so as to promote sustainable travel we will still suffer from illegal parking'.*

*'Less dangerous driving in Somerville Road - excessive speed, ignoring the no right turn sign Hopefully no travel by bikes/scooters the wrong way up the one way Somerville Road Remove inconsiderate parking and dropping off causing traffic to build up on occasion back to St Michael's roundabout Safer to walk in the road - pavements too narrow at busy times and especially as we continue to maintain some degree of social distance'.*

*'I live on Somerville Road and will be glad not to have the traffic chaos and also cleaner have. I will be able to come home and go out as I please as won't have to avoid the schools traffic. After 17 years of complaining about this issue, it is finally being addressed. It is a shame that BCP council sold the Durley Road car park as that has impacted on the traffic volume'.*

*'Less congestion. Less fast drivers. Less chance of an accident'.*

*'I believe this will ensure the children at St Michael's will be much safer. Often children are put at risk by unsafe drivers, careless parking and inconsiderate. I believe this will also improve the quality of life for those who live around the area'.*

*'Currently the road is dangerous and this is a great improvement'.*

*'Felt very unsafe to walk to school as it is already very narrow street but with cars sometimes flying by (I have witnessed some cars didn't even indicate to come into road and drive down very fast) and also kids in parked cars suddenly open their car door which is perfect eye height for walking kids on street - felt extremely dangerous. Some parents park their cars 45 mins before picking up time and run their car engine on which is bad for the environment and as well as our little kids lungs. These things will change and I will feel more comfortable for my child to walk to school on her own when she's ready to do so'.*

*'As a cyclist I see this as a positive step in reducing the volume of vehicular traffic approaching the school and the inconsiderate parking of some people when dropping off in Somerville Road'.*

*'The congestion and pollution on Somerville road is frightening. I see children playing on the footpath and running into the road when parents are on their phone or chatting. Cars drive too fast for the conditions. There are no signs at the entrance to Somerville road to warn of the school and to warn of children in the road, pavements are not wide enough, As a retired nurse I do not want to be the one to attend to the inevitable fatality'.*

*'For 7 years there has been nothing but problems with this road. Both me and my children at one point or more have nearly been knocked over there and I have also witnessed confrontations, nearly fights between parents over parking. This is the best thing that could happen for this school!!!'*

*'I'm very concerned about air pollution & the concentration of cars in one area, so fully support this idea'.*

*'Currently parents can be intimidating sometimes threatening when asked to move on or not park illegally. There is constant worry that an accident is just waiting to happen. The environmental impact on the immediate area around school will lessen also, as the volume of traffic will be greatly reduced. It can only have a positive impact'.*

*'It will allow myself and my family to be able to move freely from my house with my car at any time. No more severe congestion at school opening and closing times. Plus the improvement of air quality in the road'.*

*'Make it safer on that road'.*

*'Positive impact, won't need to worry about the cars parking unsafe, there was a time where a car parked on the pavement at the top of the road cutting Infront of me and my child'.*

*'Safer and less pollution around the school'.*

*'There will be increased parking in the designated car park where I pay for a permit at drop off and pick up times. How can you ensure that spaces will be Available? I work and need to be able to easily drop and pick up! The council have already closed the other large car park and*

*this has put increased strain on the One remaining car park. I'm not sure this has been thought through!'*

*'Less traffic will mean less worry about vehicles crowding the road when walking the children to school - the pavement is very narrow and gets v busy at the start and end of the school day'.*

*'It will be easier to safely walk, scoot and cycle to school. Somerville road is very busy in the morning and afternoon and less cars trying to park or drive on Somerville road would mean more room for parents and children to walk, scoot or cycle. The pavement is quite narrow so it would be very pleasant to be able to safely use the road more. Less cars would mean cleaner air and less noise around the school'.*

*'My children will be much safer walking to school. Many speed and have general lack of awareness of small children despite picking up their own children. Not being hit by car doors while walking along the very narrow pavement is a huge plus. Less pollution from parents who sit in cars with engine running while waiting for older children. However the biggest problem I can foresee is some of the roads around have just been re surfaced and not had double yellows re painted. I currently have my drive blocked because of this. More parents looking for somewhere to park will cause more parking / access problems for residents during school drop off/ pick up times if these lines are not painted before changes'.*

*'We travel to school by car most days, but choose to park a few streets away for a walk in - the fumes and traffic on Somerville Road has always been an issue and I am delighted to hear of this trial!'*

*'Children arriving at school will be able to cycle safely along Somerville Road. Pollution will also be reduced as car engines won't be running'.*

*'Several parents park along the road. Children are expected to run out to some of their parents by their parents causing safety concern'.*

*'Feeling safe walking to & from work. Comfort I seeing children & families keeping safe to & from school. I'm sure the atmosphere will feel more relaxed outside the school which will have a positive impact on children arriving in the morning plus the air pollution will be decreased too'.*

*'Feel safer walking to and from school and cycling in the area'.*

*'There will be no more impatient parents bouncing their wheels up on the foot path & parking irresponsibly putting children & others at risk'.*

*'It will be a safe option for everyone'.*

*'It will make me feel safer myself and reduce the anxiety I currently feel around keeping our children safe as they arrive at/leave school owing to the current dangerous traffic practices'.*

*'I will be able to give my child more independence'.*

*'safer start for all the children and a clear rule for parents to follow'.*

*'Cars will no longer park on yellow lines, zigzags, double park and let their children run across the road, park on pavements, drive/reverse on pavements and reverse out of the one way road. Also cars will no longer turn right into Somerville Road rather than go round the roundabout'.*

**Mixed impact comments were mainly around weighing up safety with concerns about the School Street pushing parking issues onto other streets:**

*'As a parent, the immediate school area will be much safer for my children and I. I have had experiences where other parents have mounted the pavements in their car at speed and driven towards me and my children whilst we were walking along it, once coming within 30cm of hitting me. This was directly outside of the school. So I can see the benefits. As a local resident of Marlborough Road, I worry about the parking issues this might bring outside of my house. Clarendon Road is already quite dangerous to cross, and this could get worse with poor parking from parents'.*

*'The road behind the school is also used by parents driving/parking and has the entrance to our pre school, the gate entrance is often blocked by parents parking right outside it so what about this road?'*

**Negative impact comments focussed on the School Street causing issues on other roads and it being unsafe for young children to walk on their own:**

*'Increase in badly parked cars along Westhill Road now that Durley Road/Hanahmann Road car park has been Sold Off and Built Upon! Lack of wide enough pavement from Poole Hill to West Hill Rd through upper/smaller Triangle area(near shops)...AND West Hill Road daily requires pedestrians to walk off pavem3nt into oncoming traffic because school children/ pedestrians walk 4 or 5 abreast at that time in the morning. It is a serious accident waiting to happen. I am regularly pushed into oncoming traffic because too many people on narrow pavement at that time in morning!'*

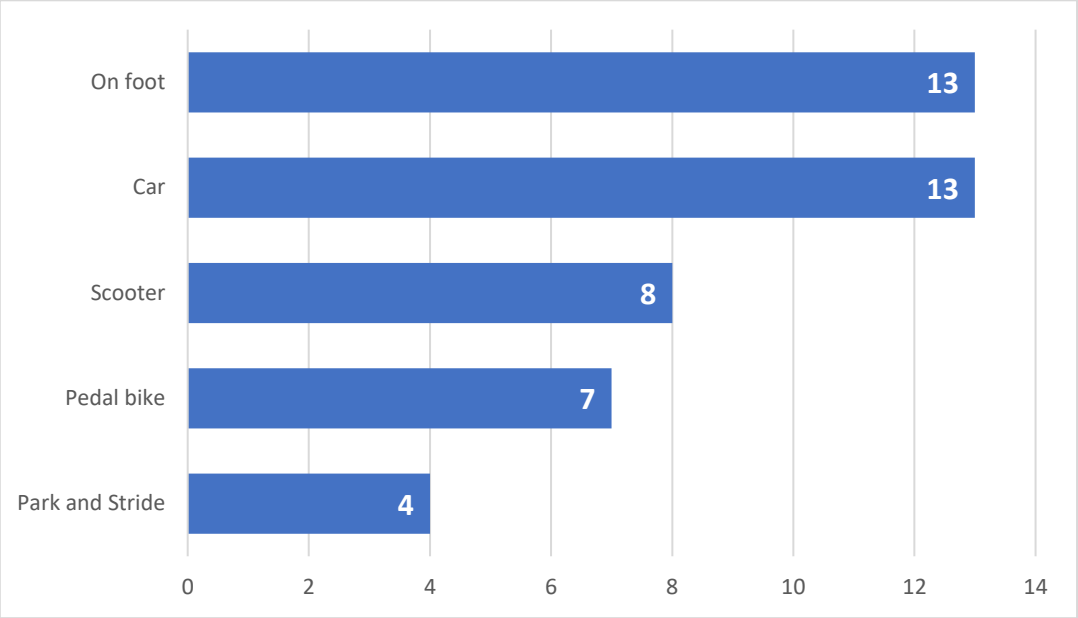
*'As a working parent of a child in year 6 I am comfortable dropping him off and him walking in. Closing the road is going to force parents to stop their cars further away and have children walking alone further. This isn't safe. It's a small number of parents parking / stopping dangerously. But others who are sensible are being punished'.*

## Children's current travel habits

The survey contained questions for parents/carers about how their children travel to the school, the impact the School Streets pilot will have on their children and what might help them adapt to the new School Street.

The majority of children currently travel to school on foot or by car, however scooter and pedal bike was also a popular option.

*Figure 4 – How does you child/ren currently travel to St Michael's Primary School? (number of respondents)*

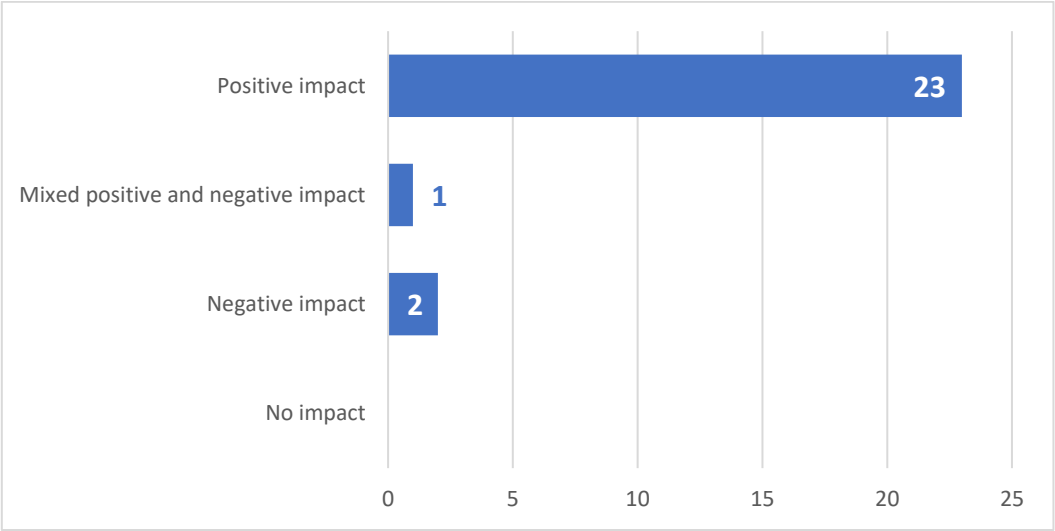



*Base: 26 respondents*

## Impact on children

The majority of parents and carers thought that the School Streets pilot would have a positive impact on their children (23 respondents). One respondent thought it would have a mixed impact and two respondents thought it would have a negative impact.

*Figure 5 – Having read the information about the School Streets pilot at St Michael's Primary School, how much of an impact, if at all, do you think the changes will have on your children?(number of respondents)*




*Base: 26 respondents*

Respondents were asked to explain how the changes will impact their children.

**Positive impact comments were mainly around children being safer and having cleaner air:**

*'Less pollution, less stress'.*

*'Less worries parents. More relaxed atmosphere at the school gate. Less car fumes'.*

*'Less dangerous and environmentally friendlier'.*

*'It will be safer for my children as they arrive and leave the school site. The air will be cleaner'.*

*'Safer on the road outside the school and will prevent the dangerous parking'.*

*'Reduced air pollution near to the school'.*

*'It will be safer for them to get to school'.*

*'They will feel more comfortable walking to school'.*

*'It be will safer and easier for my child to get to and from school if there are less cars on the road as Somerville road is currently very congested every morning and afternoon'.*

*'Cleaner air, safer'.*

*'Safer from selfish adults'.*

**Mixed impact comment:**

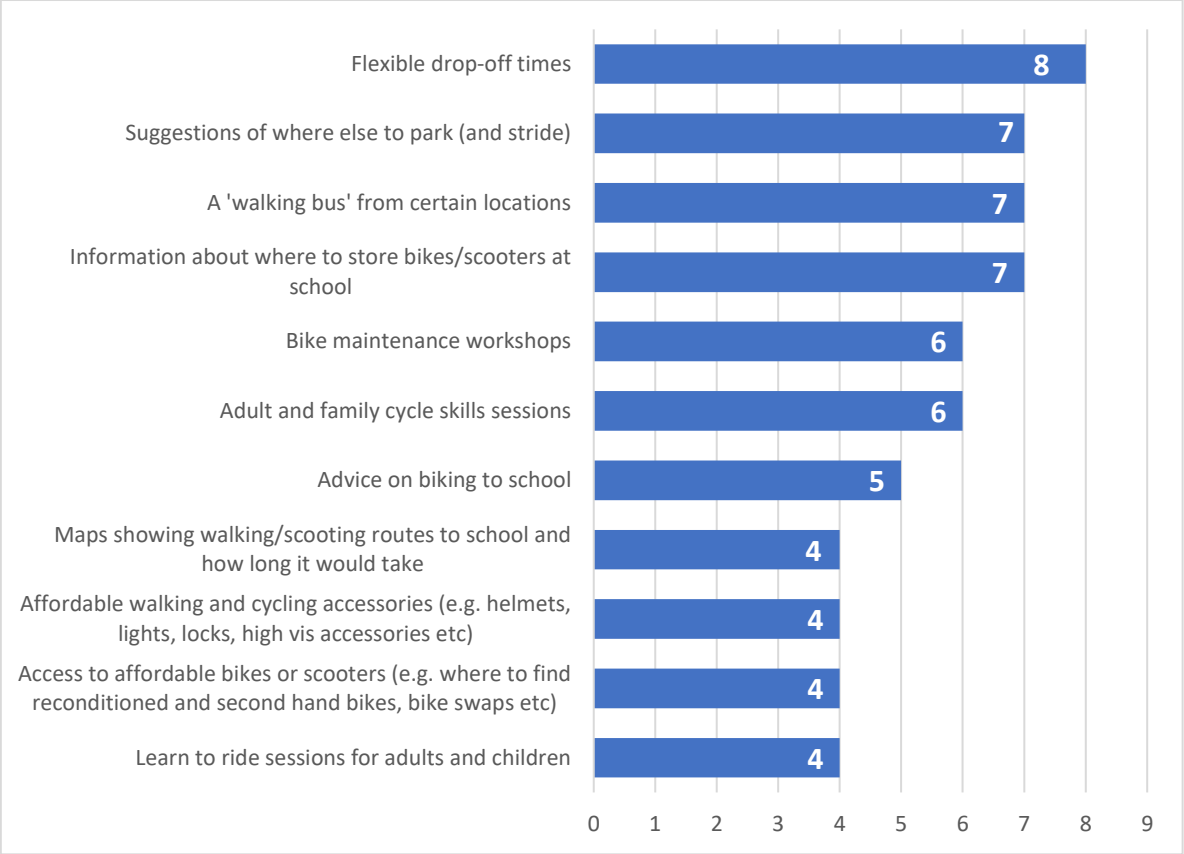
*'Like I said before there will be no spaces left to park in the permit holders car park!'*

**Negative impact comment:**

*'He'll have to walk alone from a further distance'.*

Parents and carers were asked what would help them and their children adapt to the new School Street. The top four things were flexible drop-off times, suggestions of where else to park (and stride), a 'walking bus' from certain locations and information about where to store bikes/scooters at school.

*Figure 6 – Which of the following would help you and your child/ren to adapt to the new School Street? (number of respondents)*




*Base: 19 respondents*

## Other comments or suggestions

All respondents were asked if they had any other comments or suggestions about School Streets. There were nineteen comments. These ranged from support for the pilot to concerns about displacing parking issues and the loss of Durley Road car park exacerbating the situation:

*'Yes the plan at the start of this survey does not reflect the transport surveys and studies undertaken as part of the Durley Road car park redevelopment. These surveys identified on road parking availability and clearly show that parents will need to park on roads to the west of Clarendon Road up to Westbourne. BCP should not be presenting information that is not correct and is not supported by survey and investigation'.*

*'Concern re increased park and stride. The Clarendon / Marlborough Rd junction is VERY dangerous. Vehicles travel at excessive speed down Clarendon - community speed watch pre COVID regularly staked out so speeding is known. As part of the development of the Durley car park, in mitigation measures pavement build outs were promised at this junction BEFORE the car parks closure. These still have not been put in place. I cross here four times daily and find it increasingly dangerous. It feels a major accident is waiting to happen in this location'.*

*'There should be more'.*

*'I work in Southampton so not able to bike or bus but happy that the road will not be congested'.*

*'This has my full support. The safety of children has to come first'.*

*'The regular presence of traffic wardens has massively improved issues with parking around the school site. The loss of the Durley car park to developers I think has made the problem worse. I am interested to see the effect the School Streets project has, but I do think some parents are so selfish that only the regular presence of traffic wardens will deter them. I worry about the conflicts this will raise with school staff, who already have so much on their plates'.*

*'The only vehicles that use Somerville Road are residents and parents. A school street may not be the most sensible solution. Why not just close the road to everyone but residents (including disabled and school deliveries).Why bother with the opening and closing?'*

*'Soo happy this is finally happening!!!'*

*'West Cliff Correct me if I am wrong but the ability to "park a little further away and walk the last few minutes of the journey" was made very much harder by BCP when they sold off the Hahnemann/Durley Road car park. The same car park used by at least 50 cars per pick up or dropping children off to St Michaels school AM & PM as it was 'just a few minutes away". Whilst using walking/cycling etc is good for the environment seeing mothers /fathers with multiple kids of varying ages struggling just that short distance on the hectic school run I am not surprised there has been an INCREASE in CARS dropping off along Somerville road SINCE THE CAR PARK WAS SOLD OFF!!'*

*'I think there will be a fight for parking spaces outside the times, as some parents start arriving before 8 in the morning and before 2 in the afternoon. Sometimes waiting with engines running! This will have to be timed with school opening and closing times. Which appear to be just after 7.30 am and 4.00 pm with after and pre school clubs'.*

*'Where will people park?'*

*'I think it's a great idea and should be a permanent fixture to both roads surrounding the school. Bournemouth council need to sort out the lack of parking places though as keep building on all the car parks!!!'*

*'I can't wait to see this happen, I have been wishing for this for a very long time and I fully support it'.*

*'This has not been thought through'.*

*'Make the 'no right turn' more obvious between Marlborough road and St Michael's roundabout on Durley Chine Road. A faded arrow and small sign before crossing just gets ignored which is very dangerous for pedestrians crossing on Somerville road after using crossing'.*

*'Can't wait for the trial to begin! Sick of the fumes and cars around the school!'*

*'It would be great if it is manned by someone not connected to the school. Not all parents will be supportive and it would be difficult to maintain positive relationships with families if they have been cross about not being able to drop off outside the school'.*

*'I think it is much needed, my only concern would be that closing Somerville Road during drop-off and pick-up times would just shift the issues into nearby roads. I think that there will probably be parents that will not want to walk even a short distance to ensure that their child(ren) reach school safely'.*

*'Thank you for FINALLY doing something to keep our children safer!'*

## Equalities and human rights

Respondents were asked if there were any positive or negative impacts of this proposal that they believe BCP Council should take into account in relation to equalities or human rights. They were also asked if they were able to provide any supporting information and suggest any ways in which the organisation could reduce or remove any potential negative impacts and increase any positive impacts. Four respondents made a comment. The comments were about parking for people with disabilities, pollution and safety.

*'One of the main issues with the existing is inadequate disabled parking. The modifications to parking on Somerville Road made in accordance with the planning permission for the school extension in 2010 provided only 2 disabled parking spaces. One space is occupied by a teacher holding a blue badge. The other space is frequently occupied by non blue badge holders dropping off and picking up leaving no spaces for disabled parents or worse still no spaces for parents dropping off and collecting disabled children. The school street will have a very positive impact in respect of giving access to blue badge holders. But consideration needs to be given to preventing parents parking on the street taking up all parking spaces prior to closure of the road at drop off and pick up times. The School street scheme will cause an increase in demand for parking in West Hill car park - the entrance to this car park is not safe (it is in fact an illegal shared space under health and Safety legislation). The increased safety risk to children will be a negative impact'.*

*'We have a right to breathe clean air and to not be subject to constant noise of music from the school as well as the traffic noise'.*

*'There can only be positive impacts on children's safety and wellbeing from making Somerville Road a School Street. If there was any child who might be negatively impacted, I feel sure the school would work with parents to find a solution. For instance, there are other entrances to the school that could be used in the event of a child with a physical disability needing to be dropped off closer'.*

*'By closing the road at school pick up and drop off it will make it much safer for the children. I worry where parents will park as the closest car park has now been built on'.*

## Additional Responses

There were four additional responses by way of email. Three emails were from one local resident voicing concerns about the details and implementation of the scheme:

Email 1:

*'We are very much in favour of the School Street initiative. I have written many times to BCP expressing my concern that the failure to provide a safe environment around the school gates is a critical impediment to the development of sustainable travel solutions.*

*However, I am seriously concerned that the implementation of a school street scheme on Somerville Road from January without any advance traffic planning will likely result in failure*

*of the trial, which will be a very unfortunate outcome to the future development of sustainable and safe travel within the BCP conurbation.*

*You may be aware that when the school was extended in 2011 the planning process included very extensive transport and traffic studies undertaken by one of the countries leading consulting engineers. These studies identified the essential need for Durley Road and west Hill car parks to provide safe and legal parking for parents at drop off and pick up times. Over the period 2014 to 2020 several planning submissions were made by BDC for the redevelopment of Durley Road car park. These submissions were again supported by extensive traffic and parking surveys and studies by a traffic engineering consultant in liaison with the councils' highways authority.*

*In the first case of school extension, once planning permission was granted, Bournemouth council chose to ignore all of the studies and recommendations made by the consultant. The number of parents driving to school remained constant at about 220 and illegal/unsafe parking remained rampant with no action from the council. This situation remained until we were struck by the Covid pandemic in 2020.*

*Planning permission for the redevelopment of Durley Road car park was granted on appeal. Again BCP has chosen not to implement the majority of the recommendations made by the developer's transport consultant in liaison with the council.*

*In respect to the school street proposal, I have particular concerns over the council's failure to address the safety issues at the entrance to West Hill Car Park, failure to review the parking arrangements in West Hill car park to make more spaces available to parents, the council's failure to improve walking routes by the construction of build outs.*

*In addition, I believe that there is a need to review on road parking restrictions on roads in the area. I have severe doubts that parents will park in available on road parking on roads to the west of Clarendon Road as was assumed in the latest Transport Assessment.*

*In conclusion, I stress that I am very much in favour of the School Street project, but I am very much concerned that implementing the trial without taking cognisance of previous travel studies and recommendation and without adequate advanced transport/parking planning will result in significant adverse public reaction and criticism of the council which will favour failure of the trial'.*

Email 2:

*'Further to my e mail below – I need to bring your attention to some misinformation posted on the survey form.*

*The plan that you have posted indicates that on street parking will be available on roads surrounding St Michael's school. This contradicts the surveys undertaken by Bellemy Roberts. These surveys identified that on street parking is only available to the west of Clarendon Road and that the available parking will be short by 20 spaces. There are many impractical assumptions in the Bellemy Roberts report such as assumptions that parents will utilise every available space in West Hill Car Park and every available on street parking space. 100% efficiency is just not achievable.*

*I have attached some of the tables and figures.*

*As noted below if we go about this project with inadequate planning then it will fail and the council will be suffering yet another embarrassment'.*

Email 3:

*'Further to my recent e mails for info I made a traffic count of the number of vehicles using Somerville Road over 30 minute period at drop off and pick up times. Yesterday some 100 vehicles dropped off children on Somerville Road and some 80 picked up from Somerville Road.*

*This is significantly less than the 170 that were using Somerville Road prior to the regular attendance of traffic wardens, but I have also noted that since the attendance of the traffic wardens more parents are using on road parking on Marlborough Road, Durley Crescent etc. For park and stride.*

*This still leads to the concern that with a school street project parents will need to find on road parking on roads to the west of Clarendon road. (I suspect that some parents are actually driving shorter distances than this) and I suggest that parents need to be advised as such'.*

The final additional response was from a local company who are concerned about parents using their car park and being confrontational:

*'Whilst we completely support and appreciate your proposed initiative here, as a business we do have strong concerns.*

*We have experienced parents/carers using our car park without permission, blocking our exit and being rude to staff when we want to exit our car park. We cannot have a situation where the road closure results in parents/carers using our car park. What steps are proposed to prevent this happening?*

*We also have a one way system to exit on to Somerville Road. We would need to use Somerville Road (which is one way) at all times and for all purposes, including during the traffic ban. We note this is provided for in your letter but do not want any parental backlash for using the road during school collection times. What steps are proposed to prevent this happening?'*

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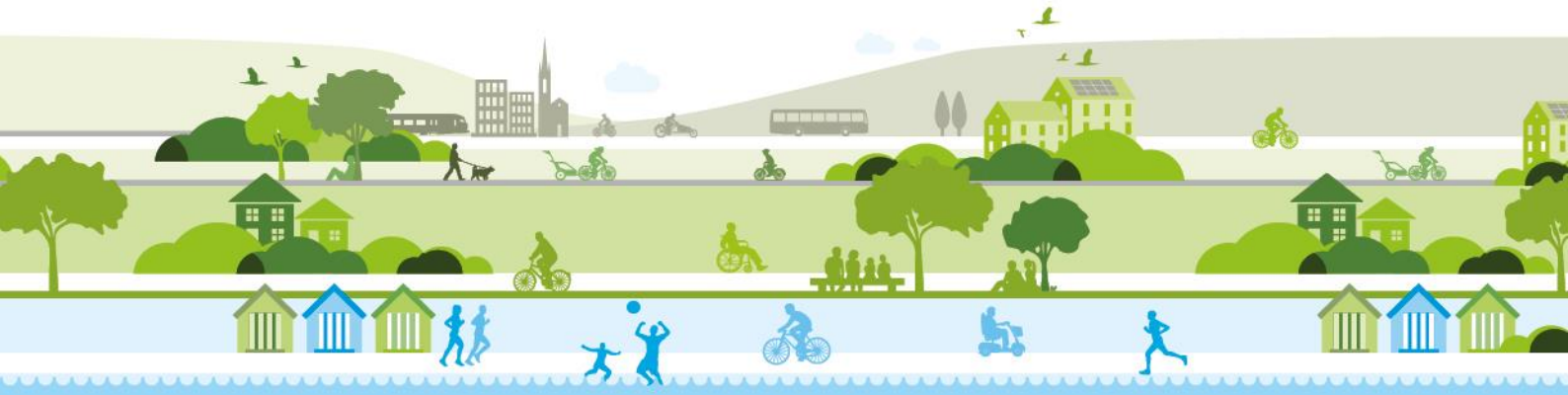
# HAMWORTHY PARK JUNIOR SCHOOL

# SCHOOL STREET ENGAGEMENT REPORT

## Consultation and Research Team

**Author:** Policy and Research, BCP Council

**Date:** December 2021



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# Introduction

A School Street is where the road outside a school is closed to motor vehicles for a short period (45-60 minutes) at the beginning and end of the school day. Parents and carers are asked to either walk, scoot or cycle with their children to school, or to park a little further away and walk the last few minutes of the journey.

School Streets have been very effective elsewhere, by:

- Reducing road danger at the place where the most children and their families are likely to congregate;
- Improving the air quality outside the school, protecting young lungs;
- Encouraging physical activity into the children's routine, which makes them healthier, happier, more energised and ready to learn.

Hamworthy Park Junior School is one of four schools where a School Street will be trialled in early 2022. Ashmore Close will be closed via a timed Traffic Order, displayed on signs at the entrance to the road. During the closure periods, stewards will be present to help enforce this, and to welcome families arriving at the School Street on foot, scooter or bicycle. Blue Badge holders and residents will be allowed through in their cars if required.

Hamworthy Park Junior School - School Streets Pilot

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# Methodology

Pre-consultation took place with parents/carers at Hamworthy Park Junior School as well as residents and businesses living in the immediate vicinity. An email containing information about the proposed scheme was also sent to parents/carers at Twin Sails Infant School and Nursery. The consultation ran for just over 4 weeks.

**18 November – 17 December 2021**

A letter was sent to all properties and businesses in the immediate vicinity of the school promoting the consultation, explaining how to have their say online and how to request a hard copy of the information and survey.

The school sent an email to all parents and carers with a link to the survey and information.

The survey and information was hosted on Engagement HQ; the council's consultation platform. The project page included background information, a map, a link to the survey and a list of frequently asked questions.

A total of 35 people viewed the Engagement HQ project page.

# Survey results

6 survey respondents

A total of 6 people responded to give their views. This included 5 local residents living in or around the School Street and one parent/carer at Hamworthy Park Junior School.

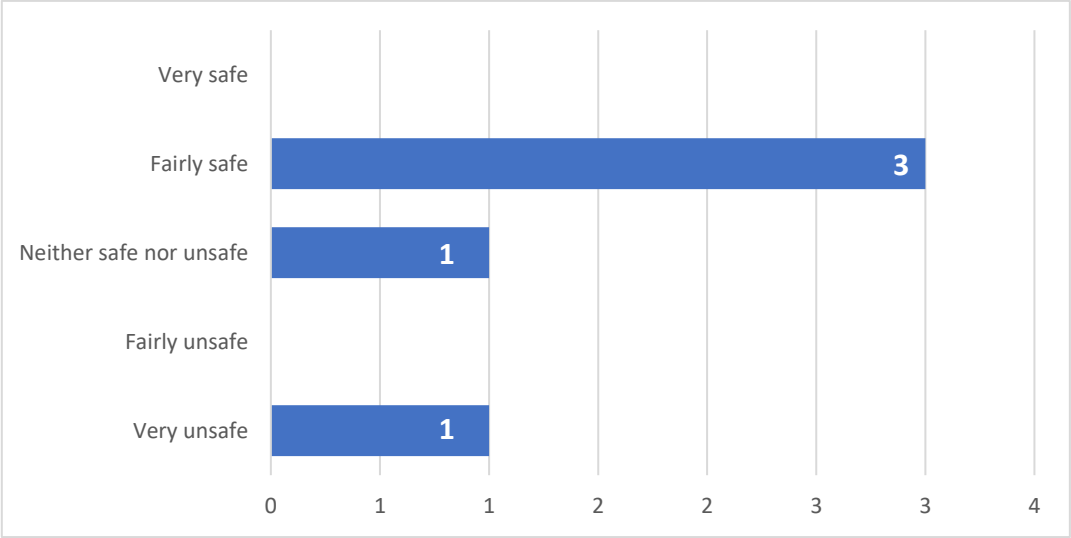
There were also 6 additional responses by way of email or phone. More information about these can be found on page 7.

Figures in this report are presented as numbers of respondents who answered the question excluding 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

## Views on safety around the school

Three respondents felt fairly safe when travelling on the streets surrounding Hamworthy Park Junior School, one felt very unsafe and one was neutral on the issue.

*Figure 7 – How safe or unsafe do you currently feel when travelling on the streets surrounding Hamworthy Park Junior School on foot (including with a mobility aid or pram) or bicycle? (number of respondents)*

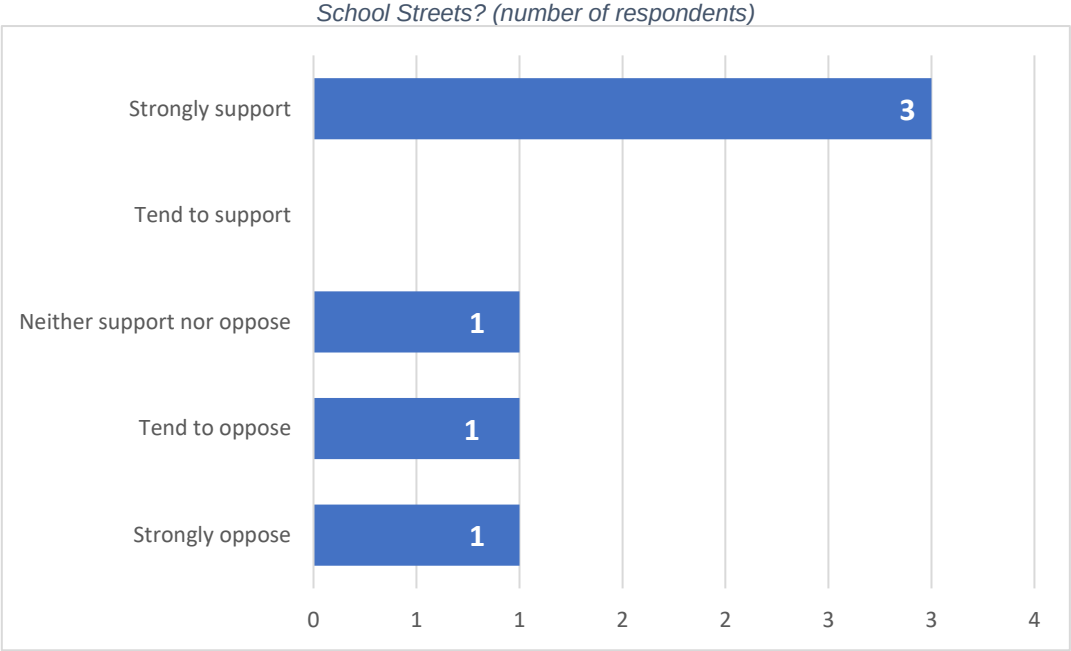



*Base: All respondents*

## Views on School Streets

Three respondents strongly supported the idea of School streets, two respondents opposed the idea and one was neutral.

*Figure 8 – Having read the information about School Streets, to what extent do you support or oppose the idea of School Streets? (number of respondents)*

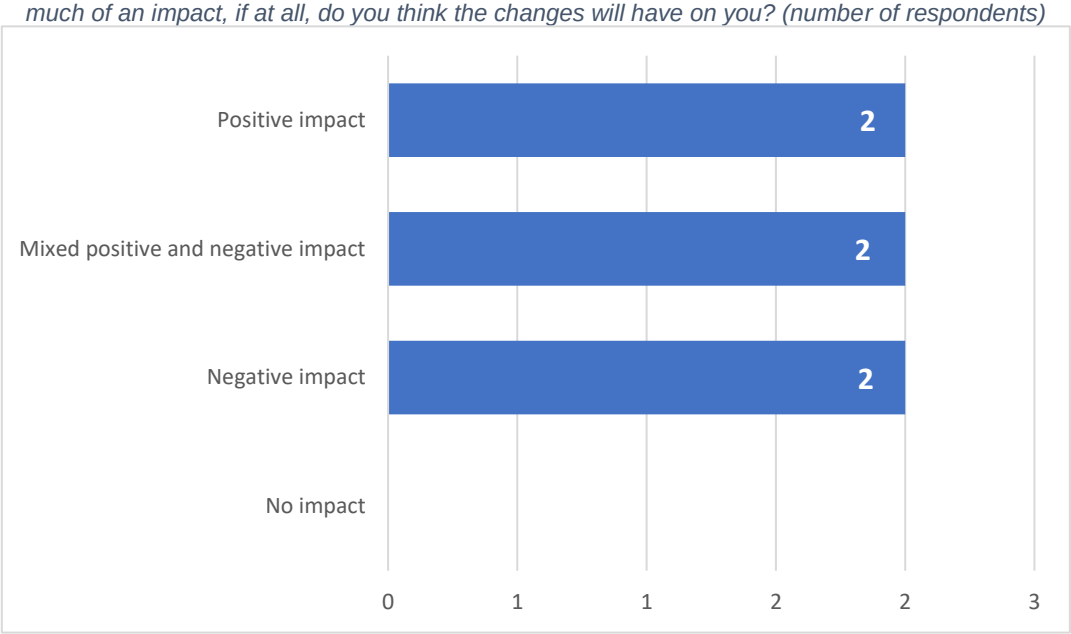



*Base: All respondents*

## Impact

Respondents' views on the impact of a School Streets pilot at Hamworthy Park Junior School was evenly split with two respondents foreseeing a positive impact, two respondents a mixed impact and two respondents a negative impact.

*Figure 9 – Having read the information about the School Streets pilot at Hamworthy Park Junior School, how much of an impact, if at all, do you think the changes will have on you? (number of respondents)*




*Base: All respondents*

Respondents were asked to explain how the changes will impact them.

Positive impact:

*'Less concern walking in the cul de sac to school with cars pulling in behind us (often in a hurry) and attempting three point turns. Also safer for children cycling or scooting to school'.*

Mixed impact:

*'Please could we have a traffic warden on Ashmore Road when this is in operation as the problem will be pushed from Ashmore Close to Ashmore Road. Ashmore Road is already difficult to manoeuvre in a car as parents park on the yellow line when picking up children'.*

*'Parents will still cause congestion in the roads surrounding the school. It will just push the parking parents into the surrounding roads'.*

Negative impact:

*'We live adjacent to the school, whilst in favour of finding a solution to the current issues we feel this is the wrong solution and will only compound existing problems. Alternative exit points from the two schools should be explored in addition. it would also be better if the first school children didn't enter and exit via Ashmore Crescent as this would reduce the congestion'.*

*'I suspect more parents dropping their children off will park on Ashmore Avenue in contravention of single and double yellow lines. This happens now and never seems to be policed. This will increase hold ups and traffic jams on Ashmore Avenue which is likely to*

*make it more dangerous for children walking or cycling etc to school due to reduced visibility'.*

## Impact on children

The survey contained question for parents/carers about how their children travel to the school, the impact the School Streets pilot will have on their children and what might help them adapt to the new School Street. There was only one parent/carer who completed the survey. They felt the pilot would have a positive impact on their child as it would be safer.

## Other comments or suggestions

All respondents were asked if they had any other comments or suggestions about School Streets. There were three comments/suggestions:

*'Can you apply this idea to roads near the park and beaches that become very busy and dangerous in the summer months when people double park their cars, blocking the thoroughfare and stopping residents from getting in and out of their drives?'*

*'Very positive change. Thank you'.*

*'Happy to discuss further and assist in any way we can to finding a solution to the issues'.*

## Additional Responses

There were six additional responses by way of email or phone. This included two emails and two phone calls from local residents. The concerns from these residents were mainly around parking issues being pushed onto other surrounding streets and parents/carers blocking driveways and making access difficult:

*"Where do you propose parents etc should park? Tuckers Lane, Hounslow Close? The streets are already over parked on the pavements so much pedestrians can hardly walk on the pavements. School children and disabled electric vehicles have to walk and drive up the middle of the road because the pavements are blocked by vehicles, which is very dangerous for their safety. If there is so much concern for the safety of children then put double yellow lines on the streets of the whole surrounding area of the school for about a ten minute walking distance. Although I applaud your decision for the safety of school children you are only shifting the problem to some other street. It does not answer the problem of careless and dangerous parking which should be resolved as soon as possible. Unfortunately there are too many people who deliver children to school who just do not care about anything but their own circumstances".*

*"I am writing in relation to the proposed introduction of a 'School Street' at Hamworthy Park Junior School in the New Year…We live adjacent to the school, and have over many years endeavoured to engage with the school to resolve the issues that exist at the beginning and end of each school day. We observe the issue first hand every school day. Unfortunately we have received little or no response from the school and have seen the issues worsen considerably over the past few years. It is only a matter of time before an adult, child or dog is injured. It is encouraging therefore that some action is finally being taken. Our concern however is that the solution proposed will not improve the situation but make it worse and more dangerous for the children, parents, siblings, dogs etc. at the beginning and end of each school day…"*

There was also an email from a nearby school about parking issues being transferred to their site:

*'While we appreciate the concerns of the other schools that are in our catchment with traffic and parking, when these decisions are made, it means that we are then used as a parking lot for these schools' parents. Please can this be handled carefully to prevent the H&S risk being transferred to our site'.*

There was also one email from a parent at the school about illegal parking and idling engines:

*'I am grateful to see this initiative. If you care to view Widen My Path, you can see where the problem points are (including at the pelican crossing on Blandford rd) and my idea would be to even make the road single lane, but this initiative might be easier. As it stands on the Ashmore Avenue entrance there are several daily breakings of the law committed by car drivers at morning drop off and pick up – parking on the double yellows (which might increase), letting children out of the car at the zebra crossings, parking on the zig-zags and IDLING engines. PLEASE PLEASE I implore you to implore the school to make an issue of this and to educate the children on air pollution. It is illegal already. Parents don't know this. … The other issue with the Ashmore Road entrance is that for instance it's that we only use it because school have closed the side gate on Stone Close. If we can just pop in here it saves us the dangerous Ashmore Avenue stretch of road from the park. Last use there must have been at least 50 families use it of a morning. You will get people drive up and park (idling) on the double yellows but if it was patrolled by traffic wardens then the problem soon goes. So much of the poor safety driving behaviour is because people think they can get away with it. I believe they even idle as that somehow is supposed to indicate that they are not actually parked. And in heavy rain the children get drenched from passing cars. Big puddle on that corner and by the railway line. And of course people are only doing 20?!! So much of this initiative is only going to be a success if you and the school communicate well together. Please please make a point about stopping idling…'*

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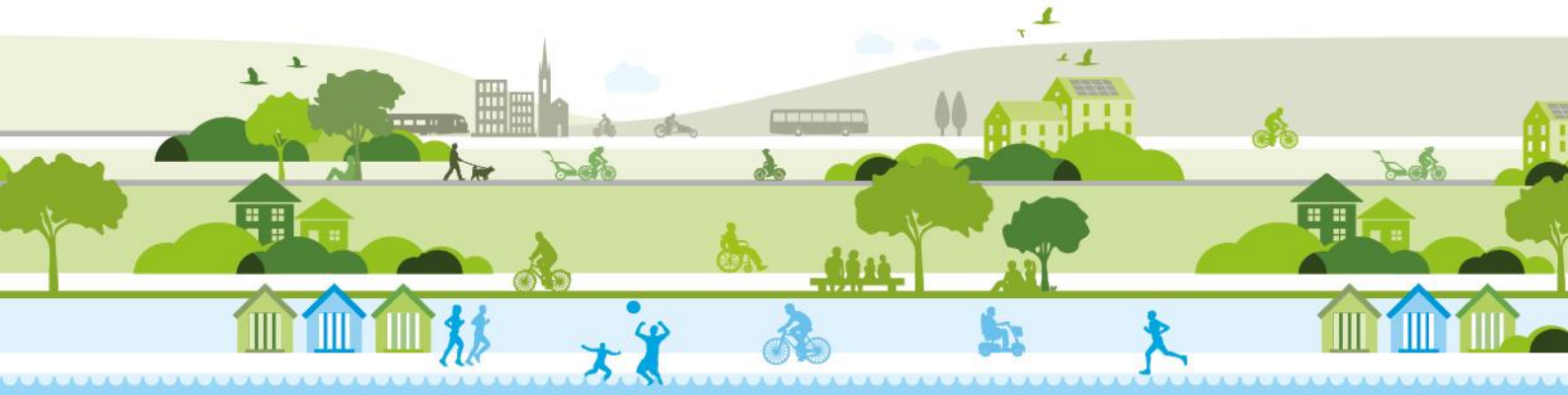
# LIVINGSTONE ROAD INFANT AND JUNIOR SCHOOLS

# SCHOOL STREET ENGAGEMENT REPORT

## Consultation and Research Team

**Author:** Policy and Research, BCP Council

**Date:** December 2021



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# Introduction

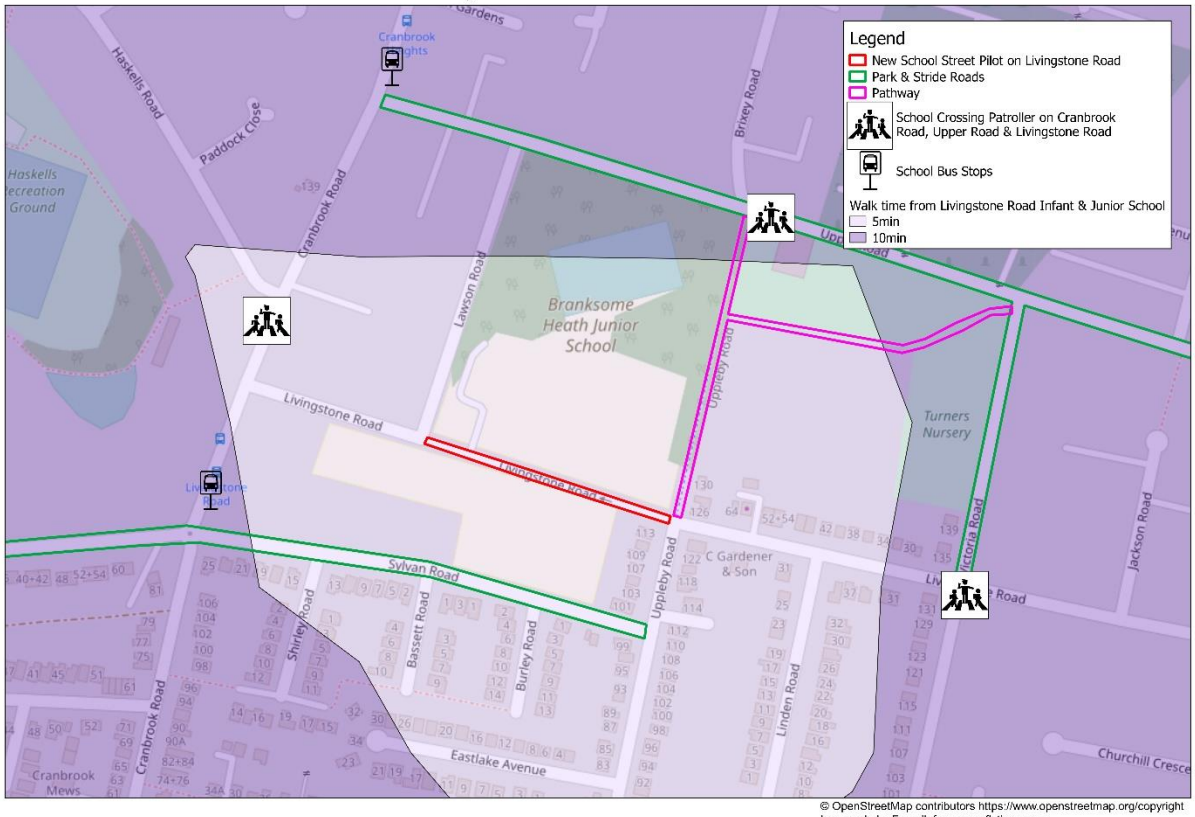
A School Street is where the road outside a school is closed to motor vehicles for a short period (45-60 minutes) at the beginning and end of the school day. Parents and carers are asked to either walk, scoot or cycle with their children to school, or to park a little further away and walk the last few minutes of the journey.

School Streets have been very effective elsewhere, by:

- Reducing road danger at the place where the most children and their families are likely to congregate;
- Improving the air quality outside the school, protecting young lungs;
- Encouraging physical activity into the children's routine, which makes them healthier, happier, more energised and ready to learn.

Livingstone Road Infant and Junior Schools are one of four schools where a School Street will be trialled in early 2022. Livingstone Road will be closed via a timed Traffic Order, displayed on signs at the entrance to the road. During the closure periods, stewards will be present to help enforce this, and to welcome families arriving at the School Street on foot, scooter or bicycle. Blue Badge holders will be allowed through in their cars if required.

Livingstone Road - School Streets Pilot

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# Methodology

Pre-consultation took place with parents/carers at Livingstone Road Infant and Junior Schools as well as residents and businesses living in the immediate vicinity. The consultation ran for just over 4 weeks.

**18 November – 17 December 2021**

A letter was sent to all properties and businesses in the immediate vicinity of the school promoting the consultation, explaining how to have their say online and how to request a hard copy of the information and survey.

The school sent an email to all parents and carers with a link to the survey and information.

The survey and information was hosted on Engagement HQ; the council's consultation platform. The project page included background information, a map, a link to the survey and a list of frequently asked questions.

A total of 118 people viewed the Engagement HQ project page.

# Survey results

52 survey respondents

A total of 52 people responded to give their views. This included 17 local residents living in or around the School Street, one business/organisation, 38 parents/carers at Livingstone Road Infant and Junior Schools and eight members of school staff/governors.

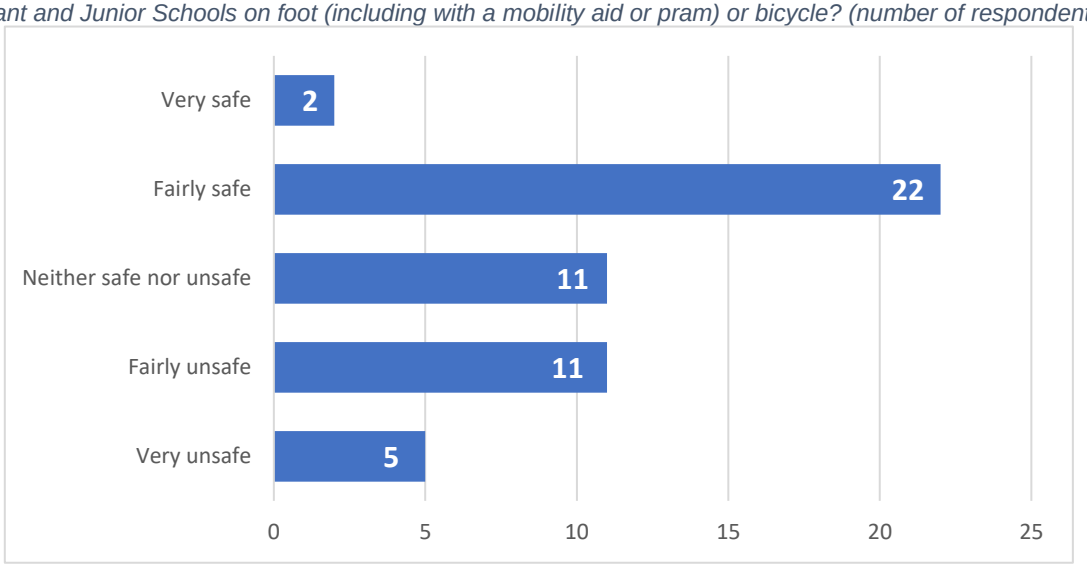
There was also one additional response by way of email. More information about this can be found on page 15.

Figures in this report are presented as numbers of respondents who answered the question excluding 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

## Views on safety around the school

A total of 24 respondents felt very or fairly safe when travelling on the streets surrounding Livingstone Road Infant and Junior Schools and 16 respondents felt very or fairly unsafe. Eleven respondents felt neither safe nor unsafe.

*Figure 10 – How safe or unsafe do you currently feel when travelling on the streets surrounding Livingstone Road Infant and Junior Schools on foot (including with a mobility aid or pram) or bicycle? (number of respondents)*

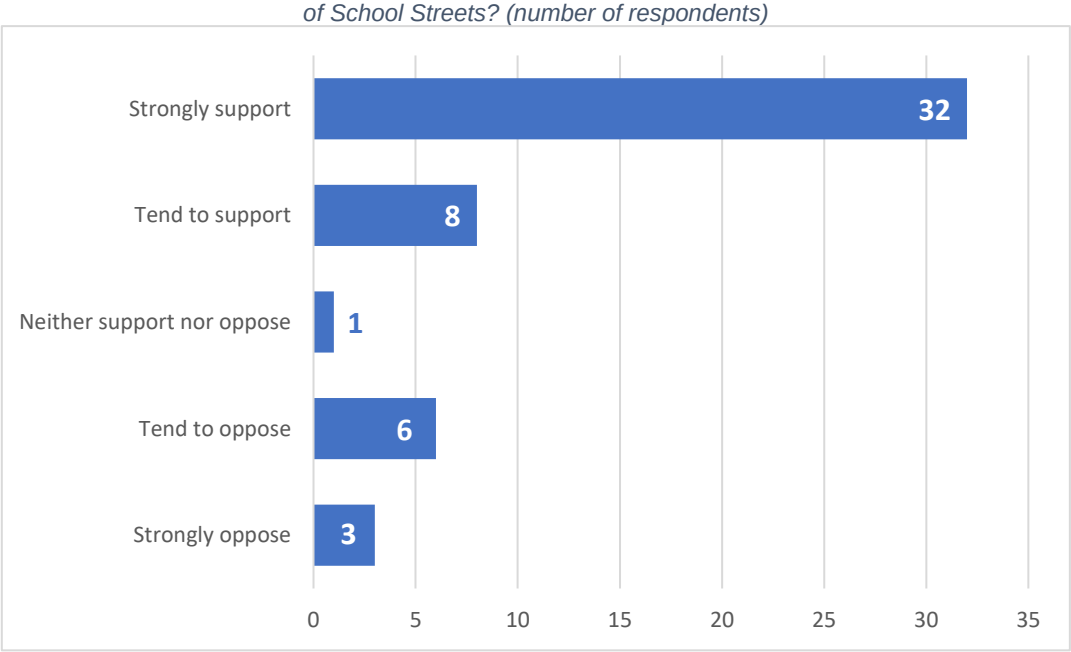



*Base: All respondents*

## Views on School Streets

The vast majority of respondents supported the idea of School streets (40 respondents strongly or tending to support it). Nine respondents opposed the idea and one respondent was neutral.

*Figure 11 – Having read the information about School Streets, to what extent do you support or oppose the idea of School Streets? (number of respondents)*

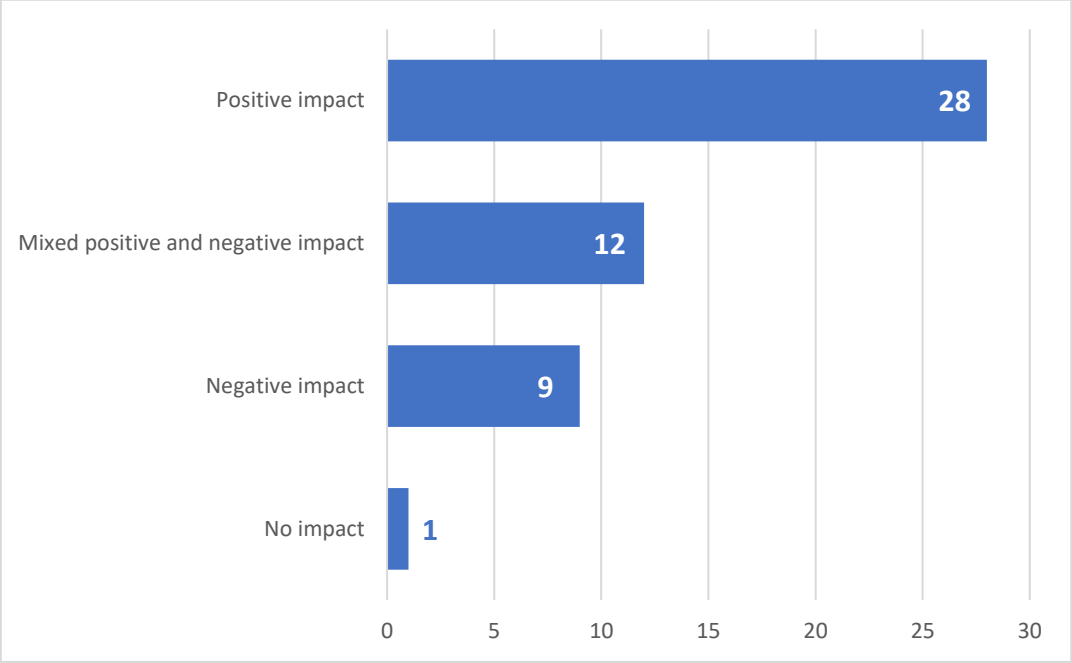



*Base: All respondents*

## Impact

Over half of respondents (28) thought that the School Streets pilot at Livingstone Road Infant and Junior Schools would have a positive impact on them. Twelve respondents thought it would have a mixed impact and nine respondents thought it would have a negative impact. One respondent thought it would have no impact.

*Figure 12 – Having read the information about the School Streets pilot at Livingstone Road Infant and Junior Schools, how much of an impact, if at all, do you think the changes will have on you? (number of respondents)*




*Base: All respondents*

Respondents were asked to explain how the changes will impact them.

**Positive impact comments were mainly around improved safety:**

*'I will know that children and their families will be protected from traffic at drop off and pick up times when people congregate outside the two schools'.*

*'No cars makes roads safer for children and especially for special needs children that have tendency's to run into road that lack road sense due to their needs'.*

*'It increases the safety of all pupils as cars will not be allowed to park on Livingstone Road. It will also encourage walking to school which is a healthy and positive thing'.*

*'Too often I am having to help older children from the junior school who are walking independently to cross the road safely as the congestion on the corner of Uppleby Road makes for very dangerous crossing conditions with people becoming impatient and driving too quickly'.*

*'Currently there are some parents rushing to park and parking on the zig zags one particular car races around and around the block until he can park, it is only a matter of time before there is an accident. Cars do generally let you cross but I am worried as there is often a bundle of kids and parents around the eyfs gate particularly at pick up and a child could easily step off*

*the pavement. It will feel much more safe on our morning and afternoon walk if there was no traffic allowed by the school'.*

*'I will feel more comfortable when kids are going out of school'.*

*'Knowing that when we get closer to the school, crossing the road will be safe and not have to be looking out for drivers carelessly parking to drop their child off'.*

*'It will make myself and my children feel safer whilst walking to school'.*

*'Having to walk around children and parents onto the road is not ideal and cars parking over yellow lines and zig zags make it hard to cross and navigate safely. The dead end of Uppleby road leading to the lane should also be closed to parents as they shouldn't be parking on yellow zig zags anyway and junior school children now go in the entrance on the Uppleby Lane. Cars reverse out of this dead end and many parents and children can't safely walk'.*

*'I walk to work and I will be in school when the road is closed. Therefore, it won't have a direct impact on me'.*

*'Feel more comfortable walking within the school road. Have been almost hit twice by vehicles whilst I was walking on the pavement in the past year'.*

*'As a governor, I would feel that everything possible is being done to allow the children at both schools to safely enter and leave school each day without the dangers caused by the large number of vehicles driving through, stopping and starting to pick up children from immediately outside the gates or waiting with idling engines. I wish this had been an option when my own children attended the schools a number of years ago!'*

*'It will be great if overall traffic is reduced, will make the area more pleasant'.*

*'I have said for years that part of the road should be permanently closed to cars, it's so dangerous at drop off/ pick up times'.*

*'We walk daily and it would definitely make a difference not having to worry about the congestion. Some vehicles absolutely fly down that road. It could only be a positive outcome'.*

*'The roads that we use, Cranbrook road and Livingstone road are very busy during school pick up and drop off, Livingstone road in particular is unsafe, some cars don't consider children that may just walk out behind cars, many cars park up on the pavement and twice just this week have missed running over my sons toes they got that close when parking on the pavement, one car was half on the road and half on the pavement, the cars take no notice of the yellow lines or the zig zag lines, as for the disabled parking many times I've seen cars with no blue badge in the spaces admittedly sometimes I have seen blue badges but often taxis use it too in fact taxis don't care where they park on Livingstone road. I understand kids do need to learn road safety but not to the extent of a child having an accident or worse death. This road should definitely be closed to cars and this should of been done years ago'.*

*'I will not have to worry where parents park their cars. I will feel much safer taking my child to school. The school streets pilot should of happened years ago. It will be so nice with no cars down the school roads'.*

**Mixed impact comments were mainly around weighing up convenience with safety and concerns about the School Street pushing parking issues onto other streets:**

*'Convenience but I can also see that a child will be killed there soon due to bad parking and driving, so worth a few extra steps in a day'.*

*'Not sure it will have a positive impact as people will park elsewhere causing congestion in another street. I feel most unsafe walking and trying to cross around the joining roads especially the roundabout and along Grove Road. I feel this maybe moving the problem instead of addressing it. I would suggest a car park or a school bus scheme for those living further away'.*

*'I live on Livingstone road and quite often are unable to get off my drive due to parents parking to take their children into school'.*

*'Soaked children when it's pouring with rain'.*

*'Feel it will be safer for children at both schools, but I myself will have to park further away then I currently do due to the amount of cars that will have to relocate from their current parking spaces'.*

*'We are able to walk to school luckily. If you close the school road, all the additional roads around are going to be even worse than they are now. You'd be better making pull in/out bays along one side of Livingstone so that parents can drop off quickly. Or tell junior school parents that all children can be dropped through the side gate & to park at the top of the walking only part of Uppleby'.*

*'When the road is closed I think the traffic along Uppleby Rd and the part of Livingstone Road which is still open will be gridlocked. Currently there is insufficient space for traffic to flow in both directions along these roads due to cars being parked on both sides of the road. There will not be space for cars to drive down Livingstone and into Uppleby whilst traffic tries to come down Uppleby and into Livingstone Rd at the same time. I fear roadrage and accidents as families still try to get as close as humanly possible to school. They will drop and go by just stopping in the middle of the road to let older children out. Also worried that children will be behave differently being told there is no traffic outside school when actually some traffic is actually permitted which may catch them unawares'.*

*'Positive - safer for the children and families on Livingstone Road and the dead end area of Uppleby Road. Negative - perhaps more cars driving and parking on Victoria Road which is where we live'.*

*'Love the idea. Sylvan Road will continue (and probably get worse) to be a problem for people accessing the site on that road and also a problem for road users driving via Sylvan'.*

*'Pinocchio Preschool has its entrance on the section of Livingstone road that runs between Cranbrook Rd and Lawson Rd. Staff do not have parking on site and have to use this stretch of road or Lawson Rd for parking. All staff that need to park live away so rely on using cars to get to work and can't walk. With more parents trying to park in this area and using the road it will become impossible. This section of road is already a nightmare with people parking on double yellow lines.... disabled badge holders seem to think it is ok for them to do so even though they are causing obstruction. This makes the crossing in this section of road very unsafe because of parked cars restricting vision. Children who cross at the bottom of Lawson Rd will need to find an alternative route they are already particularly at risk, with increased traffic and restricted vision I fear it will become a hot spot for accidents. Pushing more traffic on to this stretch of road is going to make it even more dangerous than*

*it is now. I agree in principle to the closure of the proposed part of Livingstone Rd making it so much safer for children/families but fear it will have a huge impact on the safety of the section of Livingstone Rd in front of our entrance'.*

**Negative impact comments focussed on the School Street causing issues on other roads and it causing problems for parents with more than one child and tight schedules for work:**

*'We already have a large number of cars parking on Uppleby Road at school drop off and pick up times, some of which park on double yellows. Although in support of the idea of School Streets, it moves issue on to nearby streets making them more unsafe'.*

*'I live in one of the houses on Uppleby Road on the North side of Livingstone Road. Parents already ignore the no parking that exists in that area and with Uppleby Road not being included, this is likely to push more cars into this area. Parents and children also congregate in this area and there have been several near misses for bikes, adults and children where cars have gone to pull away and not seen someone there. Could this part of Uppleby road also be included in the school street zone, so that this area is also made safer? In the Summer, there are also issues with the ice cream van that parks on the corner of Uppleby and Livingstone, causing further risk in the area'.*

*'I do think it is a good idea to have less traffic around school and I'm a big advocate for children walking to school. However for me 2 mornings a week I have a very short timeline in order to drop my son off at school and get to work so on these days I do have to drive. Adding an extra walk onto dropping off and getting to work will have a negative impact on me. I am a teacher myself and can not be late for class. I would hope a project like this would be more focused on people not using cars unnecessarily not shifting the traffic to another road'.*

*'I have 3 children who attend the school with SEN needs, having to park further away puts them and others in danger, my son has school avoidance and needs to be physically carried into school each morning due to his challenging behaviour and attempts to flee. I then have another child to get to a different school at the same time, he is already late every morning and will make it worse. As other parents will have to park the surrounding roads will become more congested and unsafe. A better option would be to make Livingstone road one way all the way down to Cranbrook in my opinion'.*

*'I am worried about the traffic on the hill on Lawson Road. When it gets congested both up and down, it is a nightmare and becomes gridlock. I feel with parents not able to use Livingstone road, they will all try and get to there which will make it difficult'.*

*'I'm a parent of two who lives in around the school I'm also a delivery driver so I know how congested the roads are there not going to get any less congested by closing the school road for an hour before and after school it's going to cause more of a problem'.*

*'Due to a busy working schedule this will impact me. Taking both children out of the car walking down the road with slow walkers and back again with the youngest!'*

**No impact comments:**

*'I drive to drop my daughter off as I go straight to work but I already park on one of the park and stride roads'.*

**Don't know / N/A comments:**

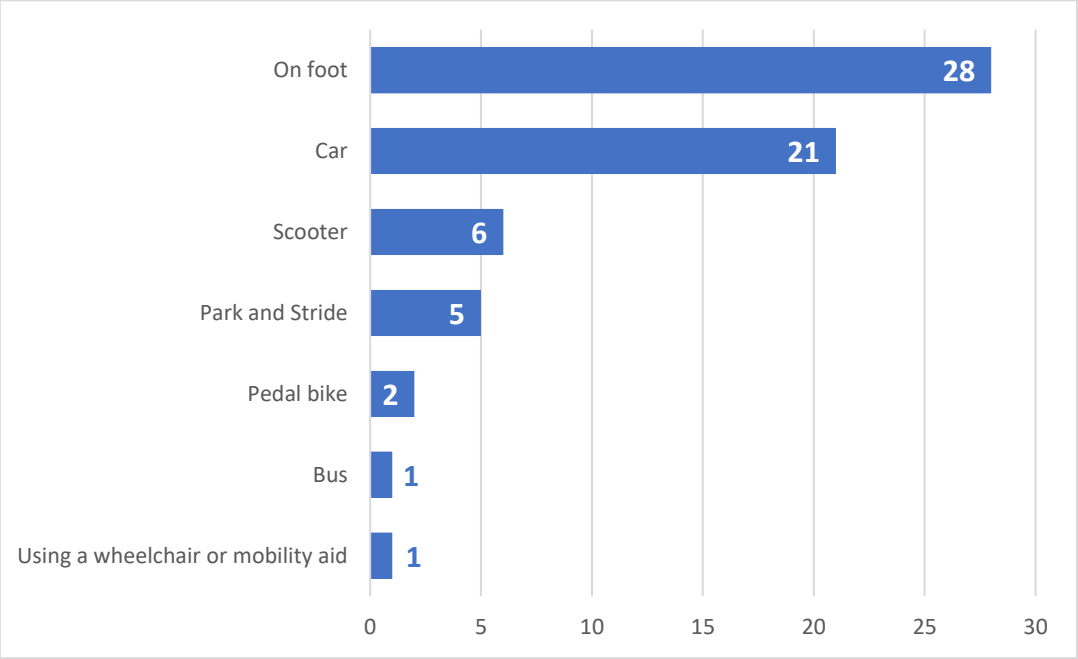
*'I am a grandparent of which there is many of us taking our grandchildren to school each day, our daughter is a postie starting at 6 in the morning I arrive at 6.45 so her partner can go to work and when she finishes walking all day she then walks up to the school to collect the children so the problem that I have that I'm in my 60s and buying a bike or scooter is just ridiculous and I've got a heart condition so the hills are a killer. I am a law abiding person that may have to stop helping our daughter and would have to leave her job of seventeen years because she has no other choice so for me this is heart breaking it's not our fault that a handful break the law, couldn't cameras be put up instead and save a wage of someone policing this dreadful idea'.*

## Children's current travel habits

The survey contained questions for parents/carers about how their children travel to the school, the impact the School Streets pilot will have on their children and what might help them adapt to the new School Street.

The majority of children currently travel to school on foot or by car.

*Figure 13 – How does you child/ren currently travel to Livingstone Road Infant and Junior Schools? (number of respondents)*

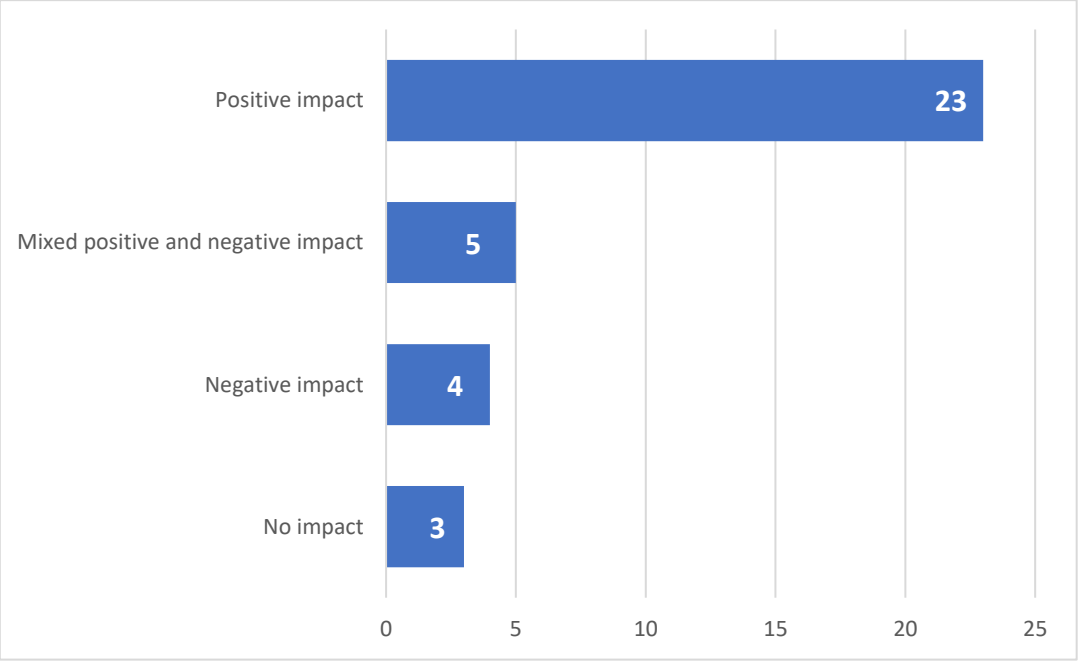



*Base: 38 respondents*

## Impact on children

The majority of parents and carers thought that the School Streets pilot would have a positive impact on their children (23 respondents). Five respondents thought it would have a mixed impact, four respondents thought it would have a negative impact and three respondents thought it wouldn't have an impact.

*Figure 14 – Having read the information about the School Streets pilot at Livingstone Road Infant and Junior Schools, how much of an impact, if at all, do you think the changes will have on your children? (number of respondents)*




*Base: 37 respondents*

Respondents were asked to explain how the changes will impact their children.

**Positive impact comments were mainly around children being safer, especially when crossing between the two schools, and also having cleaner air:**

*'When my child is old enough to walk independently to school I will feel reassured that the journey will be safer'.*

*'Less car fumes and danger'.*

*'It'll make the road directly outside the school much safer'.*

*'Increased sense of safety'.*

*'They will be able to walk safely to and from school'.*

*'Children will be safer between the two schools'.*

*'A small amount of time before entering school without having to worry or be anxious about vehicles, also exhaust fumes right outside the school'*

*'Can cross the road safely'.*

*'Will mean when crossing from infant to junior school, it will be safer'.*

*'It will be safer'.*

*'More walking can only be positive'.*

*'Less cars outside the school will make it a safer place to walk, with less chance of an accident and less exhaust fumes, plus it would be calmer environment outside the schools'.*

*'Worry about how fast cars travel past the school and also how poorly and irresponsibly a small number of vehicles park so close to school gates/entrances'.*

*'They will not need to worry where parents park their car. My child will feel safer. It will be so nice to go down the school road and see no cars'.*

**Mixed impact comments were around having further to walk and lateness as well as it being less safe in the surrounding roads:**

*'My child will probably not want to walk further especially if they are tired, which can cause stress for myself & other family members if they are upset. Many parents find getting children ready for school & school runs stressful enough'.*

*'My daughter sometimes worries that I won't get off the drive. I think it would be a lot safer'.*

*'More cars in the roads around the school making it less safe'.*

*'School lateness, putting them in danger'.*

**Negative impact comments focused on children getting wet in bad weather and being late as well as making the crossing at Silvan more dangerous.**

*'Wet when raining'.*

*'Will make them late'.*

*'Minor negative impact. Crossing the road at Silvan will be more dangerous (especially with the 'blind hill')'*

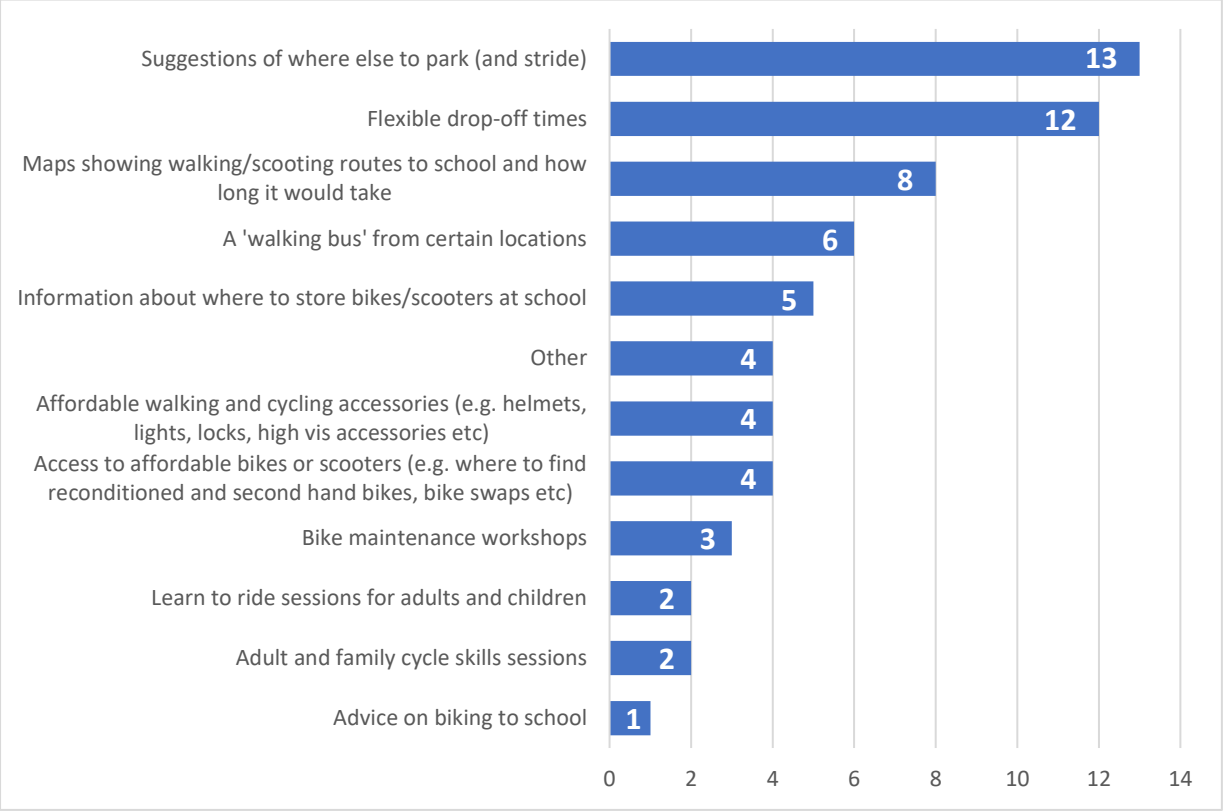
**No impact comments:**

*'We will still be driving the 2 mornings as that isn't a choice. It won't effect my son -I don't find it too busy to worry about his safety'.*

*'We already park on a nearby road and walk in'.*

Parents and carers were asked what would help them and their children adapt to the new School Street. The top three things were suggestions of where else to park (and stride), flexible drop-off times and maps showing walking/scooting routes to school.

*Figure 15 – Which of the following would help you and your child/ren to adapt to the new School Street? (number of respondents)*




*Base: 30 respondents*

Other suggestions included a dedicated car park or a school bus scheme.

## Other comments or suggestions

All respondents were asked if they had any other comments or suggestions about School Streets. There were sixteen comments. These ranged from support for the pilot to concerns about displacing parking issues and suggestions of other restrictions/enforcement:

*'Keep this in place always safer roads for special needs children attending school that walk and have lack of road sense due to their sensory needs'.*

*'Great idea, long time coming!'*

*'Close Uppleby Road dead end which leads to Uppleby Lane where Junior school children can go in the gates. Too many cars park there on the zig zags or outside residents houses. They also reverse out of the road onto Livingstone Road'.*

*'Perhaps an idea that rather just moves the problem of cars from one street to another, there needs to be more parking restrictions in more roads around the schools, so that drop offs and pick ups have to be done further away in more suitable areas'.*

*'Just a repeat that including the north end of Uppleby road in the school street would make sense and further make the area safe'.*

*'Can you please make sure parking attendants are regularly attending the junction of Lawson Road and Livingstone road, as cars currently park all over the double yellow lines (across dropped curbs) making it dangerous for any foot traffic at this end of Livingstone road. I feel this will only get worse with people unable to park on Livingstone road'.*

*'Worried about pushing the vehicles that usually drive to school, onto surrounding roads, including inconsiderate parking'.*

*'What a brilliant idea! I wish this had been an option when my own children attended the schools some years ago!'*

*'Need to look carefully at the surrounding roads and the impact on them. E.g. Linden Road - at the top it is a blind corner when cars are parked in Crest Road around the junction with Linden. If you are going to close the road I think one way systems should be put in place to allow traffic to flow without incident'.*

*'These should be around every school in BCP! We need to get more kids walking or cycling to school, and reducing traffic and bad parking around schools will really help'.*

*'I just honestly think it's ridiculous suggestion as there isn't any parking around this school so any parents like myself who have to be at work for 9/930 are going to be late not only are there children going to be late but so are we as parents to work I struggle to find a space most of the time but I have a three year old who struggles walking long distances'.*

*'I really hope this is permanently pedestrianised so the schools can be 100% safe from traffic'.*

*'Please, please, please make it permanent to keep this road closed so we can safely walk to and from school'.*

*'There is still a real issue with dog poop on the pavements around the school area. There is also a dog bin right outside the school. If more people are walking, the pavements will become more crowded and there is more chance of children stepping in the poop and walking it into the school or their homes. Please would you move the dog bin to a more suitable location and monitor dog owners in the area. I've walked to the school for over 6 years and it's always been a problem. How can it be best addressed? Please help. Thank you'.*

*'If parents are not going to be parking in between the schools would it be possible for preschool staff to have access (permit) to do so??'*

*'I am so glad at last the school roads will be closed around school time, I hope this continues for many years. It should of happened years ago. It will make much safer for all the children'.*

## Equalities and human rights

Respondents were asked if there were any positive or negative impacts of this proposal that they believe BCP Council should take into account in relation to equalities or human rights. They were also asked if they were able to provide any supporting information and suggest any ways in which the organisation could reduce or remove any potential negative impacts and increase any positive impacts. Four respondents made a comment. The comments were mainly about the impact on people with disabilities:

*'We already have some issues of cars parking on pavements restricting those in wheelchairs and mobility aids, and this proposal has the potential to increase that issue in roads surrounding Livingstone Road schools'.*

*'My son uses a walking cane so having no cars down this busy road will have a massive positive affect on him (less noise, less stress, less for him to deal with)'.*

*'Only allow blue badge holders close allocated parking'.*

*'If Uppleby road dead end (126-130) is left open to parents as an option they will continue to park over zig zags and outside residents homes and this will be as dangerous as leaving the school road open and will not encourage people to walk as they reverse down the road and drop out there children'.*

## Additional Responses

There was one additional response by way of email about the pilot causing problems for parents with more than one child and having to be to be at work by 9am:

*'My daughters school Livingstone road from January and for the year will be part of the school street scheme , now this is a very hard place to park even around the roads away from the school early morning and after school , to shut the main part of the school road for up to a hour morning and afternoon how are we as parents that work that have to be at work for 9 supposed to get our children to school on time if we have to park roads away and to the school and back , myself among other parents that have more than one child and have more than on drop of times this just won't work I live in Parkstone and even from my house it's a good twenty minute walk on my own that is I have a three year old and a 6 year old I would be leaving my house even earlier just to get them to school and nursery to them get home before 9 for work just won't happen is there a way parents such as myself can appeal it I understand it's to stop congestion but this is going to cause a lot more congestion around the other roads'.*

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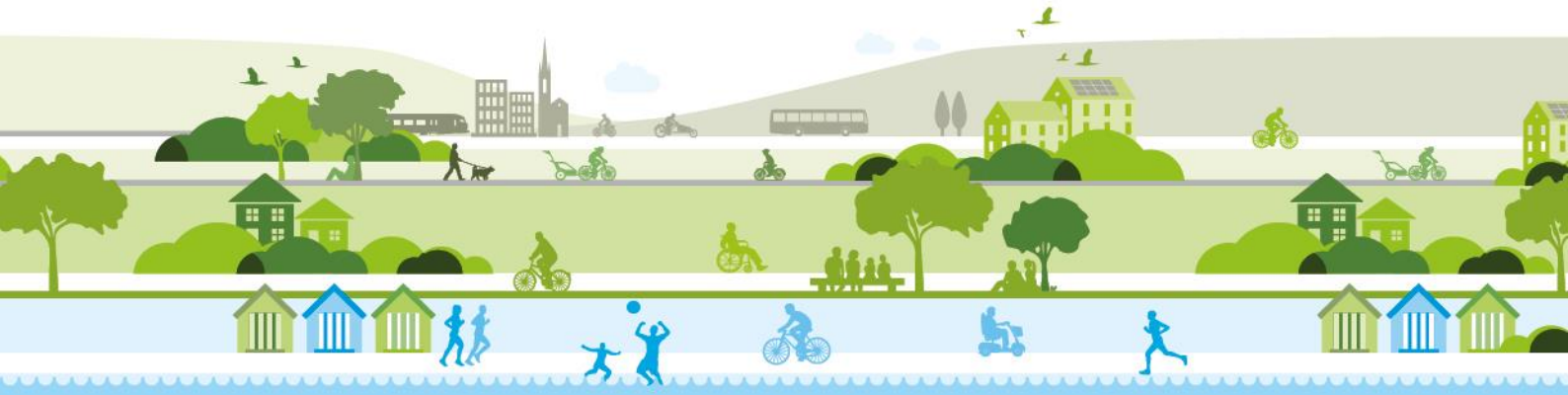
# ST CLEMENT'S AND ST JOHN'S INFANT SCHOOL

# SCHOOL STREET ENGAGEMENT REPORT

## Consultation and Research Team

**Author:** Policy and Research, BCP Council

**Date:** January 2022



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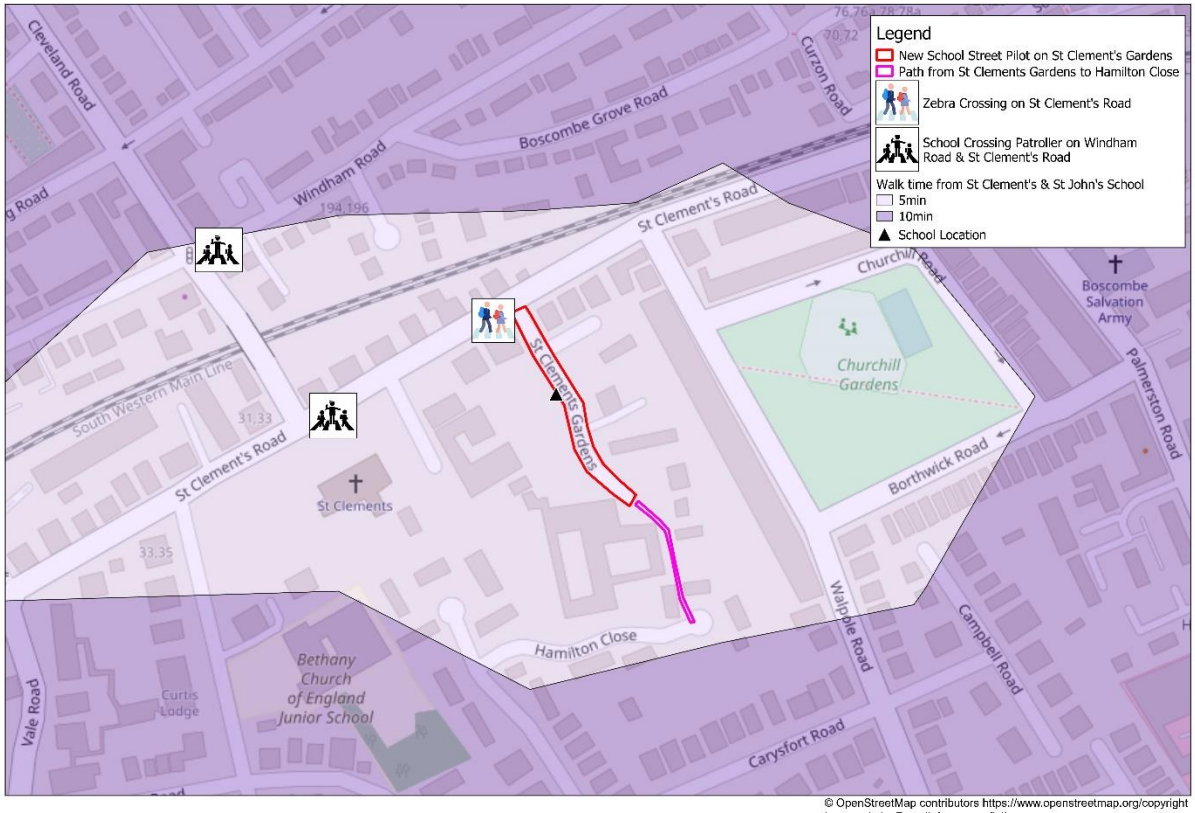
School Streets have been very effective elsewhere, by:

- Reducing road danger at the place where the most children and their families are likely to congregate;
- Improving the air quality outside the school, protecting young lungs;
- Encouraging physical activity into the children's routine, which makes them healthier, happier, more energised and ready to learn.

St Clement's Gardens will be closed via a timed Traffic Order, displayed on signs at the entrance to the road. During the closure periods, stewards will be present to help enforce this, and to welcome families arriving at the School Street on foot, scooter or bicycle. Blue Badge holders and residents will be allowed through in their cars if required.

St Clement's & St John's CofE Infants - School Streets Pilot

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# Methodology

Pre-consultation took place with parents/carers at St Clement's and St John's Infant School as well as residents and businesses living in the immediate vicinity. The consultation ran for just over 6 weeks.

**18 November – 31 December 2021**

A letter was sent to all properties and businesses in the immediate vicinity of the school promoting the consultation, explaining how to have their say online and how to request a hard copy of the information and survey.

The school sent an email to all parents and carers with a link to the survey and information.

The survey and information was hosted on Engagement HQ; the council's consultation platform. The project page included background information, a map, a link to the survey and a list of frequently asked questions.

A total of 130 people viewed the Engagement HQ project page.

# Survey results

26 survey respondents

A total of 26 people responded to give their views. This included 1 local resident living in or around the School Street, 24 parents/carers at St Clement's and St John's School and one member of school staff.

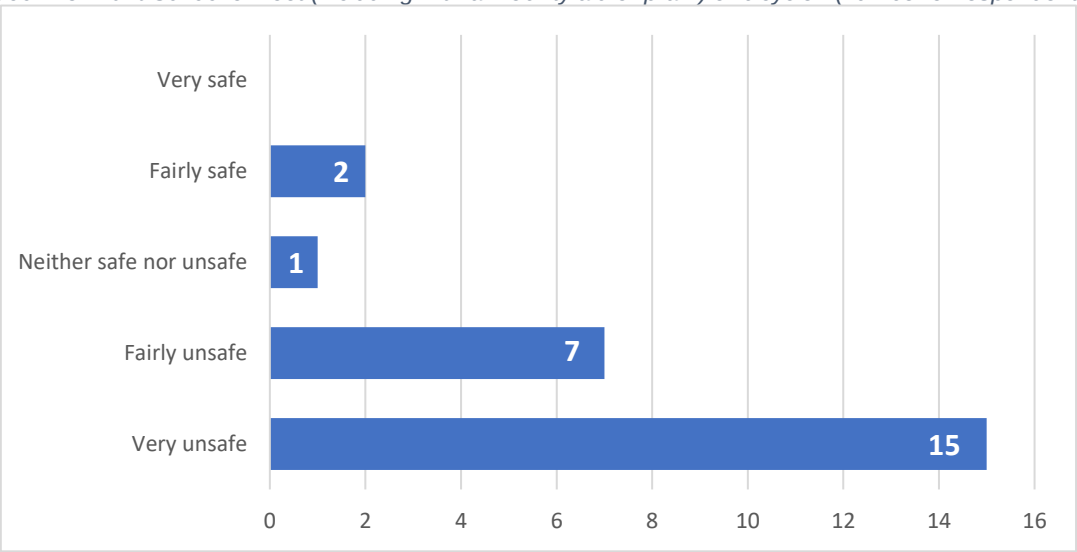
There were also three additional responses by way of email. More information about this can be found on page 13.

Figures in this report are presented as numbers of respondents who answered the question excluding 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

## Views on safety around the school

The vast majority of respondents (22) felt fairly or very unsafe travelling on the streets surrounding St Clement's and St John's Infant School. Two respondents felt fairly safe and one respondent felt neither safe nor unsafe.

*Figure 16 – How safe or unsafe do you currently feel when travelling on the streets surrounding St Clement's and St John's Infant School on foot (including with a mobility aid or pram) or bicycle? (number of respondents)*

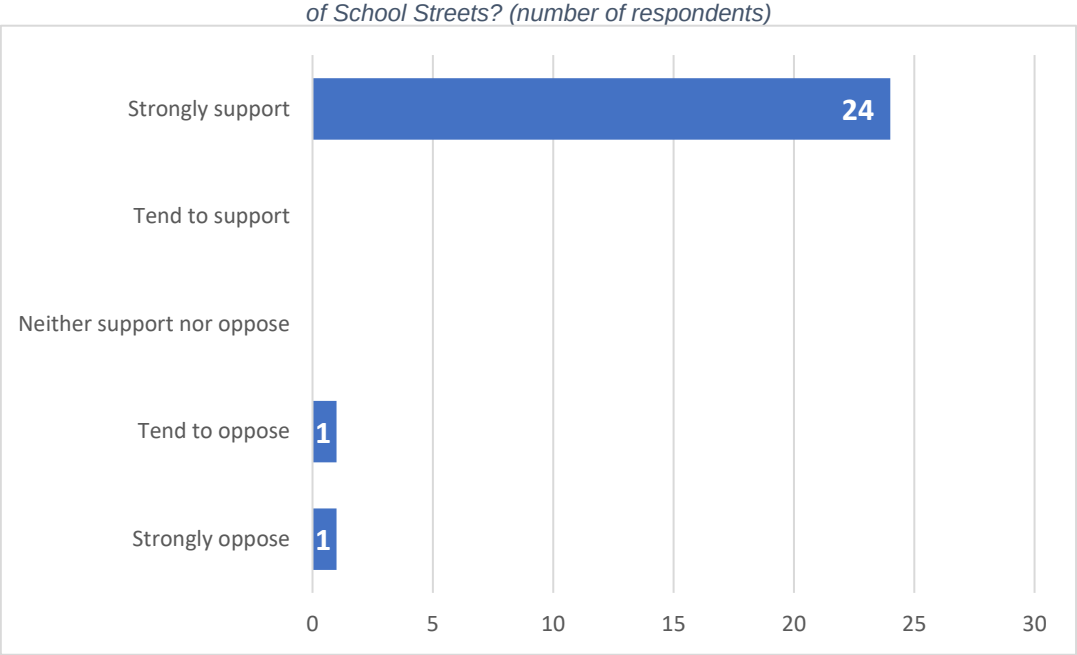



*Base: All respondents*

## Views on School Streets

The vast majority of respondents strongly supported the idea of School streets (24 respondents). Two respondents opposed the idea.

*Figure 17 – Having read the information about School Streets, to what extent do you support or oppose the idea of School Streets? (number of respondents)*

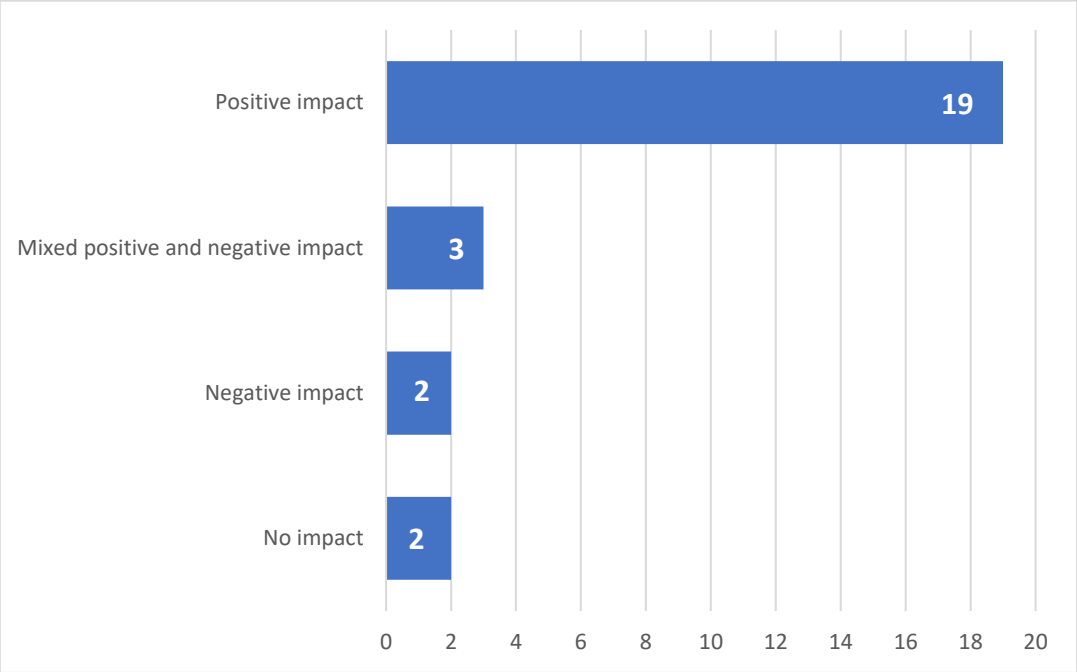



*Base: All respondents*

## Impact

The vast majority of respondents (19) thought that the School Streets pilot at St Clement's and St John's Infant School would have a positive impact on them. Three respondents thought it would have a mixed impact and two respondents thought it would have a negative impact. Two respondents thought it would have no impact.

*Figure 18 – Having read the information about the School Streets pilot at St Clement's and St John's Infant School, how much of an impact, if at all, do you think the changes will have on you? (number of respondents)*




*Base: All respondents*

Respondents were asked to explain how the changes will impact them.

**Positive impact comments were mainly around improved safety and less congestion:**

*'Would feel much safer when waiting outside the school gate at drop off and pick up times, without the fear of cars blocking the road and parking in inappropriate places'.*

*'Walking and cycling with my kids means it's always a worry about the dangers of the cars down that road. On top of that trying to cycle away from school run I face the risk of the kids and parents jumping out of their cars that have come down the road and just parked up. I love the idea of the road being shut off'.*

*'I walk to school with a 6 year old and 2 year old in orange, cars park all over the place sometimes we cannot see the road to cross safely and on numerous occasions have cars pulled out of the road outside the school narrowly missing my orange, this will greatly benefit my confidence in walking to school regarding my children's safety'.*

*'The parents driving in that road are awful, ignorant of the kids around, dangerous parking'.*

*'Too many cars park on double yellow lines and there is chaos with cars trying to get in/out and it is dangerous for all the children coming out of school'.*

*'The road is very dangerous for us who walk with our children'.*

*'The changes will mean safety on school runs'.*

*'I am always concerned about vehicles maneuvering outside the school with large number of parents and children close to the roadside. I am also worried about the large number of vehicles that drive through the adjacent pedestrian crossing while people are crossing - it's an accident waiting to happen!!'*

*'My daughters both go to St Clements. School and preschool. It is very unsafe and very unhealthy journey 2x day 5x per week for all of us. We go on foot or on scooters. School drop off and pick up is chaotic due to close proximity to the road and heavy traffic. Especially at school drop off. Madness'.*

*'More safe walking to the school with children'.*

*'Every single day, at least, one car blocks the pavement or the yellow crossing on the road. It becomes unsafe to cross with children no matter what direction you approach the school in. Equally, residents find it extremely hard to access their drives as parents block the drives. There is a lot of parking around the school area, so this shouldn't be a problem and would make it a lot safer for the children and less stressful for parents alike'.*

*'It will be much better as everybody can spread out more and use the road to walk down as well the pavements (which are currently very narrow. I'm sure the residents will greatly appreciate less disruption along their street too. But I think you should give advice to the parents that often use that street to park their cars - give the names of other streets that are likely to have parking - and how many minutes walk from St Clement's garden they are. You are bound to get drivers moaning about this proposal so find a way to convince them that it's not much of an inconvenience'.*

**Mixed impact comments were mainly around concerns about there still being issues with inconsiderate and illegal parking:**

*'I'm happy to walk my child to school. I do drive as well as needing to get to/from work. This won't impact me as such but I can see it causing difficulties in getting along St Clements Road. School drop off and pick up times are already busy with parking on double yellow lines and the zigzags by the zebra crossing. I can only imagine what it will be like when the scheme is started'.*

*'Don't feel it's going to stop some people'.*

*'There is also a significant issue with vehicles not stopping at the zebra crossing on St Clement's Rd plus cars parking along that road, neither of which will be addressed by the current School Streets plans, possibly making them worse'.*

**Negative impact comments focussed on parking issues:**

*'I live in Hamilton Close and park in the small off road parking opposite. The road is narrow with no double yellows and cars parking opposite make it hard to get out. I have also had cars completely block me in'.*

*'There aren't available car parking around the school. Rainy and windy days will be terrible to take our kids there. The park around church should become car parking .. that would help parents and the traffic'.*

**No impact comment:**

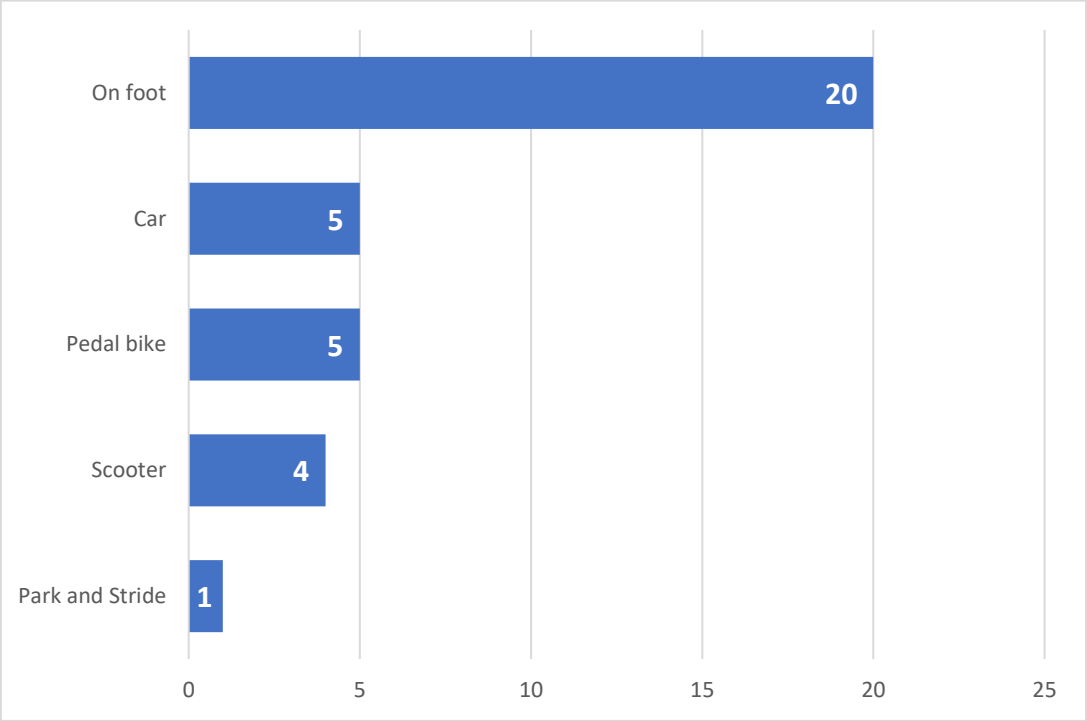
*'I walk to school with my son every day so it wouldn't affect me at all, but I strongly believe that it would improve the children's safety if cars were restricted on the times proposed. So many cars drive all the way down to the dead end and back again, and it's not exactly a big road, so many cars double park making it dangerous to cross and park over residents drives. Please make your proposal happen!'*

## Children's current travel habits

The survey contained questions for parents/carers about how their children travel to the school, the impact the School Streets pilot will have on their children and what might help them adapt to the new School Street.

The majority of children currently travel to school on foot.

*Figure 19 – How does you child/ren currently travel to St Clement's and St John's Infant School? (number of respondents)*

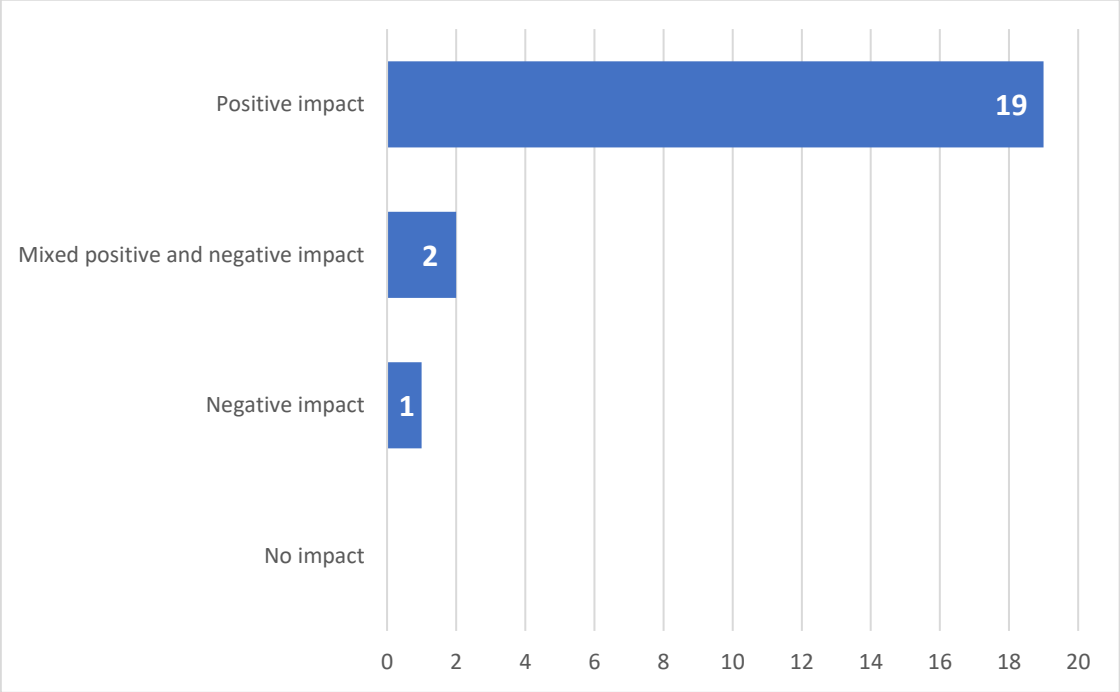



*Base: 23 respondents*

## Impact on children

The vast majority of parents and carers thought that the School Streets pilot would have a positive impact on their children (19 respondents). Two respondents thought it would have a mixed impact and one respondent thought it would have a negative impact.

*Figure 20 – Having read the information about the School Streets pilot at St Clement's and St John's Infant School, how much of an impact, if at all, do you think the changes will have on your children? (number of respondents)*




*Base: 23 respondents*

**Positive impact comments were mainly around children being less fearful and having cleaner air:**

*'It will be safer'.*

*'Less emissions from car exhausts will make the environment much healthier, noise levels will be reduced and a much calmer environment, as parents have been seen arguing over parking etc'.*

*'They won't be worried about all the traffic'.*

*'My oldest is always worried she will be hit with a car who cannot see her due to traffic build up and cars parking on double yellow lines outside her school'.*

*'Safer walking to/from school'.*

*'Feel safer'.*

*'No need to scare when cars moving and child around them'.*

*'They will feel safer and there will be cleaner air for them to breathe in'.*

*'They will be more confident to cross roads and understand the road laws'.*

*'Children will no longer be intimidated be matured road users'.*

*'Less stress in close proximity to road. Less unhealthy air in their lungs. Less noise. We could actually hear each other and have a conversation on the way to school and back. Traffic is very noisy'.*

*'It's very hard to show the children how to cross safely when the crossings are blocked and we have to walk in the road. The beeping and arguments are also awful for the children to see. No matter how many emails the school send out. The problem is always the same'.*

*'Not so overwhelming for them to have heavy traffic everywhere. Less pollution in their faces. More safe for them. Less anxious/shouting parents scared that their kids are going to get hit by a car'.*

**Mixed impact comments:**

None

**Negative impact comments:**

None

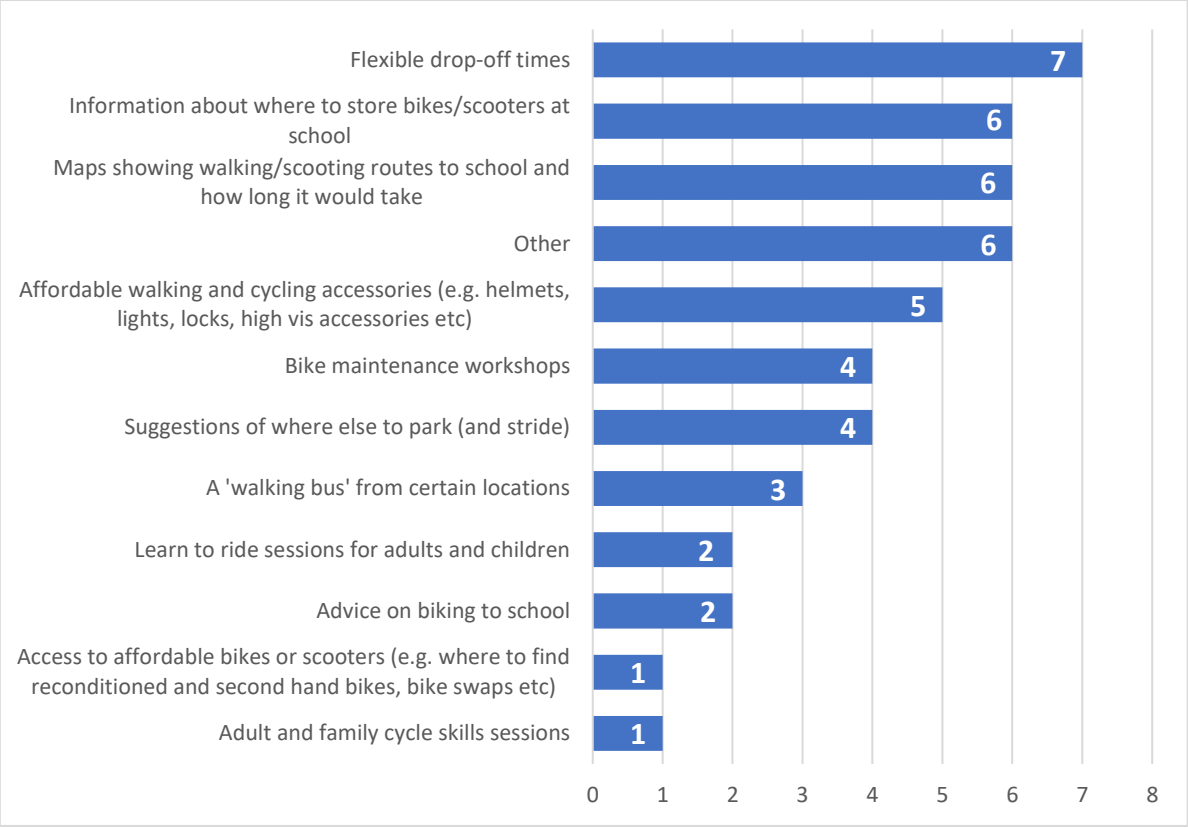
**No impact comments:**
None

**Don't know / N/A comments:**

'Depends whether the scheme encourages more people to walk, or just moves the traffic on to St Clement's Rd'.

Parents and carers were asked what would help them and their children adapt to the new School Street. The top three things were flexible drop-off times, information about where to store bikes/scooters at school, maps showing walking/scooting routes to school. Other ideas included a parking area around the church and a Beryl bike/scooter bay near the school.

*Figure 21 – Which of the following would help you and your child/ren to adapt to the new School Street? (number of respondents)*




*Base: 23 respondents*

## Other comments or suggestions

All respondents were asked if they had any other comments or suggestions about School Streets. There were seven comments. These ranged from support for the pilot to comments about enforcement:

*'If it goes ahead then the part of Hamilton close where the off road parking is will need double yellow lines AND someone to enforce it. A lot of people in the close & Hamilton road get their drives blocked. Parking by a dropped kerb also needs to be enforced'.*

*'Great idea'.*

*'Thank you. Very good idea'.*

*'There should also be someone on the crossing at the end of this road as cars don't stop for it and there have been many near accidents'.*

*'I have seen these work very effectively in south east London and strongly support them Just do it. We will support it the whole way'.*

*'The street is very dangerous'.*

*'I would happily see the scheme extended to St Clements Road and the bridge on Cleveland! Addressing the traffic on St Clement's Rd would be worth considering as part of the plans if possible'.*

## Equalities and human rights

Respondents were asked if there were any positive or negative impacts of this proposal that they believe BCP Council should take into account in relation to equalities or human rights. They were also asked if they were able to provide any supporting information and suggest any ways in which the organisation could reduce or remove any potential negative impacts and increase any positive impacts. Eight respondents made a comment. The comments were around disability access, children's rights to be safe and the need to consider people whose first language isn't English.

*'As a disabled driver it makes things harder for me as I'm already occasionally getting blocked in and I know this scheme would greatly increase traffic in Hamilton close. I can't see anything that would help. A disabled space wouldn't work because other people would park in it as there are no traffic wardens about and even if I could park in it there's no way in this part of Boscombe that I'd leave a blue badge on display'.*

*'The schools demographic is very mixed and English is a lot of people's second language. Possibly sending out information in a variety of languages'.*

*'It is everybody's human rights to feel safe on the streets this includes children who walk to and from school this new road will have a huge positive impact on my child's safety and confidence when walking to school creating a happier safer environment and also refusing the risks of injury that has almost been posed upon my child who is 2 years old in a lean as the park has been narrowly missed on the road outside school by cars'.*

*'There have been instances where car drivers have not paid attention to zebra crossings and carried on while parents and children are in the middle of the road'.*

*'I cannot see any problems as exemptions are available'.*

*'No. We are talking children wellbeing here right. That's their human right - to grow in clean safe environment that adults create for them'.*

*'For me it will be  a very positive impacts! More safe for your children!'*

*'Disabled people should be allowed to access the road by car - but only genuine blue badge holders'.*

## Additional Responses

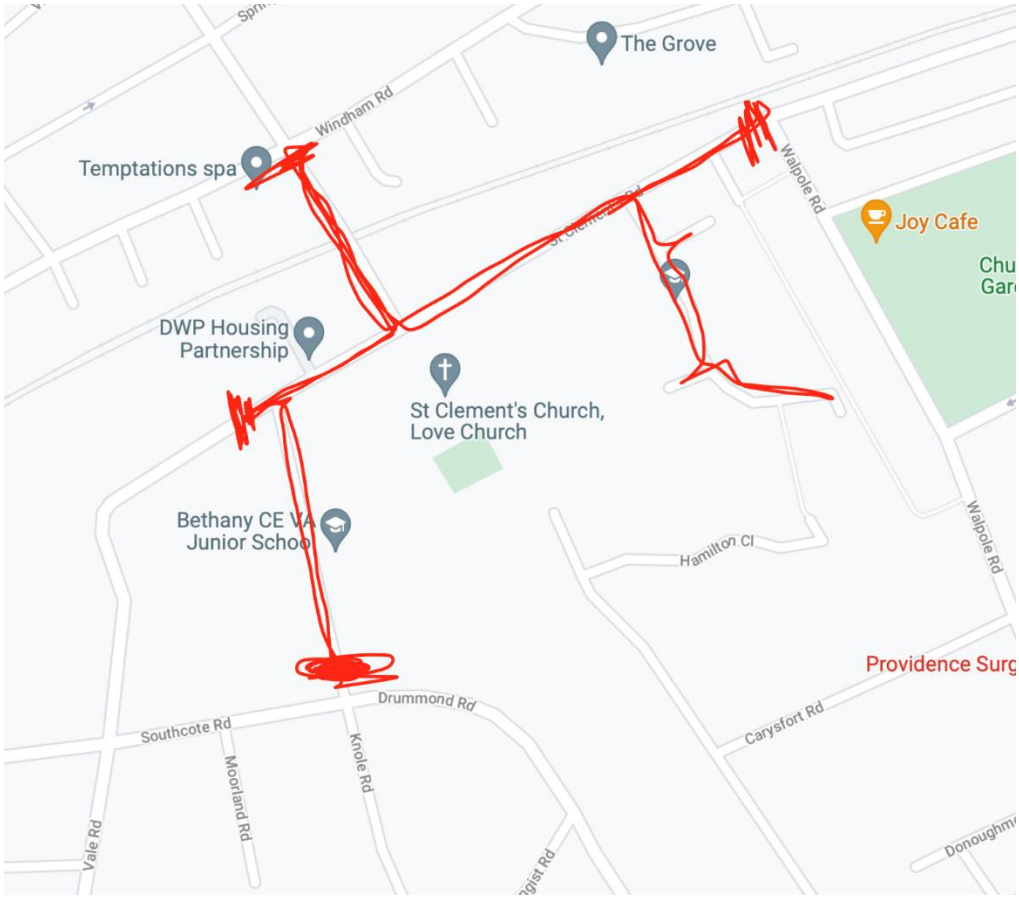
There were three additional responses by way of email. The first was from a local resident and parent/carer of children who have been at the school. The resident felt the closure should be wider:

*'I have received your letter this morning regarding School Streets. I had heard about the plan and was looking forward to seeing details. I am surprised however by how un-ambitious the plan is. I have had 4 children go through the schools as well as living on St Clements Rd and am very aware of what makes the schools difficult to walk to.*

*I would suggest that the closure of roads needs to be much wider and attach a diagram of the sort of intervention I was expecting. The school streets plan I believe must cover both schools as many parents have children at both. I suggest the masonic hall could be a car park, but this will only work if there is no traffic from the Masonic hall to the schools. I suggest that the bridge is shut from the Spingbourne side as the bridge and its two junctions are one of the most dangerous points with parents , pushchairs scooters etc . squashed onto the one available narrow pavement next to traffic.*

*The plan as it stands - to just shut St Clements Gardens will just limit a little of the parking, will not do anything to promote safer walking and will mean there is more traffic/ parked cars on the roads between the schools for parents and children to navigate.*

*I hope you will consider my suggestions'.*



The second email was from a local resident who was concerned there will still be issues with illegal or inconsiderate parking in surrounding roads which are especially a problem for people with disabilities:

*'I received a letter about the proposed school street for St Clements and St Johns school, Boscombe…I'm a resident in Hamilton Close and have been blocked in multiple times by parents dropping of children. I'm concerned that closing certain roads is just going to make things worse. Adding double yellows opposite the off road parking between homes 1 to 4 along to where no 5 Hamilton close may help but only if traffic wardens are about to enforce them…I'm registered disabled so parking my car further away from my house if I might need it during restricted times is not an option.*

*Most parents will move if asked but I had one that parked directly across the back of my car and she had 1 school child and 1 in a push chair. I politely informed her I needed my car as I hospital appointment and she said oh I'll only be about 10 minutes and just walked off. She came back 15mins later and took another 5mins to get her toddler into the car. I missed the appointment. Unless some type of road markings are introduced into Hamilton close and the top part of Hamilton road then there will be a lot of problems for local residents getting blocked in on driveways and the off road parking areas'.*

The third email was also from a local resident who was also concerned that parking issues would become even more of a problem on surrounding streets:

*'Please can you clarify what measures of prevention, and enforcement you propose regarding the persistent parking of parents on double yellow lines and white zig zag markings outside properties Numbers 55, 57, 59, and 61 St.Clements Road? These properties are opposite the entrance to St.Clements Gardens and have been significantly affected by illegal parking by parents for years.*

*I am concerned that closing St.Clements Gardens will only push cars onto St.Clements Road, and if an official with capacity to issue parking tickets is not present this current highly irritating and polluting problem outside our windows will only surely worsen.*

*The parking and stopping restrictions on St.Clements Road exist for the safety of the school children, however residents have to endure and adhere to them 365 days a year. But every day, twice a day during term time, parents turn up and park there. It is ludicrous and highly, highly irritating.*

*There is a significant lack of parking spaces on St.Clements Road in ratio to households without off street parking. Please advise how you propose not to further impact the current difficulties of RESIDENTS parking on St Clements Road generally during these school drop off/collection times?'*

**Proposal Title:** School Streets pilot

## Impact Summary

| | | |
|---|---|---|
| Climate Change & Energy | Green - Only positive impacts identified | |
| Communities & Culture | Amber - Minor negative impacts identified / unknown impacts | |
| Waste & Resource Use | Green - Only positive impacts identified | |
| Economy | Amber - Minor negative impacts identified / unknown impacts | |
| Health & Wellbeing | Green - Only positive impacts identified | |
| Learning & Skills | Green - Only positive impacts identified | |
| Natural Environment | Green - Only positive impacts identified | |
| Sustainable Procurement | Green - Only positive impacts identified | |
| Transport & Accessibility | Green - Only positive impacts identified | |

Answers provided indicate that the score for the carbon footprint of the proposal is: **3.5**

Which is a rating of: **Low**

Proposal ID: **342**

Proposal Title: **School Streets pilot**

Type of Proposal: **Project**

Brief description:

**Trial a School Street at four local primary schools, for a period of approximately six months. A School Street is a short temporary road closure during drop-off and pick-up times, for around an hour each time. This is intended to improve air quality, reduce road danger and boost children's health and well-being.**

Proposer's Name: **Beth Barker-Stock**

Proposer's Directorate: **Regeneration & Economy**

Proposer's Service Unit: **Growth & Infrastructure**

Estimated cost (£): **Between £25K and OJEU threshold**

If known, the cost amount (£): **Approx £60,000**

Ward(s) Affected (if applicable):

**Boscombe West Hamworthy Newtown & Heatherlands Westbourne & West Cliff**

Sustainable Development Goals (SDGs) supported by the proposal:

**3. Good Health and Well Being 4. Quality Education 10. Reduced Inequalities 11. Sustainable Cities and Communities 13. Climate Action 15. Life On Land 16. Peace, Justice and Strong Institutions**

## Climate Change & Energy

Is the proposal likely to have any impacts (positive or negative) on addressing the causes and effects of climate change? **Yes**

If the answer was No, then the explanation is below (in this case there are no answers to subsequent questions in this section):

1) Has the proposal accounted for the potential impacts of climate change, e.g. flooding, storms or heatwaves? **Don't know even though may be relevant**

2) Does it assist reducing CO2 and other Green House Gas (GHG) emissions? E.g. reduction in energy or transport use, or waste produced. **Yes**

3) Will it increase energy efficiency (e.g. increased efficiency standards / better design / improved construction technologies / choice of materials) and/or reduce energy consumption? **Yes**

4) Will it increase the amount of energy obtained from renewable and low carbon sources? **No**

How was the overall impact of the proposal on its ability to positively address the cause and effects of climate change rated?

**Green - Only positive impacts identified**

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

**By encouraging people not to drive for the school run, there will be a positive impact on carbon emissions and air quality through reduced fuel use.**

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

**Could consider the impact of variable weather.**

## Communities & Culture

Is the proposal likely to impact (positively or negatively) on the development of safe, vibrant, inclusive and engaged communities? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it help maintain and expand vibrant voluntary and community organisations? **Yes**

2) Will it promote a safe community environment? **Yes**

3) Will it promote and develop cultural activities? **No**

How would the overall impact of the proposal on the development of safe, vibrant, inclusive and engaged communities be rated?

**Amber - Minor negative impacts identified / unknown impacts**

Reasoning for the answer (details of impacts including evidence and knowledge gaps):

**Encouraging walking/scooting/cycling to school helps build community cohesion, is more sociable than if everybody drives. Will help the children feel more integrated into their local community. Improved road safety around schools. Potential for minor negative impacts on surrounding streets.**

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

**Pre-consultation has been carried out with the school community and local residents, and further consultation will take place in parallel with the trials.**

## Waste & Resource Use

Is the proposal likely to have any impacts (positive or negative) on waste resource use or production and consumption? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it prevent waste or promote the reduction, re-use, recycling or recovery of materials? **Partially**

2) Will it use sustainable production methods or reduce the need for resources? **Yes**

3) Will it manage the extraction and use of raw materials in ways that minimise depletion and cause no serious environmental damage? **Not Relevant**

4) Will it help to reduce the amount of water abstracted and / or used? **Not Relevant**

How would the overall impact of the proposal on the sustainable production and consumption of natural resources be rated?

**Green - Only positive impacts identified**

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

**Reduced petrol/diesel consumption through behaviour change.**

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

**Small amount of signage will need to be produced to support the project. Intention is that signs can be re-used in the future.**

## Economy

Is the proposal likely to impact (positively or negatively) on the area's ability to support, maintain and grow a sustainable, diverse and thriving economy? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will the proposal encourage local business creation and / or growth?
   **No**

2) Will the proposal enable local jobs to be created or retained?
   **No**

3) Will the proposal promote sustainable business practices?
   **Partially**

How would the overall impact of the proposal on it's potential to support and maintain a sustainable, diverse and thriving economy be rated?

**Amber - Minor negative impacts identified / unknown impacts**

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

**For some individuals, there may be some minor inconvenience incurred by not being able to drop off their children right outside the school, which could affect their journey to work.**

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

**Communication and consultation with parents/carers is key, and working with the school to minimise inconvenience.**

## Health & Wellbeing

Is the proposal likely to impact (positively or negatively) on the creation of a inclusive and healthy social and physical environmental for all? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will the proposal contribute to improving the health and wellbeing of residents or staff?
   **Yes**

2) Will the proposal contribute to reducing inequalities?
   **Yes**

3) Will the proposal contribute to a healthier and more sustainable physical environment for residents or staff?
   **Yes**

How would the overall impact of the proposal on the creation of a fair and healthy social and physical environmental for all be rated?

**Green - Only positive impacts identified**

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

**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.**

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

**Impacts to be monitored - methods to be confirmed.**

## Learning & Skills

Is the proposal likely to impact (positively or negatively) on a culture of ongoing engagement and excellence in learning and skills? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it provide and/or improve opportunities for formal learning?
   **No**

2) Will it provide and/or improve community learning and development?
   **Yes**

3) Will it provide and/or improve opportunities for apprenticeships and other skill based learning?
   **No**

How would the overall impact of the proposal on the encouragement of learning and skills be rated?

**Green - Only positive impacts identified**

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

**Volunteers will be trained to be a School Streets steward.**

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

**Aiming to recruit 4no. volunteer stewards per site.**

## Natural Environment

Is the proposal likely to impact (positively or negatively) on the protection or enhancement of local biodiversity or the access to and quality of natural environments?
**Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it help protect and improve biodiversity i.e. habitats or species (including designated and non-designated)? **Partially**

2) Will it improve access to and connectivity of local green spaces whilst protecting and enhancing them? **Don't know even though may be relevant**

3) Will it help protect and enhance the landscape quality and character?
**Yes**

4) Will it help to protect and enhance the quality of the area's air, water and land?
**Yes**

How would the overall impact of your proposal on the protection and enhancement of natural environments be rated?

**Green - Only positive impacts identified**

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

**Improved localised air quality. Some people may walk through parks and green spaces to get to school. Reduced vehicle use will enhance local areas.**

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

**n/a**

## Sustainable Procurement

Does your proposal involve the procurement of goods, services or works? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

Has or is it intended that the Strategic Procurement team be consulted?
**Yes – already underway**

If the Strategic Procurement team was not consulted, then the explanation for this is:

1) Do the Government Buying Standards (GBS) apply to goods and/or services that are planned to be bought?
   **No**

2) Has sustainable resource use (e.g. energy & water consumption, waste streams, minerals use) been considered for whole life-cycle of the product/service/work?
   **Yes**

3) Has the issue of carbon reduction (e.g. energy sources, transport issues) and adaptation (e.g. resilience against extreme weather events) been considered in the supply chain?
   **Yes**

4) Is the product/service fairly traded i.e. ensures good working conditions, social benefits e.g. Fairtrade or similar standards?
   **Not Relevant**

5) Has the lotting strategy been optimised to improve prospects for local suppliers and SMEs?
   **Not Relevant**

6) If aspects of the requirement are unsustainable then is continued improvement factored into your contract with KPIs, and will this be monitored?
   **Not Relevant**

How is the overall impact of your proposal on procurement which supports sustainable resource use, environmental protection and progressive labour standards been rated?

**Green - Only positive impacts identified**

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

**Sustrans School Streets Officer appointed to support delivery of project. Travel done by bicycle. Signage designed for re-use and procured locally.**

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

**n/a**

## Transport & Accessibility

Is the proposal likely to have any impacts (positive or negative) on the provision of sustainable, accessible, affordable and safe transport services - improving links to jobs, schools, health and other services? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it support and encourage the provision of sustainable and accessible modes of transport (including walking, cycling, bus, trains and low emission vehicles)?
   **Yes**

2) Will it reduce the distances needed to travel to access work, leisure and other services? **No**

3) Will it encourage affordable and safe transport options?
   **Yes**

How would the overall impact of your proposal on the provision of sustainable, accessible, affordable and safe transport services be rated?

**Green - Only positive impacts identified**

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

**Encouraging and enabling alternatives to the car, for journeys to school.**

Details of proposed mitigation and monitoring (inc. timescales, responsible officers, related business plans etc):

**Surveys will be carried out to monitor travel habits and modal shift.**

## Equality Impact Assessment: Conversation Screening Tool

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| **What is being reviewed?** | A pilot scheme to trial 4no. School Streets in the BCP Council area. |
| **What changes are being made?** | 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. |
| **Service Unit:** | Transport and Engineering |
| **Participants in the conversation:** | Beth-Barker-Stock – Senior Cycling and Walking Officer<br>Richard Barnes - Strategic Public Transport Manager<br>Emma Cocksedge – Sustrans Delivery Coordinator |
| **Conversation date/s:** | 5th November, 2nd December, 8th December 2021 |
| **Do you know your current or potential client base? Who are the key stakeholders?** | 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.<br><br>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.<br><br>The affected Schools – including staff, pupils, and visitors.<br><br>Residents who live on the School Streets, or on nearby surrounding streets.<br><br>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.<br><br>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 |

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| **Do different groups have different needs or experiences?** | **Age** – 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.<br><br>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.<br><br>**Disability –** Disabled people are less likely to have access to a car than non-disabled people (Future of Mobility – Evidence Review 2019). 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). Removing the majority of vehicles from the street will also reduce parking including pavement parking which is endemic in some areas. Pavement parking particularly impacts blind and visually impaired people and users of wheelchairs and mobility scooters. 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, although School Streets are a new initiative for BCP Council.<br><br>**Gender –** According to the National Travel Survey England 2020, 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.<br><br>**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 |

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| | direct infrastructure is provided. Better access to free/cheap transport is likely to improve access to employment, education, leisure and social opportunities.<br><br>**Sexual Orientation –** 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 that the general population. Therefore improving opportunities for people to walk and cycle as part of their daily routine could help address this.<br><br>**Deprivation –** 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. |
| **Will this change affect any service users?** | 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. |
| | |
| **What are the benefits or positive impacts of the change on current or potential users?** | 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.<br><br>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.<br><br>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. |

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| **What are the negative impacts of the change on current or potential users?** | 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 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. |
| **Will the change affect employees?** | This could affect employees who have children at the affected schools, or who live on the affected streets. |
| **Will the change affect the wider community?** | 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. |
| **What mitigating actions are planned or already in place for those negatively affected by this change?** | 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.<br><br>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.<br><br>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.<br><br>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.<br><br>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.<br><br>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 |

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| | 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 to wider journey patterns will become evident and form part of the evaluation whether to make permanent. |
| **Summary of Equality Implications:** | The School Streets pilot schemes will have an overall **positive** impact on people from protected characteristic groups, to varying degrees.<br><br>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.<br><br>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. |

# General Risk Assessment

| Description of Job/Task being assessed: | | School Street Pilot scheme | | | |
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| Directorate | Regeneration and Economy | Division | Transportation | School | St Michaels CE Primary |
| Risk Assessor(s) | Beth Barker-Stock | Ref no | | Location/Site | Somerville road |
| In consultation with | Issy Riding | Date | 17th December 2021 | | |

| What are the hazards? | Who might be harmed and how? | What are you already doing? | What further action is necessary? | Action by who? | Action by when? | Done |
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| Moving vehicles and cyclists | Injury to volunteers when setting up/ taking down the road closure, or to children when using the street.<br><br>After the barriers are removed, children don't realise the closure has finished and run out into the re-opened street. | | Road closure points to be clearly marked with appropriate signage setting out the restrictions. | RW | Start | |
| | | | Parents to be clearly informed they are responsible for children's safety and behaviour at all times. | IR/AS | Start and ongoing | |
| | | | All stewards to be trained and briefed by a person experienced in this kind of activity. | IR | Start and when new stewards join | |
| | | | All volunteers to wear hi vis vests. | IR | Ongoing | |
| | | | Volunteers to check the road is clear before installing the road closure. | IR | Before each closure | |
| | | | Road closure point to be considered carefully to ensure good visibility for drivers. Measures subject to a Road Safety Assessment. | RW/BBS | Start | |

| What are the hazards? | Who might be harmed and how? | What are you already doing? | What further action is necessary? | Action by who? | Action by when? | Done |
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| | | | Road closure notices and door to door leafleting prior to event to warn neighbours and the school community in advance of the road closure. | EC/IR | Start | |
| | | | Children to be asked to stay out of the road until ALL road closure points in place. | IR | Before each closure | |
| | | | Volunteers to alert each other using walkie-talkies and ensure there are no children in the road if a vehicle needs to pass through the road closure, before removing the barrier. | IR | Ongoing | |
| | | | Cars passing through the barrier to access their property to be directed/led by a steward and to drive at walking pace. | IR | Ongoing | |
| | | | At the end of the closure period, stewards to alert anyone left in the road, and walk the length of the road to ensure that any remaining children are clear and aware that the road is re-opened to traffic. | IR | At end of each closure | |
| Children going beyond the barriers | Injury or loss of child | | Ensure parents know that they are responsible at all times for their children during the closure. | IR/AS | Start and ongoing | |
| | | | Stewards with walkie-talkies to stay at the barriers throughout the event. | IR | Ongoing | |
| Passing members of the public | Collision with children scooting or cycling | | Signage and visibility of stewards in high vis will alert people that there is new event going on – they can ask about it if they wish | IR | Start and ongoing | |
| | | | Ensure parents know that they are responsible for their children during the | IR/AS | Start and | |

| What are the hazards? | Who might be harmed and how? | What are you already doing? | What further action is necessary? | Action by who? | Action by when? | Done |
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| | | | event | | ongoing | |
| | | | Bike It officers will be working with the children in advance of the School Street starting, teaching scooter/cycle skills and etiquette. | AS | Start and ongoing | |
| Aggressive/upset drivers | Volunteers or residents being subject to abuse or injury from drivers trying to get in and out of the street | Road is an existing one-way street, so traffic is only travelling through in one direction. | Prior notice of the event is given to local residents (including opportunity for any objections/concerns to be considered by the council) | BBS | Start | |
| | | | Stewards are trained in advance, including in dealing with confrontation. They will lead cars in and out at walking pace | IR | Start and ongoing | |
| | | | Ask children to say thank you, smile and wave at the drivers as they pass | IR/AS | Start and ongoing | |
| Rain / Heat / Ice | Children, parents and volunteers could be affected negatively by extreme weather<br>Possibility of slips, trips, collisions increased with ice | | Ensure parents know that they are responsible for their children during the event | IR/AS | | |
| | | | If the weather is extreme, the lead steward is to make a call in liaison with the school as to whether the School Street should go ahead. | IR/Head | As required | |
| Any street-specific issues? | Solicitors' firm at the top of Somerville Road have the exit from their car park | Have engaged with the firm. | The car park exit is very close to the closure point, therefore stewards will be able to speak to any driver leaving the car park, and direct accordingly. | IR | | |

| What are the hazards? | Who might be harmed and how? | What are you already doing? | What further action is necessary? | Action by who? | Action by when? | Done |
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| | onto Somerville Road<br><br>Existing street parking | Road has double yellow lines apart from parking bay with 1 hr no return and disabled. | Parking cannot be accessed during the closure period, except for by Blue Badge holders. | IR | | |

| Headteacher (print/sign): | | Date | | Next Review Date | |
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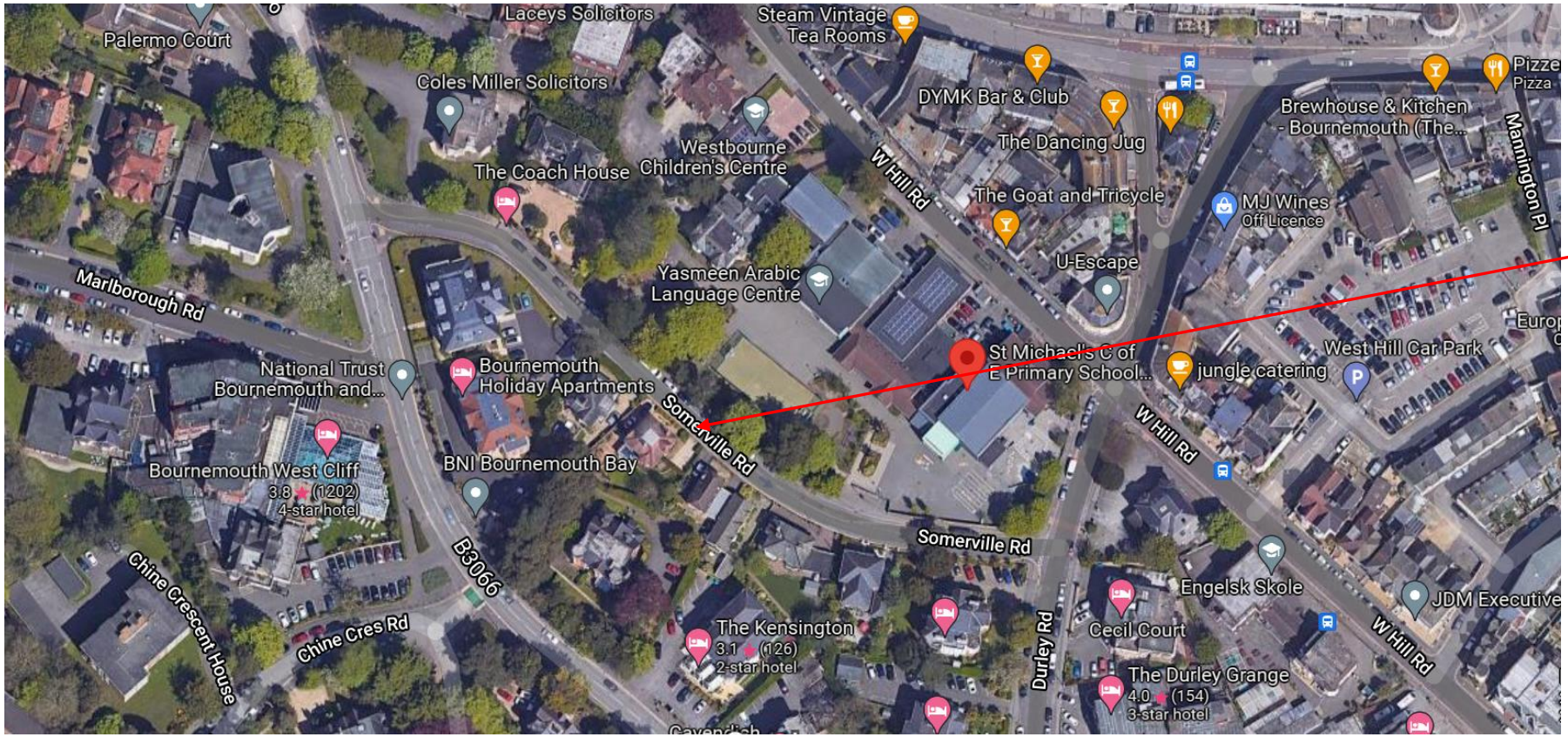
School Street - Somerville road




School street