

North Yorkshire County Council

Business and Environmental Services Executive Members

Executive Members

18 February 2022

School Streets - Initiative Review and Proposed Trial Location

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of Report

- 1.1 To apprise the Corporate Director of Business and Environmental Services (BES) and the BES Executive Member for Access of a study in to the School Streets Initiative and to seek approval for a proposed trial.

2.0 Background

- 2.1 The School Streets initiative is a national scheme promoted by the Department Of Transport to restrict most traffic movement on a street or streets directly outside a school at drop off and pick up times, to create a safer environment and encourage more children to walk, cycle or scoot to school. It promotes the opportunity for a healthier lifestyle, reducing congestion, improving air quality and overall leading to a better environment for all road users. Typically, they have been introduced at Primary Schools by some local highway authorities in other parts of the country.
- 2.2 More recently, as a result of Covid 19 restrictions and a shift in national policy focus towards greater support for active and sustainable modes of travel, the School Streets Initiative has received interest from the County Council's Stronger Communities Team, the public and other local interest groups in North Yorkshire.
- 2.3 In response, officers from the Traffic Engineering Team have researched the initiative, looking at how other authorities that have been early adopters of School Streets have approached delivering and managing its schemes from application, assessment, legislative and deployment perspectives.
- 2.4 This research determined that a pilot is advisable to assist with development of the policy on a more permanent basis. During the pilot performance, monitoring and evaluation will be carried out to determine a greater understanding of how a scheme would operate if implemented on permanent basis. A greater understanding of a scheme -through a pilot will be achieved in respect of managing the expectations of parents, residents and the wider community both from an operational and enforcement perspective.

3.0 Trial Location Assessment

- 3.1 Five schools have been suggested as potential trial locations by the respective NYCC Highways Area Teams with the agreement of the schools, these are;
- Seamer & Irton Community Primary School, Scarborough
 - Wheatcroft Community Primary / St Martins Church of England Primary School, Scarborough

- Braeburn Primary & Nursery School, Scarborough
- Holy Trinity Primary School, Ripon
- Sharrow Church of England Primary School, Ripon

- 3.2 In order to identify the most suitable location for the trial, it is important to set out the assessment rationale and form a framework of criteria against which sites can be judged comparatively.
- 3.3 For the purposes of the trial, the rationale is that schools should be on a street that does not have traffic movement as its primary function and/or does not provide access to multiple other streets. Ideally, the school will be within a cul-de-sac with a single point of entry, though it is reasonable to consider schools on streets that are through roads i.e. two points of entry, but have no other highway access from it and are generally quiet in nature.
- 3.4 It is acknowledged that setting this relatively narrow scope does restrict the number of viable sites, but at this trial stage, caution must be applied so not to have an adverse and unnecessary impact on other road users, which may compromise the performance and outcome of the trial. Furthermore, consideration must also be given to the resource requirement to deploy and manage the closure.
- 3.5 It is anticipated that schools streets will not be appropriate for the majority of locations due to traffic management and practical reasons. However, as we gain a better understanding of how a school street works in 'live' conditions through the trial then it may be possible to expand the scope of application in due course should the outcome be favourable.
- 3.5 The assessment criteria that has been used to select the proposed trial location are;
- Existing road safety measures e.g. traffic calming, parking restrictions
 - Collision history
 - Speed limit of the road(s)
 - Evidence of an existing congestion problem
 - Existing Park & Stride / Cycling Options to travel to school
 - Impact to surrounding road network e.g. parking displacement, access to other streets, emergency access.
- 3.6 Each of the above criteria has been assessed to develop an overall evidence base from which a preferred trial location has been identified and is set out in Appendix A to this report.
- 3.7 The assessment has identified Seamer & Irton Community Primary School as the preferred option for the trial.

4.0 Consultation, Deployment and Monitoring

- 4.1 Consultation will be carried out with all stakeholders, e.g. Elected Members, local residents directly affected, parents of school pupils on the proposal. If there is overall support for the trial going ahead, the scheme will progress to the legal stage and the making of the necessary Traffic Regulation Order.
- 4.2 It should be noted that North Yorkshire Police is responsible for enforcing moving vehicle contraventions. However, when contacted as part of the research exercise, NYP advised that it is supportive of School Streets, but could not resource enforcement. An appropriately applied scheme should minimise the risk of regular

contravention and enforcement issues. Officers will work closely with NYP whilst taking forward the development of the proposed trial location.

4.3 The period the trial will be in place for will be a period of up to 18 months to which a decision will be required before the end of the 18-month experimental period to remove the restriction or implement it on a permanent basis. In respect of evaluation surveys will be carried out pre implementation, and at 6 and 12 months after implementation of the pilot to determine the following

- Pupil mode of transport (Participating school to collate) to determine if any increase in active travel has been achieved along with support from parents and local community.
- Speed and traffic volume data.
- On site surveys to determine levels of congestion and vehicle migration from a network management perspective and the impact on surrounding community and environment.

5.0 Equalities Implications

5.1 No equalities implications are considered to arise of the trial. The proposal will be consulted on with all stakeholders offering the opportunity to register support or oppose the proposal and provide comments. A decision will be taken on the outcome whether to progress, or not or make amendments to the proposal. Vehicular access will remain for residents and those with a genuine need.

5.2 Should the trial be implemented and found to perform to the expected standard or there are unforeseen circumstances impacting on individuals or certain groups, then arrangements can be made for it to be withdrawn from operation.

5.3 An Equalities Impact Assessment screening form has been completed, see Appendix B.

6.0 Financial Implications

6.1 The funding requirement is for the deployment of the traffic management, the consultation exercise and other functions associated with its progress such as officer time and business as usual. Essentially, the traffic management funding will be for a series of cones and a 'Road Closed' sign, to be placed across the road by the school at the appropriate times. These will be purchased for the sole purpose of the trial, in order to keep costs to a minimum and are expected to cost no more than £500. Given the modest outlay, the funding will be found within existing highways budgets.

7.0 Legal Implications

7.1 The trial will require the making of an experimental traffic regulation order in accordance with the statutory procedures. An experimental traffic regulation order is made under Sections 9 and 10 of the Road Traffic Regulation Act 1984. This allows local authorities to implement restrictions for up to a period of 18 months to allow the effects of the restriction to be monitored and assessed. During this period the public can object to the proposals being made permanent however, this must be done within 6 months to the day in which the legal order comes into force. A decision is required before the end of 18-month experimental period to determine if the order is to be made permanent or removed once the 18-month period expires.

8.0 Climate Change Implications

- 8.1 The proposal to trial a school street is considered to have a positive impact on climate change by discouraging vehicle use and reducing vehicle miles. Should the trial have a positive outcome and more School Streets are implemented throughout the county, the benefits will be proportionately greater. A Climate Impact Assessment form has been completed, see Appendix C

9.0 Recommendations

- 9.1 It is recommended that the Corporate Director, Business and Environmental Services, in consultation with the BES Executive Member for Access approves:
- i. The proposed School Streets trial at Seamer & Irton Community Primary School, Scarborough.

BARRIE MASON
Assistant Director – Highways & Transportation

Author: David Kirkpatrick

Background Documents: None

APPENDIX A

SCHOOL	LOCATION	ROAD TYPE	EXISTING ROAD SAFETY MEASURES	COLLISION HISTORY	PARK & STRIDE / CYCLING OPTIONS	EVIDENCE OF EXISTING CONGESTION PROBLEM	IMPACT TO SURROUNDING ROAD NETWORK E.G. PARKING DISPLACEMENT, ACCESS TO OTHER STREETS, EMERGENCY ACCESS	ASSESSMENT SCORE 1 – 5	PREFERRED OPTION	REASON
Seamer & Irton Community Primary Seamer, Scarborough	Bell Close	Cul de sac	No existing road safety measures	No Accidents recorded	None	High	High congestion to which traffic will migrate into surrounding estate. Parking capacity in surrounding road network available to cope. Majority of traffic is local.	5	YES	No existing road safety measures or parking restrictions currently in place to assist with traffic flow. Evidence of high congestion. Site characteristics considerably more favourable than other suggested locations.
Wheatcroft Community Primary / St Martins C of E Scarborough	Holbeck Hill,	Cul de sac	One way turning circle and Chicane	No Accidents recorded	None	Medium	Medium congestion and parking migration into surrounding estate but parking capacity available to cope. Majority of traffic is local	3	NO	Existing road safety measures in place and medium impact to surrounding road network however, further consideration possible at later date.
Braeburn Primary & Nursey, Scarborough	Burnside, Braeburn,	Cul de sac	20mph limit, buildouts and speed cushions	2 X SL 1 X SE	None	Medium	Medium congestion and parking migration into surrounding estate but parking capacity available to cope. Majority of traffic is local	3	NO	Existing road safety measures in place and medium impact to surrounding road network however, further consideration possible at later date.
Sharrow C of E Primary Sharrow, Ripon	Berrygate Lane,	TR	No existing road safety measures	No Accidents recorded	None	Medium / High	Access required to St Johns Close & Church Close. Medium to high congestion with traffic migration into surrounding estate but parking capacity available to cope. Majority of traffic is local	4	NO	Site characteristics not favourable as it is a through road and access to adjacent roads is required. Access to additional roads prevents closure.
Holy Trinity Primary School	Trinity Lane, Ripon	TR	20mph and associated yellow line parking restrictions	2 X SL	None	Low/ Medium	Access required to Colgate Hill & Church Lane. Low to medium congestion with traffic migration into surrounding estate but parking capacity available to cope. Majority of traffic is local.	3	NO	Site characteristics not favourable as it is a through road and access is required Access to additional roads prevents closure

Assessment Score Basis

- 1 – Road safety measures in place, parking restrictions, no evidence of congestion and no impact to surrounding road network.
- 2 - Road safety measures in place, parking restrictions, low evidence of congestion
- 3 – Road safety measures in place, limited or no parking restrictions, medium evidence of congestion and impact to surrounding road network.
- 4 – No road safety measures, no parking restrictions and medium / high evidence of congestion and impact to surrounding road network, site characteristics not suitable.
- 5 – No road safety measures in place, no parking restrictions, evidence of high congestion and impact to road network, site characteristics suitable.

Road Type

- C – Cul de sac
- L – Loop Road
- TR – Through Road

Collision History

The number of recorded injury accidents, occurring during a school travel period, within a 250m radius of the main school gate, over the last 5 years.

F – Fatal
SE – Serious
SL – Slight

Congestion

Low – Available parking spaces, no congestion, free flowing traffic.

Medium – Kerbside parking limited, some poor driver behaviour.

High – Traffic Sensitive, no parking spaces, widespread poor driver behaviour, significant impact on residents

Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	School Streets Trial		
Officer(s) carrying out screening	Andrew Clare		
What are you proposing to do?	Trial a School Street		
Why are you proposing this? What are the desired outcomes?	In response to interest from NYCC and public		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		No	
Disability		No	
Sex (Gender)		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	
NYCC additional characteristic			
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
Does the proposal relate to an area where there are known	No.		

inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.					
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No				
Decision (Please tick one option)	<table border="1"> <tr> <td>EIA not relevant or proportionate:</td> <td>X</td> <td>Continue to full EIA:</td> <td></td> </tr> </table>	EIA not relevant or proportionate:	X	Continue to full EIA:	
EIA not relevant or proportionate:	X	Continue to full EIA:			
Reason for decision	To allow the County Council to trial a School Street with a view to offering it as a service				
Signed (Assistant Director or equivalent)	Barrie Mason				
Date	08/02/2022				



Climate Change Impact Assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Proposed School Street Trial
Brief description of proposal	Undertake School Streets trial to investigate the delivery and management process and measure of benefit
Directorate	Business & Environmental Services
Service Area	Highways and Transportation
Lead Officer	Andrew Clare
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	January 2022
Options appraisal	
Trial of a School Street is linked to climate change improvement by promoting and encouraging modal shift to walking and cycling etc.	

<p>What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?</p> <p>The proposed trial will have minimal impact on Council budgets.</p>							
<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>		<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	x			<p>Reduced vehicle miles</p>		
	<p>Emissions from construction</p>		x				
	<p>Emissions from running of buildings</p>		x				

APPENDIX C

	Other		x				
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			x				
Reduce water consumption			x				
Minimise pollution (including air, land, water, light and noise)	x				Reduced vehicle miles		
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers	x				Reduced vehicle miles, encouraging long term modal shift to sustainable modes of travel		
Enhance conservation and wildlife			x				
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape	x				All environmental and social improvements of reduced vehicle miles and modal shift to sustainable modes of travel		
Other (please state below)			x				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

n/a

Summary

The proposed School Street trial will identify how the scheme will work in practice and what level of benefit may be achieved with a wider application

Sign off section

This climate change impact assessment was completed by:		
Name	Andrew Clare	
Job Title	Senior Parking & Traffic Management Engineer	
Service Area	Highways & Transportation	
Directorate	Business & Environmental Services	
Signature		
Completion Date	04/02/22	
Authorised by relevant Assistant Director (Signature)	Barrie Mason	Barrie Mason
Date	08/02/22	