

# School Streets

- Short timed closures at the start and end of the school day turning the school gate roads into pedestrian and cycle zones.
- Aims: to increase active travel, improve road safety and physical activity , so as to improve air quality by the school gates.
- Use of signs and / or bollards at the main access points – full TRO process
- Permits required for residents and businesses on the affected roads.
- Enforcement can only be carried out by the police. (unlike in London)



# Examples of Physical Measures



Entrance signs opened (during term time)



Entrance signs closed (during school holidays)



# Engagement, travel plans and feasibility

- A range of approaches is essential to success.
- Schools need to have implemented a travel plan with a range of the active travel and road safety initiatives to be suitable. A team of officers supports this work
- Not all schools will be eligible for this scheme.
- Schools on main roads will be advised to look at alternatives such as being a channel in any “No Idling” campaign.
- A feasibility matrix and school assessment table has been developed to assess the suitability of schools, based on location and current progress of travel plan

# Schools

- A press release has gone out to all schools asking for an expression of interest.
- Aim to have 6 schools that will be engaged in Sept for a 'soft launch' approach. With the aim to proceed with 2 in the first phase.
- Example of a before and after:



# Timescale

- Over the summer holidays an internal group will be working on the legal framework, enforcement and permit issues.
- An external group is proposed to have a citywide advisory role including campaign groups.
- Aims:
  - By Sept 19 to have 6 pilot schools with 2 prioritised for piloting by implementation in phase 1.
  - By Feb 20 to have legal framework agreed and started on site in March 20 using **Experimental** Traffic Regulation Order.
  - 18 month process so once completed the first schemes could be made permanent by July 21.

# No idling

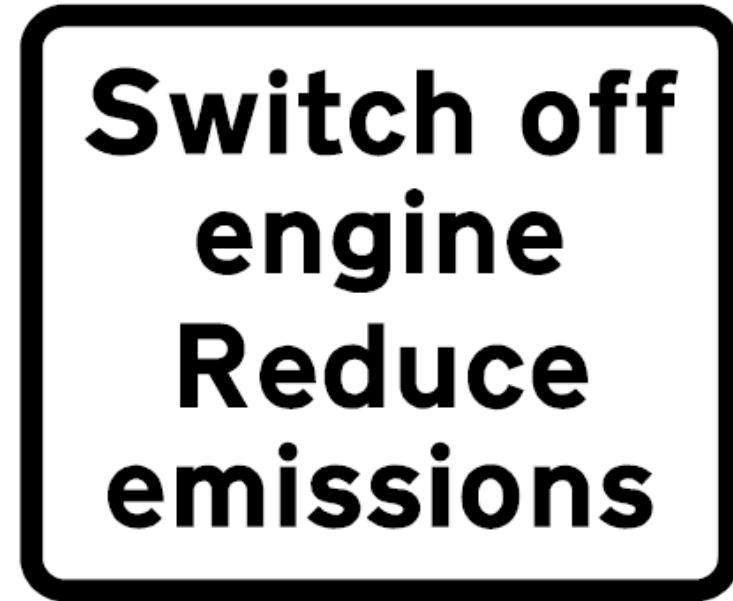


# Council resolution

- **Investigate, and implement if financially feasible**
  - Zones to be introduced outside schools and parks
  - Enforcement to be done in partnership with Police/PCSOs
  - Extend zones to outside medical/care buildings
  - Investigate new policies/laws, including to increase the level of fine

# Legal context

- It is an offence everywhere
- No prescribed DfT signage
- Potentially confusing message
- Criminal offence (so not enforceable by Parking attendants without a new bye-law). Can be done by 3GS
- Enforcement requires someone to have been asked to turn off engine first
- Likely not to be self-financing
- Suggest occasional focus – especially days of action



This is the only DfT approved sign, which needs specific permission to use it



# Schools

- There is an AQ problem Citywide, but...
- Only a few schools in monitoring area breach legal limits (although we do want to do better!)
- Ideally no-one should be stopped AT ALL outside on the zigzags.
- Potentially weakens current school travel planning activity (by tacitly endorsing car use)



# Behaviour change campaigns

- Might better tackle the key problem - idling when queued in congestion
- Invite people to be part of solution – better than fines?
- Possible channels:
  - Could use VMS/Bus Backs/radio campaigns
  - Possibly banners outside key buildings
  - Maybe in key hotspots (Rail stations?)
  - Work with licensing?
  - Work with businesses and last mile delivery providers?

