

HAMPSHIRE COUNTY COUNCIL

Decision Report

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| Decision Maker: | Executive Member for Highways Operations |
| Date: | 3 October 2022 |
| Title: | School Streets – Traffic Orders |
| Report From: | Director of Economy, Transport and Environment |

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Purpose of this Report

1. The purpose of this report is to seek the delegation of authority to make permanent the experimental Traffic Orders to allow the continuation of School Streets schemes at two schools where trial schemes have been in operation.

Recommendation

2. That the Executive Member for Highways Operations delegates authority to the Director of Economy, Transport, and Environment (in consultation with the Head of Legal Services) to progress and make permanent traffic regulation orders to sustain the School Streets Schemes at Harrison Primary School, Fareham, and Cadland Infant School, Holbury, subject to agreement with the schools that they will continue to operate the schemes with their own resources.

Executive Summary

3. This paper seeks to allow for the processing of Traffic Orders for the continuing operation of School Streets schemes at two current trial locations. The report describes what a School Street is and highlights the need to introduce permanent Traffic Orders to replace existing temporary 'Experimental' Orders, thereby enabling the continuing operation of the current School Streets schemes.

Contextual information

4. In February 2021 Cabinet approved the setting up of trial School Street schemes at three locations. A School Street is a temporary street closure at set times (the start and finish of the school day) with the objective of creating a "safer, healthier and pleasant environment for everyone" accessing the school.
5. While one of the trials has now ceased, two remain in place at Harrison Primary School in Fareham and Cadland Infant School in Holbury.
6. The road closures are enabled by the use of Traffic Orders, to legalise the closures for specified time periods. The schemes were initially introduced with

Experimental Traffic Orders, which are time limited and expire at the end of the calendar year. The closures are enforced by the use of temporary barriers, which are put out at the time of the closures and removed at the end by volunteers and/or by school staff.

7. A report is due to go to Cabinet to set out a future proposed policy for School Streets. However, this has been slightly delayed to align with the Countywide 20mph Speed Limit review, recognising the need to link the policy approach to these two related issues. The decision on the Traffic Orders would have been incorporated into that report, but now that it has been delayed authority is being sought for the processing of Orders to allow the schemes to run in the existing locations. Once it commences, the Traffic Order making process takes around six weeks and can be accommodated within existing programmes.
8. The processing of permanent Traffic Orders will effectively move the existing schemes from trial status to permanent schemes, which follows the precedent set by previous successful trials. The continuation with the schemes will depend upon the schools and their ability to retain volunteers and/or allocate staff. Therefore, any decision to process Orders will only take place following assurance from the schools that they will continue to run the schemes.

Finance and Legal

9. The approximate total cost of processing two Traffic Orders is expected to be £10-12,000. This can be met from existing budgets.
10. One objection was received from a local road user to the Experimental Order relating to the scheme at Harrison School. The Order making process to be followed will be dependent upon whether this objection can be resolved. If it can, then the experimental Order can be converted to a Permanent Order. If it cannot be resolved, then the most likely route to follow is to restart the Order making process. Either way, there is sufficient time to process the most appropriate type of Order ahead of the expiry of the existing regulations.

Consultation and Equalities

11. As outlined in the report, the continuing operation of the schemes will be discussed with the two schools. The Traffic Order making process involves consultation with a range of stakeholders including police and emergency services.
12. An equalities impact assessment was undertaken for the original proposal, and it was found to have a neutral impact on equalities, as the proposal allows for the continuation of an existing scheme, which itself was assessed to have a positive impact for younger people (school pupils) through increased opportunity for physical activity, reduced road danger, and potential reductions in air pollution.

Climate Change Impact Assessments

13. There are no significant climate change impacts from the two schemes. While there may be some limited reduction in car journeys, this is not at a level that

would have a discernible impact on carbon generation and, therefore, on climate change.

Climate Change Adaptation

14. Not applicable.

Carbon Mitigation

15. As above, carbon impacts of the scheme will not be discernible.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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| Hampshire maintains strong and sustainable economic growth and prosperity: | No |
| People in Hampshire live safe, healthy and independent lives: | Yes |
| People in Hampshire enjoy a rich and diverse environment: | Yes |
| People in Hampshire enjoy being part of strong, inclusive communities: | Yes |

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

An equalities impact assessment was undertaken for the original proposal, and it was found to have a neutral impact on equalities, as the proposal allows for the continuation of an existing scheme, which itself was assessed to have a positive impact for younger people (school pupils) through increased opportunity for physical activity, reduced road danger, and potential reductions in air pollution.