

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 13 July 2018	<b>Meeting Name:</b> Cabinet Member for Environment Transport Management and Air Quality
<b>Report title:</b>		School Streets Closure – Bessemer Grange Primary School	
<b>Ward(s) or groups affected:</b>		Champion Hill, Dulwich Village	
<b>From:</b>		Strategic Director of Environment and Social Regeneration	

## RECOMMENDATIONS

- 1) That the cabinet member for environment, transport management and air quality approves the implementation of an experimental road closure for motor vehicles on part of Nairne Grove, operating weekdays term time, from 8:00-10:00 and 14:30-16:30, at an estimated cost of £5,000.
- 2) That the cabinet member for environment, transport management and air quality notes that this scheme will act as a pilot study of the concept, ahead of a further report in to the potential wider rollout of trial school street closures during the 2019-20 academic year.
- 3) That the cabinet member for environment, transport management and air quality approves the location of the closure as shown in Appendix 3.

## BACKGROUND INFORMATION

- 4) As part of Bessemer Grange Primary School's TfL STARS Gold Accreditation<sup>1</sup> the school led a parent consultation, December 2016, which highlighted concerns with poor air quality within the school vicinity and issues regarding road safety and dangerous parking during school drop off and pick up, (Appendix 1).
- 5) Many parents who participated in the consultation supported a traffic free route. In response a parent coffee morning was organised in February 2017, to discuss the potential for a school street closure on Nairne Grove. members of the school community, council officers, and the previous cabinet member for environment and public realm were present for this discussion.
- 6) Further meetings were carried out with school senior leadership team members, and parents to devise scheme details. The proposed scheme details were agreed in a memorandum of understanding between the school and council, signed April 2018, (Appendix 2).

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<sup>1</sup> TfL STARS is a London wide accreditation system to encourage schools to lead on campaigns and projects which help to encourage active travel and improve road safety.

7) A summary of the proposed scheme details are as follows:

- A road closure on part of Nairne Grove which falls outside Bessemer Grange Primary School, (Appendix 3).
- The timings of the closure to be 8:00-10:00 and 14:30-16:30 however may be reduced at the discretion of the school. Closure will not be enforced outside of term time or at weekends.
- The closure will be trialed for a period of 14 weeks (Autumn Term) commencing 10<sup>th</sup> September 2018. Following this a review will be carried out to assess the initial success of the scheme and whether the closure should be made permanent.
- The trial closure will use turtle gate barriers<sup>2</sup>, with signage situated on the peripheral network, the barriers being erected/removed by school staff.
- Resident access (on request) will be retained

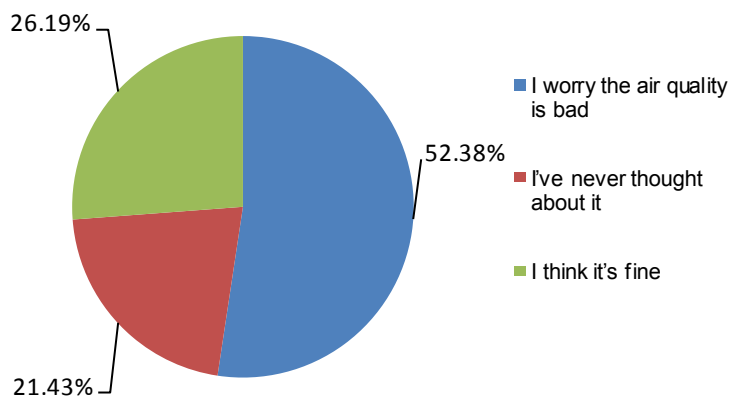
## KEY ISSUES FOR CONSIDERATION

### Summary of consultation process and findings

8) A second parent consultation was carried out at Bessemer Grange Primary School in Feb 2018. The consultation yielded 86 returned questionnaires from parents.

9) The headline findings from the review are detailed in Figure 1 and 2.

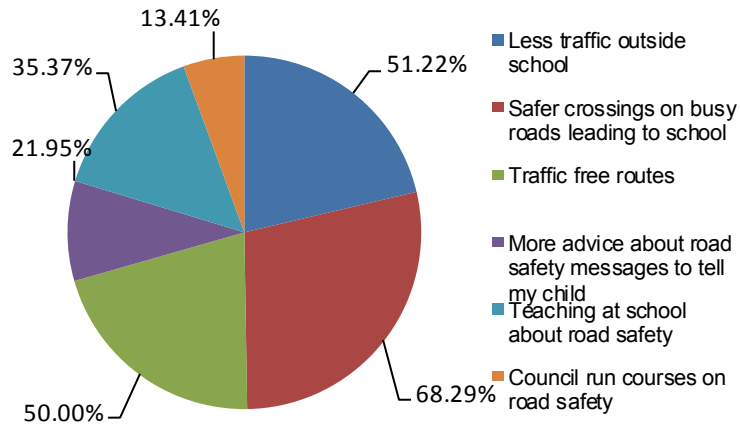
**FIGURE 1: What do you think about the air quality outside the school?**



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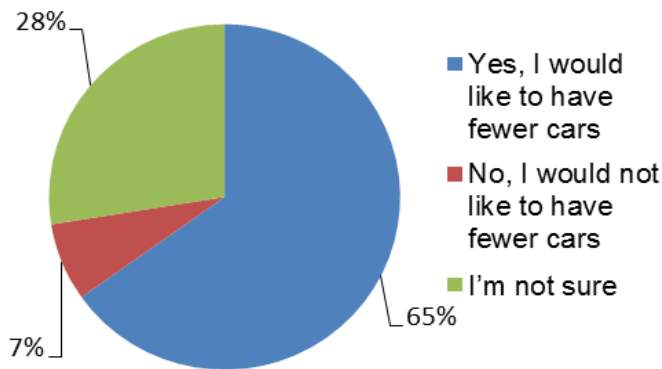
<sup>2</sup> Lightweight portable and retractable barriers

**FIGURE 2: What would make it easier to let children walk to school alone?**



- 10) A pupil consultation was carried out in June 2018. The consultation yielded 229 responses from junior pupils. This is a 76% response rate.
- 11) The headline figures from the pupil consultation are detailed in Figure 3.

**FIGURE 3: Would you like to have fewer cars outside the school at drop off and pick up?**



- 12) An Air Quality Mesh Monitor<sup>3</sup> was located on Nairne Grove, Feb 2018. The results of the Air Quality monitor show that the NO<sub>2</sub> levels on Nairne Grove remain on average below EU legal limits however there is a higher concentration at school peak times.
- 13) London Borough of Camden has piloted a similar scheme, their results show that “a combined programme of smarter travel changes and street closures in a school with motivated staff can bring about dramatic reductions in driven trips to

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<sup>3</sup> A small sensor air quality monitoring system for pollutants including NO<sub>2</sub> and PM<sub>2.5</sub> which measures ambient air both indoor and outdoor.

school and increase sustainable travel,” (Appendix 4)

- 14) Local residents are yet to be consulted. They will be informed by letter. The scheme is an experiment and they will be encouraged to share their views during the trial. For the scheme to be made permanent, a further decision will be required including determination of any objections received.

### **Proposals for consideration**

- 15) In view of the overall consultation responses and having looked at conclusions made from similar schemes the following recommendation has been made:
  - a) Approve the implementation of an experimental road closure to motor vehicles on part of Nairne Grove, from 8:00-10:00 and 14:30-16:30, only applicable during term time.

### **Policy implications**

- 16) The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:
  - Policy 1.1/8.1 – pursue overall traffic reduction/ seek to reduce overall levels of private motor vehicle traffic on our streets
  - Policy 1.7 - Reduce the need to travel by public transport by encouraging more people to walk and cycle
  - Policy 1.8/1.10 - Improve the walking environment and ensure that people have the information and confidence to use it./ Improve the cycling environment and ensure that people have the information and confidence to use it.
  - Policy 2.1 Work with the school community to encourage more children to travel to school sustainably
  - Policy 2.3/4.1 promote and encourage sustainable travel choices in the borough/active travel lifestyles
  - Policy 5.1 improve safety on our roads and to help make all modes of transport safe
  - Policy 8.3 - Reduce the impacts of motor vehicular traffic through education and enforcement initiatives.

### **Community impact statement**

- 17) The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
- 18) The scheme aims to reduce the exposure of children to the increased levels of pollution experienced at school drop off and pick up time. In this way it provides public health benefits to both school users and local residents, particularly younger children who are more vulnerable to the effects of air pollution.
- 19) Congestion and dangerous parking outside a school at peak times increases the risk of accidents involving pedestrians. The scheme would help to mitigate this risk.
- 20) Traffic free routes and even reduced traffic would help to encourage more

parents and pupils to travel to school with sustainable modes of transport such as cycling and walking. This helps to achieve Southwark's Transport Plan, 2011, objectives and wider.

- 21) There is a risk that the closure on part of Nairne Grove may have a displacement of traffic on to the peripheral network. This may counteract the benefits expected in the immediate road closure location, particularly regarding air quality and road safety. However this cannot be entirely pre-empted until the recommendations have been implemented and observed. The scheme is an experiment and will be monitored to address these issues if necessary.
- 22) Residents who are situated within the closure location will either have restricted vehicle use at the said closure times or will need to call the school in advance to make access arrangements. This may cause some inconvenience to residents affected.
- 23) With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any particular community group.
- 24) The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - Improving road safety, in particular for vulnerable road users, on the public highway.

### **Resource implications**

- 25) The capital cost of works is approximately £5,000 which includes experimental traffic regulation order (ETRO), design and project management costs. This expenditure will be funded by the discretionary fund which is a LIP capital source.
- 26) If, following the trial period, the closure is made permanent additional funding will be required. This will be outlined in a separate report, dependent on scheme success.

### **Consultation**

- 27) A consultation with parents and pupils at Bessemer Grange Primary school has been carried out in advance of this report. The consultation is summarised in paragraphs 9 to 12 of this report.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Law and Democracy**

- 28) The cabinet member for environment transport management and air quality is being asked to approve the implementation of an experimental closure on part on Nairne Grove which restricts motor vehicle access from 8:00-10:00 and 14:30-16:30, during term time.
- 29) Part of the scheme requires an experimental traffic management order. The procedure for implementing an experimental traffic management order does not require statutory consultation in advance. However, if the scheme is successful

and a decision is made for it to become a permanent fixture statutory consultation will be required.

- 30) The report details the consultation which has taken place with parents and pupils at Bessemer Grange Primary School. The school senior leaders have been consulted during the drafting of the Memorandum of Understanding which has now been finalised.
- 31) The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not. The report takes these considerations into account and at paragraph 18-20 refers to the proposed works improving road safety on the public highway and in particular for vulnerable road users
- 32) The Human Rights Act 1998 imposed a duty on the council as a public authority to apply the European Convention on Human Rights; as a result the council must not act in a way which is incompatible with these rights. The most important rights for highway and planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property). The implementation of a parking zone is not anticipated to breach the provisions of the Human Rights Act 1998.
- 33) The council's constitution gives the cabinet member for environment transport management and air quality the responsibility for (amongst other things) road traffic management and road safety. Part 3D of the constitution provides that the responsibility for implementing a new traffic improvement project falls to the individual cabinet member and it is therefore appropriate for the cabinet member for environment and the public realm to determine the recommendations set out in paragraphs 1 to 3 above.

#### **Strategic Director of Finance and Governance**

- 34) The report is requesting the cabinet member for environment and public realm to approve an experimental road closure as detailed in paragraphs 1 to 3.
- 35) Funding of the proposals is reflected in the resource implications section.
- 36) Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue budgets.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan	Southwark Council Environment Highways Network Development 160 Tooley Street London SE1 2QH	Rachel Gates 020 7525 0598

## APPENDICES

No.	Title
Appendix 1	Consultation report and appendices
Appendix 2	Memorandum of Understanding
Appendix 3	Location of closure drawings
Appendix 4	Camden Healthy Streets Report

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill – Head of Highways	
<b>Report Author</b>	Rachel Gates – Programme Management Officer	
<b>Version</b>	Final	
<b>Dated</b>	10 July 2018	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	10 July 2018	