

## Stockport School Streets/Play Streets: Scrutiny Update March 2021

### 1. Introduction

- 1.1. This report aims to give an overview of data and evidence we have collected both locally and further afield since the last Scrutiny meeting on Wednesday 3<sup>rd</sup> March 2021. The Transport Strategy Team has been researching what approach other authorities across the UK and, more specifically, what approach other GM authorities have taken to setting up play streets/school streets in their local neighbourhoods.
- 1.2. We have also looked more closely at how other councils close streets around schools for school streets, what TROs are used and also how play streets are closed off.

### 2. What we have found so far:

- Many school streets and playstreets pilots have been quickly and successfully set up in 2020 across the UK to help with social distancing around schools and also boost mental health and outdoor contact for children during lockdown- examples including **Leeds CC** ( see further on for Leeds Playstreets evaluation 2020) and Calderdale where they have been able to access the **Government emergency active travel funding** <https://active.calderdale.gov.uk/blog/safer-greener-more-active-calderdale-school-streets-trial>
- Experience from LA's across the UK has demonstrated the value in running **School Streets trials prior to installing a pilot scheme**. Trials can be run as a one-off for a special event like Clean Air Day or over a period of a week or two as a means to test the concept and canvass opinion from parents and local residents. A key stage in garnering local political support, especially in areas of potential conflict or where there is no precedent of School Streets.
- **Sustrans** has been involved with over **400 active school streets in partnership with Playing out** , in 2019 it worked with 40 schools across the UK to pilot school street schemes, over 70 LAS in the UK now have a play street
- Across the UK, School Streets have been **successfully implemented** where they are **embedded within a local transport strategy** that puts human health and experience at the forefront of travel planning.
- A recent study is showing that less than a 3<sup>rd</sup> of kids in Bradford were getting outside at all during the lockdown.
- **The main barrier** and reasons councils are failing to see playstreets set up despite having a policy and guidance in place is the need for **public liability insurance**, time consuming form filling, risk assessments and the need for it to be a formal process. The most successful local authorities with the most playstreets in place are those that have not insisted on PLI and have also had easy simple guidance and application procedures.

- Another issue is a lack of **Cllr support** and backing and this being put at the front of their agendas in their local constituencies- many of the local walk/ride groups in Stockport are very positive about seeing playstreets happen and some have had a go informally themselves- such as Romiley and the Heatons.
- With a supportive council, political backing and play streets policy in place, primary schools and nurseries can apply to regularly close the street outside the school gate – often for a couple of hours on a Friday after school – creating a safe, traffic-free space for pupils to play and parents to mingle.
- The process for closing the road is similar to a **temporary School Streets trial**. However, the onus is on the school community – usually a group of parent volunteers – to organise, promote and manage the events

2.1. After speaking with **partner GM authorities** it seems that many are facing similar challenges that Stockport is facing, **Manchester, Wigan** and **Tameside** have managed to implement both schemes to varying degrees but all agree there are barriers.

2.2. The below table sets out an overview of information collected from all authorities, but there are similar challenges/barriers that most seem to be in agreement on:

### 2.3. **Main Barriers**

- Staffing/resourcing to implement the schemes/police, review and organise
- Lack of funding for TRO's, signage etc
- Which legislation to use.
- How the scheme is insured- particularly Playstreets.

### 2.4. **Keys to making it work:**

- Running a pilot or number of pilots to iron out the main issues before developing the full policy/application process
- Supportive schools/communities who are willing to take the lead and to run the schemes with minimal support.
- Political Backing

2.5. As can be seen from the below table, all authorities are at different stages in the development of the schemes, some have not developed any of either, others have developed a few but have hit obstacles, Covid19 being one reason for delay for many.

2.6. The officers that are responsible for both schemes varies greatly from one Authority to the next but it is clear that all are finding that time and resources to dedicate to both schemes is challenging in the current climate.

### School Streets and play streets progress across GM districts

GM Authority	Number of play streets	Number of school Streets	Lead officer	Notes
Bury	0	0	Chris Horth Unit Manager – Environment Team	Interested in School streets, traffic team was due to meet in March 2020 but was postponed due to Covid19. Barriers-not enough staff on the ground. There is strong political support, if piloted would fall under remit of Traffic Engineers. No playstreets- only 1 requested so far
Manchester	46	14	Pete.O'Brien Neighbourhood Manager Steven Wilkinson Highways Engineer	14 Schools held one off School Streets Road Closure sessions including 7 on Clean Air Day 8th Oct 5667 Pupils able to take part in School Street Sessions A further 11 schools (4237 Pupils) have expressed interest in holding Trial School Street sessions  Been made possible due to a change of legislation in late 2019 making it easier for Local Authorities to grant approval for schools to hold occasional temporary close roads. The Highways Service also agreed to waive the normal fee for Traffic Regulation Orders of £129 to help to session.
Oldham	A few trials	1	Paul Wootton Traffic Engineer	1 school street implemented 3-4 years ago in a quiet cul-de-sac, to resolve a highways safety problem- a one off but has been successful. Going forward they have questions around policing the streets Have trialled some playstreets with varying success- these have been council staff lead under the Police Town Clauses Act
Rochdale	0	0	Chris Woods Team Leader Network Improvement & Development	Currently though looking at some concepts for School Streets in our Borough, so would be interested in the responses you get back, some of our current thinking has been; Compliance with restrictions and enforcement. No playstreets at present

Salford		In progress?	Andrew Fisher Sustainable Transport Co-ordinator	Issued a report on school streets motivated by inconsiderate parking, a school had been identified for trial, main barrier is staff resourcing, £30k funding has been put in place for pilot. A play street policy was being put in place by May 2020 but delayed by covid19
Tameside	0	0	Nicola Burrough Sustainable Travel Officer	They have a Quiet Streets scheme in place <a href="https://www.tameside.gov.uk/safestreets/quietstreets">https://www.tameside.gov.uk/safestreets/quietstreets</a> , press release went out July 2020, have produced a user friendly simple guide for residents Barriers of staffing resource, there is political backing for school streets but would need funding
Trafford	1	0	Sue Whitehead Highways team	Hoping to pilot School Streets 2 as part of our Urmston Active Neighbourhood. The biggest issue is the enforcement of the schemes as we do not have the moving traffic offences powers yet. Play Streets we did manage to trial one before the COVID 19 outbreak and there is another pilot scheme going to be held once things start to return to normal.
Wigan	0	2	Rachael Heaton Senior Road Safety Officer	Trialling 2 school streets at present, have recently set them up since Covid19  Have used schools commitment to Modeshift stars accreditation scheme and walking bubbles as incentive to take part  Playstreets – no info at present on this
Bolton	0	0	Joe Fox Acting Senior Engineering manager	Bolton have yet to implement any School Streets. We do have a preliminary plan of 5 schools which we wish to consider but the barriers we face are cost of implementing (particularly if there is a requirement for daily traffic management measures) and the level of consultation with local residents and buy in from the local community. They have no playstreets to date

### **3. Playstreets**

- 3.1. Further to the benchmarking information we have asked councils to complete we have also been making contact virtually with a number of authorities to get a better insight into their schemes.
- 3.2. Gary Pritchard from Leeds CC has been very helpful and has supplied us with their evaluation report written in 2020 ( see below)
- 3.3. We have also been able to meet representatives with Wigan and Manchester CC and further information from both authorities can be found [here](#).

#### **Leeds City Council Playstreet Evaluation 2020**

Leeds Playstreets Initiative is a Leeds City Council supported project developed in 2015 across the city which enables residents to close their streets to traffic for children to play safely and freely where they live. This report evaluates the success and impact of the initiative for residents and children alike.

In 2014 a partnership of Leeds City Council officers from children and family services, highways and transport along with local and national voluntary sector organisations, Play England and Leeds Play Network was established. The purpose of the partnership was to review current street closure orders and streamline the process to create Leeds Play Streets ensuring an accessible, efficient, simple application process. Unique signage for Playstreets was created as stickers to be applied to wheelie bins to place the bins to form the barriers for the street closure. This is unique to Leeds and is cost effective making the process easier for residents. The Leeds Playstreets initiative was launched in May 2015.

Road closure stickers



From 2015 to 2020 annual campaigns have taken place to promote Leeds Playstreets. This has included closing streets for National Playday; an orange play bin filled with resources for first 20 applicants in 2018; an orange play bin filled with resources for every children's centre nursery in 2019; 11 school streets closed with schools and partners for Clean Air Day in 2019. The orange play bin campaign won the 2018 Play Award at the national Children and Young People Now awards.



The Leeds Playstreets Initiative has steadily grown in the past 5 years with more residents closing their streets for children to play. It has grown from 14 in 2015 to 65 in 2019 with a spike in 2018 of 101 this was due to the play bin campaign and the long hot summer.






### Leeds Playstreets Evaluation Survey

In January 2020 all playstreets applicants and schools involved in Clean Air Day 2019 were invited to take part and share a playstreets evaluation survey.

The survey focused on the impact of the closures for both adults and children and was available to complete from January to March 2020.





The survey results are as follows;

Those that took part in the survey are involved in a range of ways;

1	Play Street organiser		29.17%
2	Marshal		29.17%
3	Resident with children		54.17%
4	Resident without children		12.50%
5	School		8.33%





The majority had lived on their street for a number of years

#### How long have you lived on your street?

			Response Percent
1	0 - 3 years		4.17%
2	4 - 8 years		37.50%
3	9 - 15 years		25.00%
4	More than 15 years		33.33%

And the majority of streets were closed a number of times throughout the year

#### How often does your street close as a Play Street?

			Response Percent
1	Every week		0.00%
2	Once a month		33.33%
3	4 - 8 times a year		25.00%
4	2 - 3 times a year		29.17%
5	Once a year		12.50%

The age range of children taking part in playstreets ranged from 0 to 15+ with the highest age range being age 7 to 11 years.

#### For children involved in playstreets the survey found

The types of playful activity taking place during the street closure are nearly always active with the following taking place.



What do the children do during the Play Street closure? Please tick all that apply.

		Response Percent
1	Play on bikes / scooters	100.00%
2	Skipping	66.67%
3	Chalking	95.83%
4	Races	50.00%
5	Den building	12.50%
6	Make up own games	87.50%

Other activities mentioned were ball games; decorating biscuits; what time is it Mr Wolf; water fights; skateboarding; Kirby; football; generally running about.

83% of children have made more friendships as a result of their playstreet and 92% of children play with children of all ages together during the street closure. 92% of children are happier due to their playstreet. Since having a playstreet half of the children now play outside more often when there is not a play street closure in place. 58% of children are now more aware of road safety due to their playstreet.

The biggest impact playstreet closures have had for children are:

*"The freedom that having the road closed for them to play in & they are counting the days to the next one"*

*"Socialising outside of school. Building new friendships and exchanging different ways to play. Also has made the children more confident in engaging with their peers and adults. It also entails for the residents including children a community spirit of the street we live in."*

*"Building friendships, having the space to run and play and although we have a park very close by it is easier to get lots of people together for play street. I lived on this street as a child, with fewer cars so we could put our jumpers on the road as goal posts and play kerby, ride our bikes but without street play I don't feel this street is now quiet enough these days. It's like going back in time. Our gardens aren't big enough for bike riding and ball games so street play is a great opportunity for our kids to put down their phones and step away from the TV and do so safely"*

*"They have got to know one another much better. We now do more activities with the children as a group rather than individually as families eg Halloween, bonfire night."*

*"My children have learnt to ride bikes! Now close friends with other children on the street."*

*"Sense of belonging. Having fun. New social skills. Independence. Developing relationships with neighbours of all ages. Learning new physical games."*

*"The biggest impact is that the children now know each other better and it has built a close friendship not only with the children but also the adults."*

*"Better friendships with neighbours children's across different age groups"*



Children described their Playstreet closure as *amazing, great, fun, fabulous, freedom* and *fantastic* when asked to describe in one word.

### **For adult residents of the streets the survey found**

96% know more people on their street as a result of the playstreet. Not all residents on the street get involved in the playstreet closure. Whilst the children are playing we asked what the adults are doing:

*“Supervise, talk, eat, drink, laugh”*

*“They have the opportunity to spend time together, chat and get to know each other. It's also a great chance for new residents to chat with neighbours and become part of the community”*

*“Supervise, help set up play and socialise”*

*“Hold the skipping ropes (hard work!), talk to other parents, have cups of tea (important in winter), bring out snacks and drinks for the kids, monitor the road for traffic and move bins as/when necessary.”*

*“We talk to each other. We help the children with their games e.g. build dens, hold the skipping rope, help with chalking (build a track for the bikes)”*

*“We set up a coffee and tea table bake cakes and biscuits and catch up. We hold a big lunch event once a year where we do a bbq and have a bigger turn out with older residents attending.”*

*“Chat, join in the games, make drinks and bring out food”*

The impact of the playstreet closures for adult residents has been very positive creating a community in their street.

Responses were:

*“It's given the kids something to look forward to and as a single mum it gives me the opportunity to speak to other adults without the expense of play centres and fuel costs.”*

*“It embraces a community spirit”*

*“It is definitely a positive thing for all the families in the street. The adults and children have all got to know each other so much better. There is more of a community spirit to the street now and it is a far healthier environment for everyone involved. We know our neighbours now and that they are there for us if we need them. Instead of us all doing our separate activities as families, we do things together which is so much more fun for the kids and easier for the adults.”*

*“We only moved onto the street 18 months ago, and had a 2 year old at the time. Play Street meant that my son got to know the other kids on the street, but it also meant that we met our new neighbours almost straight away with an opportunity to chat properly, as opposed to just saying hi when passing in the street.”*

*"My family feels more rooted here because we have turned a space for parking and driving into a space for fun and community."*

*"Slightly inconvenient but I'm glad we have it"*

*"WhatsApp group established, better community feel, help each other."*

*"Good for getting to know each other I think. Sometimes elderly people walk by and say it reminds them of when they were little."*

We also wanted to know how Leeds City Council can improve the initiative. The feedback was very positive. Respondents feel supported and it could be better advertised, publicised and promoted both to explain about their own playstreet to others, plus spreading the work for others to have a play street closure as it has made a significant positive difference on their street.

The final section of the survey asked for any other comments they would like to add. These included:

*"This has been wonderful for our children's and I hope the initiative continues in the future."*

*"We love play street please keep supporting it"*

*"It's a good thing, takes time to organise but worthwhile."*

The Playstreet Initiative across Leeds has proved to be a very positive experience for both children and adult residents. Children have learnt new skills, made friends, got to know their neighbours and enjoyed playing in their street safely. Adult residents have found a real sense of community and togetherness that did not exist before their playstreet. The positive impact on the whole street has been profound discovering the playstreet was much more than children playing safely in their street.

Acting on the survey, the future of Leeds playstreets is to grow the initiative, getting more residents to close their streets, promoting and publicising the initiative better, working with partners to support communities in areas of deprivation and work with schools to create school playstreets making traveling to school safer, improving air quality and being active.

We have already made improvements to the playstreets information on Leeds City Council website and are creating an online application to make the process easier.

The findings will be shared across services and organisations in the city. It will also support the national work by Playing Out. Playing Out CIC is a small, not for profit, national social change organisation founded by parents who work in partnership LCC.

#### 4. **Playstreets in GM**

- 4.1. For further information on the comparative data we have collected on Playstreets across GM, please see the attached spreadsheet, (GM Benchmarking data).
- 4.2. Not all Authorities filled in the benchmarking data but did give a response, Manchester has been through Scrutiny in November 2020 so have supplied us with their report

#### **Manchester - Play Streets Temporary Road Closures**

- The Council has developed a “Play Streets Policy” whereby the Council grants a “Play Street (Manchester) Temporary Traffic Regulation Order (TTRO) that enables residents to legally close a residential road to through traffic for a short period of a few hours to allow street play, physical activity or promote clean air.
- The aim of the Policy is to take advantage of recent changes in national legislation and to make it more straight forward for residents to apply and organise a Play Street Session. The Council has developed an Advice Resource Pack for applicants based on the materials developed by “Playing Out”, a national charity that promotes Play Streets and includes sample letters of consultation and risk assessments. MCC Highways Service has also waived the Application fee of £129 for a TTRO.
- The Neighbourhood Teams have been promoting this Play Streets opportunity within communities and supporting applicants to plan and organise sessions.

#### **Play Street Session - Progress to Date**

- A new Play Street “Guide For Applicants” Information Pack and Application Form was developed, including Risk Assessments, Consultation Guides, and Marshalls Training Packs
- A new Application Form was developed and made accessible on MCC Website in spring 2020.
- Highways agreed to waive the Temporary Traffic Regulation Order (TTRO) fee (£129) for one off Play Street Applications
- 46 Streets across the city have held at least one Play Street Session 2019-2020 (see Appendix 4 for a full list of streets)
- Following the introduction of tighter rules on Social Distancing, including the “Rule of 6” limiting outdoor gatherings to no more than 6 people from different households, the Council placed a temporary hold on all application approvals in Autumn 2020. (*See list of streets at Appendix 4 Table No 2*)

#### **Play Streets Next Steps**

- Identifying additional funding to provide further stock of Road Closed Signs for Residents and Residents Groups to retain within their neighbourhood to enable these to be shared between neighbouring groups to support more road closures.
- Evaluation of impact of Play Streets upon Active Travel Choices especially use of cars.

- Promoting the setting up of Local and Citywide Peer Support Networks for Groups to share their experience and knowledge of Play Street sessions with each other and the Council.
- The Council will work with Residents Groups and previous applicants to apply recent changes in TTRO Legislation to encourage streets to hold regular Play Street Sessions.
- Review the process pending relaxations on social distancing rules to accelerate applications previously approved prior to the restrictions of the Rule of 6 and coming out of current Covid Local Rules.
- Developing a city-wide communications campaign to promote the take up of Play Streets across all communities and neighbourhoods.
- Developing Play Street Guidance materials in a range of languages.

## Tameside

Tameside have relabelled Playstreets and launched a Quiet Streets scheme for which they have produced a user friendly guide:

<https://www.tameside.gov.uk/TamesideMBC/media/trafficmanagement/J002693-Quiet-Streets-GUIDEV2.pdf>

We have not managed to speak to the council representative there yet to understand how many schemes are presently set up and how it was funded but they released this press release in July last year:

**Reclaim your road as a safe space through Quiet Streets**  
**Date Released - 02/07/2020**

RESIDENTS are being given the opportunity to reclaim Tameside's streets as safe places to play and exercise.

Quiet Streets is one of Tameside Council's Safe Streets Save Lives initiatives to help residents maintain social distancing while taking part in activities outside their home.

It enables residents to apply to have their street temporarily closed to traffic to allow for pursuits in a secure environment — bringing the community together while keeping at safe distance during coronavirus restrictions.

Activities could include: cycling, scooting or running; dance or exercise classes; or play sessions with children enjoying skipping, hopscotch or other games in the fresh air outside their home.

It's completely free to become a Quiet Street and a downloadable guide and templates are available to help people through the quick and easy process. It may not be possible to close some roads, such as A or B roads.

Quiet Streets are being created across the UK to give households who have limited access to outdoor areas a safe space on their doorstep. The pandemic has meant

more people are using outdoor public spaces to exercise, but this makes social distancing more difficult.

It's suggested that roads are closed for several hours at a time to give all households the opportunity to benefit while maintaining social distancing. The closures could happen regularly, such as once or several times a week. Residents can choose what they would like to do, as long as everyone adheres to current guidelines for meeting people outside. At the moment this means maintaining a two metre distance from anyone not in your household or part of your exclusive social bubble, and making sure you are in a group of no more than six people. On 4th July, this changes to 'one metre plus' – staying at least one metre apart while observing precautions – and two households being able to meet outdoors regardless of size.

Tameside Council Executive Leader Cllr Brenda Warrington said: "We want to do everything we can to enable our residents to reclaim their streets as safe spaces to exercise and play while keeping socially distanced. Quiet Streets is a resident-led initiative that provides a quick and easy process to create a traffic-free space that will support those with limited or no access to gardens or large open spaces.

"Fresh air, activities and exercise are vital in keeping body and mind fit and well and by working together we can create healthier and safer communities."

The council is keen to help communities reduce levels of pollution and car usage and, once social distancing rules are lifted, will be working with residents to create play streets, a similar UK initiative focusing on bringing everyone together to facilitate play and build stronger, safer and happier communities.

To see information about the other initiatives or to give your feedback please visit [www.tameside.gov.uk/travelsafe](http://www.tameside.gov.uk/travelsafe)

### **How Quiet Streets Work**

1. Notify affected households: a notification letter is available to download at [www.tameside.gov.uk/quietstreets](http://www.tameside.gov.uk/quietstreets) or paper copies can be sent. It's also a great opportunity to set up a WhatsApp or Facebook group for your community and see if anyone is interested in helping steward the Quiet Street.
2. Apply to the council using a notification form, available to download. The council will respond as soon as possible.
3. Remind your neighbours before your first Quiet Street session, again reminder notes are available to download.
4. While you can't stop people parking on the street, a note could be left on windscreens asking owners to make other arrangements when the road is being used as a Quiet Street.
5. Someone will need to be available to put up "Road Closed" signs, and potentially diversion signs, to steward any vehicles through the street should they need to pass through and to make sure everyone is maintaining a social distance. Roads can be blocked with easily moveable objects such as wheelie bins or rope.

### **Trafford – Play streets update**

Play Streets are a lot of work with the legal orders etc. In theory, they should be simple to set up and run. The biggest issue I found was the stewarding of the sites and the closures not put out in accordance with the plan. The residents were also not keen using the correct signage, as they did not want to buy new ones they were using historic ones from street parties they had previously run. The Council did not check what they were using and the residents thought they were right. In the unlikely event, something did happen it would be Council who is ultimately responsible

### **School Streets in GM**

#### **Stockport**

Although Stockport don't yet have any school streets, from speaking to our Road Safety team, we gained the following overview about the geographical situations and congestion issues that face schools in Stockport at present:

Congestion issues are a Borough wide problem affecting many Schools. Schools in cul-de-sac locations tend to see some of the most intense issues.

There are 85 Primary Schools in Stockport. Approximately 23 (27%) are in unsuitable locations for a School Street as they are situated by a main road. 23 schools (27%) are in cul-de-sac locations where a School Street may be most practical. The remaining 39 schools (46%) are in locations where careful consideration would be needed to assess the impact on surrounding roads. For example, what alternative routes are there for vehicles?

Schools in unsuitable locations for a School Street may however be able to benefit from something like a Park and Stride scheme. For example, Romiley Primary, which is situated on Sandy Lane, has a Park and Stride from the local precinct car park, which has reduced parental traffic outside the School.



## Wigan

Wigans Road safety/School travel Officer has created a scheme that is very user friendly for schools and works closely with the Modeshift STARS programme and their Junior Travel Ambassador programme which puts the responsibility on the schools to take ownership of the scheme. They have produced a number of packs/guides including the one below and have a walking bubble scheme also in place around schools whereby anyone living inside of the 5 minute walking bubble must walk/cycle to school, this is also JTA lead. All of the schemes have school resources to support them.



### School Streets Scheme

Safer and Healthier Streets Around Schools



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### What is School Streets?

The road outside of school becomes a safer and cleaner space by blocking off the road to through traffic at school start and finish times.

Only people with permits can enter the zone.

Parents travelling by car will need to find somewhere safe outside of the zone to park and travel the remainder of the journey by foot or bicycle/scooter.

The Junior Road Safety Ambassadors will promote and monitor the scheme.

### What are the benefits of School Streets?

- Reduced traffic and congestion
- Cleaner air
- Improved Road Safety
- No crossing between dangerously parked cars
- More people will walk and cycle
- Fewer cars around school
- Contributes towards your Modeshift STARS School Travel Plan accreditation

### What are the barriers to School Streets?

Some schools may be located on routes not suitable for School Streets due to the type of area outside of their school. The council will be able to advise which schools can/can't take part. Reasons for the scheme not being able to go ahead could include; the school being on a bus route, multiple entrances that would need marshalling, the road being the only access to large estates or businesses.

For schools who aren't able to take part in School Streets there is an alternative scheme called School Walking Bubbles.



### Who can have a permit?

There will be a member of school staff marshalling the barriers. They will put them out and bring them in, staying with them for the duration. They will move the barriers to let people with permits through. People who can have permits are:

- School Staff – however they will be encouraged to arrive before the road closure is in place.
- Residents and businesses – however they will be asked to limit movement during the closure times if possible.
- Blue Badge holders
- Emergency Services

### Modeshift STARS

Modeshift STARS is a nationally accredited school travel plan scheme that recognises schools who show excellence in walking, cycle and active travel.

There are 3 levels to reach, bronze, silver and gold. The more active travel initiatives your school is involved in, the better level they get. The idea is to create a healthier and safer environment around school by increasing active travel and reducing the amount of cars around the school gates.

School Streets is one of the initiatives that counts towards accreditation, along with many other schemes such as walk to school week and cycle training. To complete your plan it requires an annual travel survey for pupils, to see how they currently travel. This is a good way to see whether the initiatives you take part in such as School Streets is improving the levels of active travel in your area and reducing the amount of congestion and dangerous parking in the area.

### Junior Travel Ambassadors (JTA's)

Junior Travel Ambassadors play a major role in a successful School Streets Scheme. They are the driving force of the campaign from inside the school. They are the ambassadors of road safety and active travel within the school, helping the school to achieve a successful Modeshift STARS School Travel Plan. School Streets is just one of the many schemes they can be involved in to help achieve accreditation.

They promote the scheme, encouraging the whole school community to get involved and they monitor the scheme to record its success to determine any improvements that need to be made to ensure a greater success rate.

There are many ways to do this role and it's entirely up to the JTA's as to which route they take. Some ideas are: Road Safety and Active Travel notice boards in school that they are in charge of, competitions held in school such as which class has the most children travelling actively to school, host assemblies, creating posters and leaflets to explain new schemes and encourage everyone to take part, keep a record of the survey figures and carry out additional monitoring surveys. There are many other ways JTA's can get involved with other STARS schemes, these are just ideas for the School Streets scheme. However others include the JTA's being Traffic wardens to give out their own designed tickets to parents parked dangerously, we can provide support for many other schemes too, just visit the school travel plan page on our website: <https://www.wigan.gov.uk/Business/Professionals/Road-safety/lessons-and-resources/School-travel-plans.aspx>



## JTA Resources

- Social Media Ideas
- Assembly Ideas
- Noticeboard Ideas
- Competition Ideas and Certificates
- Survey Collecting
- Poster and Leaflet Ideas
- Build up to launch day information

Please find the documents to support the above ideas on the School Streets webpage.

Letter to Parents  
Letter to Residents/Businesses  
Social Media *(see JTA resource)*  
Assembly Ideas *(see JTA resource)*  
Lesson Plan Ideas  
Maps and Information Sheets  
*(to be provided by the Council)*

Please find the documents to support the above ideas on the School Streets webpage.

## Teacher Resources

## FAQ's

**Restriction Times?** The school will confirm their start and finish times and the council will agree with them the restriction times for the road. The council will introduce a legal order for the school street restriction either through a Traffic Regulation Order that can take up to 12 months to implement or via an Experimental Traffic Regulation Order that can be introduced within six to eight weeks.

**What will the barriers be?** You could either use cones and barriers or something prettier such as flower planters. The council can also provide 'Road Closed' Signs to act as barriers. However whatever it is, will have to be easy to move, if someone needs to enter. They will need to be stored within the school grounds outside of the scheme times.

**The role of a marshal?** A marshal will stand with the barrier, to put them out and collect them in, as well as moving them for entering/exiting vehicles. The marshal will be a member of school staff and will need to wear protective equipment such as a hi-vis jacket.

**What about a risk assessment?** The scheme is run by the school with the council offering support, therefore the school will need to complete their own risk assessment for this scheme, especially for their staff and pupils.

**Permits?** The council will send letters to all residents and businesses located within the closure zone explaining about the scheme. This letter can then be used as proof to the marshal that they live in the street so are allowed access. Staff of the school should be recognised by the Marshall to gain entry. However we ask that they all limit their movement during restriction times.

**Use of the Road?** The road isn't completely closed as people with permits still have access, however it will be much clearer of traffic than it was previously, allowing greater visibility when crossing, resulting in a safer area around school. It is a restriction not a complete closure.

**Examples of Schools already running the scheme?** Have a look at Hackney Council online, they have been running a very successful school streets scheme with their schools for some time now. The only difference is that schools in London also have cameras to enforce the scheme. There are many other councils also taking part but Hackney has a lot of material online to look at.

## Contact Us

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[Road.safety@wigan.gov.uk](mailto:Road.safety@wigan.gov.uk)  
01942 488250  
01942 489685

<https://www.wigan.gov.uk/Business/Professionals/Road-safety-lessons-and-resources/index.aspx>

The officer has worked closely with her Highways team to create some experimental TROs which are currently being trialled and closely monitored in a couple of schools.





**WIGAN BOROUGH COUNCIL**  
**PICKUP STREET, INCE – PROHIBITION OF DRIVING**  
**NOTICE OF MAKING**

**NOTICE IS HEREBY GIVEN** that Wigan Borough Council, in exercise of its powers under Section 1 and Part III of Schedule 9 of the Road Traffic Regulation Act 1984, has made the Wigan Borough (Pickup Street, Ince) (Prohibition of Driving) (Experimental) Order 2020 which will come into operation on 18<sup>th</sup> January 2021.

The effect of the Order is to prohibit driving for an experimental period of 18 months on:

- Pickup Street, Ince from a point 5.5. metres south west of its junction with Lord Street to its junction with George Street from Monday to Friday, 8.00am to 9.30am and 12.30pm to 4.00pm.
- George Street, Ince for its full extent from Monday to Friday, 8.00am to 9.30am and 12.30pm to 4.00pm.
- Local Board Street, Ince from a point 10 metres south east of its junction with Ince Green Lane to its junction with Pickup Street from Monday to Friday, 8.00am to 9.30am and 12.30pm to 4.00pm.

There will be limited exceptions for persons possessing an authorised School Street Permit, the purpose of building and similar operations, removing obstructions to traffic, road works and works by statutory undertakers; for local authority, Water Companies and Post Office purposes; if the vehicles are fire service or police vehicles or ambulances, (liveried vehicles) or in connection with a funeral; the delivery or collection of goods and for loading or unloading.

Wigan Borough Council will be considering in due course whether the provisions of the Order should be continued in force indefinitely. Any person may within the period of six months from the coming into force of this Order object to the making of the Order for the purposes of such indefinite continuation. Any such objections to the Order must be made in writing and specify the grounds thereof and must be made to the Assistant Director - Legal, Town Hall, Library Street, Wigan quoting reference RD/LS/DZB/C108.184 not later than 5<sup>th</sup> July 2021.

A copy of the Order, and of the relevant map, and a Statement of Reasons for making the Order, may be requested by post, or by emailing [d.birchall@wigan.gov.uk](mailto:d.birchall@wigan.gov.uk)

Dated this 5<sup>th</sup> day of January 2021

Mr. B. Whitworth, Assistant Director - Legal, Town Hall, Library Street, Wigan, WN1 1YN

## **Manchester**

The main points below highlight their progress with schools to date:

### **School Streets - Manchester” - Temporary Road Closures around schools**

The development of the “School Streets” Process has been made possible due to a change of legislation in late 2019 making it easier for Local Authorities to grant approval for schools to hold occasional temporary close roads. The Highways Service also agreed to waive the normal fee for Traffic Regulation Orders of £129 to help to session.

The Neighbourhood Teams have contacted all schools to provide them with a School Streets Application pack which includes a detailed Step By Step Guide to organising and delivering a “School Street” Road Closure.

For those schools taking part, the Neighbourhood Teams made available and delivered a supply of “Road Closed” Signs and Traffic Cones to schools. These were donated by a Sub Contractor via the Highways Service Social Value Process.

The Neighbourhood Teams will continue to look at ways of funding a greater supply of signs and equipment that can be shared between schools and can include branding and sustainable features such as planters on wheels to serve as portable road closure barriers and visible signage that is still compliant with Highways regulations.

In addition to contributing to tackling air pollution and poor health and reducing road danger (particularly for children), School Streets have been identified as an important aspect of COVID-19 recovery plans. With public travel restricted, car travel is considered by many parents and guardians as the safest way to get children to school. However, this can risk exchanging one health crisis for another, with school-related traffic congestion worsening the levels of pollution.

### **Progress to Date – School Street Trial Sessions**

14 Schools held School Streets Road Closure sessions including 7 on Clean Air Day 8th Oct

5667 Pupils able to take part in School Street Sessions

A further 11 schools (4237 Pupils) have expressed interest in holding Trial School Street sessions

Evaluation and sharing of experience and knowledge with and between schools will continue to further improve the School Streets process and delivery arrangements

A summary of the Active Travel initiatives promoted to schools are outlined in more detail in this report and a comprehensive list can be seen in Table No 1 at Appendix No 1.

Full details of all schools that have taken part in or expressed an interest in School Street Trial Sessions is provided in Tables 1 & 2 at Appendix 2

Of the further 10 schools who have expressed an interest, many of these felt that the current increased workload as well as uncertainty around Covid they would like to defer any school street trial to allow further time to communicate with residents and parents.

This includes a cluster of schools in the “Levenshulme and Burnage Active Neighbourhood” Area. The Council will be engaging with Sustrans and the recently formed “Clean Air Lev” Group and conduct discussions with all schools in the area to develop a coordinated approach to delivering School Streets Sessions and other Active Travel initiatives.

The feedback from the schools who took part in the trial sessions has been that it is was very well received by the parents and that the schools would like to take part in further school streets sessions. A selection of the feedback from school's social media platforms, including images of the day, and press coverage in local media is contained in appendix 3. Neighbourhoods and Highways Services will continue working with these and other schools to expand the school street trial initiative.

The recent changes to legislation make it easier for schools to hold more regular School Street sessions. Where a school which has held successful trials wishes to hold a regular School Street Session, the Council will work with these schools to evaluate the trial sessions, including guidance about traffic management and signage, and resident consultation. An application can then be made for Secretary of Consent (Dept of Transport) for more regular School Street Closures.

## **5. School Streets rest of the UK**

5.1. The below info is taken from Hackney councils toolkit for professionals.

### **5.1.1. What Specific Actions are Needed to Implement School Streets?**

5.1.2. The following actions will be required to implement School Streets:

- Identification of appropriate schools and funding sources, including identification of appropriate primary schools and possibly secondary schools.
- Approval of list of suggested options by relevant Cabinet Member(s).
- Identification of an enforcement mechanism applicable in Stockport.
- Creation and officer approval of TRO
  - TRO approval from Legal team
  - CLT approval
  - Area Committee approval.
- Procurement of traffic signs and equipment associated with enforcement (e.g. bollards).

- Consultation and engagement.
- Design and installation of on street measures.

5.1.3. The indicative timeline below indicates the TRO approval process and the length of time each step may take:

- Initial site investigations and scheme design (6-12 weeks)
- Approval to proceed (2 weeks)
- Consultation (4 weeks)
- Redesign due to consultation results (2 weeks)
- Report to Area Committee (these are held every 6 weeks plus 10 day call-in period)
- Draw up and Legal Advertising (6 weeks)
- Objections report (if required) submitted back to Committee (6 weeks plus 10 day call-in period)
- Ordering and programming of works (8 weeks)

5.1.4. More appropriate may be an Experimental Traffic Regulation Order (ETRO) which would have the same timeline as above, but would not require any publication of proposals. This could decrease the length of time needed to create the Order by several months, meaning it could take as little as three months to implement the ETRO. The ETRO could then be issued for a maximum of 18 months.

5.1.5. Alternatively, an (Emergency) Temporary Traffic Regulation Order (TTRO) could be used which is instantaneous but would need to demonstrate danger to the public or risk of serious damage to the road. Although immediate, an Emergency Temporary Traffic Regulation Order notice is limited to a duration of 21 days and as a result would not be relevant for this type of activity.

5.1.6. The time needed to procure the correct signage also needs to be factored in to planning. Prior to Covid-19 the Sign Shop were working on a 16 week programme - this process could be sped up if priority is requested. The provision will also be affected by the style of sign chosen.

5.1.7. **Where Should School Streets be Introduced?**<sup>1</sup>

5.1.8. In order to identify the most appropriate location for School Streets, the following factors and measures should be reviewed:

- Road classification - the schools are not on traffic sensitive roads, major roads or bus routes.

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<sup>1</sup> Taken from Hackney School Streets, Toolkit for Professionals

- Ensuring the roads have suitable diversion opportunities or do not have through roads.
- School travel mode share - does the school have a transport issue.
- Road collision data over the last 5 years which could provide clear evidence of an existing problem.
- Evidence of involvement or engagement in transport initiatives - this would help demonstrate that the school have actively been seeking to overcome issues and would be committed to the initiative.
- Level of support for a proposal - crucial as the Council would not want to impose solutions but would want to work collaboratively with residents and parents to overcome problem.
- Access impacts - disruption to residents' and businesses' ability to access properties.
- Number of residents affected - density of housing indicative of the number of residents. The fewer residents the more successful communication can be.
- Displacement of through traffic -- the practicalities of delivering the scheme, including availability of diversion routes around the closure;
- Displacement of school traffic - the surrounding street network has the capacity to absorb the number of displaced vehicles (based on school mode of travel data).
- Potential park and stride sites to absorb school traffic.

5.1.9. As a part of the Council's response to Covid-19, it might also be necessary to assess:

- The width of existing footways and highways
- Presence of street clutter/furniture
- Presence of dropped curbs and tactile paving

5.1.10. Taking the above considerations into account will enable the Council to rank and prioritise schools where School Streets should be implemented.

## **5.2. Further Information**

- Please see attached spreadsheet outlining the districts responses to questions about playstreets
- Please also see Manchester CC document attached showing further information/reports from around the UK
- Also, see Stockports playstreets policy attached



