

# **Report of the Strategic Directors of Health and Wellbeing, Children's Services and Place to the meeting of the Regeneration and Environment Committee to be held on 1<sup>st</sup> December 2020**

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**Subject:**

**Active Travel-School Streets and Play Streets**

**Summary statement:**

**This report follows a motion tabled at full Council in asking for the approach to School Streets and Play Streets to be explored by Bradford Council across three key services: Health and Wellbeing, Place and Children's Services**

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**Portfolio/s:**  
**Healthy People and Places**  
**Cllr Sarah Ferriby**  
**Regeneration and Planning and Sport**  
**Cllr Alex Ross-Shaw**  
**Children and Families**  
**Cllr Imran Khan**

**Overview & Scrutiny Area:**  
**Health and Social Care**  
**Regeneration and Environment**  
**Children's services**

## 1. SUMMARY

- 1.1 This report follows a motion tabled at full Council requesting that workstreams relating to School Streets and Play Streets to be explored by Bradford Council across three key services: Health and Wellbeing, Place and Children's Services

## 2. BACKGROUND

- 2.1 At the meeting of Council on 16 July 2019 a motion in respect of school parking issues was tabled.

- 2.2 It was resolved at the meeting that:

- i) The Active Places group progress work to support the delivery of Play Streets, School Streets and active travel wherever possible.
  - ii) The Active Places group work with partners, such as Better Start Bradford and the Sport England local delivery pilot, to ensure a joined-up approach which has local communities at its heart and to ensure the most efficient use of resources.
  - iii) Officers develop an action plan under the authority of the portfolio holder and submit the action plan to the relevant Overview and Scrutiny committees (Health and Social Care, and Regeneration and Environment)
- 2.3 Being physically active is paramount to improving the physical and mental health of our population; it also brings with it social, economic and environmental benefits. Born in Bradford (BiB) data has shown that 77% of 5-11 year-olds in the cohort study don't do the recommended 60 minutes of moderate-to-vigorous activity each day, while the local Public Health England National Child Measurement Programme shows 38.3% of children in the District in 2018/19 left primary school overweight or obese.
- 2.4 The local whole systems approach to reducing obesity (including physical inactivity as a core element) began in late 2017 as part of the delivery of the Healthy Bradford Plan (now Living Well). Initiating the whole systems process included bringing together partners from across the system to map the root causes of inactivity and unbalanced diets, and establishing an action plan to tackle these.
- 2.5 The places where we live, learn, work and socialise have an integral role to play in promoting physical activity. This includes creating highly connected communities so that active travel is the easy option, as well as creating places where people want to go to engage in play and other activities for leisure.
- 2.6 The Place and Health and Wellbeing Directorates are working in close partnership to create and deliver a programme of work to help create a District which supports people of all ages to move more, regardless of ability or where they live in the District.

- 2.7 If this work is successful then walking and cycling, and other forms of active travel, will be the default choices for shorter journeys, and also form part of longer journeys. Walking to school will be the norm for more children in the District. More people will have the opportunity to play, run, scoot, cycle, and walk and engage in sports and other activities for leisure reasons, and everyone will have easy access to high quality outdoor space.
- 2.8 Affecting the school journey offers an opportunity to embed physical activity in the daily routines of thousands of children and their parents or carers. At the same time it can take cars off the roads; reducing congestion, improving air quality around schools and also improving safety around schools.
- 2.9 This report outlines the factors which need to be considered in order to develop a programme which maximises the potential for both schools streets and play streets whilst being clear on the resource implications and the challenges that are part of them.

### School Streets

- 2.10 Parking and car journeys associated with school drop-off and pick up create a number of issues including:
  - i. Detrimental impact on air quality
  - ii. Road Safety concerns
  - iii. Traffic congestion
  - iv. Reduced sustainable/healthy travel modes (walking, cycling and public transport) for children and accompanying adults.
- 2.11 A School Street is a street around a school that is closed temporarily to vehicles at drop-off and pick-up time, with only pedestrians, cyclists and those vehicles with exemptions (e.g. local residents/businesses) being able to use the roads at these times. Clean Air Bradford have been inspired by the work done by campaign group 'Mum's for Lungs' ([www.mumsforlungs.org](http://www.mumsforlungs.org)) in London who have been successful in getting School Streets piloted and adopted in a number of areas in London. They have been campaigning on this issue in Bradford over the last year and have had positive responses from parents, schools & local Councillors most of whom think that School Streets would make a difference in their community and around their school.
- 2.12 The majority of school across the Bradford District (and indeed regionally and nationally) have varying degrees of traffic congestion and associated road safety and environmental concerns at school start and finish times. Issues are generally worse around primary schools, where significant numbers of children are accompanied by an adult, many involving car-borne journeys. Most sites have existing School Keep Clear markings to discourage parking near designated pedestrian access entrances and crossing points; a small number of schools have more extensive waiting restrictions to prevent parking in a wider area.
- 2.13 There are a number of reasons that impact on school travel modes including, school catchment areas, siblings in different schools, journeys are part of parents'

commute. There may also be cultural or habitual influences.

- 2.14 Schools will often try to deter school-gate parking through communications with parents and guardians; however their role is restricted to an advisory one. Many schools also adopt staggered start and finish times for different year groups or to avoid conflict with other nearby schools.
- 2.15 There are generally few recorded collisions in the immediate vicinity of school sites, however, road safety concerns remain prevalent at many locations due to the sheer volume of traffic and the potential for conflict with pedestrians, in particular children.
- 2.16 It is now possible to create ‘School Streets’ whereby streets in the vicinity of school sites can be closed to vehicular traffic for short periods at school start and finish times. The implications of implementing such schemes will vary widely from site to site depending on several factors including the local road layout, the size of the school(s) and their catchment area(s), the local residential population and presence of businesses and any other local access requirements.
- 2.17 In view of the significant number of considerations involved in implementing School Streets and unknown impact on adjacent residents, businesses and the local highway network, it is initially proposed to promote a pilot scheme. The pilot has been developed in partnership with the Council’s Highways and Public Health teams and in conjunction with locally based Active Travel partner organisations. 11 primary schools at various locations across the district have been identified using a mixture of different factors; this equates to 2 schools per parliamentary constituency. One extra school has been included bringing the total to 11. Grove House Primary was added in due to its location within our local development plan area (LDP called JU:MP) and the match-funding made available through their auspices towards the costs.

The following factors have been used to prioritise the pilot sites:

- i. Air Quality - using Nitrogen Oxide (NOx) levels based on government background modelling.
- ii. Local constraints such as the status of the adjoining highway network (i.e. strategic and/bus routes have been avoided to minimise disruption on the wider network)
- iii. Existing schools engagement with the Council Active Travel partners and ‘matched funding’ support.

2.18 The schools that make up the pilot scheme are:

SCHOOL	WARD	CONSTITUENCY
Eastwood Primary	Keighley Central	Keighley
Girlington Primary	Toller	Bradford West
Grove House Primary	Bolton & Undercliffe	Bradford East
High Craggs Primary	Windhill & Wrose	Shipley

Holycroft	Keighley Central	Keighley
Ley Top Primary	Thornton & Allerton	Bradford West
Newhall Park Primary	Tong	Bradford South
Shipley CE Primary	Shipley	Shipley
St Matthews CE Primary	Wibsey	Bradford South
St Stephens CE Primary	Little Horton	Bradford East
Westminster CE Primary	Bolton & Undercliffe (School) Bowling & Barkerend (Streets)	Bradford East

- 2.19 Consultation with the schools, local ward members, NPT and Area Coordinators has been carried out. Feedback from all stakeholders has been largely supportive. See Appendix 1
- 2.20 Education recognises that some pupils with complex health issues and/or disabilities require support to access their school. There is a population of 1500 students using this service across the district. Individuals' abilities are assessed as part of the eligibility criteria for the service and enablement support is offered where appropriate. The transport provided is via a mixture of fleet buses and contracted taxis. Any School Streets initiative will incorporate the need for these pupils to be dropped at the entrance or within the grounds of their school irrespective of the street closures.
- 2.21 The School Streets programme will take the form of road closures on a regular basis over an extended period of time; as such Traffic Regulation Orders (TRO's) will be required for their implementation. Given that this type of scheme is relatively new nationally, and has not yet been trialled in the Bradford district, it is proposed to promote the Orders on an experimental basis. An Experimental TRO is normally in force for up to 18 months with amendments to the Order being possible once the Order is made; objections to the Order can be made during the initial 6 months (or within six months of any subsequent amendment) thereby acting as an ongoing consultation process. Representations can then be given consideration by the Strategic Director-Place in consultation with the Portfolio Holder for Regeneration, Planning & Transport before a decision is made whether to retain or remove the scheme.
- 2.20 Due to the lack of the need for prior consultation or publicity for an Experimental TRO these Orders can usually be implemented quite quickly, probably 4-6 weeks to coming into force depending on clear instructions being given. In the case of the proposed School Streets however, there will be a need to grant exemptions to a potentially a fairly wide group of people. This group might include residents and businesses, utility company, Local Authority and service vehicles, care workers' vehicles and taxis. Because of the need to have these exemption permits in place on day one of the Experimental TRO there will need to be suitable prior consultation/engagement with residents/users.

2.22 The current timescale for the implementation of the pilot sites is in the first quarter of 2021. See Appendix 2 Indicative timelines

### Play Streets

2.23 Play Streets; the closure of roads to allow communities to use the space for children and young people's play was part of the original resolution passed by full Council in 2019. Initial suggestions explored with partners such as Better Start Bradford (BSB) and JU:MP focussed on developing a district wide programme. Play Streets are comparable to School Streets which have been explicitly encouraged by the government as part of the transport CV-19 response [see more here](#) .

Accordingly a policy was drafted to guide communities on how to run a play street and what was necessary to make this happen. This is attached as Appendix 3

2.24 Play Streets are classed as an event on the highway that requires a mandatory legal road closure order under S.16A of the Road Traffic Regulation Act 1984. Road closures need to be coordinated with other events on the highway network and as such require an advance notification period

2.25 The Highway Network is split into the following categories;

- 'A' Roads – Primary Routes and Trunk Roads that carry a large amount of traffic.
- 'B' Roads – Distributor roads that have lower traffic densities than 'A' Roads, but still carry a high proportion of traffic.
- 'C' Roads – Busier local routes that connect 'A' and 'B' Roads.
- 'U' Roads – Unclassified local roads used by residents to access/egress properties – (these form the majority - 60% approximately - of the districts road network)

For the purposes of Play Streets, only 'U' Roads (unclassified roads) will be considered, as these carry the least amount of traffic and are likely to cause less disruption to traffic movements.

2.26 Requests for Play Streets will be subject to evaluation by the Network Resilience and Management Team, using criteria derived from the Network Management Duty of the Traffic Management Act 2004. This criterion has been developed in order to ensure that the highway network is not disproportionately affected. Consideration also needs to be given to public transport operators, statutory utility works and statutory obligations placed upon the Authority such as waste collection, gritting and highway maintenance. Road Closures must be advertised in advance, signed and coned off in the correct manner as specified in Chapter 8 of the Department for Transport Traffic Signs Manual

2.27 For each event, a named Play Street organiser is required to be nominated. This person will be responsible for the event on the day and the safety of all participants within the road closure area. The named organiser will be responsible for planning, advertising and implementation of the event. Road Closure notices will be issued to the named organiser of the play street event and Bradford MDC will provide an appropriate plan to the play street organiser showing an approved road closure layout. Signs and cones will be provided to the organiser who must ensure that the plan is strictly adhered to at all times.

- 2.28 It is suggested for Play Streets that the consent of 75% of the majority of residents served by the street be obtained by the organiser prior to a request being made for a play street closure. This is to ensure that the local community is aware of, and supports the closure. Given staff resource issues, no more than one Play Street will be authorised in each of the six district parliamentary constituencies on any given day and weekend applications will not be authorised.
- 2.29 The landscape has changed with the COVID-19 pandemic and subsequent guidance regarding health and safety, social distancing and good practise for populations. Some Local Authorities have viewed Play Streets as a way to create more space for social distancing and have continued to move forward with small scale Play Streets projects. However Bradford Districts' landscape needs to be considered when developing Play Streets. The original proposals for the Play Streets initiative had a focus in areas where access to appropriate space for play was limited and/or harder to reach. These are predominately densely populated areas of the district, inner city and towns, often with tightly packed housing conditions, many of which are seen as multiply deprived. Creating Play Streets in these sites now may not be a feasible or sensible approach bearing in mind COVID-19 infection rates and the need to support households to maintain government guidance and best practice regarding infection control. Ensuring children, particularly under 5's social distance from one another and that parents are able to do the same is quite hard to manage and opening up streets to multiple households for play purposes risks unintentionally supporting large 'gatherings' which is unlawful at this time.
- 2.30 In England, new national restrictions have been put in place from 05 November until 02 December 2020, with extensions possible. People are urged to stay at home and meeting with members outside of one's household is no longer permitted. In previous months, meeting in groups larger than six was against the law indoors or outdoors, but there was an exemption which could be interpreted to cover play streets: *"For supervised activities provided for children, including wraparound care (before and after school childcare), youth groups and activities, and children's playgroups"* [\[see here for full guidance\]](#)

However, in accordance with the new national restrictions and to avoid public confusion regarding the permissibility of social contact with members outside of their household, it is suggested to defer the launch of Play Streets in Bradford to next year and re-assess the prevailing COVID-19 situation at a more stable time.

### **3. OTHER CONSIDERATIONS**

- 3.1 Other areas have developed schemes around Play and School Streets although it should be noted that this area of work is in its infancy. There are several working examples of Play Streets, notably in Leeds, various London boroughs, Bristol and Salford and there is guidance and support available through the Department of Transport (DfT) and Play England.

- 3.2 An evidence review: Active Travel and Physical Activity was conducted in May 2019 by Sustrans, Dr Nick Cavill and Professor Adrian David<sup>1</sup>, this looked at 84 studies across a range of typographies in relation to active travel and physical activity;
- City and Town wide interventions
  - Building or improving routes or networks
  - Social Marketing including marketing infrastructure
  - Workplace and other institutional based interventions
  - Interpersonal interventions
  - School based interventions

Differentiation was made between City and/or Town wide interventions and the others as these tended to include a multiplicity of approaches, when the others were more singular. The review concluded that there is strong evidence of the positive impact that active travel interventions have on increased physical activity. And that this was most noticeable in those interventions which employed multiple approaches; the City and Town based ones

- 3.3 Sustrans is running a programme of active travel<sup>2</sup> in Northern Island involving 400 schools. This commenced in 2018-19 and will continue through to 201/22. The early outcomes for physical activity and reduced car use are very positive; in participating schools pupils walking and/or cycling to school increased from 35% to 53% and car use for the school run fell from 58% to 41%.

The programme uses a range of interventions some based around the journey to school; walking buses etc; more skills based such as cycling proficiency and 20 mile an hour zone and no idling programmes. School Streets have also been part of this with the use of traffic calming interventions and the development of 'street kit' which is a colourful alternative to signage and street furniture outside of schools which has had a positive impact on motorists, parents and carers and pupils, making streets calmer due to greater awareness of schools and pedestrians.

- 3.4 Solihull piloted a programme of school streets in 2019 in three schools, this used temporary road closure at the beginning (40 mins ) and end of the school day (60 mins) using a Traffic Regulation Order (TRO) coupled with 'park and stride' facilities. Exception permits are available for local residents, Blue Badge holders and emergency vehicles. This has been successful and is now being extended into the new financial year.

- 3.5 To open up dialogue and strengthen local planning a group, called Active Places set up in April 2019. The role of this group has been to share ideas and good practise across a range of differing disciplines all of which have active travel and physical activity at their heart. More latterly a smaller sub-group has been meeting to develop the School Streets pilot programme and has worked with senior officers and politicians to agree the initial approach.

- 3.6 'Clean Air Bradford' is a grassroots campaign group made up of individuals and organisations, including Baildon Friends of the Earth, Bradford Cycling Campaign and several others who, together, seek to improve the air quality in Bradford were asked to contribute to this report. Clean Air Bradford are keen to see Bradford

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<sup>1</sup> Commissioned by Sport England

<sup>2</sup> [Sustrans NI](#)

Council implement School Streets in the District as they feel this will have a significant positive effect on reducing air pollution outside schools. This has a disproportionate impact for children attending school; for instance ‘the Born in Bradford Institute of Health Research found that in Bradford, up to 687 of annual childhood asthma cases may be attributable to air pollution. BiB’s number one recommendation is to ‘Reduce air pollution to improve the health of our children’, stating that policy interventions that “focus efforts to reduce pollution around schools are likely to have maximum impact on health for families.”<sup>3</sup>

3.7 In evaluations, School Streets have been shown to make the streets outside schools safer, to have resulted in modal shift to non-polluting forms of transport, to have improved air quality in the vicinity of schools and to have cut traffic outside schools. For instance in the London Borough of Hackney, one scheme resulted in “the number of students traveling by car decreasing by 45%”, whilst “cycling to school increased by 60%”. Another scheme in the same borough showed that the School Street “has proven successful in achieving traffic and congestion reduction, improved road safety, increased active travel and a better balance between pedestrians and motor vehicle traffic creating a better environment.” Positively, a further scheme in Hackney showed that traffic was not simply displaced from the School Street to another street nearby. Council Officers discovered that there was a process of ‘traffic evaporation’ where “traffic does not simply divert to the nearest available route, as a result of real-world complexities and human behaviour.”<sup>4</sup>

3.8 ‘We Care About Clean Air’ the Bradford No-Idling campaign relates directly with the school street programme and can work together to reduce routine traffic around the schools in the district. The ‘We Care About Clean Air’ campaign launched in January 2020 for Bradford District’s Primary Schools. This campaign was developed with local schools and communities to reduce idling of vehicles outside the school gates, and to improve the quality of air that school children are exposed to. The campaign has been well received so far, with 50 primary schools (of roughly 165) signing up to the campaign via the Bradford Schools online website. Coverage in the press has also been generally positive, suggesting a good level of public support for the campaign (a T&A poll showed 85% supported the campaign, based on 117 votes). <https://www.thetelegraphandargus.co.uk/news/18165564.parents-warned-no-idling-outside-bradford-schools-part-new-campaign/>. Local mapping by analysts in public health has shown that schools are signing up from a range of rural and urban settings, with some sign up occurring in the most deprived areas and in areas of poor air quality.

The campaign uses an approach to prompt behaviour change away from idling, and includes strategies for schools to raise awareness of the harms of air pollution with parents and the wider school community. School packs include template letters for parents and visitors, activities to engage school children in the issue and free resources to support their delivery of the campaign (railing banner, posters, stickers). As alternatives to idling, parents are advised to use active travel where

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<sup>3</sup> Born in Bradford: 10 Key Findings for Policy and Practice

<sup>4</sup> Hackney Council: <https://hackney.gov.uk/school-streets>

possible for the school run, or to 'park and stride' if this is an option. If parking at school is necessary, parents are asked to switch off their engines whilst stationary. <https://bso.bradford.gov.uk/content/we-care-about-clean-air>

- 3.9 The campaign is moving to implementation stage, working with Magpie (the company that developed the campaign) to obtain feedback from participating schools. To maintain momentum, the strategy includes sharing positive success stories with those schools involved, and sharing reminders via channels such as social media or BSO. Some schools have already started to implement the campaign (for example, putting up railings banners). Feedback from one of the signed up schools shows that they have readily adopted the campaign e.g. sharing resources with staff, involving senior staff on rotas to patrol cars and promoting the campaign on twitter. The campaign has also been communicated to partners who may be in positions to encourage sign up from schools, including ward officers, road safety officers and community groups. Colleagues at Better Place would like to work with primary schools in their patch on this campaign in May.
- 3.10 Further sign up across the district, particularly in areas of poor air quality would be valuable. A press release to demonstrate the positive initial sign up to the campaign and to further raise awareness in the public and school community is likely to be planned. An evaluation report of the campaign was planned for the end of June, following the period of active promotion of the campaign. This has been delayed due to COVID-19 and will be rescheduled when on-going restrictions are lifted. However, schools will be able to continue to sign up and roll out the campaign. The general interest in the campaign suggests that this could be a valuable opportunity to tap into school's interest in air pollution and climate change issues more generally and could prompt further initiatives at a community level, particularly empowering our younger generations to get involved in this kind of work.
- 3.11 The district has a strategic programme for town centre and school based 20mph schemes. These are evidence-based programmes and will follow Government guidance on installation. Priorities have not yet been determined for 2021 projects but, where appropriate, this programme could potentially be aligned with School Street proposals.
- 3.12 Bradford Clean Air Plan (B-CAP). To address poor air quality and improve public health, Bradford Council has been mandated to implement a Class C Clean Air Zone (CAZ) covering the city centre (within the outer ring road), Shipley and Saltaire. The CAZ will go live after October 2021. Charges are proposed for non-compliant HGVs, buses, coaches, taxis and most classes of vans and LGVs. There are no plans to charge private cars.  
The plan proposals include grants, exemptions and other support measures for local businesses. These are currently the subject of a full public consultation, which ends 26<sup>th</sup> March 2020.  
The plan is complimented by a health evaluation study, led by (BiB) partnered by the Council and funded by the National Institute of Health Research (£1.1m). The health evaluation study will run alongside the B-CAP measuring actual health change in the City as a result. Bradford will be the first City in the UK to undertake such a study and the outcomes will be of interest both locally and at a national level.

- 3.13 The development of new approaches such as the ‘School Streets and Play Streets, ‘We Care About Clean Air’ and the 20 mile an hour speed restriction areas would help support the work of the B-CAP and in the long run significantly improve the school day for families; increasing routine physical activity, reducing traffic and encouraging alternative forms of travel.

#### **4. FINANCIAL & RESOURCE APPRAISAL**

- 4.1 An initial investment of £100,000 in 2020-21 (£50,000 Public Health/£50,000 Safer Roads) has been identified for the promotion of School Streets and Play Streets. The estimated cost of delivering the School Streets pilot is £70,000.
- 4.2 Public Health funding has been allotted at up to £75,000 in 2021-22 however this will be subject to future financial planning and budget setting. Any residual funding from the initial £100,000 allocation will also be available to support a further roll-out of the School Streets programme and/or provide a resource for the launch of the Play Streets initiative.
- 4.3 The School Streets pilot will be reviewed in 2021 with a focus on impacts for parents, pupils and local residents, the difference made for schools, environmental factors and to establish value for money and any on-going costs. The outcome of this will be used to ascertain any continuation of the programme and in particular future financial requirements, both capital and revenue.
- 4.4 Officers time from Place, Health and Wellbeing and Children’s services is required to ensure that the consultation and involvement processes are detailed and tailored to each pilot area’s needs. It is important to ‘bring’ schools, communities and parents together around School streets projects to maximise support and address any concerns raised.

#### **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1 As noted above there is a multi-agency active travel group which prior to COVID-19 met regularly and School /Play Streets was a key part of the agenda. The progress made since March’s lockdown is a testament to the commitment of the members of the smaller working group that has spearheaded the pilot.
- 5.2 Discussions have been held with BiB to look at a formal evaluation of the School Streets pilot however this is more problematic during the current ‘lock down’ period. JU:MP intends to evaluate the scheme they are funding at Grove House Primary which will afford insight into the efficacy of the programme.
- 5.3 As with any action undertaken on the highway, there are risks involved, both to road users (be they pedestrians, cyclists or vehicle owners) and to the organisers of the closure. Whilst the Council can advise on the best method to employ to close a particular street, and issue the relevant legal Order to facilitate such a closure for play purposes, the overall responsibility for the safety of all parties involved would be the responsibility of the organiser.

## 6. LEGAL APPRAISAL

### Public Health

- 6.1 Public health has a responsibility to support and enhance the population's health and wellbeing. Schools streets will enhance well being for children and families and contribute all four of the Overarching Indicators of Public Health, Wider Determinants, Health Improvement, Health Protection and Healthcare and Premature Mortality. They should impact and/or be able to contribute to the following outcomes:
- School readiness
  - Child excess weight in 4-5 and 10-11 year olds
  - Children aged 5-16 sufficiently physically active for good health
  - Hospital admissions caused by unintentional and deliberate injuries for children and young people under 25
  - Excess weight in adults
  - Physically active and inactive adults
  - Self reported well being
  - Fraction of mortality attributable to particulate air pollution
  - Mortality rate from causes considered preventable

### Education Law

- 6.2 Section 508A of the Education Act 1996 places a general duty on local authorities to promote the use of sustainable travel and transport. The duty applies to children and young people of compulsory school age who travel to receive education or training in a local authority's area. The duty relates to journeys to and from institutions where education or training is delivered.
- 6.3 There are five main elements to the duty which local authorities must undertake:
- an assessment of the travel and transport needs of children, and young people within the authority's area;
  - an audit of the sustainable travel and transport infrastructure within the authority's area that may be used when travelling to and from, or between schools/institutions;
  - a strategy to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are best catered for;
  - the promotion of sustainable travel and transport modes on the journey to, from, and between schools and other institutions; and
  - the publication of Sustainable Modes of Travel Strategy.
- 6.4 The Act defines sustainable modes of travel as those that the local authority considers may improve the physical well-being of those who use them, the environmental well-being of all or part of the local authority's area, or a combination of the two.
- 6.5 Department for Education Guidance provides that Local authorities should, in large part, base their assessment of children and young people's travel and transport

needs on the data provided by schools or colleges, often contained within school travel plans. Effective school travel plans, updated as necessary, put forward a package of measures to improve safety and reduce car use, backed by a partnership involving the school, education, health and transport officers from the local authority, and the police. These seek to secure benefits for both the school and the children by improving their health through active travel and reducing congestion caused by school runs, which in turn helps improve local air quality. Many travel plans are produced as a result of planning conditions placed on new developments by local authority planning departments. This highlights the need for all relevant departments (e.g. highways departments, planning departments, transport departments, children's services, environment departments, and public health) to be fully engaged when addressing this duty.

- 6.6 Local authorities are required to publish their Sustainable Modes of Travel Strategy on their website by 31 August each year.
- 6.7 Sections 508B and 508C of the Act make provision for local authorities to ensure that suitable travel arrangements are made, where necessary, to facilitate a child's attendance at school. These provisions apply to home to school travel arrangements, and vice versa. They do not relate to travel between educational institutions during the school day.
- 6.8 Parents are responsible for ensuring that their children attend school regularly. However, section 444(3B) of the Act provides that a parent will have a defence in law against a prosecution by a local authority for their child's non-attendance at school where the local authority has a duty to make travel arrangements in relation to the child under section 508B and has failed to discharge that duty.
- 6.9 Section 508B of the Act deals with the duty on local authorities to make such travel arrangements as they consider necessary to facilitate attendance at school for eligible children. Schedule 35B of the Act defines eligible children – those categories of children of compulsory school age (5-16) in an authority's area for whom free travel arrangements will be required.
- 6.10 The Guidance provides that creating safe walking, cycling and travel routes and encouraging more pupils to walk and cycle to school is one of the best ways to reduce the need for transport and associated costs. But an authority should also consider whether it is reasonable to expect the child's parent to accompany the child along a route which would otherwise be classified as being unsafe.

### Highways

- 6.11 The Highways Scheme of Delegation document provides Highways Officers at an appropriate level to initiate Experimental TROs and S16A event orders subject to mandatory consultation with Portfolio Holders or Chairs of Committee. In the case of decisions to make these orders, or convert an Experimental Order a permanent TRO an Executive Decision Sheet should be approved.

## **7. OTHER IMPLICATIONS**

### **7.1 EQUALITY & DIVERSITY**

- 7.1.1 Bradford has a range of difficult and persistent Health Inequalities; these are complex and have been highlighted during the COVID-19 pandemic. School Streets will support more regular walking, cycling and physical activity generally which is known to have a positive impact in reducing obesity levels, for both adults and children. Additionally it is hoped that reducing school time traffic will tackle some of the districts' poor air quality, another detrimental factor for some of our communities.
- 7.1.2 Some of the pilot schools chosen are in areas of high deprivation and will help to support some of these communities to make lifestyle changes and free up the streets from unwanted traffic
- 7.1.3 The pilot schools have been chosen using the processes laid out in Appendix 2. This has identified the 10 care must be taken when expanding the programme not to inadvertently increase inequalities. It must also be noted that there may need to be different approaches made in some areas of the district where total road closures would impact perversely on other resident's health and wellbeing
- 7.1.4 The Equality Act 2010 requires the Local Authority to consider how its decisions and policies affect people with different protected characteristics.

### **7.2 SUSTAINABILITY IMPLICATIONS**

- 7.2.1 Walking to school and other alternative methods for school journey are inherently more sustainable than cars. Not only does walking improve the immediate effects by limiting pollution from car emissions, it can also contribute to the reduction of future expenditure. Pollution causes damage to its surroundings, including both buildings and nature. By reducing the amount of carbon dioxide produced, fewer resources will be needed to address the impairments to the surrounding environment caused by pollution.

### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

- 7.3. The transport sector is responsible for 27% of greenhouse gases emissions, the most of any sector. The first few minutes when starting up and driving cars produces the highest emissions because the emissions control equipment has not yet reached its optimal operating temperature. Less pollution will also lead to lower rates of asthma and wheezing.

The Department for Transport says that it's possible to achieve a 60% carbon dioxide reduction in the UK's domestic transport sector by 2030, but only with real and early change in travel behaviour. Research suggests choosing to walk a short journey instead of travelling in a car can have significant advantages for the environment over a year. One of the best ways individuals can reduce their carbon footprint and contribute to reducing air pollution is to leave the car at home for short trips and walk instead.

## **7.4 COMMUNITY SAFETY IMPLICATIONS**

- 7.4.1 The current situation means that there is often poor driving and parking practice outside schools when children are being dropped off and picked up. This increases the potential for conflict between pedestrians (in particular, children) and vehicles and causes concerns for the immediate community in terms of accessing their homes and environment. Reducing and/or stopping traffic will significantly reduce the potential for conflict and also increase local residents' perceptions of safety and may support better more constructive relationships with schools too.
- 7.4.2 Reducing the number of cars on the road and parked in our streets means quieter, safer and more appealing roads, encouraging more people to walk and cycle.

## **7.5 HUMAN RIGHTS ACT**

- 7.5.1 The Human Rights Act 1998 sets out the following rights;
- Right to life and prohibition from the deprivation of life
  - The right to respect for private and a family life
  - The right to personal liberty
  - Freedom from torture and degrading treatment/punishment
  - Freedom from slavery and forced labour is prohibited
  - Right to a fair trial

The implementation of the School Streets pilot will indirectly support the right to respect for private and a family life which due to the impact of school traffic is currently curtailed during school drop off and pick up times.

## **7.6 TRADE UNION**

- 7.6.1 Reducing the abuse that neighbour and school staff are subject to should improve the position and work roles for team members

## **7.7 WARD IMPLICATIONS**

- 7.7.1 The current position whereby schools and neighbourhoods are often inundated with traffic during schools pick up and drop off times has been a continuing difficulty for the 5 area offices. Staff such as the Ward Officers and Council Wardens are often abused and/or berated for trying to manage problematic behaviour from parents and guardians. Additionally the schools themselves have attempted to manage traffic and experienced similar behaviour and abuse. The pilot is designed to look at this and it is expected that lessons will be forthcoming from it in order to support potential continued roll out during 2021-22.
- 7.7.2 Ward Councillors have been formally consulted during this process

## **7.8 IMPLICATIONS FOR CORPORATE PARENTING**

- 7.8.1 Looked after children need to be supported in the best way possible that includes

alternative methods to access schools in the same manner as any child in the district may have

## **7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT**

- 7.9.1 There is no immediate impact from a Privacy Impact Assessment as the pilots and any evaluations will not involve the use of identifiable personal data

## **8. NOT FOR PUBLICATION DOCUMENTS**

None

## **9. OPTIONS**

- 9.1 That the Regeneration and Environment Overview and Scrutiny Committee notes the report.

- 9.2 That the Regeneration and Environment Overview and Scrutiny members may wish to discuss the issues outline in the report.

## **10. RECOMMENDATIONS**

- 10.1 The Regeneration and Environment Overview and Scrutiny Committee notes the report

- 10.2 That a future report be presented to the Regeneration and Environment Overview and Scrutiny on completion of the pilots to give details of their delivery, experiences of the schools and community and realisation of the outcomes and provide details of a Play Streets Policy.

## **11. APPENDICES**

Appendix 1: Consultation feedback

Appendix 2 : Indicative Timetable

## **12 BACKGROUND DOCUMENTS**

Active Travel Full Evidence Review