

NO CAR ZONE – OUTSIDE SCHOOLS

To: General Purposes Committee

Meeting Date: 28th January 2020

From: Executive Director, Place & Economy

Electoral division(s): Cambridge City divisions

Forward Plan ref: Not applicable **Key decision:** No

Purpose: To outline proposals for the implementation of a trial of no car zones outside selected schools in Cambridge.

Recommendation: General Purposes Committee is asked to approve the trial of no car zones at a minimum of two schools in Cambridge City in the Summer of 2020, as outlined in section 2 of the report.

<i>Officer contact:</i>		<i>Member contacts:</i>	
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1. BACKGROUND

- 1.1 On 17th July 2018 a motion was brought to full council around the possibility of trialling 'no car zones' around schools. While the motion was lost, in discussion as an action commitment, the Chairmen of the Children and Young People Committee and Highways and Community Infrastructure Committee undertook to discuss further with officers the feasibility of no car zones around schools for consideration at the appropriate Policy and Service Committee.
- 1.2 A study by the environmental law organisation ClientEarth published in February 2018 revealed that 60% of parents surveyed want traffic diverted away from school gates at the beginning and end of the school day. Parents are concerned because investigations have demonstrated children are being exposed to illegal levels of damaging air pollution outside their schools, mainly from diesel vehicles.
- 1.3 In February 2019 Cambridge City Council declared a 'climate emergency'. This was followed by similar declarations by both Parliament and Cambridgeshire County Council in May 2019.
- 1.4 In addition, the majority of children and adolescents fail to meet the recommended levels of physical activity. Previous programmes delivered through schools to promote activity have showed limited to modest effectiveness and suggest that changes to the wider environment are necessary. Active school transport has been proposed as a way to increase physical activity in children and youth at the population level, with the added benefit of reducing emissions of greenhouse gases, other pollutants and congestion.
- 1.5 Officers have led work with the City Council Highways teams to explore the feasibility of trialling a 'no car zone' outside schools in Cambridge. We subsequently referred to this as the 'trial' in the rest of the document.
- 1.6 The work has now been undertaken to outline how such a trial could be implemented. This work is briefly outlined below (section 2). The proposed accompanying research study is described in section 3.

2. MAIN ISSUES

- 2.1 While a number of Local Authorities across the UK have begun to trial and install 'no car zones' or similar schemes and the evidence base around environmental interventions to promote walking and cycling is growing, there are still substantial uncertainties about how these interventions work, the unintended consequences and if these interventions work differently in different contexts.
- 2.2 Therefore, to provide more evidence about the impact of environmental and policy changes, we intend to trial 'no car zones' restricting the use of the roads directly outside and in the vicinity of at least two schools in Cambridge by using Experimental Traffic Regulation Orders (ETROs).
- 2.3 Officers from the County Council's Road Safety Team have pulled together a shortlist of schools to trial this approach and have been working with other officers in the Policy and Regulation Team and from Cambridge City Council to establish the logistics of trialling the scheme at these sites. Considerations include:

- Logistics of the closure i.e. possible methods and possible impacts on traffic movement
- Proximity of existing air quality monitoring equipment and possibility of additional air quality monitoring
- Prior engagement of the schools in sustainable travel activity, demonstrating willingness to engage and the availability of recent mode of travel data for comparison.

- 2.4 The initial trial will run for 6-8 weeks in the Summer Term 2020 with an opportunity to then decide to continue the scheme for another full academic year within the ETRO.
- 2.5 Detailed work with the shortlist of schools to define the final sites and the extents of the ETRO will also commence following approval.
- 2.6 The ETRO would likely be effective for up to an hour in the morning and afternoon around the school drop-off and pick-up times and would be accompanied by a series of other activities to encourage and support walking and cycling.
- 2.7 If any infrastructure measures are required to implement the scheme it is proposed grant funding opportunities will be explored.
- 2.8 If successful, the Traffic Regulation Order (TRO) could be made permanent and more permanent measures considered.

3. MONITORING AND EVALUATION

- 3.1 As part of our commitment to monitoring and evaluation we have been in discussion with members of the University of Cambridge about how such a trial could be evaluated in a formal research study (referred to as the 'study' here).
- 3.2 This would be subject to University approval and an application to the University ethics committee, likely to Humanities and Social Sciences Committee.
- 3.3 The ultimate design of such a study will be determined once approval for implementation is given, but is likely to include surveys and interviews with schools and parents, residents and business owners, and councillors, in conjunction with air quality monitoring undertaken by the City Council.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 A good quality of life for everyone

The report above sets out details of significant implications in paragraphs 1.2 – 1.4.

4.2 Thriving places for people to live

The report above sets out details of significant implications in paragraphs 1.2 – 1.4.

4.3 The best start for Cambridgeshire's children

The report above sets out details of significant implications in paragraphs 1.2 – 1.4.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

The following bullet points set out details of significant implications identified by officers:

- Funding has been secured by CEDAR to undertake the research elements of the trial as outlined in section 3.
- The report above outlines the possibility of grant funding to support any infrastructure required in 2.8.
- Should grant applications be unsuccessful the necessary funding would be allocated from the Highway Projects and Road Safety budget.

5.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

5.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:

- The trial will be implemented using Experimental Traffic Regulation Orders, a method already tried and tested for this type of intervention by other Local Authorities (e.g. Solihull). All procedures for the ETRO process will be followed
- There is a risk associated with the enforcement of the TRO as this will require Police Officer attendance

5.4 Equality and Diversity Implications

The following bullet points set out details of significant implications identified by officers:

- The TRO used for the trial will allow exemptions for children with disabilities to be transported to school
- The TRO will maintain access for residents and for healthcare professionals to visit properties within the closure.
- A Community Impact Assessment can be found in **Appendix 1**.

5.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:

- Significant engagement will take place with schools, communities and local members as part of the programme to understand the impacts of the proposal.
- A Community Impact Assessment can be found in Appendix 1.

5.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- Significant engagement will take place with schools, communities and local members as part of the programme to understand the impacts of the proposal.
- Member engagement will also take place in refining the shortlist of schools.

5.7 Public Health Implications

The report above sets out details of significant implications in paragraphs 1.2 – 1.4.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus da Silva
Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Matthew Hall & Eleanor Bell
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Source Documents	Location
Full Council 17th July 2018 minutes	https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/857/Committee/20/Default.aspx

Appendix 1

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area		Officer undertaking the assessment
Highways – Highway Projects & Road Safety		Name: Matt Staton
Service / Document / Function being assessed		
No Car Zones around schools		Job Title: Highway Projects & Road Safety Manager ...
Business Plan Proposal Number (if relevant)		Contact details: matt.staton@cambridgeshire.gov.uk .
Aims and Objectives of Service / Document / Function		
<p>This proposal involves implementing a trial of no car zones around at least two schools in Cambridge City with the aim to provide more evidence about the potential impacts of environmental and policy changes. As part of the monitoring and evaluation of this trial, our proposed research study intends to assess the scientific and operational feasibility of studying the impact of car free zones outside primary schools, focussing particularly on understanding the acceptability to a range of stakeholder, including schools, local residents, businesses and parents, unintended consequences, and the impact of different contexts.</p>		
What is changing?		
<p>The proposal is to trial 'no car zones' restricting the use of the roads directly outside and in the vicinity of at least two schools in Cambridge by using Experimental Traffic Regulation Orders (TROs). The trial would take place over 6-8 weeks in the Summer Term 2020 with the possibility to extend up to 18 months using the ETRO before making any decisions around permanent installation.</p> <p>Alongside the trial, the accompanying research study will provide evidence to complete a more informed Community Impact Assessment for any future use of similar interventions.</p>		
Who is involved in this impact assessment?		
e.g. Council officers, partners, service users and community representatives.		
<p>The assessment is being undertaken by Council officers and reflects on research evidence and discussions with partners and stakeholders from Cambridge City Council and public health researchers at the University of Cambridge.</p>		

What will the impact be?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age	x		x
Disability	x		x
Gender reassignment		x	
Marriage and civil partnership		x	
Pregnancy and maternity		x	
Race		x	

Impact	Positive	Neutral	Negative
Religion or belief		x	
Sex		x	
Sexual orientation		x	
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation		x	
Deprivation		x	

For each of the above characteristics where there is a positive, negative and / or neutral impact, please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored. Describe any issues that may need to be addressed or opportunities that may arise.

Positive Impact

The impact of the trial is expected to positively impact the health of children at the schools where the trial takes place. This could include improvements in air quality and changes in travel behaviour and reductions in congestion.

The impact is also expected to be positive for people with disabilities not travelling by car in the trial area.

Alongside the trial, the accompanying research study will provide further evidence about the potential positive impacts.

Negative Impact

The proposal may make access to the trial area more difficult for disabled people who require the use of a vehicle. There also may be a small negative impact for carers accessing properties within the trial area to provide care support to those with disabilities or the elderly. Businesses and local residents may also be affected.

Alongside the trial, the accompanying research study will provide further evidence about the potential negative impacts.

Neutral Impact

The trial is expected to have neutral impact on most protected characteristics outside those whose access may be affected by the trial, either positively or negatively.

Issues or Opportunities that may need to be addressed

The introduction of the trial may encourage further active travel behaviour, not just around school travel.

The impact on disabled people and care support for residents needs to be mitigated. Access can be maintained for these users in addition to residents and those with disabilities through the order, and has been implemented elsewhere (e.g. Solihull).

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

The trial is intended to measure the effect on the community as a whole as part of the data collection which will inform future interventions of this type.