

## Objections Relating to Proposed Traffic Regulation Order on Vinery Road and Vinery Way, Cambridge

To: Highways and Transport Committee

Meeting Date: 12<sup>th</sup> July 2022

From: Steve Cox - Executive Director: Place & Economy

Electoral division(s): Local Member representing Romsey, Cambridge

Key decision: No

Forward Plan ref: N/A

Outcome: To make a decision on whether or not to make permanent the installation of a Pedestrian and Cycle Zone (School Street Scheme) in Vinery Road and Vinery Way, Cambridge.

Recommendation: a) Approve the proposed Pedestrian and Cycle Zone (School Street Scheme) as advertised in Vinery Road & Vinery Way, Cambridge.  
b) Inform the objectors accordingly

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### Member contacts:

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# 1. Background

- 1.1 In 2020 Central Government empowered Local Authorities to develop and install temporary 'Active Travel' schemes in a bid to keep Britain moving at the height of the Covid-19 pandemic. Cambridgeshire County Council developed several schemes as a response including initiating 'School Streets'.
- 1.2 'School Streets' is an initiative that has steadily grown traction across the country and in several metropolitan areas such as London. Its aims include, but are not limited to, the improvement of safety around schools and encouraging active travel. During the pandemic a successfully implemented 'School Street' allowed vulnerable highways users the full width of the public highway to maintain social distancing during crowded times and without the hazard of motorised vehicles operating in the area.
- 1.3 At its heart a 'School Street' is a pedestrian and cycle zone within a given area of the public highway. This means that motorised vehicles are prohibited from accessing the zone at specific times during the day (unless exempt), typically around school peak times. Whilst a Traffic Regulation Order (TRO) is required to allow this operation to function, it is further supported by a group of volunteers from the local community who serve as traffic stewards, advising motorists about the rules of the zone and ensuring safety is maintained within the zone. Volunteer stewards are trained and supported by the Council's Road Safety Team, who also carry out routine inspections of sites so that consistent best practice is maintained.
- 1.4 The Council is progressing several School Street schemes concurrently. These are at Alconbury, Hartford (Huntingdon), Longstanton, Willingham, Park Street and Norfolk Street (both in Cambridge). Much of the TRO work has been completed on these schemes with work now at the target costing stage with the Council's term Highways Service Contractor, Milestone. Whilst delivery work is ongoing schools can continue to operate a School Street using temporary signs allocated to them.
- 1.5 The restriction being proposed for Vinery Road and Vinery Way is a Pedestrian and Cycle Zone whereby motor vehicles will be prohibited between 8.30-9.30 am and 2.45-3.45 pm, Monday-Friday during term time only. Exemptions will be provided for residents living within the zone, blue badge holders, taxis, and deliveries. During prohibited hours vehicles can be stewarded through the zone to get to their destinations as an added safety measure.
- 1.6 The School Street implemented in Vinery Road and Vinery Way in Cambridge during the pandemic directly supported the pupils and staff at St Philips Primary School. The Temporary Traffic Regulation Order that was enacted to allow for the School Street to occur has now lapsed. Due to the success of the scheme, a permanent TRO is now being sought, at the request of the school and its volunteers.

# 2. Main Issues

- 2.1 The Traffic Regulation Order (TRO) procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The public notice invites the public to formally support or object to the proposals in writing within a 21 day notice period.
- 2.2 The TRO was advertised in the Cambridge News on the 12<sup>th</sup> of January 2022. The statutory

consultation period ran from the 4<sup>th</sup> of February to the 25<sup>th</sup> of February 2022.

- 2.3 The statutory consultation resulted in hundreds of responses; a summary graph has been provided in Appendix 2. This shows the level of responses to the consultation. Appendix 3 provides a summary of comments and objections, together with the officer's response.
- 2.4 197 objected to the scheme with the main issues being access to property, the possibility that the nearby Post Office will close due to possible lack of custom and questioning the requirement for even having the TRO. This is juxtaposed with 504 respondents who support the making permanent of the scheme citing improvements to safety.
- 2.5 On the basis of this analysis the officer's recommendation is to make the scheme permanent.

### 3. Alignment with corporate priorities

#### 3.1 Environment and Sustainability.

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

- Where a School Street is in operation local residents could benefit from a reduction in vehicular traffic, improved road safety, and an increase in active travel uptake.

#### 3.2 Health and Care.

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

- Harmful emissions at School Street sites could be reduced by providing temporary respite for those who are nearby.

#### 3.3 Places and Communities.

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

- The Council is supporting the community by empowering them to make improvements to the local highway.
- Parents and children could be encouraged to adopt active travel.
- Safety could be improved where a School Street operates.

#### 3.4 Children and Young People.

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

- School Streets could encourage further uptake in active travel.
- Safety could be improved where a School Street operates.

#### 3.5 Transport:

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

- Parents and children could be encouraged to adopt active travel.

## 4. Significant Implications

### 4.1 Resource Implications

The funding for this scheme is being obtained from the Active Travel Fund

### 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

### 4.3 Statutory, Legal and Risk Implications

The statutory process for this proposal has been followed

### 4.4 Equality and Diversity Implications

The introduction of School Streets improves safety for vulnerable road users at peak times. Exemptions for blue badge holder access have been built into the TRO. An Equality Impact Assessment has been completed previously for projects of this type and can be viewed in Appendix 4.

### 4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and City Councillors, the Police, and the Emergency Services. The Police offered no objections, and no comments were received from the other emergency services. Notices were placed in the local press, local residents and businesses were consulted. The proposal documents were made available for viewing on Cambridgeshire County Council's website.

### 4.6 Localism and Local Member Involvement

County Councillor and District Councillors were consulted. Cllr Shailer offered no comment while District Cllrs Mairead Healy and Dinah Pounds indicated support for the scheme. Former County Councillor Noel Kavanaugh indicated his support for the scheme as well.

### 4.7 Public Health Implications

There are no significant implications for this priority.

### 4.8 Environment and Climate Change Implications on Priority Areas:

#### 4.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Neutral

Explanation: There are no significant implications for this priority.

#### 4.8.2 Implication 2: Low carbon transport.

Status: Positive

Explanation: Could encourage further use of active travel modes

#### 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Status: Neutral

Explanation: There are no significant implications for this priority.

#### 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: Neutral

Explanation: There are no significant implications for this priority.

4.8.5 Implication 5: Water use, availability and management:

Status: Neutral

Explanation: There are no significant implications for this priority.

4.8.6 Implication 6: Air Pollution.

Status: Positive

Explanation: Could reduce air pollution in areas.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Status: Neutral

Explanation: There are no significant implications for this priority.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: David Parcell

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement? Yes

Name of Officer: Clare Ellis

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: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

## 5. Source documents guidance

### 5.1 Source documents

Draft Mapping

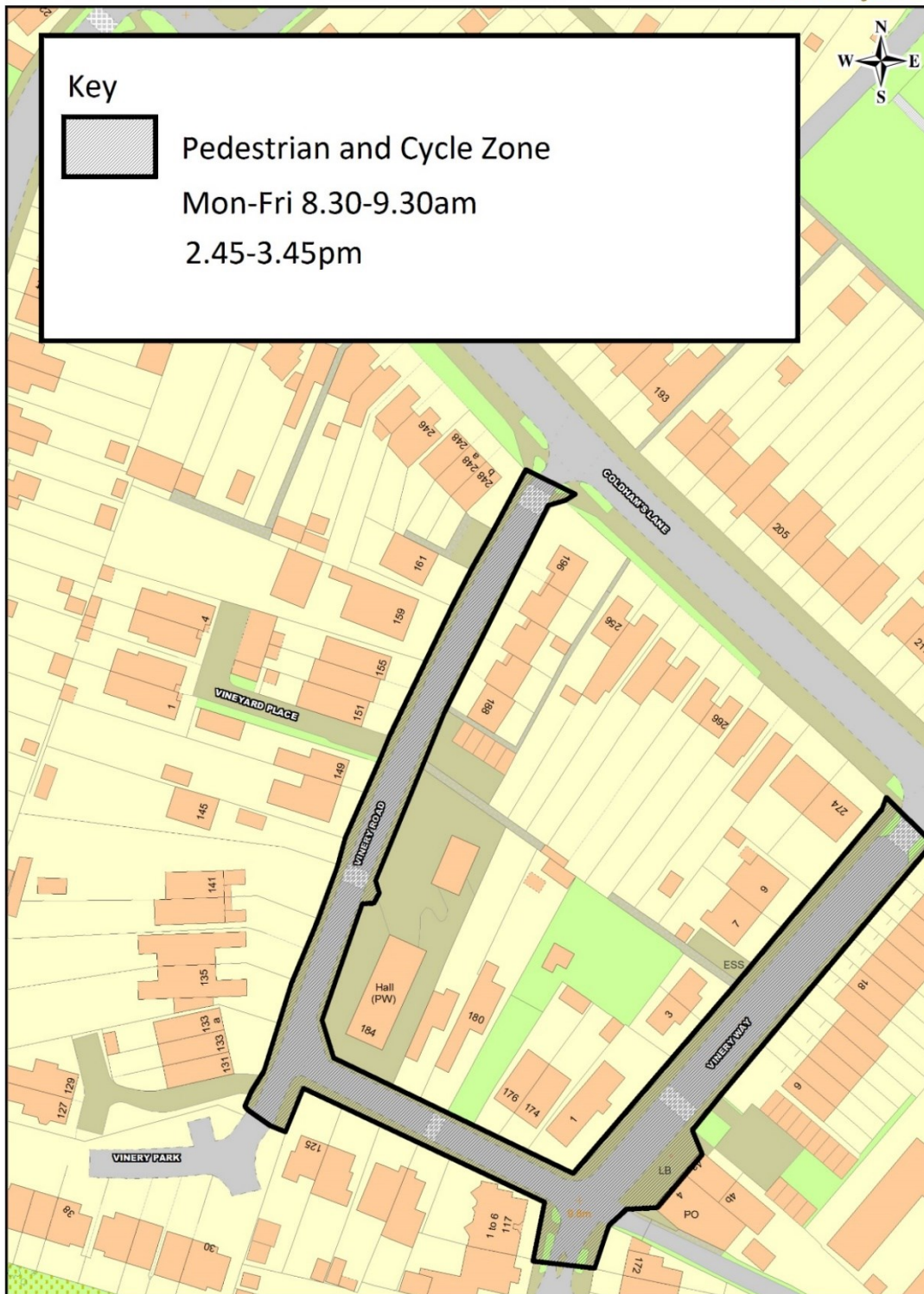
Draft TROs  
Comments and responses from statutory consultations  
Petition against proposal  
Petition for proposal  
No Car Zone Equality Impact Assessment (March 2022)

## 5.2 Location

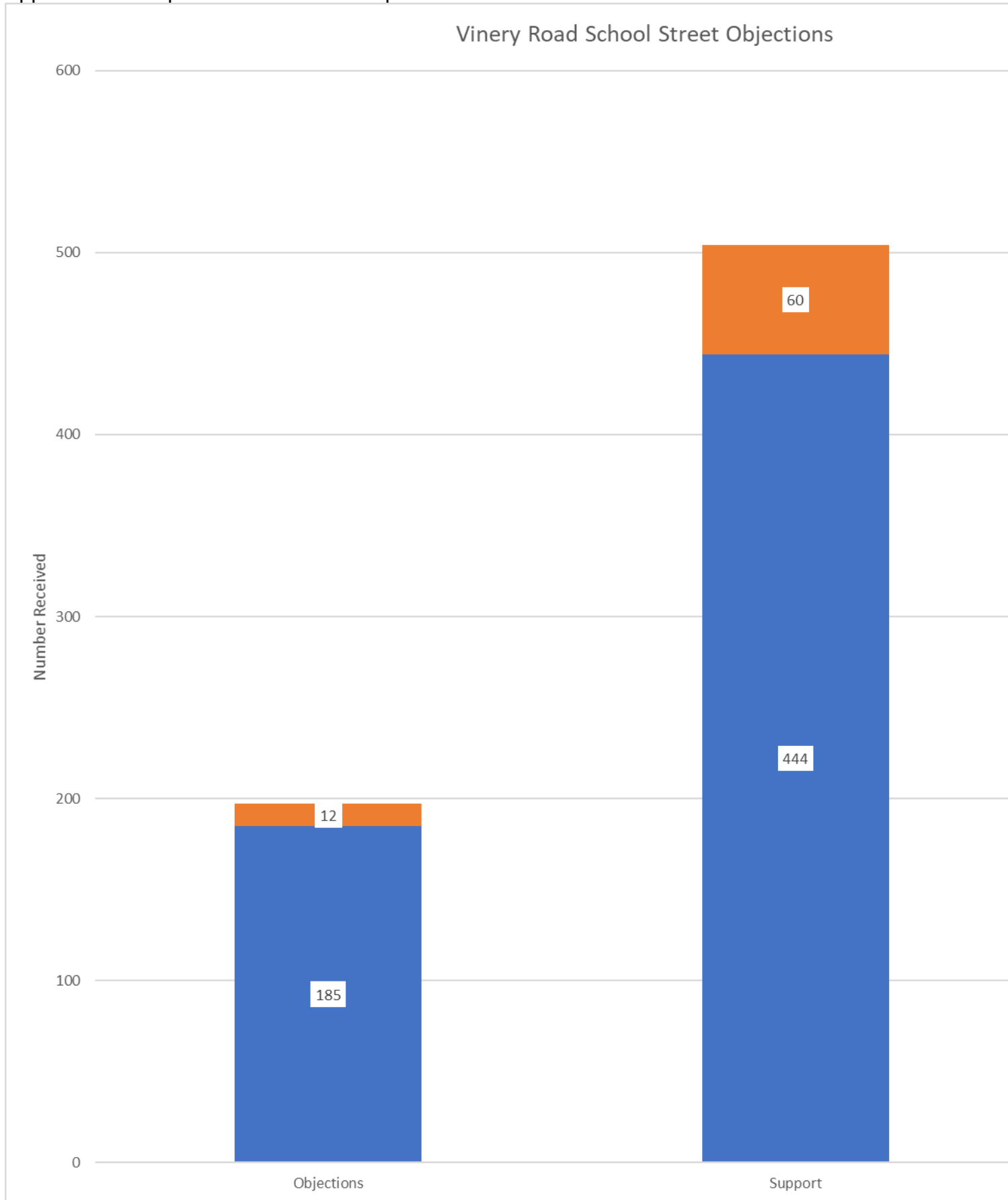
Cambridgeshire Highways  
Stanton Way  
Huntingdon  
Cambridgeshire  
PE29 6PY

# Appendices

## Appendix 1 - Map of TRO Area Vinery Road/Way, Cambridge



## Appendix 2 - Graph of Consultation Responses





### Appendix 3 Summary Table of Responses

Comments of Objection	Officer's Response
<p>I am living on a Vinery road and have a car, which means I have a lot of things to do using the car the whole day. This order would limit locals using the cars, which I find inadmissible.</p> <p>The timings are inconvenient and has forced us to park our vehicles outside the zone.</p>	<p>Residents within the zone are exempt from the provisions of the Order. Although access and egress may well be delayed due to the operation of the School Street.</p>
<p>a) Are you aware that many parents still drive to the school but stop on Coldham's Lane, which is itself hazardous for small children getting out of cars on a main road?</p> <p>b) As a resident we would of course need access during those times, coming and going.</p>	<p>a) The School Street scheme aims to improve safety in a very localised area. It is understood that parents will still pick up and drop off outside the zone and there may well be a variety of reasons for that occurrence.</p> <p>b) Residents within the zone will be exempt from the provisions of the Order.</p>
<p>I live on Vinery road and do not agree with continuing the closures at school times on my road, the argument that it helps pollution is rubbish you just pass it further up the road where parents are still parking, if anything the blockage you cause at the end of the road where it meets Coldhams Lane causes more mayhem and pollution.</p> <p>Spare a thought for disabled people like myself who relies on public transport to get around, I have to time when I can go out because the taxi has to go all the way around to get me to my home as I live opposite Vinery Park and costs me more money through no fault of my own.</p> <p>In short I am AGAINST the continued policy to close my road at school times.</p>	<p>There could well be benefits in the overall reduction of pollution through the encouragement of active travel modes to and from school. We cannot prevent parents from parking outside the zone if they choose to do so. Officers regularly visit the site and are in contact with volunteer coordinators, neither has reported a significant increase in congestion in the areas mentioned, and we have not received a significant level of complaints raising this as a concern. .</p> <p>Taxis and blue badge holders are exempt from the scheme and volunteers managing the scheme will allow these vehicles access when required. There's no need for the vehicle to take the detour described.</p>
<p>1. There is no information on how the proposed order would be controlled and enforced. Under Clauses 3, 4 &amp; 5 the proposed order makes exception for a range of users requiring access to or from premises, and both on-and off-street parking, within the controlled zone. So far as I can see, these exceptions would essentially include any vehicle that may require "access to or from off-street parking or garaging at premises situate or land attached to premises on a road within the Pedestrian Zone &amp; Cycle Zone" (Clause 5h) or "being used to gain access to on-street parking or leaving from on-street parking</p>	<p>The restriction is only enforceable by the Police. Volunteers manage the site and are there, not to carry out enforcement, but to advise motorists, and maintain safety in the area.</p> <p>A broad range of exemptions are required because the Vinery Road area has significant features that are not present in other sites. Namely the presence of businesses contained within the zone. These exemptions are required to balance out the needs of businesses and road safety within the zone. A simpler scheme banning access much more</p>

contained within the Pedestrian Zone & Cycle Zone” (Clause 5k).

2. Such a broad range of exceptions could be managed only by constant human monitoring and intervention at entry and exit points, and even then would appear to be impossible to enforce. The present temporary scheme has been implemented by volunteers – would this continue? If so then past experience has not been satisfactory. I am aware that on several occasions residents or tradesmen requiring access from Coldhams Lane to their properties on Vinery Road have been either denied entry or found access blocked by an unmanned barrier during control periods. On one occasion a person manning the barrier even challenged a resident who was leaving the zone on an ordinary pedal bicycle.

3. As presently conceived, it appears that about the only category of vehicle that would not be excepted under Clauses 3-5 would be through traffic between Vinery Way and the south section of Vinery Road. So it appears that a far simpler and more practicable solution would be just to erect and enforce a barrier to vehicle movements at the present “pinch point” on Vinery Road, just south of the St Philips School entrance. This could be combined with stricter enforcement of stopping and waiting at the existing controlled zones outside the school entrance as well as the existing one-way movement on the north section of Vinery Road, which is frequently abused.

As an owner-occupier of a property within the proposed zone I would be happy to support the principle of reducing, or so far as possible eliminating, vehicle movements around the school, subject to the exceptions proposed in the draft order. But for reasons stated above, this would appear to be both impracticable, unenforceable and largely unnecessary given that the objectives could be achieved by simpler means suggested under my point 3, above. It might be argued that this would not deter vehicles from dropping off schoolchildren outside the school entrance, but it seems to me that neither would the proposed order given its exceptions for gaining access to on-street parking.

broadly does not address the needs of local business. A balance can be found.

As with the introduction of any new scheme there will be teething issues and misinterpretations. The issues that you have raised are symptomatic of this and there have been very few complaints about the operation of the zone since its inception. There will be times where volunteers may not be directly available at their posts, and yes this may well be inconvenient; however, it is considered that the benefits outweigh the level of inconvenience caused.

<p>As a resident of Vinery Way I have a strong objection to the above closure of road at any time except for a local authority vehicle required in pursuance of statutory powers or duties.</p> <p>Article 5 This article denotes that no vehicle can enter the cycle and pedestrian zone except:</p> <p>e) Section 87 is only expressions and its meanings nothing to do with vehicle access. i) Section 55 of the Post Office Act 1953. Any person who fraudulently detains postal packets are liable to fines and imprisonment. Therefore, you need to inform Royal Mail and obtain approval in writing before this order can go through.</p> <p>(Other objections to provisions set out in the draft TRO, and enforcement issues)</p> <p>This order does not stop people accessing the road and there is no reason or obligation to obey this order. Therefore the order is ineffective in achieving its goals and should not proceed. If this order goes through it will cause endless</p>	<p>Section E of the TRO provides for access to the zone by Royal Mail vehicles.</p> <p>Section I of the TRO provides for access to premises within the zone in order to make deliveries. As the Highway Authority Cambridgeshire County Council does not require permission from Royal Mail to make law under the Road Traffic Regulation Act, neither is it required to consult with them directly; although in this instance they have been consulted. There is no intent to fraudulently detain a postal package neither has there been any incidences of such during the operation of the scheme.</p> <p>These provisions have been created to achieve a balance between the absolute needs of safety and the needs of local businesses and residents. Taxis, blue badge holders, residents, on street parking exemptions all exist (as an example) to allow as much activity to occur without compromising safety. It will be challenging to enforce the scheme, but what has been shown in the past two years, is that schemes require minimal enforcement by Police because they are managed effectively by volunteers. Volunteers and Police would still have to take motorists' requests for access through the zone at face value regardless of the provisions contained within the TRO. The only way around this is to issue permits to residents, making it a permit only zone and close some of the provisions of the TRO which would be detrimental for business.</p>

arguments with the locals and cause more unnecessary policing which would be a waste of tax payers funds when policing is so underfunded.

**Alternative Solutions:**

There have not been any safety issues on this stretch of road nor incidents of child accidents with vehicles since I lived moved in to the area in 1987.

Better use of public resources, by way of man power used by school to put barriers up, is to use the same manpower to see children cross roads safely.

The school should engage with parents to arrange a one-way system i.e. parents who bring their children by car to drive down vinery road from entrance of Coldhams Lane, drop off children on junction of Vinery Way and Vinery Road and use the man power to see the children cross the street into the gates of the school.

For the parents who walk children into the school there is a separate entrance on Coldhams Lane that does not need to be maned.

This method is more cost effective and does not cost the city or its taxpayers any further burden.

This is disruptive to locals who live and work round vinery Way.

The temporary order that is in place 2020/C19/011 has had financial impact on the community Post office in the area and has followed that staff layoff has occurred and services reduced.

The time of 2 hours in the day may not seem a long time but it is divesting to community shops.

These new measures would be on top of several road measures in place at the moment which do currently affect the residence and their vehicles.

This has a knock-on effect in that if it is not viable the Post Office and the convenience

The prohibited times only apply to vehicles attempting to enter the zone. If customers wish to enter the zone to access local business, they are still able to do so under the current provisions of the TRO, but will be stewarded through the zone. There is nothing preventing anyone from parking outside the zone, parking in a safe place, and walking to the shops or conducting other business within the zone.

There may well be some added congestion on Coldham's Lane as a result of the scheme being in operation, however, during the time that the scheme has been live it has not been significant.

Parents who must drive to pick up and drop off their children will have to do so outside the zone. Whilst this isn't ideal, there are other benefits to the scheme, including the encouragement of active travel modes.

The provisions of the Order have been modified to allow for the type of activity that occurs on-street in such a way that also takes into account safety. This situation is unique, however, to view the TRO and the scheme as being ineffective or purely as a legislative stick are wrong and to make objections on this basis is also incorrect. This TRO and scheme in general is about changing motorists' attitudes to road safety, to access, to other road users. The TRO is a legislative tool that allows us to do this. In answer to this point specifically, whilst there have been incidences where volunteers, motorists and locals have had disagreements they have been very few and far between. There haven't been endless arguments, in fact the opposite has happened, people have been slowly more acceptant of the scheme and have changed their habits to suit.

store will close. Vinery Rd Post Office has been in the community since 1920,s (long before the school was built).

This community Post Office has had at least 2 battles to keep open and this order will impact its future. We should be doing all we can not to impede the progress of this great royal institution.

So also, for this reason I also object to the road closure and wish for this order to be rejected.

#### Conclusion

This order is a heavy hand approach to a simple solution outlined in alternative solutions section of this email.

The proposed order is solely to disturb businesses and residents

only and has no safety implications for children crossing the road. In fact, all I see is letting young impressionable children run around unsupervised on this pedestrianised road which will give them a false impression of safety causing them to run dangerously across at other non-pedestrianised roads. By redirecting the current adults that volunteer for the school, they can safely show by demonstrating how to safely cross the road as well as help to cross the Vinery Way junction. This order does not stop any vehicle in going on to this pedestrianised road without policing which is not cost effective for tax payers. Therefore please reject this order in its entire form as it is not cost effective in what little it achieves.

#### Road Traffic Regulation Act 1984 ("the Act")

1. Traffic regulation orders outside Greater London

(i)As you are allowing some traffic to enter the pedestrian zone this part of the act does not apply.

There are a number or measures already in place on these roads.

- Speed bumps slowing traffic down.
- Pelican crossing for safe crossing on Vinery Road
- Barriers at the junction of Vinery Way

The scheme proposed is cost effective. It is managed by volunteers from the local community. They are trained and supplied by the County Council and supported by legal mechanisms.

<p>and Vinery Rd next to school entrance.</p> <ul style="list-style-type: none"> <li>• School No parking zone in front of school vehicle entrance gates.</li> <li>• One way on Vinery Rd from the entrance of Coldhams Lane.</li> </ul> <p>With all these traffic measures is it really necessary to add more measures. Where will it ever stop on this small stretch of non-busy road.</p> <p>As I see it the school is the only body who supports this and it is the school's problem to solve not the highways or the road regulators.</p> <p>Please stop this unnecessary Order from proceeding any further.</p>	<p>The TRO specifically addresses business requirements and made provision for such activity.</p> <p>The whole idea behind a pedestrian zone is to ensure primacy of the pedestrian over the motor vehicle. There are Road Safety programmes conducted at the school that encourage practising good road sense.</p> <p>The presence of volunteers, who give advice, and ensure pedestrian safety is sufficient to prevent the abuse of such schemes.</p> <p>The scheme has achieved so much and has proved popular enough for people to express support for it to continue.</p>
<p>Petition received objecting to 'road closure'</p>	

Comments of Support	Officer's Comments
<p>I am writing in strong support of continuing the school street in Vinery Rd. In my opinion, everything possible should be done to encourage safe, active travel for our school children. Any inconvenience for drivers is extremely minor. Since the school street was introduced, I personally know people who have changed from driving to cycling to St Philips. Please don't jeopardise this for the sake of cars.</p>	<p>Noted</p>
<p>I wanted to write in support of the School Streets closure that happens every school day in term time, outside St Philip's Primary School, Cambridge.</p> <p>I'm writing both as a Governor of the school, but also as a parent of two children who attend the school. Really, I can't emphasise enough how important and positively impactful the School Streets closures have been. The vast majority of children attending the school do so by active travel – on foot or by bike – and the</p>	<p>Noted</p>

<p>daily closures have not only increased their safety on the way in to school and as they pour out of school, but have also massively improved the environment the children experience because of how it reduces traffic and the associated air and noise pollution.</p> <p>As we all recover from the effects of the pandemic, these sorts of practical initiatives, like the Schools Streets closures, are to be commended. They have minimal cost (because they're staffed by an active group of volunteers) but have maximum positive impact on the young children in our community. It keeps the air clean the our children safe. Our children deserve nothing less than a safe and healthy environment as they begin their learning journeys, and I sincerely hope that the School Streets closures will remain permanently in place.</p>	
<p>I regularly travel along Coldhams Lane and often use Vinery Road or Ross Street to access Mill Road. I have been delighted to see increasing numbers of families traveling to school on bicycles of all shapes and sizes since the school streets scheme was introduced. The traffic restriction is in place for a very short time each school day and has been no inconvenience to me at all but of great benefit to many children and families. I look forward to your not only continuing your support for this excellent scheme but introducing many more.</p>	Noted
<p>Before the School Streets scheme started a year or so ago, Vinery Way and Vinery Road were incredibly busy with motor traffic at both the morning and afternoon school runs. The narrow pavements near the school simply don't have the capacity for all the pedestrian traffic at these busy times and very young children were regularly in dangerous situations as a result.</p> <p>Since the School Streets scheme got under way, the experience of getting the kids to and from school has been transformed. During the brief closure to traffic, parents and children have plenty of space to travel without coming</p>	Noted

<p>into conflict with the cars and vans that previously caused such a hostile environment.</p> <p>The volunteers operating the closure are friendly and co-operative (letting vehicles pass where appropriate and necessary) and the vast majority of motorists and pedestrians seem to understand the benefits of the scheme. I very much hope that the scheme can become a permanent feature of our community.</p>	
<p>In my capacity of Headteacher of the school for the past five years, I can truly say that the closure of these roads over the past year and a half has made a significant difference to the safety of our children as they travel to and from school. It has been the best step forward to support our children's health and wellbeing in the last five years.</p> <p>Our staff and parents are very much in support of these closures, and visitors to the school, including other Headteachers, are impressed with the positive impact for the school community.</p> <p>We have a dedicated group of volunteers, made up of parents, governors and friends of the school, who give their time willingly to support these closures, despite a minority of the public who choose to express their frustrations towards them.</p> <p>We have communicated well with the delivery drivers and post office workers who need to access the roads for deliveries to the local shop, and they have been very considerate to move their timings to support this.</p> <p>Before the closures, either my site officer, or I would need to stay at the top of the school driveway to ensure that cars, vans, lorries would not park on the zig-zag lines (which were repainted in 2019 following my request). Children have been endangered as vehicles parked with little consideration for the school community, which meant that families and staff members were often put into situations where</p>	Noted



<p>there was conflict and confrontation with the drivers of these vehicles. This occurs frequently still during the school day as vehicles block the entrance to the school driveway with no due care or attention for the school or its community.</p> <p>It is not only the safety of the children which should be considered, but also the health gain for our families of not having exhaust fumes of vehicles that would leave engines running as they 'popped into the shop, for only a minute'. In addition, the majority of our families now walk or cycle to school, using pathways and roads that are safe and secure during the closures. This means that children are forming good, healthy habits from an early age.</p> <p>I am concerned to hear that there has been some local campaigners who are disappointed with this potential traffic order, especially as the feedback from local residents as well as delivery drivers has been, overall, considerate to the closures.</p> <p>We would be incredibly disappointed if this really positive initiative was stopped, just as it is becoming a natural part of the children's school day; the safety of the children of St Philip's School and Pre-School really must be paramount in this decision.</p>	
<p>It has been a challenging few years for children and parents. Rapid switches between mandatory school attendance and sudden loss of attachment figures and familiar routines in lockdown; constant changes to internal school schedules, routes and bubbles; classmates disappearing mysteriously and anxiety about contact; family distant; crucial community rituals missed; confused and stressed adults at every turn. As I watch my 5 and 8 year old attempt to regain their balance, I have no doubt that the impact on the pandemic on their mental health, social skills and education are still playing out, and will take several years to settle.</p> <p>In all the chaos, the School Streets scheme</p>	<p>Noted</p>

has been a rare beacon of hope. The moment when children leave their parents and enter school is hugely important for how their day progresses, and the importance of a 'good' goodbye can make so much difference. Parental stress, whether about running late, social distancing, or dodging traffic has a massive impact on how well supported the children feel as they make that leap into the school world. So, I'm sure you can imagine the effects of hurrying to school along crowded pavements, with aggressive rush-hour traffic, near-misses with scooting and cycling peers, and the scramble to stop and put on masks. Can you picture, too, what it is like to turn the corner from Coldham's Lane onto a Vinery Road closed by the school street? We turn away from the fumes which make me both desperate to hurry, and eager to avoid my children breathing deeply; the noise which make it hard to hear my daughter's fears about her day; and the cyclists on the pavement who keep me on constant high alert as my son weaves along on his scooter. A friendly volunteer greets us as we turn. Suddenly there is quiet and space. Neighbours and peers fan out, giving the children space to greet each other while still holding firmly onto their parents' hands. Sometimes they rush off with a friend while the parents follow up behind. Sometimes they stay close, giving a cautious wave to someone they know less well; the caregivers can draw abreast or drop apart in response to their children's cues. We can hear our children speak, and give them all our attention in answer. Teenagers heading to Coleridge weave through the littles ones on bikes, perhaps revisiting their past, waving at siblings or neighbours. As we round the corner onto Vinery Way, there is even more space, and a school representative chatting to a parent volunteer, the two worlds working seamlessly together. Pupils approaching on bikes and scooters have time and space to dismount, avoiding collisions with pedestrians. Some parents stand at a discreet distance in the road, able to watch children who want to practise independence, yet have needed a help walking to school, as they disappear up the school drive. There is space for prams, and

<p>for excited or heartbroken siblings to say goodbye. We parents greet each other. We grieve or celebrate saying goodbye for the day, or make plans to meet later in the park, or reflect on life as a parent trying to cope these days. We leave slowly, in no hurry, suddenly remembering something we needed from the shop. As we turn back to other duties, there is a small period of grace as we leave the car-free zone. The tiny space to breathe somehow gives us the message that our school is a special place, that our children are precious, and our work as their parents matters.</p> <p>It is hard to do the experience justice; I would recommend that you come and experience it for yourselves.</p> <p>I am sorry for the inconvenience to those who have to drive to work and would rather use the road as a rat-run, but not that sorry. They choose their lives in a way our children do not. What we know now about the impacts of air pollution on young lungs - recently in the news as 'everybody's problem' - cannot be unknown. I am sorry if the Post Office has lost business - it's a precious community asset to all, and I would do anything to rebuild relationships and support it. Personally I shop there far more now that I have time and space to think about what I might need, and I would love to know of other ways to help. I am sorry for those who suffer the inconvenience of having cars reversing in their drives. I think all of this has to be weighed against the immeasurable benefits to nearly 300 children and their parents, which is why I worked to compile and distribute some comments about the scheme (attached).</p> <p>There may be kinks to be ironed out, and there is certainly a need to widen the benefits of car-free, quiet, safe-air zones to reach more people. I am nonetheless hugely grateful for the scheme - to the volunteers for their incredible work, and the Council for its foresight. We will all be much, much the poorer if it the school street is scrapped.</p>	
<p>I am writing to support the traffic order to create a pedestrian and cyclist zone outside St Philip's primary school on Vinery Way twice a</p>	<p>Noted</p>

day. The St Philip's community is submitting the attached petitions in support of maintaining our school streets scheme at either end of the school day. We have collected 49 signatures on our paper petitions and are currently at 407 signatures in our online petition which can be found here (<https://www.change.org/p/cambridgeshire-county-council-keep-st-philip-s-school-streets>). I am attaching copies of both of these to this email.

As the coordinator for the School streets scheme I have worked hard to establish the current, temporary, closures at the start and end of the school day. I liaise with the council road safety team and the school to manage a safe zone that works well. Over the last 18 months I have been present for a large number of sessions (3, 4 or 5 times a week) and interacted with a huge number of people regarding the closure. I think it has been hugely beneficial and it is essential that it remains.

During the last 18 months the environment around the narrow school drive has hugely improved, becoming safer and less stressful for all the families who use the school. Often, when I arrive to set up the barriers there are cars parked on the yellow zig zags for a quick visit to the shop, there are vehicles turning in front of the width restriction, often reversing into the school entrance to achieve this, there are vehicles passing through to escape traffic build up on Coldhams lane or Mill rd. Often at speed due to the damage on the width restriction meaning it no longer serves its purpose. As soon as the barriers are in place, the road is calmer and ready for the arrival of the children and their families. It is their turn to use the space for a short part of the day to aid their active travel to school.

There are a number of families who were initially hesitant and reluctant about this initiative who now thoroughly embrace it. More children arrive by bike, foot or scooter. I have arranged a park and stride agreement with Sainsburys to allow families to park there and

walk to school if they live further away. All of this is in line with the County Councils aims of reducing car dependency across the region.

Drivers have expressed their frustrations, mainly because it is something they weren't expecting. The vast majority, when they understand why the road is closed, are supportive and ask further questions. Frequently wondering if it is something that could be used near their homes. I have been impressed how the delivery drivers to the Post Office have rearranged delivery times away from the school pick up and drop off times. A simple thing that should have happened years ago but is now in place. Many of our regular home delivery drivers are happy to park at the end of the road and walk their deliveries through. Some stop for a chat and enjoy the time out of their vehicles. Even the moped drivers with deliveries are now in the habit of switching their engines off and pushing as they pass through. It is incredible the adjustments people can make and are willing to do to accommodate a safe space for a short period every day.

I would love to see schemes like this implemented at more schools across the County. The scheme requires a huge amount of volunteer time to operate and so I can see that schools without the body of volunteer support that St Philip's experiences would currently find this difficult. In some London Boroughs, where a large proportion of the primary schools operate these schemes, they are often controlled by ANPR cameras. Vehicles registered to a property within the closure area, or on an approved list, are permitted access but all others are issued with a penalty (<https://hackney.gov.uk/school-streets>). We are happy to continue operating as a team of volunteers here but urge the Council to consider this if it is serious about making this more accessible to a greater number of schools. Having gained a lot of recent experience on School Streets I would be happy to offer help and advice to other schools or the Council on rolling this out further.

Thank you for your continued support in keeping our School Streets scheme operating,	
Petition of support	

## Appendix 4 Equality Impact Statement



*This EIA form will assist you to ensure we meet our duties under the Equality Act 2010 to take account of the needs and impacts of the proposal or function in relation to people with protected characteristics. Please note, this is an ongoing duty. This means you must keep this EIA under review and update it as necessary to ensure its continued effectiveness.*

### Section 1: Proposal details

<b>Directorate / Service Area:</b>		<b>Person undertaking the assessment:</b>	
Transport Strategy & Network Management – Road Safety		<b>Name:</b>	Lyn Hesse
<b>Proposal being assessed:</b>		<b>Job Title:</b>	Senior Road Safety Officer
No Car Zones / School Streets		<b>Contact details:</b>	<a href="mailto:Lyn.hesse@cambridgeshire.gov.uk">Lyn.hesse@cambridgeshire.gov.uk</a>
<b>Business Plan Proposal Number:</b> (if relevant)		<b>Date commenced:</b>	03/03/2022
		<b>Date completed:</b>	03/03/2022
<b>Key service delivery objectives:</b>			

*Include a brief summary of the current service or arrangements in this area to meet these objectives, to allow reviewers to understand context.*

**The Council's Road Safety Team offers a programme of resources to support safe and sustainable travel to school, in particular focusing on overcoming safety barriers to active travel.**

**As part of this programme, trials have been undertaken of both 'no car zones' and 'school streets' schemes to restrict traffic outside schools at start and finish times, creating more space for those walking and cycling and a safer environment for these active modes.**

**'No car zones' are where signage is installed only, relying on individual compliance with the signed restrictions during their times of operation.**

**'School streets' involve volunteers putting out signage and barriers as part of the restriction.**

**Both schemes are supported by Traffic Regulation Orders (TROs) with the trials being undertaken through either temporary or experimental TROs.**

**Key service outcomes:**

*Describe the outcomes the service is working to achieve*

**The service aims to achieve an increase in travel to school by active travel modes and a reduction in travel to school by car. This supports wider Council objectives around physical activity, climate change and air quality.**

**The service also aims to reduce the number of people killed or seriously injured on the county's road network.**



The service has also embraced the Think Communities approach and is providing communities with the tools and support to tackle local issues themselves.

**What is the proposal?**

*Describe what is changing and why*

Following a successful trial of No Car Zones and School Streets proposals are being put forward to enable wider use of the schemes where the school and community want them.

**What information did you use to assess who would be affected by this proposal?**

*For example, statistics, consultation documents, studies, research, customer feedback, briefings, comparative policies etc.*

Research undertaken by University of Cambridge alongside the 'No car zones' trial, including consultation with schools, parents, residents and local businesses.

Feedback and observations from school streets schemes implemented using the Emergency Active Travel Fund from the Department for Transport (DfT).

Reports and feedback from similar schemes nationally e.g. Birmingham, Hackney, Solihull.

**Are there any gaps in the information you used to assess who would be affected by this proposal?**

*If yes, what steps did you take to resolve them?*

**The evidence is from a small number of schemes so may not be representative of all schools or local communities. This is why local consultation and community support in proposing potential scheme sites is important for any new schemes to be taken forward, in addition to full assessments from Council officers to consider potential unintended consequences at each individual location.**

**Who will be affected by this proposal?**

*A proposal may affect everyone in the local authority area / working for the local authority or alternatively it might affect specific groups or communities. Describe:*

- If the proposal covers all staff/the county, or specific teams/geographical areas;*
- Which particular employee groups / service user groups would be affected;*
- If minority/disadvantaged groups would be over/under-represented in affected groups.*

*Consider the following:*

- What is the significance of the impact on affected persons?*
- Does the proposal relate to services that have been identified as being important to people with particular protected characteristics / who are rurally isolated or experiencing poverty?*
- Does the proposal relate to an area with known inequalities?*
- Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?*

The proposal would be to make the scheme available countywide but locations would require assessment as to their suitability for this type of scheme in relation to unintended consequences and risks associated with specific road layouts or traffic behaviours.

## Section 2: Scope of Equality Impact Assessment

### Scope of Equality Impact Assessment

Check the boxes to show which group(s) is/are considered in this assessment. Note: \* = protected characteristic under the Equality Act 2010.

*	Age	<input checked="" type="checkbox"/>	*	Disability	<input checked="" type="checkbox"/>
*	Gender reassignment	<input type="checkbox"/>	*	Marriage and civil partnership	<input type="checkbox"/>
*	Pregnancy and maternity	<input type="checkbox"/>	*	Race	<input type="checkbox"/>
*	Religion or belief (including no belief)	<input type="checkbox"/>	*	Sex	<input type="checkbox"/>
*	Sexual orientation	<input type="checkbox"/>			
	Rural isolation	<input checked="" type="checkbox"/>		Poverty	<input checked="" type="checkbox"/>

### Section 3: Equality Impact Assessment

***The Equality Act requires us to meet the following duties:***

*Duty of all employers and service providers:*

- *Not to directly discriminate and/or indirectly discriminate against people with protected characteristics.*
- *Not to carry out / allow other specified kinds of discrimination against these groups, including discrimination by association and failing to make reasonable adjustments for disabled people.*
- *Not to allow/support the harassment and/or victimization of people with protected characteristics.*

*Duty of public sector organisations:*

- *To advance equality of opportunity and foster good relations between people with protected characteristics and others.*
  - *To eliminate discrimination*

For full details see the [Equality Act 2010](#).

*We will also work to reduce poverty via procurement choices.*

<b>Research, data and/or statistical evidence</b>
<i>List evidence sources, research, statistics etc., used. State when this was gathered / dates from. State which potentially affected groups were considered. Append data, evidence or equivalent.</i>
Data for analyses consisted of new data collected specifically for this project as well as other data from the County and City Councils. New data were collected using a range of methods to ensure strengths and limitations of specific methods were outweighed by others and to give a broad picture. These included: <ul style="list-style-type: none"><li>- Online survey responses from 455 participants which included parents, staff, residents and business owners available between May 2021 and July 2021</li><li>- 13 interviews with a sample of parents, senior school staff, residents and business owners, primarily sampling from those who completed online surveys (April 2021 to July 2021)</li></ul>

- Hands up surveys with school pupils in attendance at two schools before (April 2021) and after (June 2021) scheme was implemented
- Observations and audits outside schools by researchers to assess environmental conditions and potential impacts on several days and at different times before (December, Jan and Feb) and after (April and May) the implementation of the scheme

**Consultation evidence**

*State who was consulted and when (e.g. internal/external people and whether they included members of the affected groups). State which potentially affected groups were considered. Append consultation questions and responses or equivalent.*

Consultation through Traffic Regulation Order process in the trial.

**Based on consultation evidence or similar, what positive impacts are anticipated from this proposal?**

*This includes impacts retained from any previous arrangements. Use the evidence you described above to support your answer.*

From the research undertaken the following benefits for specific groups were identified:

- Active travel (walking/cycling) increased slightly at both trial schools showing a small health benefit to those children and their parents
- The safety of the area outside the schools improved, reducing the risk of injury to children, parents and other road users at these times

**Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?**

*This includes impacts retained from any previous arrangements. Use the evidence you described above to support your answer.*

From the research undertaken the following negative outcomes were identified:

- Where non-compliant driver behaviour occurred this was observed at higher speed, increasing risk of injury to children, parents and other road users if this was the case.

It is also known negative perceptions exist around access to the area for residents, people with disabilities, or for carers and the potential increase in journey times for people needing to use cars/taxis to travel to or around the affected area. Evidence to support or reject these potential impacts was not available from the trial data as traffic patterns changed during the trial due to the pandemic, therefore they are included as potentially negative for transparency.

**How will the process of change be managed?**

*Poorly managed change processes can cause stress / distress, even when the outcome is expected to be an improvement. How will you involve people with protected characteristics / at risk of poverty/isolation in the change process to ensure distress / stress is kept to a minimum? This is particularly important where they may need different or extra support, accessible information etc.*

All new schemes will require local support to be put forward and therefore have an element of community support at the outset.

All schemes will require access to properties within the restriction to be maintained for residents, although they will be encouraged to avoid school times if possible. Access to the schools and any affected businesses will be maintained for disabled badge holders.

Risk assessments will be undertaken by Council officers to ensure locations are suitable before they are approved for implementation.

All schemes will require local consultation related to the TRO.

**How will the impacts during the change process be monitored and improvements made (where required)?**

*How will you confirm that the process of change is not leading to excessive stress/distress to people with protected characteristics / at risk of isolation/poverty, compared to other people impacted by the change? What will you do if it is discovered such groups are being less well supported than others?*

It has been identified in the trials that the schemes work best when they have community ownership, with volunteers operating the schemes allowing them to engage with those who require assistance/access while maintaining safety.

Monitoring and feedback will be based on any potential site-specific risks identified, such as long alternative routes, as well as results of the consultation at the scheme implementation stage.



## Section 4: Equality Impact Assessment - Action plan

See notes at the end of this form for advice on completing this table.

<b>Details of disproportionate negative impact</b>  <i>(e.g. worse treatment / outcomes)</i>	<b>Group(s) affected</b>	<b>Severity of impact</b> <i>(L/M/H)</i>	<b>Action to mitigate impact with reasons / evidence to support this or Justification for retaining negative impact</b>	<b>Who by</b>	<b>When by</b>	<b>Date completed</b>
<p>Reduced safety from non compliant road users</p>	<p>Children (and their parents)</p>	<p>M</p>	<p>Volunteer-operated schemes use barriers and escort any vehicles requiring access reducing likelihood of non-compliance – these will be encouraged as the best-practice model.</p> <p>Enforcement likely to be infrequent base</p>	<p>Road Safety Team</p>	<p>ongoing</p>	<p>In proposal</p>

			<p>d on threat, risk and harm assessment against other enforcement priorities but could be enhanced through Civil Enforcement in Civil Parking Enforcement areas if Traffic Management Act part 6 powers are requested.</p>			
<p>Potential increased journey times for vehicle users needing to travel through the area – and potential impact on taxi fares</p>	<p>Poverty &amp; disabled</p>	<p>L</p>	<p>In most cases this is expected to be minimal as school locations will mainly be away from main through routes and those on main roads are unlikely to be in scope – if a through route location is proposed the consultation will need to engage these users to understand any potential need for mitigation</p>	<p>Road Safety Team / Policy and Regulation Team</p>	<p>As required</p>	

## Section 5: Approval

<b>Name of person who completed this EIA:</b>	Lyn Hesse	<b>Name of person who approves this EIA:</b>	David Allatt
<b>Signature:</b>		<b>Signature:</b>	
<b>Job title:</b>	Senior Road Safety Officer	<b>Job title:</b> <i>Must be Head of Service (or equivalent) or higher, and at least one level higher than officer completing EIA.</i>	Assistant Director – Transport Strategy and Network Management
<b>Date:</b>	03/03/2022	<b>Date:</b>	11/03/2022