

## TRAFFORD COUNCIL

**Report to:** Executive  
**Date:** 18 March 2019  
**Report for:** Discussion  
**Report of:** Executive Member for Environment, Air Quality and Climate Change

### Report Title

Safety Around Schools

### Summary

This report provides information to Members regarding initiatives and activity that supports this Administration's commitment to road safety and improving air quality in and around schools in the Borough.

### Recommendation

The Executive is recommended to:

Note the current activity and progress to date to improve safety and air quality around schools;

Note the expected outcomes as set out in the report;

Support the initiatives and next steps in order to further improve safety and air quality.

### Contact person for access to background papers and further information:

Simon Dale  
07971814521

Background Papers: None

### Implications:

Relationship to Policy Framework/Corporate Priorities	Improving Public Health Improving Air Quality Improving Road Safety
Relationship to GM Policy or Strategy Framework	Air Quality Management
Financial	No financial implications from this report. There will be a future report to Executive containing a costed action plan with detail of activities, initiatives and secured, likely or potential funding sources.

	This report will also report on the outcome of the funding bid under the Mayor’s Challenge Fund.
Legal Implications:	No legal implications from this report. Legal will be further involved with the drafting of the ETRO and in advising on the implementation of the provisions of the Regulations
Equality/Diversity Implications	Not Applicable
Sustainability Implications	Improving Safety around Schools will lead to a more sustainable environment
Resource Implications e.g. Staffing / ICT / Assets	Not Applicable
Risk Management Implications	Not Applicable
Health & Wellbeing Implications	There are wide ranging health benefits to improving safety around schools through less use of vehicles and therefore air quality will improve.
Health and Safety Implications	Roads will become safer in and around schools through some of the measures described in this report.

**1. Background**

1.1 The current Administration’s commitment to road safety and improving air quality in and around schools in the Borough has resulted in a Member and Officer working group being established in October 2018, comprising of the Executive Members for Environment, Air Quality and Climate Change; Health and Well-being and Children’s Services and officer representatives from Transport, Education, Public Health and Parking.

1.2 Reducing traffic and improving road safety around schools at the start and end of the school day is hugely important to increasing the likelihood that children are able to walk or cycle to school and to improving air quality near schools. In turn, it is believed both these aspects will have a large positive impact on children’s health and wellbeing and indeed, on their school attainment.

1.2 As Safety around Schools is an inter-departmental and portfolio initiative, the work described in this report informs the Executive of work and initiatives to date and provides an indication of what will be recommended to a future meeting by way of improvements in order to deliver on;

- improved health and well-being of Trafford’s young people
- improved air quality in and around schools
- road safety improvements.

**2. Current Initiatives**

2.1 Public Health colleagues are working with the Living Streets organisation, a UK charity that promotes everyday walking. Living Streets, which is based in Manchester, run a programme to promote walking to school: <https://www.livingstreets.org.uk/walk-to-school>; this gives excellent resources to support schools in promoting active travel to children and parents.

2.2 Presently, the local Living Streets team is working with six Trafford schools; Kings Road, St Hugh’s (Timperley), Oldfield Brow, Flixton Primary, Heyes Lane and

English Martyrs. The team would like a further six schools to participate in the programme as the outcomes with the existing schools so far has seen 44% more pedestrians and a 20% cut in car use.

2.3 As part of the Mayors Challenge Fund, a bid is currently being developed for submission in Tranche 5 with a deadline of Wednesday 3rd April. The bid contains a wide range of initiatives to make the Urmston area an “Active Neighbourhood”. As part of this bid, two locations have been identified that both contain a number of schools that may benefit from having an Experimental Traffic Regulation Order (ETRO) introduced, to assist in managing the effect of the daily school run.

2.4 The locations are:

- Newton Road, Hereford Grove, Wycliffe Road – these roads form part of a one-way system which serve Urmston Primary, English Martyrs and Urmston Grammar and a private day nursery. Urmston Primary is a large school with 522 pupils, Urmston Grammar has 880 pupils, some of which enter the school from Moorside Road. English Martyrs R.C has 211 pupils and the private day care has 54 children.
- Delamere Road and Mardale Avenue – two narrow cul-de-sac’s which serve Flixton Primary. It is a large school with 458 pupils.

2.5 Historically, both these locations have experienced on going road safety issues caused by drivers bringing their vehicles too close to the school gates which often results in drivers parking inconsiderately. The Council’s parking service responds to this problem on a daily basis through patrolling hotspots. Enforcement officers will issue fines to offenders if necessary. An example of the pro-active approach taken by parking services is illustrated in the attached notice.

2.6 The locations would effectively become no car zones in the immediate vicinity of the schools at school start and finishing times, albeit, exemptions from the ETRO would be given to residents, local businesses, Blue Badge holders and other permitted vehicles, such as emergency services, school contract buses, roads and utility companies working on emergency works. At the entrances to the scheme there will be large signs which will have flashing lights to indicate when the scheme is in operation.

### **3. Expected Outcomes**

3.1 There are many positive outcomes that will be delivered as a result of these initiatives and proposals, for example;

- Parents and guardians to park further away from schools
- Pavements and crossings will be safer
- More schools to participate in Living Streets initiative
- Refresh of school travel plans
- Delivery of objectives contained in the Greater Manchester Clean Air Plan, which is aimed at improving air quality by reducing NOx emissions
- Reducing car usage and congestion
- Ensuring that the general public and parents in particular, are aware of the impact of air quality on their children’s health and the steps that they can take to mitigate the risks

- Supporting schools to work with children and families on promoting active travel
- Potential for increasing 20 mph zones especially near schools and at school start/finish times
- Increase in walking and cycling and active lifestyles for pupils and parents/carers
- Reduce traffic speed, congestion and pollution around the school gates during school start/finish times
- Contribute to improvements in child obesity levels
- Respond to demand from parents and residents
- Use the of nearby car parks and walking the short distance to school
- Reduced enforcement activity through less inconsiderate parking

#### **4 Next Steps**

4.1 The Council is to work with schools in Trafford to take action and help in reducing air pollution caused by idling vehicles around the Borough's schools. The Council will promote anti-idling policies within schools and more widely raise awareness of the issue of engine idling across the Borough.


4.2 The Council will also be considering whether to use the provisions of the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 (The Regulations), which gives the Local Authority the power to issue Fixed Penalty Notices for stationary idling. If a designated Council officer observes a person leaving their car idling, the Officer may require the driver to turn their engine off or issue an FPN.

4.3 The working group will continue to work on and expand all the existing initiatives and proposals with a view to bringing a report for decision to the Executive in September 2019 on which aspects to pursue. This report will also contain a costed action plan with detail of activities, initiatives and secured, likely or potential funding sources.

4.4 It will also report on the outcome of the funding bid under the Mayor's Challenge Fund and update on the progress of current initiatives, for example, enforcement activity around schools and how many schools are working with Living Streets.

**Finance Officer Clearance**      **PC**  
**Legal Officer Clearance**      **TR**

#### **CORPORATE DIRECTOR'S SIGNATURE**



To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.