

Statement of Reasons

Gloucestershire County Council (School Streets Prohibition of Driving - Warden Hill Primary School and Tewkesbury C of E Primary School) (Cheltenham Borough and Tewkesbury Borough) Experimental Amendment No. 1 Order 2021

AND

Gloucestershire County Council On-Street Parking Order 2017

(School Streets - Various Roads Surrounding Warden Hill Primary School And Tewkesbury C Of E Primary School) (Cheltenham Borough And Tewkesbury Borough) (Experimental Variation) Amendment No. 1 Order 2021

Original Proposals

1. The introduction of an experimental Prohibition of Motor Vehicles restriction between the hours of 8.15-9.15am & 2.30-3.30pm Monday-Friday on the following streets:
 - Durham Close in Warden Hill, Cheltenham
 - Rope Walk in Tewkesbury
2. The introduction of experimental:
 - Mandatory No Stopping on School Entrance Markings;
 - No Waiting at Any Time;
 - No Waiting Mon-Fri 8.15-9.15am & 2.30-3.30pm;
 - No Waiting 8am-5pm Except Bank Holidays;
 - No Loading Mon-Fri 8.15-9.15am & 2.30-3.30pm

restrictions along roads surrounding Warden Hill Primary School and Tewkesbury C of E Primary School which includes the suspension of various existing permanent waiting restrictions for the duration of the Experimental Order.

Amendment Proposals

1. To amend the times of the experimental Prohibition of Motor Vehicles restriction to apply between the hours of 8.15-9.00am & 2.45-3.30pm Monday-Friday at both Durham Close in Warden Hill and Rope Walk in Tewkesbury.
2. To reduce/add/amend some of the experimental waiting/loading/parking restrictions along roads surrounding Warden Hill Primary School and Tewkesbury C of E Primary School.

Reasons for Original Proposals

To facilitate the County Council's trial of 'School Streets' outside two primary schools in the county – Warden Hill Primary School in Cheltenham and Tewkesbury C of E Primary School.

The Government issued Statutory Guidance to all Highway Authorities in May 2020 requiring those Authorities to deliver 'transformative change', including - but not limited to - the introduction of 'School Street' schemes. Further more, those changes should be made within an 'urgent timeframe' and the Government have made additional funding available for the implementation of such schemes. In light of this, the County Council passed a Motion to trial 'School Street' schemes in the County.

'School Streets' are a relatively new concept that have already been trialled in the metropolitan boroughs of London and have since spread across the UK to other large cities. It involves closing roads near to schools to motorised traffic during school start and finish times. This not only makes

the roads around those schools safer during the busiest parts of the day, but can also help reduce the amount of pollution that school children are exposed to outside schools and encourage modal shift so that there is less reliance on the car for the school run. In addition, 'School Streets' could assist schools in maintaining the social distancing measures that they are having to introduce during the Covid pandemic by creating more space for pupils and their parents/carers who would be able to safely use the road space as well as the pavements.

Therefore, in order to meet the Government's 'urgent timeframe' to trial 'School Streets', the County Council introduced an Experimental Prohibition of Driving (PoD) Traffic Regulation Order (ETRO) on Durham Close in Warden Hill, Cheltenham and on Rope Walk in Tewkesbury. This ETRO banned the majority of motorised vehicles from entering those streets between the hours of 8.15-9.15am and 2.30-3.30pm Monday to Friday. There is still future scope to introduce physical barriers at the entrance to the roads to help enforce the closures between the restricted times with designated operators present to allow exempted vehicles access/egress. There are exemptions to the ETRO which have been kept to a minimum in order to make the ETRO easy to understand and operate. There are exemptions for all residents living in the closed roads and staff requiring access to the school car parks as well as the emergency services, social care, utility/services/highway repair and maintenance and blue badge holders. It should be noted that deliveries to premises within those roads are not allowed during the times of the closures. It should also be noted that this prohibition only applies to motor vehicles, so pedal cycles and scooters are not affected.

The County Council also introduced a further ETRO to facilitate the 'School Streets' closures by introducing various parking/waiting/loading restrictions on an experimental basis on some of the roads surrounding the school streets (WR). These have helped manage the displacement of traffic that is prohibited by the PoD ETRO.

The two primary schools that are taking part in the 'School Street' trial already had existing advisory No Stopping on School Entrance marking restrictions (zig-zags) and the WR ETRO introduced times / time changes to make these restrictions enforceable. The times of operation were also consolidated so that they would be uniform throughout the local area for consistency and to make them easy to understand for all road users i.e. Mon-Fri 8am-5pm in Tewkesbury and Mon-Fri 8am-4pm in Warden Hill. These times tie in with the school operating times.

The proposed waiting restrictions helped make the surrounding streets safer and supplemented Rule 243 of the Highway Code i.e. no parking within 10 metres of a junction. They also prevented inconsiderate parking close to the schools and lessened the impact on local residents. They may have also encouraged a modal shift for the 'school run'.

Reasons for Amendment Proposals

The first 6 months after implementation of the ETROs was the formal public consultation stage to give residents, parents, general public etc the chance to make any representations about the trial. This 6 month consultation period ended on 2nd May 2021. After reviewing all feedback received, engaging with residents, undertaking further site visits, carrying out road safety audits, some amendments were identified to both ETROs. It is hoped that these amendments form a balanced approach between the needs of the residents and the safety of the children and their families on the school run and will ensure the successful implementation of the school streets trial. The amendments are as follows:

PoD ETRO - change the times of the experimental Prohibition of Motor Vehicles restriction to apply between the hours of 8.15-9.00am & 2.45-3.30pm Monday-Friday at both Durham Close in Warden Hill and Rope Walk in Tewkesbury. This will reflect more accurately the peak arrival and

departure times at the school which are now operating normally since COVID restrictions on social distancing have been lifted.

WR ETRO Warden Hill – reduce the length of some of the restrictions along Rochester Close and Lichfield Drive (opposite its junction with Rochester Close). Change the times of any experimental restrictions to reflect the new school street closure times. Add a No Loading Mon-Fri 8.15-9.00am & 2.45-3.30pm restriction to all No Waiting at Any Time restrictions on the surrounding roads, including Oxford Way. Add some restrictions to the south of Lichfield Drive around the bend for visibility reasons and to supplement Rule 243 of the Highway Code i.e. no parking within 10 metres of a junction. Extend the single yellow line restriction along Lincoln Avenue and Wells Close to protect alleyways and driveways during the school street closure times. Add some extra restrictions along Farmfield Road across alleyway entrances.

WR ETRO Tewkesbury - change the times of any experimental school time restrictions to reflect the new school street closure times. Add a No Loading Mon-Fri 8.15-9.00am & 2.45-3.30pm restriction to some restrictions along Chance Street and Rope Walk to stop drivers pulling up in busy and dangerous spots to drop their children off. Extend the single yellow line restriction (No Waiting 8-5 except bank holidays) along Chance Street. Change part of the single yellow line restriction along Chance Street to a No Waiting at Any Time (double yellow line) restriction to protect the access into the new housing development and Spring Gardens. Remove the single yellow line restriction proposal from the northern kerblines of Rope Walk as this area has been monitored during the trial and it is deemed that there is no issue to parking as non-exempted vehicles cannot access this road during the school closure times.

Once these amendments have been implemented and brought into effect, a further 6 month public consultation period will be held before a decision is made as to whether to make the ETROs permanent.

Road Traffic Regulation Act 1984

Both of the ETRO proposals will be implemented under Sections 9 and 10 of the Road Traffic Regulation Act 1984. The specific grounds which the County Council are relying on are encompassed in the following sections of the Road Traffic Regulation Act 1984:

- Section 1 (a) for avoiding danger to persons or other traffic using the road or any other such road or for preventing the likelihood of any such danger arising.
- Section 1 (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- Section 1 (f) for preserving or improving the amenities of the area through which the road runs.

In addition, thorough consideration was given to the factors set out in Section 122 of the Road Traffic Regulation Act 1984 in proposing these Traffic Regulation Orders.

Traffic Signs Regulations and General Directions 2016

All of the associated signing and lining will be in accordance with traffic signs regulations and general directions 2016.

Equality Act 2010

Thorough consideration was given to the equalities duty of the County Council under Section 149 of the Equality Act 2010.