



<b>Title of meeting:</b>	Traffic and Transportation Cabinet Decision meeting
<b>Date of meeting:</b>	23 March 2023
<b>Subject:</b>	St Jude's School Streets permanent infrastructure
<b>Report by:</b>	Tristan Samuels, Director of Regeneration
<b>Report Author:</b>	Natalia Luszczuk, Active Travel Officer
<b>Wards affected:</b>	St Thomas
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## **1. Purpose of report**

- 1.1. The purpose of this report is to make recommendations for St Jude's CE Primary School Streets infrastructure following a series of engagement meetings with parents, residents and the school and to seek approval for the installation of infrastructure measures around the school under an Experimental Traffic Regulation Order (ETRO).

## **2. Recommendations**

**It is recommended that the Cabinet Member for Traffic and Transportation:**

- 2.1 **Approves creating a School Street via the installation of resident only access signs with times of operation displayed on St Nicholas Street, Pembroke Close and Penny Street at the point of entry from Pembroke Road.**
- 2.2 **Approves that this installation will be for a minimum 18 months under Experimental Traffic Regulation Order (ETRO). If the outcome of the initial 6-month consultation is that respondents are in favour of a permanent school street then the addition of removeable bollards will be investigated.**

## **3. Background**

- 3.1. St Jude's CE Primary School is a faith school, therefore has the capacity for a potentially wider catchment area than other schools in the city.
- 3.2. The school is based in the Old Portsmouth conservation area, and like a lot of schools in the city is surrounded by residential properties on narrow road with limited on street parking spaces which are usually occupied by local residents. The



location of St Jude's in a one system and a cul-de-sac means that the roads are not suitable to accommodate the large number of parents that drive on the school run.

- 3.3. Issues that are common in the area at school drop off and pick up times are parents parking on double yellow lines, in front of resident's properties and attempting to perform multiple point turns in limited space close to the school entrance at drop off and pick up times.
- 3.4. There is an agreement between the school and the council, allowing parents to park in the pay and display bays on Pembroke Road. The aim of this initiative is to try and keep the streets immediately surrounding the school gates traffic free and by establishing a park and stride area.
- 3.5. As part of research in the wider Old Portsmouth area a traffic study (Appendix D) was conducted in 2018-19 and it showed high numbers of pupils walking along Peacock Lane and St Nicholas Street. This was also confirmed by a count of pedestrians and vehicles undertaken prior School Streets trial in Autumn 2021.
- 3.6. The benefits of gentle exercise like walking for mental and physical health are widely documented and show that pupils who walk regularly to school are generally more alert, focused and communicative.
- 3.7. The school took part in first phase of School Streets project from September to November 2021, restricting access to St Nicholas Street, Penny Street and Pembroke Close using volunteer model. A focus group and survey then took place to determine how parents, residents and the school felt about the trial and their thoughts on the next steps.

#### **4. Consultation and engagement**

- 4.1. Following the School Streets trial, parent and resident surveys were conducted, followed by a focus group, with most respondents being in support of the initiative and in favour of implementing permanent restrictions (see appendix A).
- 4.2. A further stakeholder consultation event was held on 7<sup>th</sup> February 2023 to establish parents' and residents' opinions on the current situation, any potential changes and the options how to restrict vehicular access. This was attended by 44 residents, 6 parents, the head teacher of St Jude's and the neighbouring Portsmouth Grammar School, and two councillors (see appendix B).
- 4.3. The majority of stakeholders attending the event agreed that doing nothing is not an option, only one person voiced opinion that current situation should remain.
- 4.4. The primary concerns of the participants at the meeting were inconsiderate parking by adults dropping off or collecting pupils from school (stated 50 times); the safety



of pupils entering and exiting the school (stated 18 times) and dangerous driving (stated 7 times).

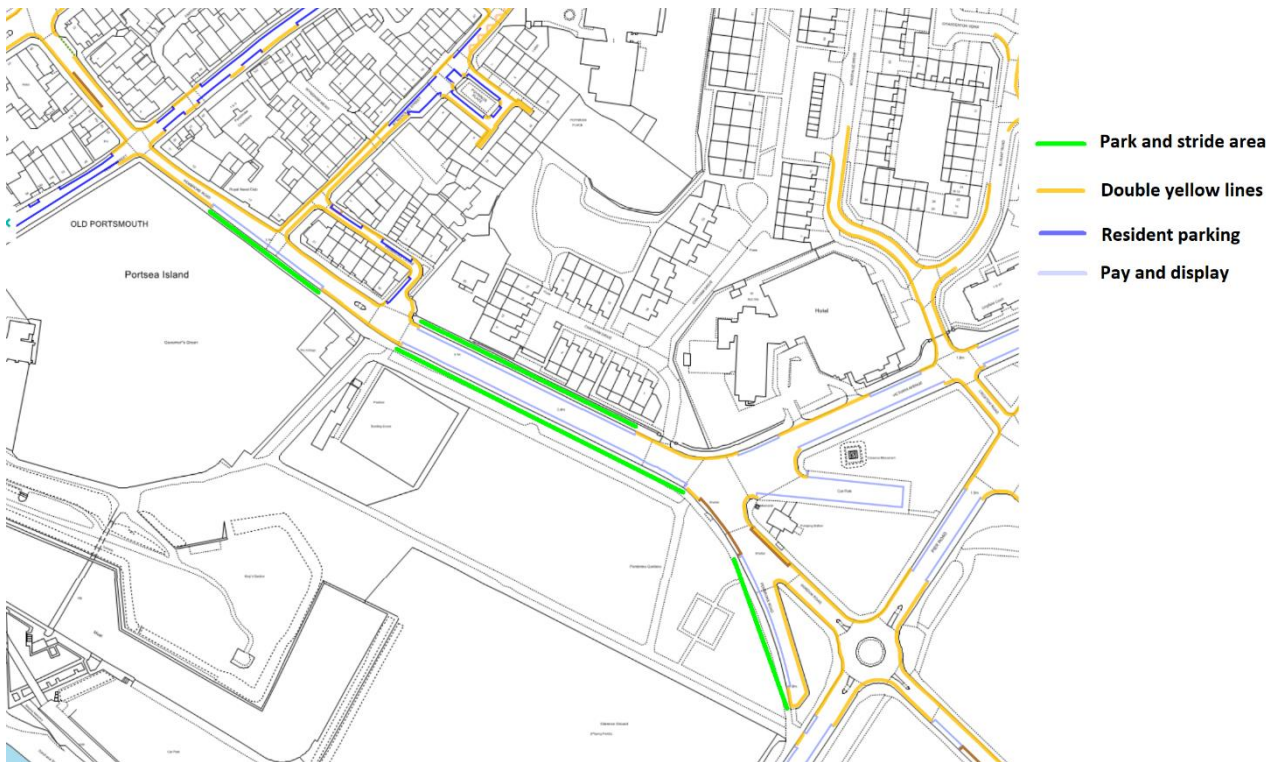
- 4.5. Inconsiderate parking was cited as having negative impact on residents, because it affected their ability to access their property; or to attend essential or medical appointments.
- 4.6. Respondents to the post trial survey indicated that streets become more attractive and sociable during School Streets trial<sup>1</sup> and those attending focus group commented on lovely atmosphere and relaxed children (Appendix A).

## **5. Outline proposals**

- 5.1. To restrict access to St Nicholas Street, Penny Street and Pembroke Close from the junction with Pembroke Road between 08.00-09.00 and 14.30-15.30, Monday - Friday during term times to create a School Street.
- 5.2. The road will be closed to all with the exception of residents, their guests, carers, blue badge holders, emergency vehicles, home to school transport and any exceptions with prior approval from the head teacher or their designated deputy will be allowed to access the roads during operating hours.
- 5.3. The residents will receive a School Streets residents permit and School Streets visitor permit to be displayed when accessing the area during restricted hours.
- 5.4. The School Street will operate under an Experimental Traffic Regulation Order (ETRO) for 18 months with the first six months being a public consultation period prior to making the order permanent if successful. If compliance is low during the 6 months consultation period, then the removable bollards to half of the road at the point of entry to create a visual and physical restriction will be installed. These bollards would be managed by the school and a collective of local residents to install and remove at the advertised times.
- 5.5. The school will work with the Portsmouth City Council Safer Travel Team to promote the park and stride site, active travel and road safety among parents and children, as well as benefits of walking to pupil's education, their physical and mental health.

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<sup>1</sup> [School Streets and Stomp to School – Wave 1](#)



## 6. Reasons for recommendation

- 6.1. The vision of the Portsmouth Transport Strategy is to have: *a people centred, connected travel network that prioritises walking, cycling and public transport to deliver a safer, healthier and more prosperous city by 2038<sup>2</sup>.*
- 6.2. The aim of a school street is to create a pleasant and safe area around a school entrance/exit at drop off and pick up time by removing unauthorised vehicular traffic that creates risks for children and residents which is in line with the objectives of transport strategy.
- 6.3. The school street will create space for pupils to walk and cycle to the school gate encouraging them to do so and improving their mental and physical wellbeing. There will also be positive benefits for the health and wellbeing of the local residents as they will be able to enter and leave their properties when they need to during the hours of operation. The School Street will also remove the sometimes challenging situations created by a lot of people and vehicles congregating in a very confined space.

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<sup>2</sup> [Portsmouth Transport Strategy 2021-2038](#)



- 6.4. Portsmouth City Council declared a climate emergency in March 2019 and has a Category D Clean Air Zone in the city. Reducing the number of idling vehicles directly next to a school will improve the air quality in the immediate area which could have a positive impact on the respiratory health of pupils and residents.
- 6.5. This area is suited to create permanent School Streets as there is no through traffic and minimum resident movement and there are successful case studies from both Wokingham and Newcastle authorities who have implemented signage only school streets.

## **7. Integrated impact assessment**

- 7.1. An Integrated Impact Assessment (IIA) has been undertaken for the St Jude's permanent infrastructure, and is included as Appendix C.

## **8. Legal implications**

- 8.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
  - (a) securing the expeditious movement of traffic on the authority's road network;  
and
  - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 8.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 8.3 A traffic regulation order ("TRO") can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 8.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 8.5 An experimental TRO ("ETRO") is similar to a permanent TRO in that it is a legal document which imposes traffic and parking restrictions such as road closures, one-way streets, banned turns, bus/cycle lanes, controlled parking, and on-street parking places. Such Orders are made under Sections 9 and 10 of the Road Traffic Regulation Act 1984 and all other enabling powers after consultation with the chief officer of police in accordance with Schedule 9 to the 1984 Act.



8.6 Unlike a permanent order, an experimental order can stay in force for a maximum of 18 months while its effects are monitored and the Council decides whether or not to make the provisions permanent. There is no formal statutory public consultation before the experimental traffic order is brought into effect, but from its commencement date, there is a 6-month period that allows representations to be submitted based on experience of the traffic scheme in operation.

8.7 Provided the sole effect of the order is to reproduce and continue in force indefinitely the provisions of an ETRO without modification, an experimental order can be made permanent providing the following requirements are adhered to:

8.7.1 That the following statements were included in the notice of making of the experimental order:

- that the order making authority will be considering in due course whether the provisions of the experimental order should be continued in force indefinitely
- a person may object to the experimental order continuing for an indefinite period within 6 months of the order beginning on the date the order came into force (or within 6 months beginning on date the order is varied or modified)
- that any objection must be in writing, state the grounds on which it is made and be sent to an address specified in the notice.

8.7.2 That the following documents were deposited and kept available for inspection beginning from the date on which the advertisement of the experimental order is first published and ending on the date the order ceases to have effect:

- a) a copy of the relevant notice of proposals and, if the order has been made, of the relevant notice of making;
- b) a copy of the order as proposed to be made or as made (as the case may be);
- c) a map which clearly shows the location and effect of the order as proposed to be made or as made (as the case may be) and, where appropriate, alternative routes for diverted traffic;
- d) a statement setting out the reasons why the authority proposed to make the order including, in the case of an experimental order, the reasons for proceeding by way of experiment and a statement as to whether the authority intends to consider making an order having the same effect which is not an experimental order;
- e) if the order varies, revokes, applies or suspends another order, a copy of that other order;
- f) if the order has been made after the holding of a public inquiry, a copy of the report and recommendations (if any) of the inspector; and
- g) where the experimental order has been modified in accordance with



section 10(2) Road Traffic Regulation Act, a statement of the effect of each such modification.

8.8 If objections are received to an ETRO during the 6 month consultation period, the matter must go before the appropriate executive member for a decision whether or not to make the order permanent, taking into account the comments received from the public during the consultation period.

8.9 If it is decided to make the order permanent any person who objected to the ETRO within the six month period should be notified in writing within 14 days of the making of the order and given reasons for the decision.

**9. Director of Finance's comments**

9.1 The scheme will be funded by the 2022/23 Local Transport Plan 4 (LTP4) allocation in the capital programme approved by Full Council in February 2022.

9.2 A financial appraisal has been approved confirming that the works are affordable and within the budget.

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Signed by:

**Appendices:**

- Appendix A: Focus group report
- Appendix B: Consultation event results
- Appendix C: Integrated Impact Assessment
- Appendix D: Old Portsmouth Area Study

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Swap the school run for a school walk. A Living Streets report.	<a href="https://www.livingstreets.org.uk/media/3618/ls_school_run_report_web.pdf">https://www.livingstreets.org.uk/media/3618/ls_school_run_report_web.pdf</a>
School Streets and Stomp to School – Wave 1	<a href="https://yourcityyoursay.portsmouth.gov.uk/school-streets-and-stomp-to-school/">https://yourcityyoursay.portsmouth.gov.uk/school-streets-and-stomp-to-school/</a>

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....



Portsmouth  
CITY COUNCIL

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Signed by: