

Car Free School Streets Project Update

Sustainability & Transport Overview & Scrutiny Committee, 15 December 2021

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What are School Streets?

School Streets are places where we:

- Put children and families first
- Encourage walking, scooting and cycling
- Keep people safe and healthy



School Streets in Birmingham

Slow Down



Keep Clear



Switch Off



Car Free School Streets

- Involves the closure of identified streets around schools to traffic at the start and end of the day
- Aims to reduce congestion, improve air quality and make it easier and safer to walk, scoot or cycle to school
- 6 schools in initial pilot since September 2019
- Phase 2: 6 further schools started in Sept 2020
- Phase 3: 6 more for March 2022



Implementation of CFSS

- Selection process to assess suitability for this intervention and to prioritise where this was delivered
- Various communications to make people aware of this scheme
- Delivered using an Experimental Traffic Regulation Order which designates a Pedestrian Zone at identified times
- Signage installed to indicate where and when this is in place
- Permit system established for local residents and others requiring access (who aren't automatically exempt)
- Funded via Transport and Highways Capital Programme

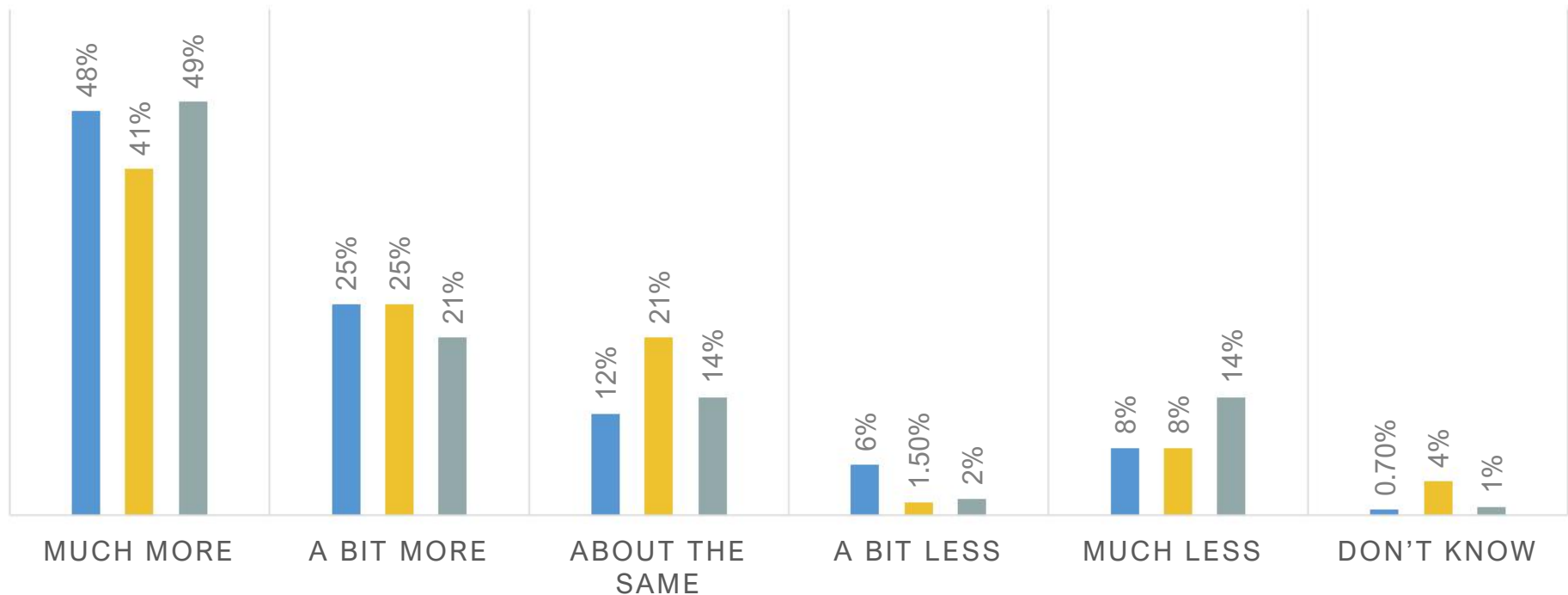
Evaluation of Phase 2

- Experimental Traffic Regulation Order statutory consultation
- Correspondence log of other comments/feedback
- Regular site visits and observations
- Ongoing engagement and discussions with schools
- Pupil Travel Survey at various intervals
- Feedback Questionnaire (residents/parents/school staff)
 - Minimal response at 2 schools so more engagement needed
- Phase 2 report to be completed in December
- Mitigation measures proposed

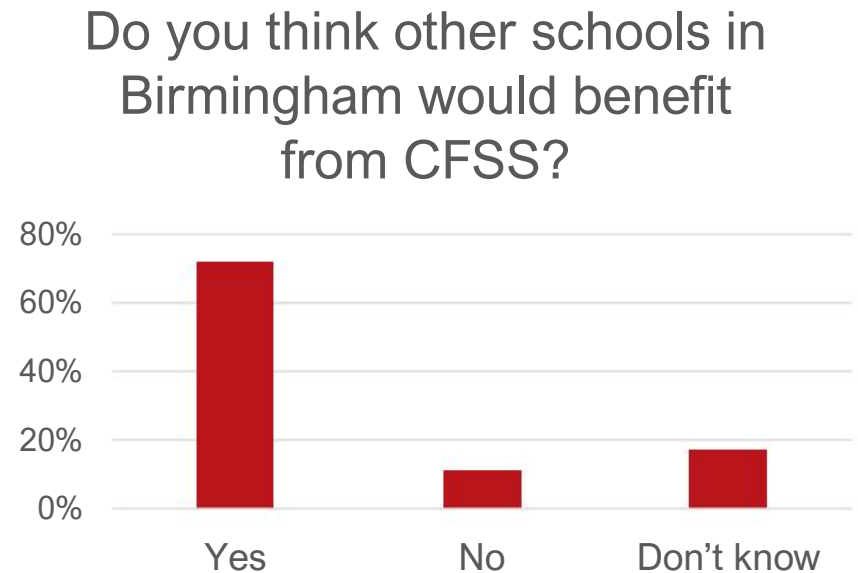
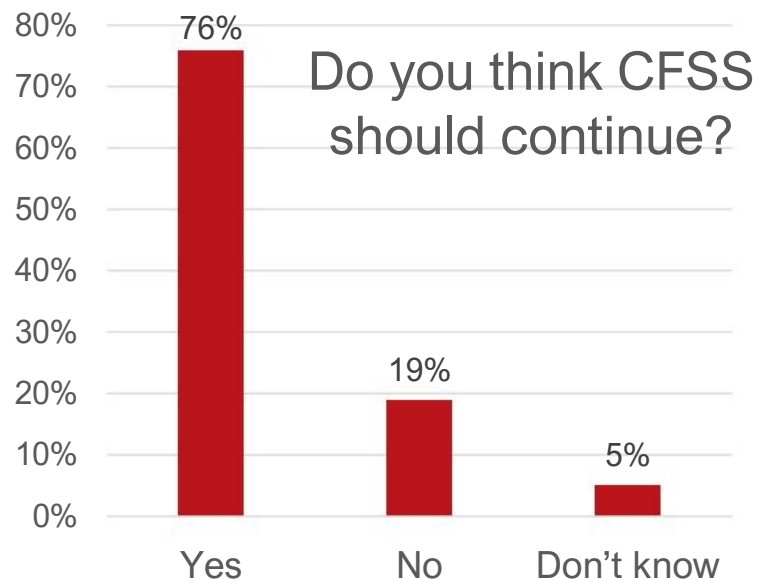
Feedback received was largely positive, with a majority of respondents saying they felt the street around the school is safer (73%), healthier (55%) and a more pleasant environment (70%).

SINCE INTRODUCING CFSS, WOULD YOU SAY THAT THE STREETS AROUND THE SCHOOL ARE:

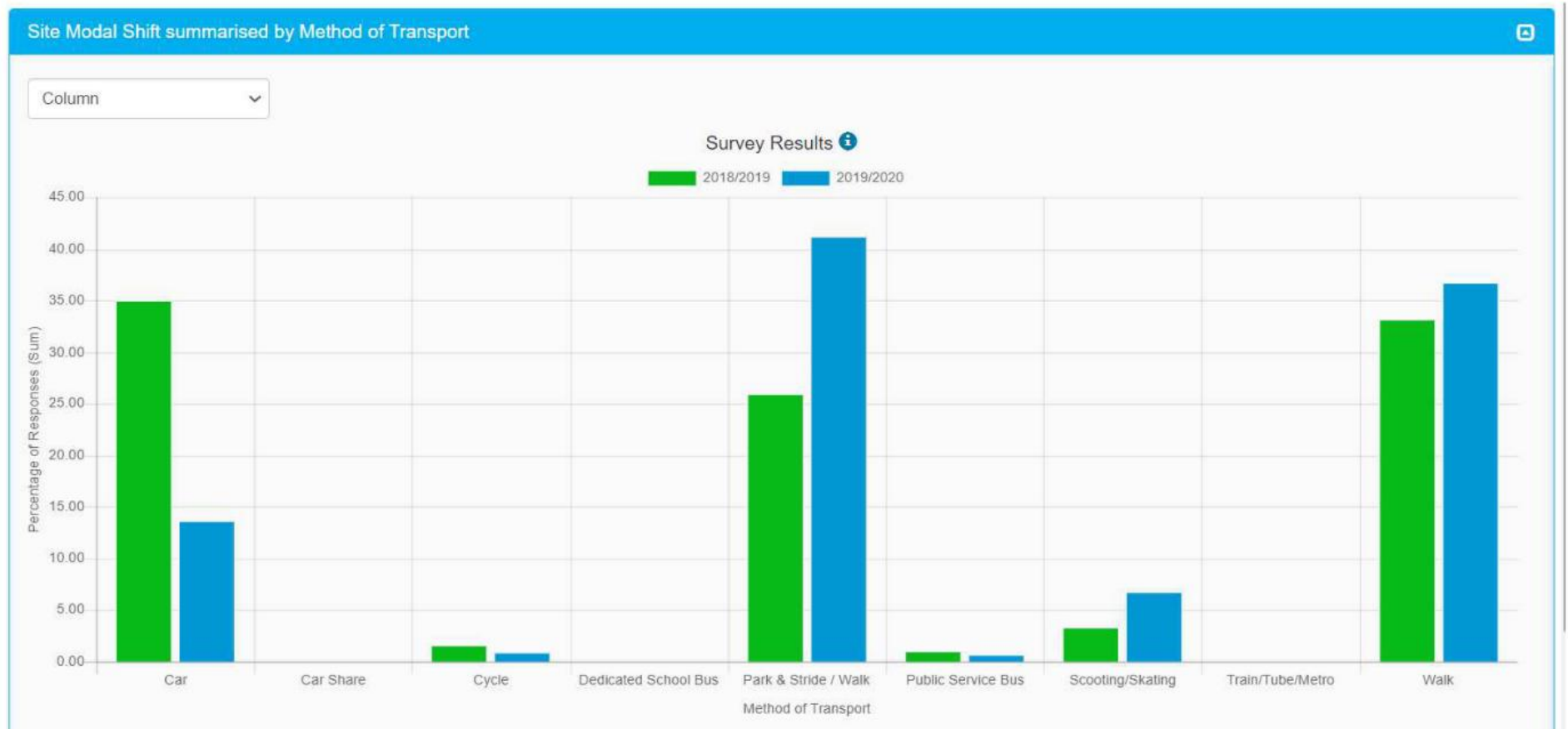
■ Safe ■ Healthy ■ A pleasant environment



76% of respondents felt that the scheme should continue at their school, with a similar number of people stating that they felt other schools in would benefit from this initiative.



Modal shift at Cofton Primary (Phase 1)



Feedback

- 'I think this is a fantastic idea, especially during Covid parents did not have to cramp around together outside the gates.'
- 'It feels so much safer outside school. Children and parents can leave school without having to avoid poorly parked cars, car exhaust fumes from running engines, cars performing U-turns across the pavement and cars parking on the zigzags right outside school. I hope school streets initiative becomes permanent.'
- 'It is followed when being monitored by the school caretaker. I think it should be more enforced if it is to be a permanent thing.'

Vehicle Displacement

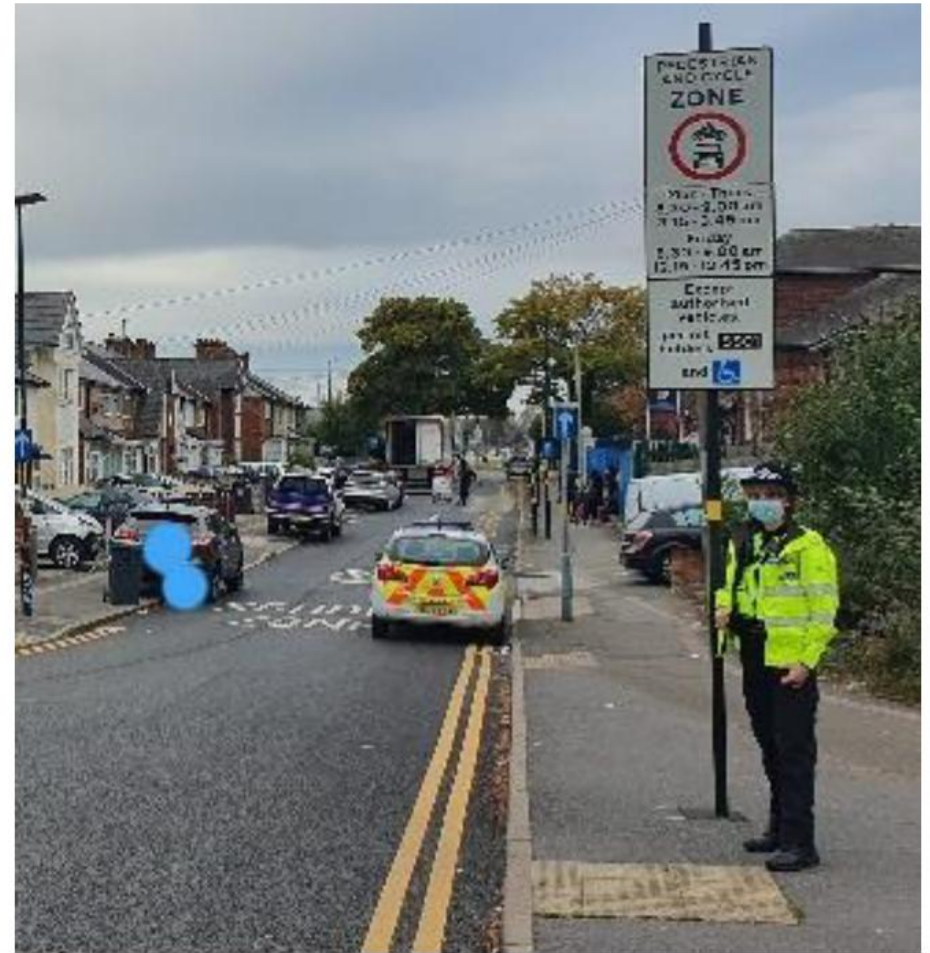
‘The problem has moved into surrounding streets, away from the school, parents park earlier, we have had people park across our drive and are abusive when politely challenged, parents park early and then sit in the cars with the engine running, causing more fumes. We have had to wait in the past to for parents to remove their cars, so we can enter or exit our driveway’

- Identify alternative locations where people could park if they do have to drive and communicate this appropriately
- Utilise Park & Stride or Walking Buses wherever possible
- Mitigation measures such where issues arise
- Sustrans have done a study at 2 schools

Enforcement

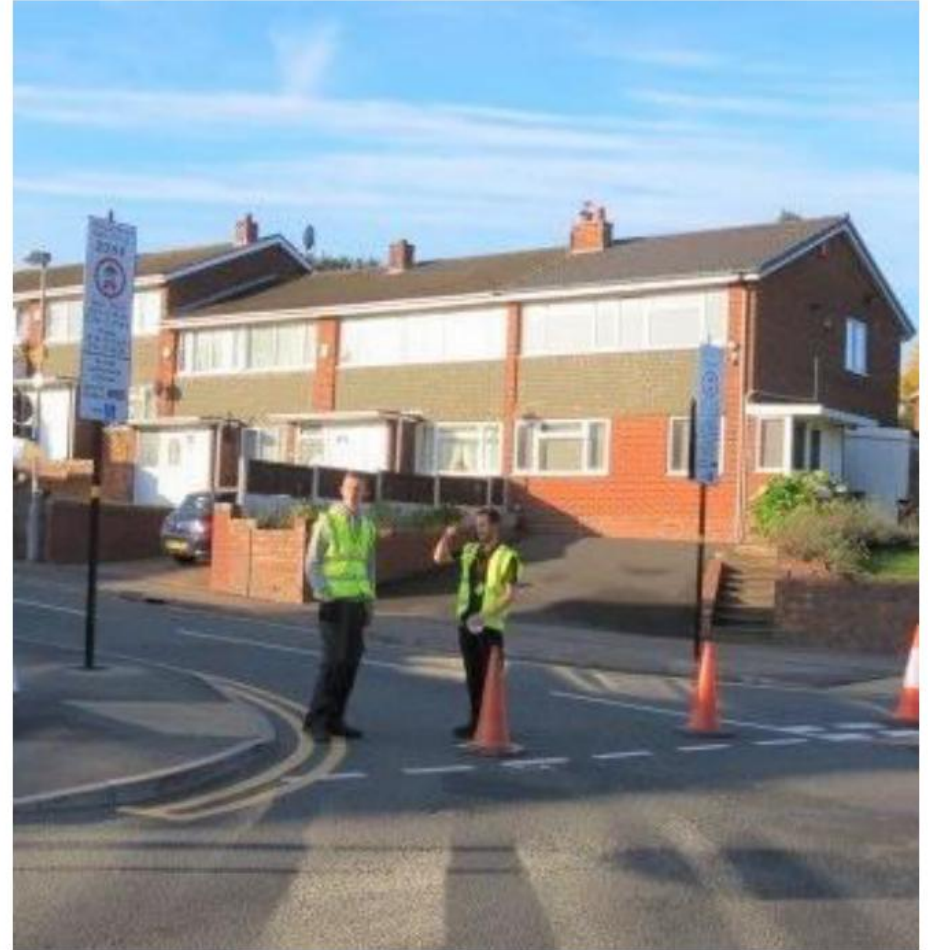
‘Car free streets need to be monitored properly. Installing CCTV to send fines to those breaching the times.’

‘The trouble is it isn’t patrolled without school volunteers. It’s a great idea but the kids get used to being able to walk “safely” in the street and then a driver doesn’t adhere to the rules and makes it more unsafe than if the kids stuck to the pavement’



Marshalling

- This has been incredibly successful at some schools, but proven more challenging to implement at others
- Have provided guidance, resources and equipment for this, as well as support and advice on how to operate
- Schools encouraged to use this as a key element for a successful scheme, but it does rely on having people to help do it



Location

- Most suited to streets where there is little or no through road access, e.g. cul de sacs
- Schemes with only one closure point are easier to manage than those with two or more
- Consider extent to which surrounding area can accommodate any displaced traffic (dispersed over more suitable locations)
- Availability of alternative means of travel: walking & cycling, Park & Stride locations
- There are some locations we are unable to consider, e.g. main roads, those used by bus services

Next steps for Phase 2 and 3

- Phase 2

- Sustrans report on displacement
- Make TRO permanent
- Potential mitigation measures

- Phase 3

- 6 new schools to be delivered in February / March 22
- None in September 21 due to pressures on schools reopening after winter lockdown
- Consultation completed with residents and schools / parents
- Governance and TRO process underway

The future of CFSS

- Proven to be popular and successful at 12 sites
- Focus on safety
- Air quality monitoring project at schools
- CFSS becomes part of our 'toolkit'
- Not appropriate at all sites
- Need to continue to focus on behaviour change
- Consider our approach to schools on main roads and bus routes

Reclaiming School Streets



www.birmingham.gov.uk/schoolstreets

Please contact connected@birmingham.gov.uk with any questions



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Making a positive difference everyday to people's lives