

## School Streets Expansion Programme (Phase 5) – Statement of Reasons

### Background

The current Council administration set out a manifesto ambition to promote more School Street schemes:- *“We will also provide support to make the journey to school safer such as more School Streets”*.

The **School Streets policy** aligns with the wider **Transport Strategy** guiding principles to make the Borough’s transport networks safe, efficient, inclusive, sustainable, and healthy. One of the guiding strategies is listed under the heading **‘Active and Safe’** is summarised as a **“focus on people rather than traffic and enable people to travel safely and live healthier, more enjoyable lives”**. The implementation of “school road closures” (‘School Streets’ - the policy underpinning the proposal in this report), is recommended within the Strategy under the ‘Active and Safe’ heading as a means of enabling, “walking and cycling to school, particularly where car use is high, to reduce motor traffic, tackle health issues and improve air quality.”

The proposal also aligns with Lambeth’s Climate Action Plan which sets out a vision and 20 goals for Lambeth to become net zero compatible and climate resilient by 2030. The Air Quality goal seeks to “break the association between inner-London living and poor air quality” and encourages residents to leave the car at home.

There are currently 34 School Streets in Lambeth and a suitability report has been used to identify a further 32 locations for new School Street schemes that have been demonstrated as viable.

### Objectives

The new School Streets proposal aims to deliver the following improvements:

- reduce road danger and create a safer and more pleasant environment around each school;
- discourage travelling to school by car in cases where alternative means of travel are available;
- encourage walking, wheeling, scooting, and cycling to school, thereby achieving positive health outcomes for the school community; and,
- reduce children’s exposure to air pollution as well as reducing the levels of air pollution in the vicinity of the school. This is because children are sensitive receptors and at a heightened risk of negative health outcomes due to exposure to air pollution.

### Scheme proposal

Phase 5 of the School Streets Scheme development consists of the implementation of 5 new School Streets at:-

1. Cancell Road, between the junctions with Eythorne Road Elliott Road, Russel Grove
2. Upper Tulse Hill between the junctions of Ostade Road and Claverdale Road, and Maplestead Road.
3. Palace Road between the junctions of Barstow Crescent and Hillside Road
4. Vauxhall Street between the junctions of Tyers Terrace and the entrance to Pella House
5. Polworth Road between the junctions of Hopton Road and Farnan Road, Rutford Road
6. Paradise Road between the junctions of Studley Road and Levehurst Way, and Studly Road between the junctions of Paradise Road and Levehurst Way

The proposal is to introduce a part-time ban to all motor vehicles except permit holders at certain times of the day by introducing a pedestrian and cycle zone, in the road(s) adjacent to a school entrance typically between the hours of 8.15am to 9.15am and 2.45pm to 3.45pm Monday to Friday.

School Street exemptions are available to residents, businesses, and Blue Badge holders who live/work within a School Street or require access to the school during its hours of operation.

### **Use of Experiment Order**

The scheme will be introduced by means of an Experimental Traffic Order (ETO) and aims to deter through traffic (whilst retaining access for residents, businesses, and blue badge holders who need access to the street) and encouraging modal shift to more sustainable modes of transport.

The decision to use an ETO allows for the impact of the School Street to be measured against the schemes objective and changes to be made if considered necessary.

### **Measures of Success**

1. A reduction in the level of vehicle traffic that passes in front of the school gates;
2. Improvement in the current perception of danger and discomfort and improved air quality;
3. Modal shift to more sustainable modes of transport by children of the school.

Subject to the scheme being considered successful, the Council will consider in due course whether the provisions of the Order should be continued in force indefinitely by means of a permanent Order before the end of the 18 month experiment.