

THE BOROUGH COUNCIL OF CALDERDALE
(CHRIST CHURCH PELLON C OF E (VC) PRIMARY SCHOOL) (SANDBEDS ROAD)
EXPERIMENTAL TRAFFIC REGULATION ORDER 2023
STATEMENT OF REASONS

Background

The Borough Council of Calderdale proposes to make The Borough Council of Calderdale (Christ Church Pellon C of E (VC) Primary School) (Sandbeds Road) Experimental Traffic Regulation Order 2023 to promote the “School Streets” project which aims to tackle the issues caused by school traffic at peak times (the start/end of the school day), but also create a better environment around schools.

High traffic levels outside of schools creates congestion, compromises air quality, presents a problem in terms of road safety, as well as obstructing access for residents and the emergency services. Removing vehicular traffic from roads in the vicinity of school entrances at busy times will help to make children’s journeys to school safer and will make active travel to school (cycling and walking) more appealing.

The primary aim of the scheme is to make an improvement to road safety from the perspective of pedestrians and cyclists – thus helping to promote a shift to more sustainable and active modes of transport. Schools have been selected based on a range of criteria, including the schools’ pro-active engagement with schemes aimed at improving their pupils’ travel arrangements

The road closures will predominately be in place during the school opening and closing times - 08.15 to 09.00 and 14.45 to 15.30. Access will still be made available for permitted residents and emergency vehicles. Whilst residents of the restricted roads will be asked to avoid entering and leaving during the closures, residents will be able to apply for a free permit for use in unavoidable situations.

Proposed Scheme

The proposed scheme is to create a ‘pedestrian and cycle’ zone under an Experimental Traffic Regulation Order (ETRO). Relevant signing and temporary barriers will be placed in the highways, specifically at the closure point to the zone, to ensure that the scheme is achieved as intended.

The Council considers an experimental order to be appropriate because the implications for the surrounding road network are uncertain. As such, the impact of the experiment will be regularly reviewed, monitored, and assessed whilst the order is in operation; the ETRO will allow the Council to react more quickly if circumstances require the measures to be modified or removed.

The ETRO will last for a maximum of 18 months. During the first six months of the experiment, there will be an opportunity for people to contribute their views and anyone who is opposed to the restrictions continuing on a permanent basis to submit an objection. Such representations will be considered carefully – they may lead to the revisions to the

scheme to achieve improved results – and will help to determine whether permanent orders should be made, either modified or in like terms to the ETRO.

Following the closure of the consultation period and before the end of the ETRO period a decision will then be made on whether to introduce the scheme on the road permanently

Reasons

The Council considers it expedient to make the Order: -

- i. For avoiding danger to persons or other traffic using the roads or any other roads or for preventing the likelihood of any such danger arising,
- ii. For facilitating the passage on the roads of any class of traffic (including pedestrians); and
- iii. For management of the quality of air pursuant to paragraphs (a) to (c) of sub section (1) of Section 87 of the Environmental Act 1995 (air quality).