



Knowsley Council

School Streets

St Anne's Catholic Primary and
Blacklow Brow Primary Schools, Huyton



Introduction

This booklet outlines the proposals to introduce a School Streets scheme on some of the roads in the immediate vicinity of St Anne's Catholic Primary and Blacklow Brow Primary Schools, Huyton.

Information is also provided on a 'Walk to School Week' from 24th to 28th March where the proposed restrictions will be trialled and your feedback is sought on the location of a proposed new footpath.

The full scheme will be introduced under an Experimental Traffic Regulation Order in September 2025. During the first 6 months people will be able to provide feedback. This feedback, along with data from traffic and parking surveys, will be used to determine whether the scheme is made permanent along with any changes that need to be made.

What is a School Street?

A School Street is a road, or roads, outside a school with a restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic.

School Street schemes offer a solution for school communities to tackle air pollution, poor health and road safety concerns. School Streets can encourage a healthier lifestyle and active travel to school for families leading to a better environment for everyone.



Why is a School Street needed?

For many years the residents of Marina Crescent and other adjacent roads have experienced a surge of school related traffic concentrated over the period of drop-off pick-up as well as with other vehicles. The associated parking on the roads makes it difficult for other vehicles to pass, and causes visibility issues for children wanting to cross, whilst the pavement parking makes it dangerous and at times forces children to walk on the road.

Furthermore, local residents have for a long-time experienced problems arising from anti-social and dangerous parking during school these times with people parking across their driveways and driving along the pavement. There have been ongoing complaints from residents to both Knowsley Council and the schools.

Benefits of School Streets

A School Street only allows motor traffic with a permit or an exemption to enter during a defined period at pick-up and drop-off times. This creates a safer space for children and their families to walk, wheel, cycle or scoot to school, bringing a wealth of benefits to them and local residents, including:

- improved physical and mental health for school children and any adult accompanying them;
- reduced cases of dangerous driving, parking and turning outside schools during school run times;
- more children staying active by walking, wheeling or cycling to school, which in turn reduces traffic in the local area during school drop off and pick up;
- more opportunities for social interactions on the way to school, and more independence for older pupils;
- reduction in traffic emissions around schools leading to improved air quality.

There are already hundreds of School Streets across the country but in November 2024 Active Travel England with the Department for Transport published School Streets guidance for local authorities. The guidance cited research and evidence from the Road Safety Trust, which shows these schemes increase active travel on the school run, are supported by most parents and residents in the nearby community, and do not cause significant road safety issues through traffic displacement.

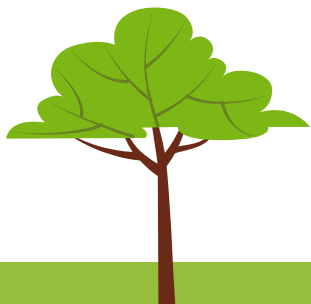
85% of people in England support active travel and would like to do more, while data from charity Sustrans has previously found that **4** out of **5** children want to walk or cycle to school. (Active Travel England, 2024).



What is proposed?

The plan overleaf illustrates the proposals but in summary they include;

- A ban on motor vehicles on Marina Crescent, Ruskin Way and Cedar Crescent Monday to Friday from 8.00 to 9.00 and from 14.15 to 15.30;
- There will be exemptions made as part of the ban on motor vehicles for; residents, school staff, blue badge holders, delivery drivers and taxis, however it should be noted that these exemptions will be consulted on and could be subject to change;
- A one-way system on Marina Crescent which will allow vehicles to only travel from Acacia Avenue to Tarbock Road;
- A one-way system on Cedar Crescent which will allow vehicles to only travel from Ruskin Way to Charlwood Avenue. By introducing one-way systems on Marina Crescent and Cedar Crescent it will further discourage motorists from entering the school street area. In addition, it will make the school street restriction easier to enforce, as there will only be one entry point into the area;
- The construction of a new footpath from Twickenham Drive to the gate at the rear of St Anne's Primary to create a second entrance into the school;
- The proposed new footpath will be subject to planning permission. The plan overleaf shows two potential locations for a new footpath, one being the most direct route to the rear gate at St Anne's School, the other at the perimeter of field furthest away from Blacklow Brow Primary. It is only proposed to create *one* new path so feedback on preferred option would be welcome before a planning application is submitted. Please provide feedback on your preferred location for a new footpath using the contact details on the back page stating option 1 or 2.



How will it work?

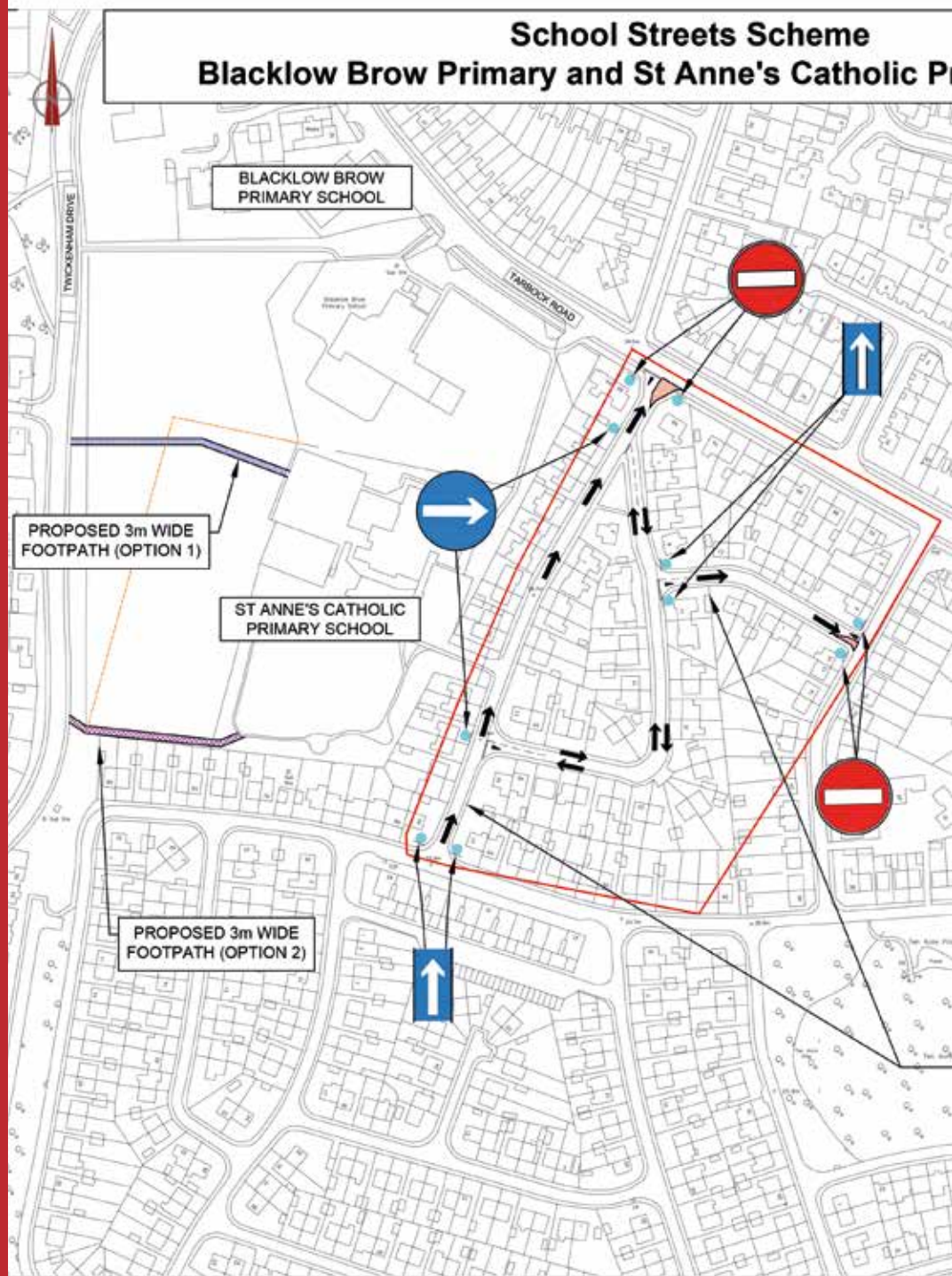
The proposed restrictions will be brought in under an Experimental Traffic Regulation Order. This allows Knowsley Council to amend or remove the scheme during the first 18 months based on feedback on how the scheme is operating. After this time a decision will be made on whether to make the scheme permanent.

A specific 'Walk to School Week' will be taking place for pupils of both schools week commencing 24th March. As part of this initiative Marina Crescent, Ruskin Way and Cedar Crescent will be closed at school opening and closing times to replicate the proposed scheme. By undertaking a 'Walk to School Week' it will give the Council an understanding of how the proposed ban of motor vehicles will operate and what may need to be considered in the project design.

As already stated there will be certain groups of people who will be exempt from the ban on motor vehicles, but this will be reviewed as the scheme goes live.






School Streets Scheme Blacklow Brow Primary and St Anne's Catholic P



Primary Schools

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KEY:

-  SCHOOL STREETS AREA
-  DIRECTION OF TRAVEL (ONE-WAY)
-  LOCATION OF TRAFFIC SIGNS
-  DIRECTION OF TRAVEL (TWO-WAY)
-  PROPOSED BUILD OUT AT NO ENTRY POINTS
-  GIVE WAY TRIANGLE
-  GIVE WAY LINE
-  SCHOOL FENCE LINE
-  PROPOSED 3m WIDE FOOTPATH (OPTION 1)
-  PROPOSED 3m WIDE FOOTPATH (OPTION 2)

PLEASE NOTE THAT FOOTPATH OPTIONS ARE SUBJECT TO PLANNING PERMISSION

PROPOSED ONE-WAY SYSTEM ON CEDAR CRESCENT & MARINA CRESCENT



Walk to School Week	24th to 28th March 2025 One week trial to replicate proposed scheme.	Proposals to be reviewed using survey data and observations made on site as well as any feedback.
Footpath Location	Feedback sought on preferred location for a new footpath - Option 1 or 2	Deadline for feedback on footpath only by 31st March 2025 email schoolstreets@knowsley.gov.uk
School Streets scheme commences in September 2025	Letters will be sent to residents and to the parents and carers at both schools.	Feedback will be invited from September 2025 until 28th February 2026
Scheme Review	Trial to be reviewed. After 18 months or earlier	Decision taken to remove the scheme or make permanent under a Traffic Regulation Order.

Contact us

You can provide feedback via post, email or via our website. We will only keep your details for the purpose of this consultation. Please provide an email address if you require a response.

Knowsley Council
Stretton Way Depot
Stretton Way
Huyton
Knowsley
L36 6JF

Email: schoolstreets@knowsley.gov.uk
Web: www.knowsley.gov.uk/consultations



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