



Notice of Non-key Executive Decision

Subject Heading:	Application for submission of bid under the Mayor's Air Quality Fund (Project: School Streets).
Cabinet Member:	Councillor Viddy Persaud Cabinet Member for Public Protection and Safety
SLT Lead:	Caroline Bruce Director of Neighbourhoods
Report Author and contact details:	Christina Zervou Senior Public Protection Officer (Environmental Protection) Tel. 01708 432 775 Email: christina.zervou@havering.gov.uk
Policy context:	The proposed project is in line with the aims of the Council's Air Quality Action Plan 2018-2023.
Financial summary:	The total bid is £0.185m (£185,379). The Council will provide additional match funding of £0.096m (£96,214), covered by the TfL's Local Implementation Plan.
Relevant OSC:	Environment OSC
Is this decision exempt from being called-in?	No

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The subject matter of this report deals with the following Council Objectives

Communities making Havering	<input checked="" type="checkbox"/>
Places making Havering	<input checked="" type="checkbox"/>
Opportunities making Havering	<input type="checkbox"/>
Connections making Havering	<input checked="" type="checkbox"/>

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

The Mayors Air Quality Fund (MAQF) is designed to assist the boroughs with the delivery of evidence-based effective local measures to cut pollution and exposure to pollution. The MAQF Round Three was launched in October 2018 and will provide circa £6 million over three years (April 2019-2022) to London boroughs to improve air quality.

The proposed School Streets Project aims to address issues often identified around schools at the start and end of the school day, such as congestion, engine idling, air pollution, parking and safety issues. This bid will fund three Pilot Schemes over a three year period.

In line with the Council's Air Quality Action Plan (AQAP) 2018-2023, it is recommended that the proposed application for submission of bid under the MAQF be approved.

AUTHORITY UNDER WHICH DECISION IS MADE

Part 3, Section 3.3 (Powers of Members of the Senior Leadership Team):

Members of the Senior Leadership Team (SLT) have delegated authority to act as follows within the assigned service service/portfolio of responsibilities, subject to the general provisions and limitations set out in section 3.1 above.

Financial responsibilities

(c) In consultation with the relevant Cabinet Member to apply for, accept and manage external funding up to a limit of £500,000 per grant in support of any function within their Directorate provided that any financial contributions by the Council are made from within existing budgets.

STATEMENT OF THE REASONS FOR THE DECISION

1. Introduction and background

- 1.1 Streets around schools often suffer from congestion, engine idling, parking and safety issues at the start and end of the school day. These issues have negative impacts on air quality, children and residents' health, increased noise and an unpleasant street environment for those wishing to walk, cycle or scoot.
- 1.2 This Project proposes to restrict motor vehicle access during the school run outside selected schools. It has been successfully implemented in a number of boroughs across London and the UK (e.g. Hackney, Camden, Edinburgh, Solihull etc.) reduced the negative impacts stated above.

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1.3 If successful the Bid can fund three Pilot Schemes for three streets over a three year period. Two sites have been identified taking account of the criteria attached to this report (Appendix 1): Settle Road (Drapers Academy, Dycorts School, Drapers Mayland and Drapers Pyrgo Priory School) and Benjamin Close (Hylands Primary School). A more detailed assessment will be undertaken to select the third street should the bid be successful.

2. Description of the proposed project

2.1 The key stages / deliverables of the project are as follows:

- Scheme for Benjamin Close and Settle Road
 - *Baseline data*: Baseline data on air quality, vehicle volumes, speeds and travel mode use will be collected.
 - *Experimental Traffic Orders (ETOs)*: Public engagement followed by Havering's process on ETOs to proceed with a pilot scheme (for 18 months).
 - *Implementation & Enforcement*: Motor vehicle access will be restricted between 8am-9am and 2.30pm-4pm on the working days during school term. Traffic signs and ANPR cameras will be installed. Exemptions will apply to blue badge holders and resident permit holders.
 - *Promotion of active travel*: The schools will work towards achieving or maintaining Sustainable Travel: Active, Responsible, Safe (STARS) accreditation and promote active travel events in liaison with the London borough of Havering.
 - *Monitoring & Evaluation*: Air quality monitoring using AQMesh pods, traffic counts and travel surveys will be undertaken.
 - *Permanent Traffic Orders (Subject to Approval)*: After the 6-month objections period, Havering's process to make the ETO permanent will be carried out.
- Selection of an additional school for a pilot scheme

Selection will be based on feasibility, air quality data, incidents / complaints and school STARS accreditation. Potential schools are Towers Infants & Juniors and Mead Primary.
- Pilot Scheme for the school selected: as described above.

3. Reasons for the decision

- 3.1 To improve air quality outside schools.
- 3.2 To protect the most vulnerable members of the community from air pollution impacts
- 3.3 To encourage healthy and sustainable travel.

OTHER OPTIONS CONSIDERED AND REJECTED

Option 1: Do Nothing: This option has been considered and rejected, as the MAQF is an important source of funding and an opportunity for Havering to financially support actions towards improving air quality in the borough.

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Option 2: Submit funding applications for other projects: The MAQF bidding guidance sets out specific focus areas / categories for applications under which projects will be considered. These categories are the following:

- 2.1 Idling: This project is considered in a separate Executive Decision.
- 2.2 Low Emission Neighbourhoods (LEN): A LEN is an area based scheme that includes a wide range of measures focused on reducing emissions. These measures involve traffic management changes, changes to highways infrastructure etc. and some of the changes can be difficult for communities to adopt. Furthermore, there is a requirement for at least equal match funding to be provided, which is a significant amount (up to £0.500m) and unlikely to be covered by the Council's existing budget, given the current economic conditions. It has therefore been decided to reject this option at this point in time.
- 2.3 Supporting the uptake of Ultra Low Emission Vehicles (ULEVs) and supporting businesses to reduce emissions: As part of the Council's AQAP, a feasibility study on Electric Vehicle charging infrastructure will be undertaken. Until this study has been completed, it has been decided to not progress projects in relation to ULEVs. Furthermore, the scope of a partnership with the London Riverside BID, in relation to micro-consolidation services, has been examined and it has been concluded that in order to proceed with such project a feasibility study should be undertaken. Therefore, this option has been rejected at this point in time.
- 2.4 Exceptional projects: The option to commission the use and installation of a "SmogStop Barrier" which has been shown to reduce NOx using Photocatalytic Oxidization was examined, however the GLA's feedback was negative, and therefore this option was rejected.
- 2.5 Non-Road Mobile Machinery Enforcement Scheme: This scheme is considered in a separate Executive Decision.

PRE-DECISION CONSULTATION

As part of the adoption of the Council's AQAP 2018-2023, a consultation process was undertaken for 10 weeks between the 3rd January and 15th March 2018. Congestion and engine idling issues around schools were highlighted.

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: Christina Zervou

Designation: Senior Public Protection Officer (Environmental Protection)

Signature:



Date: 21/12/2018

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

The Council has powers to restrict vehicle access during particular periods of the day under Section 6 of the Road Traffic Regulation Act 1984.

The Council has powers to impose an Experimental Traffic Order for the purposes of carrying out an experimental scheme (for a period of up to 18 months) under Section 9 of the Road Traffic Regulation Act 1984

The Council must follow the provisions set out under Section 22 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and if the Order is to be made permanent, Section 23 of the same.

The use of the Automatic Number Plate Recognition (ANPR) cameras will be in compliance with Data Protection legislation, and the ICO Data Protection Code of Practice for Surveillance Cameras and Personal Information, the Regulation of Investigatory Powers Act 2000 and legislation relating to road traffic management.

Cleared by: Ken Foot, Senior Lawyer, on 20/12/2018

FINANCIAL IMPLICATIONS AND RISKS

The total estimated cost for this scheme is £0.281m (£281,593).

£0.096m (£96,214) of the total costs will be covered by match funding, from TfL's Local Implementation Plan (LIP) in particular. The current LIP codes which will be used for match funding are listed below:

LIP Code	Match funding (£)
A2904	5,000
A2905	17,500
A2906	7,119
A2913	3,250
A26720	63,345

The total bid is £0.185m (£185,379). The cost break-down and match funding details are set out in the funding application attached to this report.

Whilst the MAQF does not set specific requirements with regard to match funding (e.g. specific percentage of the total cost), match funding is one of the key assessment criteria of the bid (with a score of 15%). Furthermore, the MAQF bidding guidance (attached) states that '*Staff costs cannot be claimed for from the MAQF and no "management fees" are permitted. All staff costs must be provided as part of any match funding contribution*'.

Should the application not be successful the scheme will not be taken forward unless other funding becomes available.

Funding will be allocated and managed through the Borough Portal, with payments

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made in arrears as soon as boroughs have provided information to show that the work has been completed. The service will adhere to Havering's Grant protocol to obtain authorisation prior to grant claim submissions.

Monitoring, communication and other requirements for selected projects are outlined in Section 3 of the attached bidding guidance.

According to the guidance, the following may result in funding being withheld / withdrawn:

- Failure to complete and submit a MAQF project progress report annually
- Failure to send all press releases related to MAQF projects to TfL and the GLA for approval and a quote from the Deputy Mayor at least 1 week prior to their release.
- Failure to notify TfL and the GLA about all planned media and communications activity and events at least 2 weeks prior to the activity and participate in and support any GLA / TfL promotional activity about the MAQF.

There is no expectation of self-funding after the grant has finished.

Cleared by: Rita Bacheta, Finance - Strategic Business Partner, on 14/12/2018

HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

There are no HR implications arising from this scheme. The scheme will be implemented by existing staff within current resources.

Cleared by: Geraldine Minchin, Strategic HR Business Partner, on 11/12/2018

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

The School Streets Project is expected to improve air quality around schools and encourage people to use healthy and sustainable travel modes, therefore it will have positive impacts on the people's health and wellbeing.

One of the schools in Settle Road (Dycorts school) is a school for special needs and

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includes physically disabled children. However, this school will be exempt from the scheme, therefore the impacts of the scheme on this protected characteristic will be neutral.

An Equality and Health Impact Assessment has been attached to this Executive Decision.

Cleared by: Vernal Scott, Corporate Diversity Advisor, on 5/12/2018

BACKGROUND PAPERS

Appendix 1: Schools Selection Criteria

Appendix 2: LBH Application for the MAQF Round Three (School Streets)

Appendix 3: Equality and Health Impact Assessment

Mayor's Air Quality Fund Round Three 2019/20 – 2021/22 Bidding Guidance

London Borough of Havering Air Quality Action Plan 2018-2023

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Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal agreed

Delete as applicable

Proposal NOT agreed because

Details of decision maker

Signed 

Name: Caroline Bruce

Cabinet Portfolio held:

CMT Member title: Director of Neighbourhoods

Head of Service title

Other manager title:

Date: 14/01/19

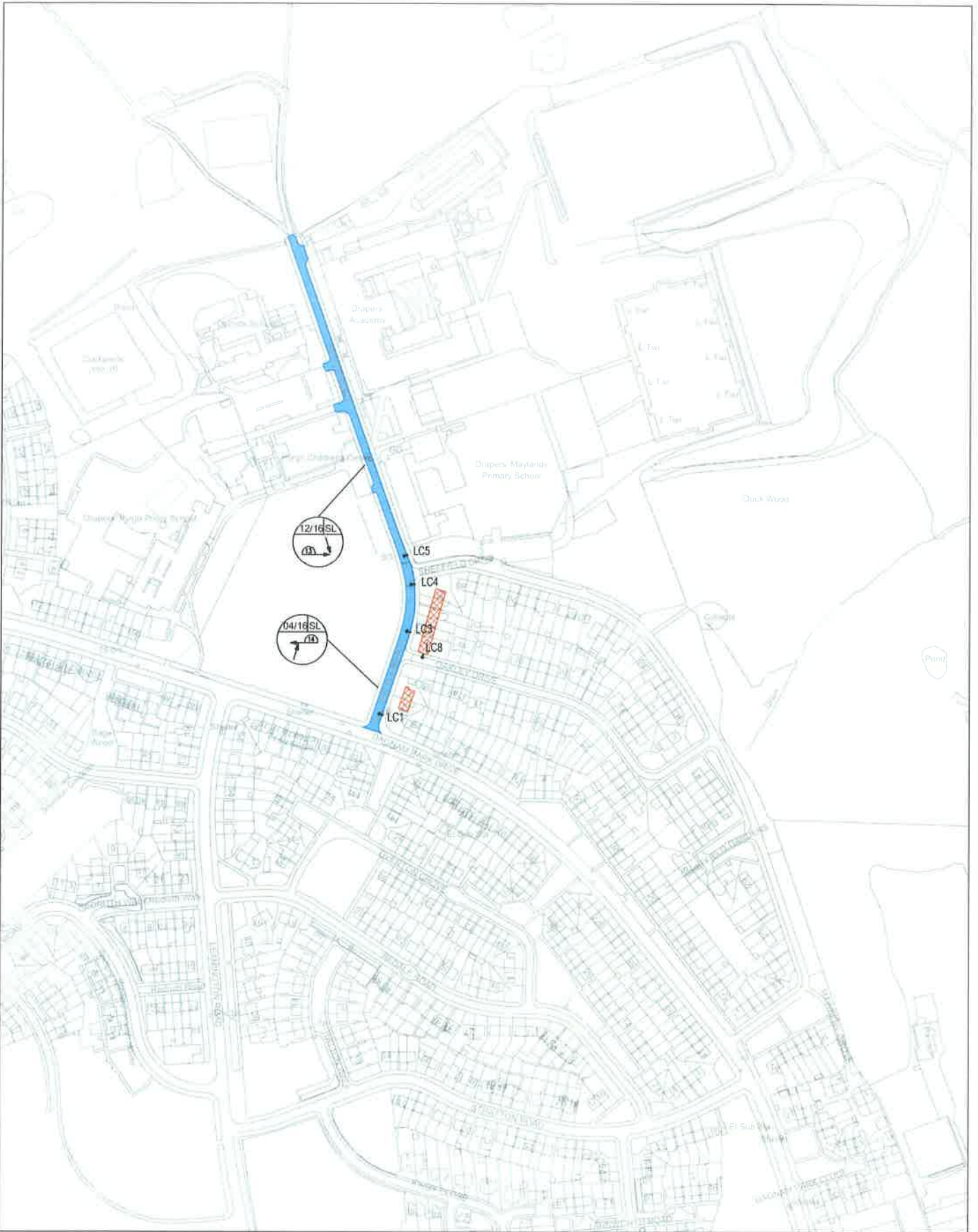
Lodging this notice




The signed decision notice must be delivered to the proper officer, Debra Marlow, Principal Democratic Services Officer in Democratic Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on 14/01/19

Signed A. H. [signature]




 Proposed School Street & Existing 20mph zone
  Properties 'white listed' from School Street traffic order
  Collision data. 3 years to 28/02/18

 <p>Havering THE LONDON BOROUGH</p> <p>COPYRIGHT The drawing belongs to The London Borough of Havering. No part of this drawing may be reproduced without prior written permission.</p> <p><small>Based on Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering, 2018/02/27</small></p>	JOB TITLE	PURPOSE	Bid				
	School Streets	DRAWN BY	CHECKED BY	APPROVED BY			
	DRAWING TITLE	SCALE (AT A3 SIZE)	DATE	DRAFT			
	Settle Road, Harold Hill Plan of Affected Streets	1:2500	21/11/18	ISSUE			
		DRAWING No	REVISION	A	School Streets Bid	26.11.18	
	QR009/SchSts/Drapers/01	REVISION	A	AMENDMENT	DATE		

PEDESTRIAN and CYCLE ZONE



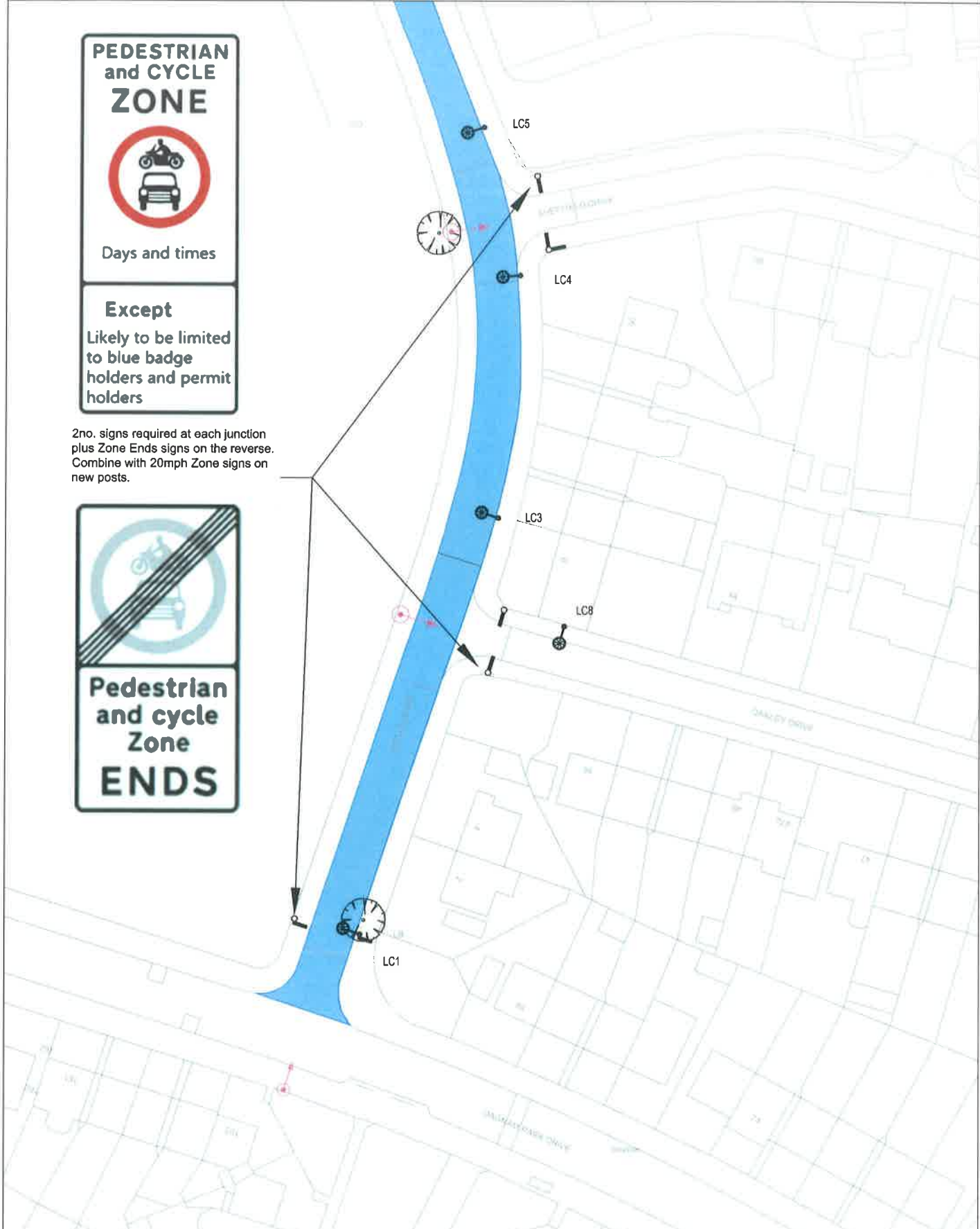

Days and times

Except
Likely to be limited to blue badge holders and permit holders

2no. signs required at each junction plus Zone Ends signs on the reverse. Combine with 20mph Zone signs on new posts.



Pedestrian and cycle Zone ENDS

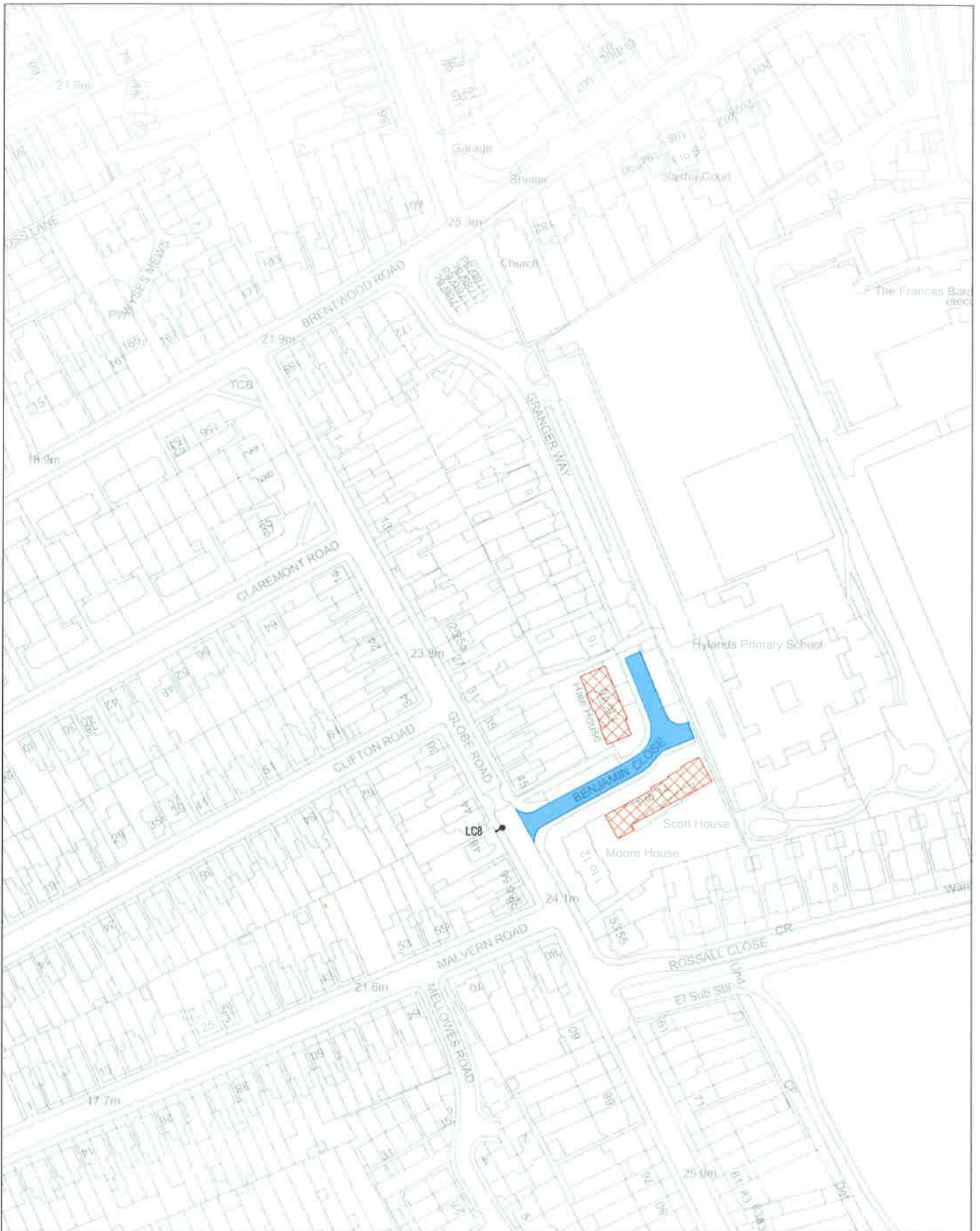
Proposed School Street & Existing 20mph zone



Proposed camera location on new 6m post. Camera Type TBA



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JOB TITLE	School Streets
DRAWING TITLE	Settle Road, Harold Hill Camera Locations

PURPOSE	Bid			
DRAWN BY	NC	CHECKED BY	MP	APPROVED BY
SCALE (AT A3 SIZE)	1:500	DATE	21/11/18	
DRAWING No	QR009/SchSts/Drapers/02	REVISION	A	School Streets Bid
		REVISION	A	AMENDMENT
				28.11.18
				DATE



-  Proposed School Street within existing 20mph zone
-  Properties 'white listed' from School Street traffic order

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	School Streets	DRAWN BY	CHECKED BY	APPROVED BY			
	DRAWING TITLE	SCALE (AT A3 SIZE)	DATE	DRAFT			
	Benjamin Close, Romford Site Plan of Affected Streets	1:1250	21/11/18	ISSUE			
	DRAWING NO	REVISION	A	School Streets Bld	26.11.18		
	QR009/SchSts/Hylands/01	REVISION	A	AMENDMENT	DATE		

PEDESTRIAN and CYCLE ZONE



Days and times



Except
Likely to be limited to blue badge holders and permit holders



Pedestrian and cycle Zone ENDS

2no. signs required at junction on new posts plus Zone Ends signs on the reverse.



-  Proposed School Street within existing 20mph zone
-  Proposed camera location mounted on existing lamp column. Camera Type TBA

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JOB TITLE School Streets	PURPOSE	Bid				
	DRAWN BY NC	CHECKED BY MP	APPROVED BY CZ			
DRAWING TITLE Benjamin Close, Romford Camera Location	SCALE (AT A3 SIZE) 1:500	DATE 21/11/18	<input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE			
	DRAWING No QR009/SchSts/Hylands/02	REVISION A	A	School Streets Bld AMENDMENT	26.11.18	DATE



Application Form

Mayor's Air Quality Fund Round 3

Please ensure this application form is submitted by 5pm on 11th January 2019

Section 1				
Complete all sections below				
Borough(s) name(s):	London Borough of Havering			
Project manager responsible for delivering the proposal:	MarieClaire Irvine			
Person completing the bid submission and contact details:	Christina Zervou T: 01708432775 email: christina.zervou@haverling.gov.uk			
Funding requested per annum: Total over 3 years: £185,379 Please note that the maximum that can be provided for any non-LEN delivered by/within any single borough is £200,000, and the maximum that can be provided for any joint/pan-borough project is £500,000.	Please complete table			
		19/20	20/21	21/22
	Requested funding from Mayor's AQ Fund	£115,580	£23,000	£46,799
Please confirm a high-level delivery programme for the project has been included with the funding request. (This must include start and end dates, delivery milestones for design, implementation and monitoring, with their associated spend profiles)	Y			
Please confirm that a risk assessment has been included with the funding request	Y			
	Score: the delivery plan and risk assessment are not scored, but providing an adequate delivery plan and risk			

Section 2

Please provide details of the project you are proposing to trial or implement. See Section 2 of the bidding guidance for further details.

Complete all sections below and repeat this section for each separate project

Project name and location: School Streets: Settle Road, Harold Hill, RM3 9YA, Benjamin Close, Romford, RM11 1DA, Another site to be confirmed following appropriate selection process.

Project description, including the problem/issue/opportunity that this project will address and how, along with the evidence base for this.

For area-based schemes (other than LENS, which have a separate application form), please provide a location map and details of the area, including concentration modelling from the LAEI.

Streets around schools often suffer from congestion, engine idling, poor air quality and safety issues during the school run. This project proposes to restrict motor vehicle access during the school run to address these issues and increase sustainable travel in Havering, a borough with high car ownership.

Two sites have been selected: Benjamin Close (Hylands Primary) and Settle Road (Drapers Academy, Dycorts, Drapers Mayland, Drapers Pyrgo Priory). The evidence base for this selection is provided below:

- i. Practicality of imposing traffic restrictions: both roads are cul-de sacs, with few houses.
- ii. STARS accreditation: all schools engaged in the process and willing to work further to increase active travel of pupils.
- iii. Air quality: elevated NO₂ concentrations at both sites during drop-off and/or pick-up hours (Settle Road: 6 of the 10 working days NO₂ average range 36-44µg/m³ during school run, Benjamin Close: 4 of the 7 working days, NO₂ average range 38-52µg/m³ during school run).
- iv. Casualty: 2 personal injury collisions during school run in Settle Road since 2016.
- v. Engine idling, inconsiderate parking, "near misses" highlighted in the Travel Plans.
- vi. Informal support from schools.

A third site will be selected for a pilot, taking account of the above criteria.

(maximum 200 words)
Score: 20%

Please detail the key project deliverables/outputs

1. Scheme for Benjamin Close and Settle Road

1.1 Baseline data

Baseline data on air quality, vehicle volumes, speeds and travel mode use will be collected.

1.2 Experimental Traffic Orders (ETOs)

Public engagement followed by Havering's process on ETOs to proceed with a pilot scheme (for 18 months).

1.3 Implementation & Enforcement

Motor vehicle access will be restricted between 8am-9am and 2.30pm-4pm on the working days during school term. Traffic signs and ANPR cameras will be installed. Exemptions will apply to blue badge holders and resident permit holders.

1.4 Promotion of active travel

The schools will work towards achieving or maintaining STARS accreditation and promote active travel events in liaison with Havering.

1.5 Monitoring & Evaluation

Air quality monitoring using AQMesh pods, traffic counts and travel surveys will be undertaken.

1.6 Permanent Traffic Orders (Subject to Approval)

After the 6-month objections period, Havering's process to make the ETO permanent will be carried out.

2. Selection of an additional school for a pilot scheme

Selection will be based on feasibility, air quality data, incidents / complaints and school STARS accreditation. Potential schools are Towers Infants & Juniors and Mead Primary.

3. Pilot Scheme for the school selected

Deliverables 1.1 to 1.5.

**(maximum 200 words)
Score: 15%**

Please outline the main benefits of the scheme quantified in terms of emissions and other proxy measures as far as is possible, and the likely number of beneficiaries:

The scheme is expected to deliver the following main benefits:

- Improve air quality outside schools
 - At least **80%** reduction in NOx emissions during school run*
 - Approximately **44 kg/year** NOx emission savings*

- Approximately **10%** reduction in NO₂ levels during school run*
- Encourage healthy and sustainable travel
 - **7%** and **3%** increase of pupil active travel in primary schools and secondary school respectively for the first year
 - Non-accredited school receives Bronze accreditation
 - Gold and Bronze accredited schools maintain/renew this level, but the aspiration is for all schools to be at Silver and Gold level.
- Protect the most vulnerable from air pollution impacts
 - The total number of pupils, based on current numbers and planned expansions of the schools by 2021 is **2949**.
 - The likely number of local residents who will benefit from the scheme is **85**.

The above benefits are in line with key policies outlined in the Mayor's Transport Strategy and London Environment Strategy, such as tackle congestion, reduce emissions, Healthy Streets Approach and protect the most disadvantaged people.

* Due to assumptions and limited baseline data there is uncertainty associated with the above quantified benefits. These figures will be refined following further baseline monitoring.

(maximum 200 words)
Score: 20%

Please outline if/how the project is applicable to/replicable in other boroughs, and how you will ensure that information about the project is disseminated

This project is currently being implemented in a number of boroughs across London and the UK, such as in Hackney, Camden, Edinburgh and Solihull, therefore there is evidence already that it is applicable in other boroughs following an appropriate selection process of the location/site.

Havering will include key information on its webpage and will share evaluation and lessons learnt with other boroughs who already implement this project, as well as with the East London AQ Cluster Group.

(maximum 100 words)
Score: 5%

Please provide information on how the project will be resourced by detailing:

- a) the project team:**
- individual's positions within the borough(s)
 - their role in the project
 - project structure chart
 - involvement of other teams and departments

Individual's Position	Team / Department	Role in the project
Public Protection Programme Manager	Public Protection	Project Manager
Senior Public Protection Officer	Public Protection	Monitoring & evaluation, progress reporting
Transport Planning Team Leader	Planning	Managing and monitoring LIP funding spent on the scheme
Smarter Travel Officer		Working with schools on their Travel Plans and the main point of contact for smarter travel matters
Business Unit Manager (Parking Schemes)	Parking	Design and Implementation matters
Service Unit Manager		Enforcement matters
Special Projects Engineer		Commissioning and Installation of cameras
Administrative Support Officer (TMOs)		Legal and democratic processes for making Traffic Orders
Principal Engineer	Highways	Technical advisor in relation to engineering works
Engineer-Technical Assistant		Surveying, estimating and implementing engineering works

(Structure Chart attached)

(maximum 100 words)

b) cooperation with partner organisations (if applicable:

- who they are (e.g. BIDs, community groups)
- how they will be involved in project initiation and delivery

Throughout the project the Council will work closely with the five schools involved in the scheme: Drapers Academy, Drapers Mayland, Drapers Pyrgo, Dycorts and Hylands Primary.

As part of the project design phase, the schools will be key stakeholders during public engagement and will support the project initiation. During the implementation / delivery phase the schools will work together with the Council's Smarter Travel Officer on the Travel Plans and will carry out activities / events to promote active travel.

The option of signing a Memorandum Of Understanding (MOU) with the schools will be examined, in order to set the terms of this cooperation.

(maximum 100 words)

Score: 5%

Please provide information on how the project will be monitored and evaluated stating key success criteria:

- the monitoring time period
- the monitoring type / equipment proposed
- expected analysis
- key success criteria

To evaluate the progress and success of the project, monitoring will be undertaken on an ongoing basis and will consist of the following:

- Baseline monitoring: this will include traffic counts and air quality monitoring using AQMesh pods. Some baseline monitoring has already been undertaken, but further monitoring (for approximately a month) should be undertaken to establish baseline number of vehicles and emissions. Baseline mode use percentages are already available (2018 hands-up survey).
- Monitoring during implementation: Air quality monitoring will be carried out continuously, using the AQMesh pods, in order to monitor the change in NO₂ concentrations during the hours of vehicle restriction. Traffic counts will be undertaken quarterly the first year, then bi-annual. Travel surveys will be bi-annual the first year, then annual.
- Project management.

The data collected will allow monitoring against the following key success criteria:

- 10% reduction in NO₂ levels during school run.
- 7% and 3% increase of pupil active travel in primary schools and secondary school respectively for the first year (further targets will be set for the following years).
- Gold and Bronze accredited schools maintain/renew this level, but the aspiration is for all schools to be at Silver and Gold level.
- Non-accredited school receives Bronze accreditation.

(maximum 200 words)

Score: 10%

Please detail the match funding committed in the table below:

Please replace the wording in the left-hand column with the source of the funding and complete the amounts of funding committed each year from each funding source. You can add or remove rows as appropriate.

	19/20	20/21	21/22
LIP	£32,072	£32,071	£32,071
Combined total per year:	£32,072	£32,071	£32,071
		Grand total:	£96,214
		% of total cost provided by match funding:	34.2%

Score 15%

Please summarise here the cost breakdown per workstream/deliverable. Please state how the project provides value for money, and how you will ensure that value for money is realised throughout the delivery of the project.

Deliverable	Cost(£)
1. Scheme for Benjamin Close & Settle Road	214,324
1.1 Baseline Data	12,698
1.2 ETOs	6,000
1.3 Implementation & Enforcement	127,081
1.4 Promotion of active travel	45,125
1.5 Monitoring & Evaluation	6,920
1.6 Permanent Traffic Orders	2,000
<i>Staff</i>	14,500
2. Selection of an additional school for a pilot scheme	0
3. Pilot scheme for the school selected (assuming enforcement on 2 junctions)	67,269
3.1 Baseline Data	0
3.2 ETOs	3,000
3.3 Implementation & Enforcement	46,799
3.4 Promotion of active travel	6,220
3.5 Monitoring & Evaluation	5,000
<i>Staff</i>	6,250
Total	281,593

The biggest part of the cost is the purchase and operation of the ANPR cameras (total estimated worst case scenario £150,000). To ensure value for money Havering will carry out procurement process.

(Maximum 100 words)
Score 10%

Please send your completed application form to: Poppy.lyle@london.gov.uk
SuzanneGodsell@tfl.gov.uk

Appendix 1: Schools Selection Criteria

Schools Selection Criteria		
GLA Relevant Policies		
1	Tackle congestion, improve efficiency of streets	
2	Take actions to reduce emissions	
3	Healthy Streets Approach	
4	Protect young and disadvantaged people (e.g. at schools, nurseries, hospitals)	
LBH Considerations		
Criteria	Question	Comments
1	How practical is it to impose traffic restrictions on the school street?	<ul style="list-style-type: none"> Schools on cul-de-sacs were assigned a higher score, as enforcement would require a smaller number of ANPR cameras (and therefore lower cost). Schools located on minor roads were shortlisted The number of residents / houses on the street was also taken into account, as a high number of residents could potentially raise concerns / objections during public engagement
2	Does the school have STARS Accreditation? At what level?	<ul style="list-style-type: none"> The schools STARS (Sustainable Travel: Active, Responsible, Safe) accreditation levels were reviewed. There are three levels of STARS accreditation, gold, silver and bronze, which show how good the schools perform in terms of reducing congestion at the school gates and improving road safety and air quality. Schools with Gold STARS accreditation were given a higher position on the list. The rationale behind this criterion is that the gold accredited schools have reached as far as possible through 'soft' measures in terms of promoting active travel. Further improvement of performance can be achieved through 'hard' measures, such as traffic management orders.
3	What are the number of pupils / beneficiaries?	<ul style="list-style-type: none"> Taking into account the total number of pupils who will benefit The highest number was for Settle Road (Drapers Academy, Dycorts school, Drapers, Drapers Mayland and Drapers Pyrgo Priory Primary School, total number of pupils 2949, based on current numbers and planned expansions by 2021)
4	What are the potential road safety benefits?	<ul style="list-style-type: none"> Personal injury collisions were assessed. Two personal injury collisions were found along Settle Road over the past three years.
5	What are the air quality benefits?	<ul style="list-style-type: none"> Nitrogen dioxide levels were assessed in streets near schools. Elevated concentrations of nitrogen dioxide were identified during drop-off and/or pick-up hours, in Benjamin Close in particular. In Settle Road air quality is fair/good generally however a correlation of air quality issues with the school run was also identified (on 6 of the 10 school term days of monitoring).

Risk Assessment for School Streets Funding Bid

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Scheme Cost Increases		X		<p>Project costs are to be reviewed internally on a bi-monthly basis through the Local Implementation Plan monitoring programme. In addition the AQAP programme officer will be reviewing the budget against delivery on a more frequent monthly basis to ensure that any cost overruns across the programme are identified at an early stage. Where cost overruns are anticipated, these will be discussed with the responsible officer to see how these can be reduced.</p> <p>Should any cost overruns occur that are beyond control of the programme manager, these will be catered for by identifying underspends elsewhere within the Local Implementation Plan (LIP) Programme.</p>	<p>If the programme is not sufficiently monitored cost over runs could lead to some elements of the school streets scheme not being delivered.</p>

