



Haverling

L O N D O N B O R O U G H

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
8 June 2021**

**Town Hall, Main Road,
Romford**

Members 8: Quorum 4

COUNCILLORS:

**Conservative Group
(4)**

Christine Vickery (Vice-Chair)
John Crowder
Sally Miller
Michael White

**Residents' Group
(1)**

Paul Middleton

**Upminster & Cranham
Residents' Group (1)**

Christopher Wilkins

**Independent Residents'
Group
(1)**

David Durant

**North Haverling Residents
Group (1)**

Brian Eagling (Chairman)

**For information about the meeting please contact:
Taiwo Adeoye - 01708 433079
taiwo.adeoye@onesource.co.uk**

Protocol for members of the public wishing to report on meetings of the London Borough of Havering

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

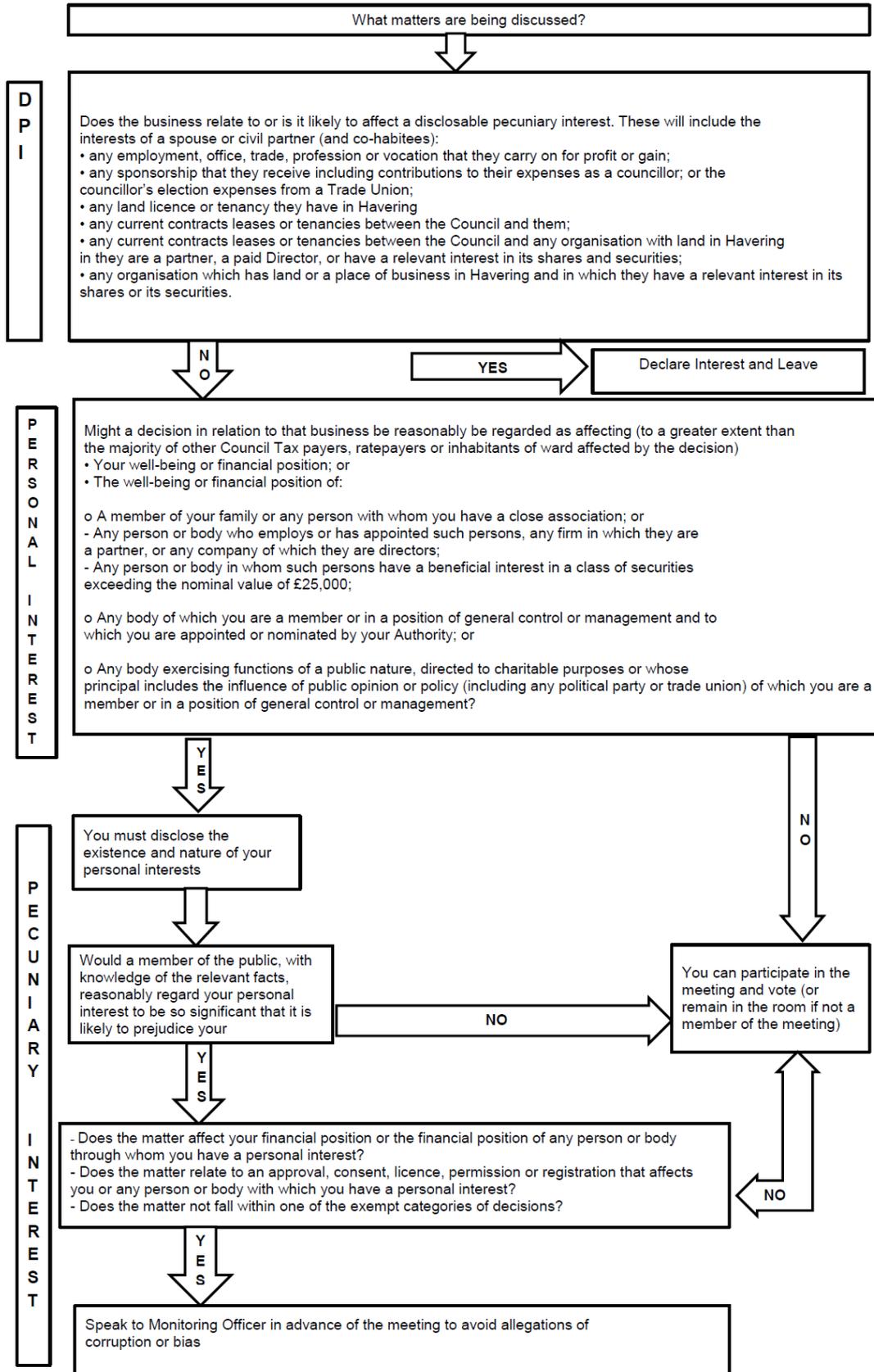
- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

The Chairman will also announce the following:

The Committee is reminded that the design work undertaken by Staff falls under the requirements of the Construction (Design & Management) Regulations 2015. Those Staff undertaking design work are appropriately trained, experienced and qualified to do so and can demonstrate competence under the Regulations. They also have specific legal duties associated with their work.

For the purposes of the Regulations, a Designer can include an organisation or individual that prepares or modifies a design for any part of a construction project, including the design of temporary works, or arranges or instructs someone else to do it.

While the Committee is of course free to make suggestions for Staff to review, it should not make design decisions as this would mean that the Committee takes on part or all of the Designer's responsibilities under the Regulations.

2 MEETINGS OF THE HIGHWAYS ADVISORY COMMITTEE - ADVICE RE ATTENDING DURING THE COVID-19 PANDEMIC (Pages 1 - 2)

Document attached

3 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

4 DISCLOSURE OF INTERESTS

Members are invited to disclose any interest in any of the items on the agenda at this point of the meeting.

Members may still disclose any interest in an item at any time prior to the consideration of the matter.

5 MINUTES (Pages 3 - 6)

To approve as a correct record the minutes of the meeting of the Committee held on 20 April 2021, and to authorise the Chairman to sign them.

6 UPMINSTER AND CRANHAM WARDS - SCHOOLS TRAFFIC AND SAFETY MEASURES (Pages 7 - 30)

Report attached.

Andrew Beesley
Head of Democratic Services

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MEETINGS OF HIGHWAYS ADVISORY COMMITTEE – ADVICE RE ATTENDING DURING THE COVID-19 PANDEMIC

During the period of the Covid-19 restrictions, and in order to maintain social distancing, all interested parties should be aware that only very limited numbers of people will be permitted to physically attend the meetings at Havering Town Hall. Attendees will be limited to the Members of the Committee, certain officers required to be present and a maximum of two members of the public. All other parties required to address the Committee (scheme officers, registered objectors, ward Councillors etc) should continue to access the meeting via the Zoom link provided by the clerk and not attend the Town Hall in person.

Members of the public should be aware that, if they are present in the meeting room, they will not have any opportunity to address the meeting. Members of the public who have registered as objectors etc to an application will be given details of a Zoom link by which they will be able to address the meeting remotely. Any members of the public who wish to attend the Town Hall to observe proceedings only must pre-book this via Democratic Services (calling 01708 433079). As stated, the requirement to maintain social distancing means that a maximum of two people may attend the Town Hall to observe the meeting. A webcast of the meeting will continue to available via the Council's website – www.havering.gov.uk

All attendees should be aware that face coverings must be worn at all times in the Town Hall and should only be removed if addressing the meeting. In order to reduce the risk of transmission, no refreshments of any kind will be available at the meeting and attendees should therefore ensure they bring with them sufficient supplies of water etc to the meeting and that this is taken away with them afterwards. Hand sanitiser is available at the entrance to the meeting room and should be used by everyone attending the meeting.

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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
VIRTUAL MEETING
20 April 2021 (7.00 - 8.30 pm)**

Present:

COUNCILLORS

Conservative Group Christine Vickery (Vice-Chair), Sally Miller,
+Robby Misir and +Timothy Ryan

Residents' Group Paul Middleton

**Upminster & Cranham
Havering Residents'
Group** Christopher Wilkins

**Independent Residents
Group** David Durant

**North Havering
Residents Group** Brian Eagling (Chairman)

Apologies for absence were received from Councillor John Crowder and Councillor Michael White.

Councillor Crowder was substituted by Councillor Robby Misir while Councillor White was substituted by Councillor Ryan.

36 DISCLOSURE OF INTERESTS

Councillor Robby Misir declared an interest that he resides on Heath Drive and maintains an open mind to the scheme.

37 PROTOCOL ON THE OPERATION OF THE HIGHWAYS ADVISORY COMMITTEE MEETINGS DURING THE COVID-19 PANDEMIC RESTRICTIONS

The Committee considered the report and **RESOLVED** to note the contents of the report.

38 MINUTES

The minutes of the meeting held on 27 October 2020 were agreed as a correct record and would be signed by the Chairman at a later date.

39 **SCH805 - HEATH DRIVE - REQUEST TO FORMALLY ADVERTISE AMENDMENTS TO EXISTING PAY & DISPLAY /CASHLESS PARKING BAY**

Following a debate the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, in consultation with the Leader of the Council that:

(a) the proposals to alter the existing pay & display/cashless parking bay on Heath Drive by:

- a. reduction of the bay by approximately 11 metres from its northern end and introduction of 'at any time' waiting restrictions over the relevant 11 metres length of highway; and
- b. extension of the bay by approximately 6 metres from its southern end and removal of existing 'at any time' waiting restrictions from relevant 6 metres length of highway as shown on the drawing in Appendix A and proceed to formal consultation;

(b) If at the close of consultation and no objections are received to the proposals, the scheme proceeds to full implementation.

40 **ST HELEN'S COURT PARKING AND HOUSING ENFORCEMENT**

The report before the Committee detailed comments received to the consultation on the proposals to convert the existing Housing Parking into a parking off street traffic order under the Traffic Management Act 2004 in St. Helen's Court, Rainham.

Following a debate the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, in consultation with the Leader to make a Traffic Management Order for implementation and enforcement of a Controlled Parking Zone, operational Monday to Saturday between 08:00 hours and 18:30 hours, on housing land at St Helen's Court.

Members noted that the estimated cost of implementation of the proposals, including all physical measures and advertising costs was £0.021m and would be met from the Cost Code C30010.

The vote to implement the proposal was carried by 7 votes in favour to 1 abstention.

Councillor David Durant abstained from the vote.

Chairman

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HIGHWAYS ADVISORY COMMITTEE

8 June 2021

Subject Heading:	Upminster and Cranham Wards – School Traffic and Safety Measures (Reference QS 017)
CMT Lead:	Councillor Osman Dervish
Report Author and contact details:	Diane Bourne diane.bourne@havering.gov.uk
Policy context:	London Borough of Havering Local Implementation Plan (LIP) 2021/22 London Borough of Havering Mayor’s Transport Strategy (MTS)
Financial Summary:	The estimated cost of £0.21m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough to support the MTS.

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

Communities making Havering	[x]
Places making Havering	[x]
Opportunities making Havering	[x]
Connections making Havering	[x]

SUMMARY

- 1.1 In line with Transport for London's (TfL's) actions for local authorities with high levels of transport use such as Havering, the Mayor's Transport Strategy (MTS) sets out objectives including healthy streets and provision of a good transport experience as key parts of the MTS policy framework. The Local Implementation Plan (LIP) is an allocation of funding to the London boroughs by TfL to spend on projects that support the MTS and shape London's social and economic development to encourage active travel and make provisions for both walking and cycling.
- 1.2 The council recognises there are additional measures that could be implemented to improve the environmental aspects of areas in Havering to improve road safety to reduce casualties of all road users on both TLRN and borough roads, especially in the vicinity of schools.
- 1.3 Havering is investing significant levels of its' LIP funding on physical infrastructure measures to encourage modal shift. A substantial element of LIP funding is also spent on measures focused on securing behaviour change and presenting alternative travel choices for journeys.
- 1.4 These measures often encompass educational initiatives delivered in schools, to businesses and other community groups to encourage people to consider making choices involving smarter travel and road safety education initiatives. The aim of these is to encourage people to walk, cycle or use public transport to/from their destination and ultimately see a reduction in journeys by private vehicles.
- 1.5 School Street schemes which are funded by TfL, offers a proactive solution for school communities to tackle air pollution, poor health and road danger reduction. A School Street scheme will encourage a healthier lifestyle, active travel to school for families and lead to a better environment for everyone. These schemes are a preferred choice as they are in the main self-enforcing with the use of Closed-circuit television (CCTV) at timed closures points operational during school drop off and pick up times.
- 1.6 Following on from safety concerns raised and in line with Havering's policy to support the MTS approval is now being sought to consult, design and implement safety measures, where feasible around schools in Upmminster and Cranham wards.

RECOMMENDATIONS

- 2.0 That the Highways Advisory Committee having considered this report recommends to the Cabinet Member for Environment, in consultation with the Leader of the Council:
 - a) that Officers proceed with the assessment and design of schemes of safety measures (provisionally outlined in the relevant sections of this report), in roads around the following school sites:
 - Branfil Primary School
 - Corbets Tey School
 - Engayne Primary School
 - Gaynes Secondary School
 - Hall Mead School
 - Oakfields Montessori School
 - Sacred Heart of St Mary Girls Secondary School
 - Saint Joseph's Catholic Primary School
 - The Coopers Company & Coborn Secondary School
 - The James Oglethorpe Primary School
 - Upmminster Infant and Junior Schools

b) that any designed scheme proposals proceed to informal public consultation with the results of consultation reported back to the Highways Advisory Committee in a future report seeking a recommendation on the implementation of the scheme.

- 2.1 It is Noted that Officers will undertake engagement with affected Schools, Head Teachers, Governing Bodies and local residents on the design of the scheme(s) being consulted.
- 2.2 It is Noted that the design, consultation and implementation costs of the scheme(s) will be met through Local Implementation Plan (LIP) funding from Transport for London, which is likely to be in the region of £0.21m.

REPORT DETAIL

3.0 Background

- 3.1 Havering has good access to the rest of London, Essex, Kent, and the rest of the South East via its strategic transport connections and routes. Havering has good road links to Kent and the Channel ports via the M25 and the Dartford Crossing and to the major ports of Felixstowe and Harwich which provide further links to Europe and beyond. The A13 provides access to the DP World London Gateway Port as well as Tilbury Docks. There also is good access by air to Europe and beyond through the airports at London City, London Southend and London Stansted. The extension of the Docklands Light Railway (DLR) to London City from existing DLR stations has improved the connections for Havering residents.
- 3.2 Havering has mainline railway services on the Great Eastern Mainline (London Liverpool Street – Norwich) and the Essex Thameside Line (London Fenchurch Street – Shoeburyness). Crossrail (Elizabeth line) is a new regional east-west railway line scheduled to open fully in 2022.
- 3.3 London Overground provides a “shuttle” service between Romford and Upminster via Emerson Park and is the only stand-alone section of the London Overground network. It enables passengers to travel from Havering via connection onto the London Underground District line or National Rail on the Essex Thameside line from Upminster Station and via National Rail at Romford Station.
- 3.4 Havering is a large green outer London Borough with many places where people of all ages can ride off road, many of which pass through Upminster. Havering also has a National Cycle Route (NCN) Route 136 which runs between the A12 and the A13, from Noak Hill, through Harold Hill, Upminster and Rainham to the River Thames. Within the borough of Havering the route runs via Hall Lane, Branfil Road, Champion Road, Upminster Park, Brookdale Close, Bridge Avenue and South View Drive.
- 3.5 The council as a local authority stakeholder partner, has recently been contacted by Sustainable Transport (the British Cycling organisation also known as Sustrans), who are custodians of the NCN and who are currently undertaking a project to analyse and internally map the legal status of the Network and nearby areas, focusing on public and permissive paths. This will help them to explore opportunities to complete missing links in the NCN; to realign it where appropriate; and to connect it to the wider public path network, further increasing connectivity and accessibility.
- 3.6 Havering’s accessibility as a borough using transport methods is significant and the issue of traffic congestion and road safety outside schools is common throughout the borough and the surrounding areas. Overall, there is no specific solution that is suitable in all situations, as the road layout, school demographic and catchment areas vary and have differing effects on how traffic behave at pick up/drop off periods.

- 3.7 A number of different solutions have been trialed by other authorities, such as Edinburgh City Council who employ a pedestrianised zone approach and Newham Council who have implemented Healthy School Streets which encompass timed closures at school drop off and pick up times and these are supported by CCTV.
- 3.8 Havering council has also previously trialed a CCTV enforced Public Space Protection Order (PSPO) process to deter anti-social vehicle behaviour around some schools within the borough. However, subsequent advice has confirmed this type of proposal is not appropriate for use as a method to control parking and driver behaviour. In line with this advice, they are no longer in operation for this purpose and have subsequently been removed from these locations.
- 3.9 The School Streets initiative is part of Transport for London's (TfL's) London Streetspace Programme, which supports travel choices that promote a healthier lifestyle such as cycling and walking. Havering council's continued commitment to safety around schools with its' ongoing programme has seen the implementation of a number of School Street schemes, some of which have replaced the previously trialed PSPO schemes.
- 3.10 A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic. The result is a safer, healthier and pleasant environment for everyone.
- 3.11 School Street schemes offer a proactive solution for school communities to tackle air pollution, poor health and road danger reduction. A School Street scheme will encourage a healthier lifestyle, active travel to school for families and lead to a better environment for everyone.
- 3.12 School Travel Plans have also been introduced and the council works alongside schools to produce the document which explores how pupils, staff and visitors travel to and from the school. It contains plans intended to promote and facilitate active, healthy, safe and sustainable travel to school as an alternative to short, single occupancy car journeys.
- 3.13 Submitting the travel plan online enables the school to apply for Sustainable Travel Active Responsible Safe (STARS) accreditation scheme for schools, nurseries and colleges. It's designed to inspire young Londoners to travel to school sustainably, actively, responsibly and safely by championing active travel behaviours like walking, scooting and cycling.
- 3.14 Whilst the council is actively seeking and implementing Sustainable Travel solutions in the vicinity of schools in the borough it is essential, they are as self-enforcing as possible due to the already high volume of enforcement works being undertaken by the councils' limited number of Civil Enforcement Officers (CEOs).
- 3.15 Havering council is proactive in addressing safety around schools and concerns have been specifically raised in the vicinity of schools in Upminster and Cranham wards, which includes addressing driver behaviour.
- 3.16 Due to the outbreak of Covid-19 the focus for schools was not centred around active travel or promoting measures to alleviate problems that occur during school drop off and pick up times. However, now that things are beginning to return to the new 'normal' it is anticipated that schools will begin to see the return of parking and access issues and concern is likely to return to active travel possibilities this would enable the council to discuss the implementation of School Street schemes again.
- 3.17 The purpose of this report is to set out proposal to assist those travelling actively to the schools and to also enable local people make short trips on foot or by cycle. Highways officers are now seeking approval to implement additional proposals in this area.

4.0 Upminster Transport Accessibility

- 4.1 Upminster town centre is a popular destination for rail commuters, it hosts several schools within one kilometre (km) of the centre, a variety of services and a residential area which is reasonably compact.
- 4.2 In terms of public transport accessibility, Upminster is a key transport hub where various bus routes converge at the station which is located at the eastern end of the District Line and on the C2C line. As a result, the Public Transport Accessibility Level (PTAL) is high around both the station and the town centre
- 4.3 Upminster is generally accessible for pedestrians with the exception of an area to the north of the railway corridor because of the crossing point being limited to Hall Lane in the main part. Its' town centre is a popular shopping destination, but at the same time its main east-west and north-south traffic routes convey a great deal of through traffic for people travelling longer distances.

4.4 Upminster Ward Transport Accessibility

- 4.5 Upminster ward is situated at the eastern end of the A124 corridor (St Mary's Lane) and at Bell Corner, with the railway located to the north, the M25 Orbital Corridor to the east, the B1421 Corbets Tey Road to the south and the River Ingrebourne to the west.
- 4.6 Whilst most of the schools within Upminster ward are well served by public transport Branfil School is not directly on any public transport route which means that other measures need to be considered in terms of school accessibility.

4.7 Cranham Ward Transport Accessibility

- 4.8 The area of Upminster extends into Cranham ward and is bounded to the north by A127 Southend Arterial Road. Although Cranham ward lies within the Upminster area it is not as well served in terms of transport links which means that other measures need to be considered in terms of school accessibility.

5.0 Upminster Traffic Survey Information

5.1 Traffic Speeds

- 5.2 Most of Upminster is subject to a 30mph speed limit, although there is a 20mph speed limit to the northwest of Bell Corner and along the Bridge Avenue / Acacia Drive corridor, as detailed below.



5.3 Casualties

5.4 A review of the area bounded by the railway corridor to the north, Parklands to the south the end of Howard Road to the east and Hacton Lane to the west, which was undertaken in 2019, showed there were 184 casualties recorded between 2005 and 2007. Of these, 4 were fatal and 23 were serious.

Accident Statistics in Upminster 2005 - 2007			
Group	Number of Casualties	Serious	Fatal
Pedestrians	50	14	2
Cyclists	12	2	0
Vehicle Occupants	84	2	2
Other	38	0	0
Total	184	18	4

5.5 Although the accident statistics detailed above are somewhat out of date, both population and car usage has increased dramatically which raises concerns on vehicle speeds in the current climate. To enable a more accurate analysis for any proposed measures officers have requested up to date statistics from the Metropolitan Police.

5.6 Traffic Data

5.7 A number of traffic surveys were undertaken in 2019 around Coopers Coborn and Company, Gaynes School and to the south of Hall Mead School. Generally, the speed limit was adhered to but there were some more frequently used routes where drivers exceeded this and details of the surveys are provided on the plan and in the table below.



85th Percentile Speeds - Upminster

Location	Peak Traffic Flow	Speed Limit (MPH)	Vehicles per Hour (VPH) AM	Vehicles per Hour (VPH) PM	85th Percentile Speed (MPH)
Argyle Gardens	Two-way	30	735	631	26
Cranston Park Avenue	Two-way	30	232	168	31
Deyncourt Gardens	Two-way	30	239	205	28
Howard Road	Two-way	30	255	163	30
Ingrebourne Gardens	Two-way	30	467	388	34
Park Drive	Two-way	30	404	367	30
St Marys Lane	Two-way	30	1414	1573	35

5.8 In terms of reviewing the traffic counts TfL's guidance suggests that pedestrians and traffic should be separated where the 85% speed is less than 25mph. Based on the TfL criteria, the aim is to reduce both traffic flow and driver speed for cycling with traffic.

5.9 Whilst it is not always possible to achieve total segregation of pedestrians and cyclists from traffic there are measures that can be considered to reduce the impact of driver behaviour and encourage more walking and cycling as the preferred mode of travel.

5.10 In May 2021 officers undertook speed surveys for each school site and details are provided in sections 6 to 9 below. However, it's worth noting that both the A127 and M25 are incident pressure points which means that for both Upminster and Cranham wards 20 mph speed limits on main roads could cause problems. Any recommendations would therefore need to be based on evidence of incidents.

6.0 Upminster School Safety Proposals

6.1 In response to the outbreak of Covid-19 (Coronavirus) TfL made funding available to local authorities to deliver School Streets across London. The scheme would support the MTS and further promote the council's work around air quality and encouraging healthier lifestyles, which includes looking at a better way to travel such as walking and cycling.

6.2 The School Streets programme provided funding to Havering council to further enhance its' consistent and sustainable approach to parking to meet the needs of residents, businesses and visitors in the vicinity of schools across the borough.

6.3 Havering has a total of 79 schools across the borough to include pupils at infant, primary, junior, secondary and academies. In addition to this there are 4 schools available to meet the needs of children with specialist requirements and 2 colleges. Upminster is home to 12 of the schools, 10 of which are located in Upminster ward and 2 are located in Cranham ward. All 12 schools are located approximately between 1 and 2 kms from Bell Corner.

6.4 Limited funding meant accident analysis and consultation with all 13 shortlisted schools, residents and parents needed to be undertaken before a final list could be determined and approved. Officers undertook a consultation between 20/07/2020 and 16/08/2020 to seek views on School Street proposals.

6.5 The schools consulted in the Upminster area were:

- Branfill Primary School.
- Engayne Primary School, and
- The James Oglethorpe Primary School

6.6 Following on from the consultation Executive Approval was given in August 2020 by the Cabinet Member for Environment in consultation with the Leader of the Council to progress with the implementation of School Streets schemes in the vicinity of 4 schools across the

borough. Of these 4 schools 1 is located in the Upminster area and it was agreed to implement a School Street scheme for Branfil Primary School.

6.7 The consultation included proposals to introduce School Streets for Engayne and the James Oglethorpe Primary Schools which were unfortunately not in support of participating in the School Streets trial at this time and were subsequently not implemented.

7.0 Upminster Schools – School Street Scheme.

7.1 Details of measures proposed for the School Streets scheme are provided below and where appropriate, additional recommendations have been made to support these proposals.

7.2 Branfil Primary School



7.3 Approval was given in August 2020 via a Key Decision report to include Branfil Primary School, in the School Streets programme which, implemented a time restricted Pedestrian and Cycle Zone to be enforced by appropriate signs and cameras.

7.4 This scheme is designated as S1 and operates 8am to 9.30am and 2pm to 3.30pm Monday to Friday during term time.

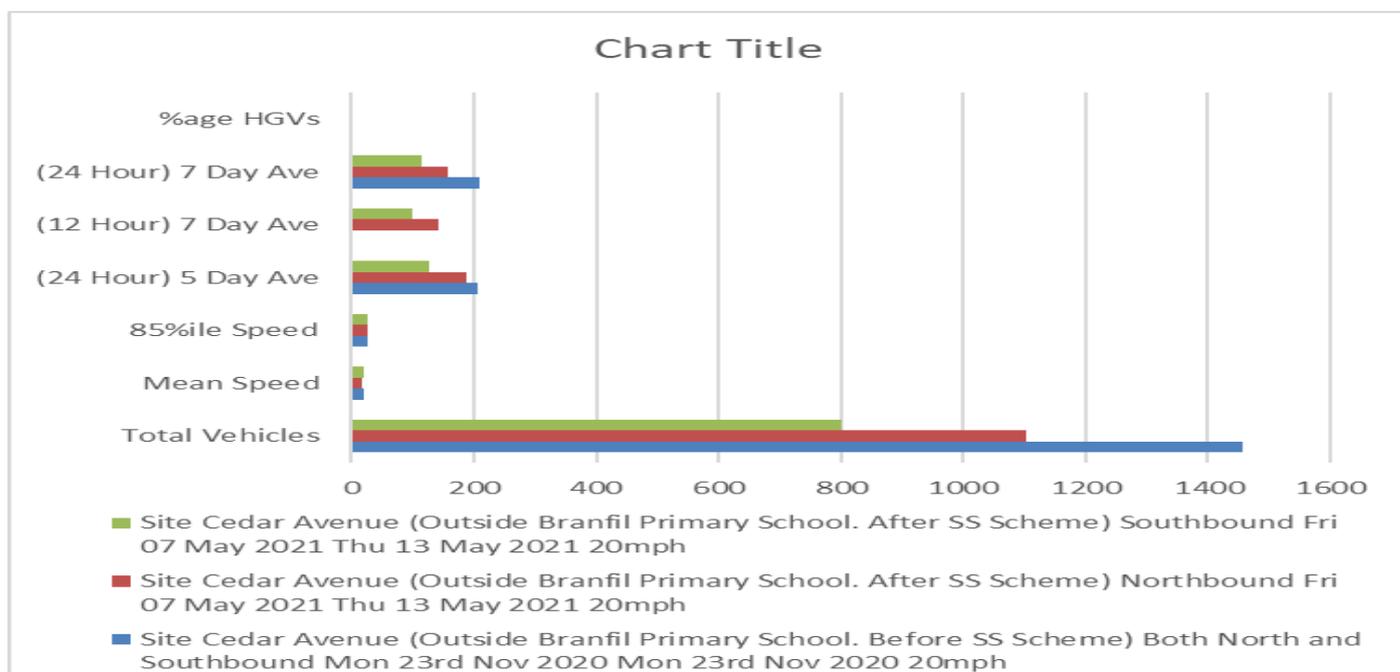
7.5 The design of this scheme encompasses Cedar Avenue for its entire length and South View Drive West of the junction with Acacia Drive.

7.6 The CCTV enforcement cameras are positioned opposite both entry points in Gaynes Park Road and South View Drive on the junction with Acacia Drive.

7.7 Branfil Primary School is located on Cedar Avenue which is a residential road close to the River Ingrebourne and the NCN Route 136. There are long lengths of school-keep-clear markings in situ which operate on Monday to Friday from 8am to 5pm with at any time waiting restrictions in place which operate outside of these times. At any time waiting restrictions have also been implemented at junctions. **Page 14**

- 7.8 There is single yellow line on the west side of Cedar Avenue which should prevent erroneous parking across dropped kerbs during the day and during school drop off and pick up times.
- 7.9 Cedar Avenue is part of a 20mph (mini) zone which includes Acacia Drive and the western end of South View Drive. Vehicles wishing to enter Cedar Avenue are restricted except for access by a 7.5t weight restriction which starts at the junction of Little Gaynes Lane to the west and Corbets Tey Avenue to the east.
- 7.10 The signage for the 7.5t weight restrictions is currently under review borough wide and new signage is being installed where necessary.
- 7.11 Branfil Primary School is engaged in the STARS accreditation programme and aim to be accredited by July 2021.
- 7.12 Officers undertook speed surveys in Cedar Avenue before and after the implementation of the School Streets scheme in November 2020 and a in May 2021 respectively. Cedar Avenue has a posted speed limit of 20 mph and the results as detailed below confirm that during the period the surveys were undertaken HGV drivers were adhering to the 7.5t weight limit and vehicle speeds had reduced from an average mean of 20.1 to 18.8 mph, with an 85%ile speed limit reduction from 26 to 25 mph.

Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85%ile Speed	(24 Hour) 5 Day Ave	(12 Hour) 7 Day Ave	(24 Hour) 7 Day Ave	%age HGVs
Cedar Avenue (Outside Branfil Primary School. Before SS Scheme)	Both North and Southbound	Mon 23rd Nov 2020	Mon 23rd Nov 2020	20mph	1455	20.1	26.0	206	0	208	0.00%
Cedar Avenue (Outside Branfil Primary School. After SS Scheme)	Northbound	Fri 07 May 2021	Thu 13 May 2021	20mph	1103	18.6	24.9	188	142	158	0.00%
Cedar Avenue (Outside Branfil Primary School. After SS Scheme)	Southbound	Fri 07 May 2021	Thu 13 May 2021	20mph	801	18.9	25.3	128	100	114	0.00%



7.13 A School Streets 1st Quarter Report which includes Branfil Primary School, was also prepared in January 2021 to provide an overview of the School Street schemes between October and December 2020 which was the first few months of operation.

7.14 Video cameras were used to record and analyse the behaviour of motorists, such as double parking, drop kerb obstruction and dangerous manoeuvring and the results of these surveys highlighted some driver behaviour which still needed to be addressed. The key observations revealed that:

- a. dropped kerbs were often blocked by motorists; and

- b. cars parked obstructively often preventing other vehicles from passing and this behaviour was most prominent in Gaynes Park Road and Little Gaynes Lane.

7.15 As a result of the key observations, officer recommendations have been made to consult on proposals to introduce some complimentary measures and these include:

- a. possible implementation of double yellow lines on the north side of Gaynes Park Road from the junction of Lime Avenue to the junction of Sycamore Avenue.
- b. possible implementation of single / double yellow lines across all dropped kerbs on the south side of Gaynes Park Road between Cedar Avenue and Sycamore Avenue
- c. undertaking a survey on parking restriction options with residents of Little Gaynes Lane between the junction of Gaynes Park Road and Sycamore Avenue; and
- d. undertaking a survey on parking restriction options with residents of Acacia Drive.

7.16 To support the School Street scheme and to formalise existing controls it is recommended that the following works are also undertaken:

- a. Refresh of existing single and double yellow lines.
- b. Introduce / formalise signing for the single yellow lines where appropriate as Cedar Avenue does not fall within a Controlled Parking Zone (CPZ).
- c. Implement tactile paving and dropped kerbs on junctions where appropriate for pedestrians and cyclists.
- d. Introduce a pedestrian crossing on Gaynes Park Road between the junctions of Acacia Drive and Cedar Avenue.
- e. Include in the future resurfacing programme.

8.0 Upminster Schools – Consulted with but not implemented as part of the School Street Scheme – Alternative Safety Proposals.

8.1 Details of measures proposed for schools consulted for the School Streets scheme but were unwilling to participate in the trial at this time are provided below and alternative recommendations have been made.

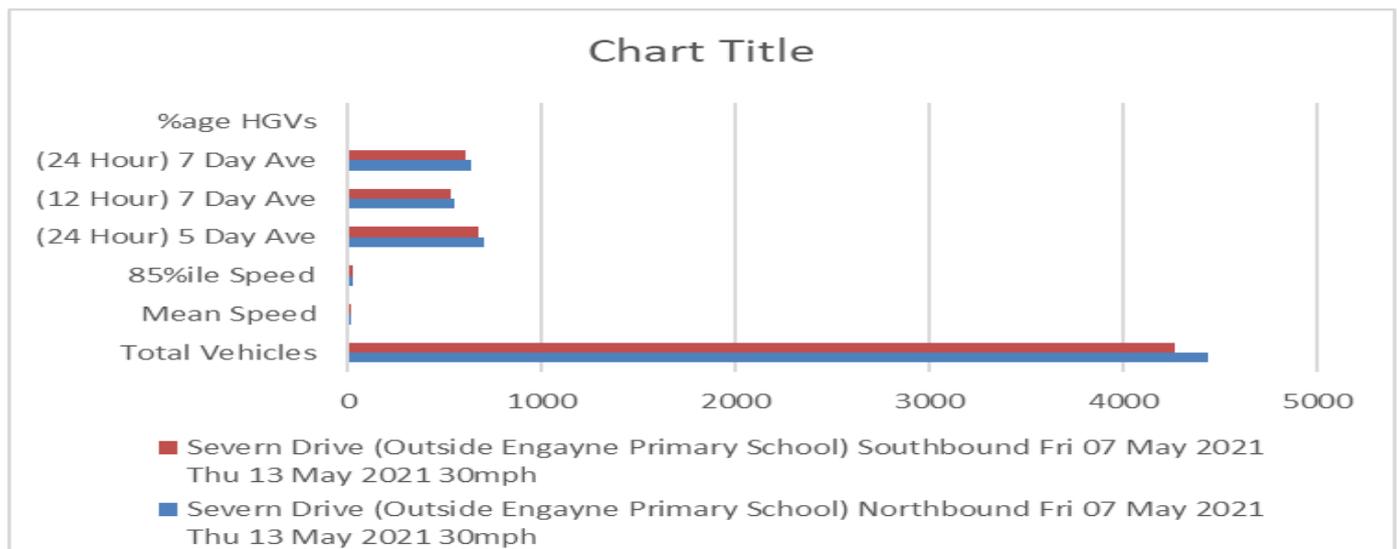
Engayne Primary School



8.2 Engayne Primary School sits at the junction of Humber Drive and Severn Drive. There are long lengths of school-keep-clear markings in place which operate on Monday to Friday from 8am to 5pm. At any time waiting restrictions are also in place at junctions on these and surrounding roads with uncontrolled parking, some of which permits two wheels on the footway.

- 8.3 Cranham Baptist church is located next to the school and Little Adventures Nursery is located opposite which means parking in this area is exacerbated at other times other than during school drop off and pick up.
- 8.4 The catchment area for Engayne Primary School extends to the east which means a large number of pupils are travelling either by bus or on foot and crossing Front Lane by Isis Drive as part of their route to school.
- 8.5 Engayne Primary School have held STARS GOLD level accreditation in since September 2016.
- 8.6 In line with the MTS it is anticipated that schools will begin to see the return of parking and access issues and concern is likely to return to active travel.
- 8.7 In May 2021 officers undertook speed surveys in Severn Drive which has a posted speed limit of 30 mph. The results as detailed below confirm that during the period the surveys were undertaken the 85th percentile speed limit is nearly 27 mph.

Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85 th ile Speed	(24 Hour) 5 Day Ave	(12 Hour) 7 Day Ave	(24 Hour) 7 Day Ave	%age HGVs
Severn Drive (Outside Engayne Primary School)	Northbound	Fri 07 May 2021	Thu 13 May 2021	30mph	4434	19.8	26.8	700	549	633	0.00%
Severn Drive (Outside Engayne Primary School)	Southbound	Fri 07 May 2021	Thu 13 May 2021	30mph	4263	19.0	26.6	677	528	609	0.00%



- 8.8 Officer recommendations:
- Discuss and if agreed consult on the possibility of implementing a:
 - School Street scheme. If agreed any proposals would include advance warning signs.
 - CPZ in Colne Valley, Forth Road, Severn Drive (part), Trent Avenue and Tyne Close.
 - 20mph zone / speed limit.
 - Investigate the possibility of implementing a zebra crossing in Front Lane by Isis Drive.
 - Refresh lining including school-keep-clear markings in Humber Drive and Severn which are included in the maintenance programme for resurfacing in between April and July 2021.
 - Implement tactile paving and dropped kerbs on junctions where appropriate for pedestrians and cyclists.
 - Consider links to NCN Route 136 which terminates in Avon Road.
 - Include in the future resurfacing programme.

8.9 The James Oglethorpe Primary School



8.10 The James Oglethorpe Primary School sits in a residential cul-de-sac called Ashvale Gardens and has some off-street parking provision.

8.11 There are long lengths of school-keep-clear markings in situ which operate on Monday to Friday from 8am to 5pm. At any time waiting restrictions are also in place at junctions and on most bends on these and surrounding roads with uncontrolled parking, some of which permits two wheels on the footway.

8.12 Ashvale Gardens is located to the south of Westbury Terrace which is on the south side of St. Marys Lane. Officers have received a number of concerns around the existing parking controls in this location and these comments will be included with any proposals.

8.13 St. Mary's Lane which is a busy through route, has recently seen the implementation of traffic management improvements in the section between The Chase and Pike Lane. These measures have included resurfacing, a reduction in speed limit from 40 to 30mph and the implementation of Traffic calming measures.

8.14 Unfortunately, following on from the resurfacing works, local residents complained that the newly installed speed cushions were causing excessive noise by heavy goods vehicles hitting them whilst attempting to straddle between the cushions. On inspection our highway engineer discovered the assigned contractor had made an installation error which meant the speed cushions were installed outside of the permitted guidance. As a result, the sizes were altered to meet the correct specification.

8.15 A recent road traffic collision which occurred outside of the Jobbers Rest Public House (pub), during school drop off time, has raised further concerns on safety in this location. The Jobber Rest pub is located close to the crossing point at the eastern end of Westbury Terrace which provides easy access to The James Oglethorpe Primary School.

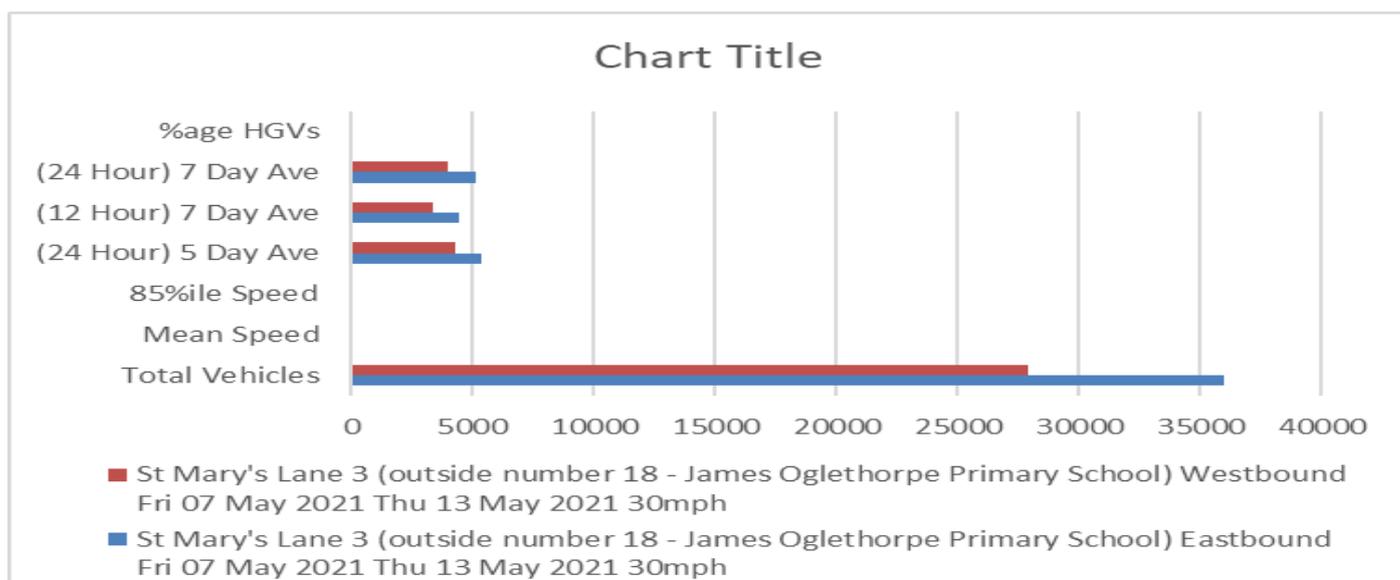
8.16 Details of the collision have not yet been submitted to the council but on receipt officers will investigate and address any concerns that are highlighted accordingly.

8.17 The James Oglethorpe Primary School is engaged in the TfL STARS accreditation programme and currently hold Bronze level accreditation which is due for renewal in July 2021.

8.18 In line with the MTS, it is anticipated that schools will begin to see the return of parking and access issues and concern is likely to return to active travel.

8.19 In May 2021 officers undertook speed surveys in Severn Drive which has a posted speed limit of 30 mph. The results as detailed below confirm that during the period the surveys were undertaken the 85th percentile speed limit is nearly 27 mph.

Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85 th ile Speed	(24 Hour) 5 Day Ave	(12 Hour) 7 Day Ave	(24 Hour) 7 Day Ave	%age HGVs
St Mary's Lane 3 (outside number 18 - James Oglethorpe Primary School)	Eastbound	Fri 07 May 2021	Thu 13 May 2021	30mph	36000	30.2	34.7	5356	4470	5143	0.27%
St Mary's Lane 3 (outside number 18 - James Oglethorpe Primary School)	Westbound	Fri 07 May 2021	Thu 13 May 2021	30mph	27932	29.4	33.8	4305	3356	3990	0.28%



8.20 Officer recommendations:

- Discuss and consult on the possibility of implementing a School Street scheme encompassing previous comments on operational times. If agreed any proposals would include advance warning signs.
- Discuss and consult on proposals to amend the existing parking controls in Ashvale Gardens.
- Investigate speeding issues in St. Mary's Lane outside the Jobbers Rest Public House.
- Discuss and consult on a 20mph zone / speed limit.
- Address any issues raised from safety report submission.
- Conversion of daytime to at any time waiting restrictions on the bend in Ashvale Gardens.
- Implement tactile paving and dropped kerbs on junctions where appropriate for pedestrians and cyclists.
- Continue to work with the school to progress STARS to SILVER level.
- Include in the future resurfacing programme.

9.0 Upminster Schools Not Included in School Streets – Alternative Safety Proposals

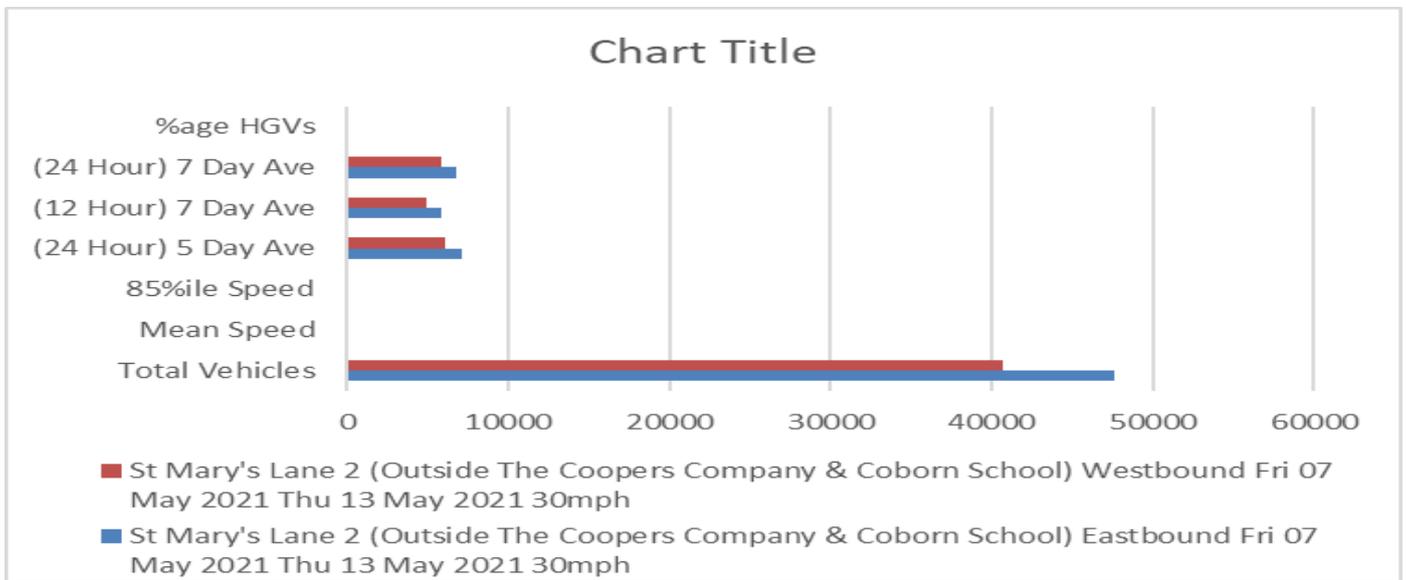
9.1 Details of measures for schools that have not yet received approval to participate in the Schools Streets scheme are proposed below.

The Coopers' Company & Coborn School



- 9.2 The Coopers' Company & Coborn School is also located on the south side of St Marys Lane but is set back from the main road by a long access road leading to electronically operated gates.
- 9.3 There are separate entry / exit routes with school-keep-clear markings operating on Monday to Friday from 8am to 9.15am and from 3pm to 4.15pm to protect the access roads but these are quite worn.
- 9.4 A zebra crossing has been implemented in close proximity to the school and a 5.5 metre (m) footway, including grass verge offers potential for a shared use or segregated pedestrian / cycle route.
- 9.5 Given the nature of St. Mary's Lane in relation to heavy traffic flow, requests have been made from the Police and the representatives from the school in relation to converting the existing zebra crossing to a pelican. However, statutory authority for pelican crossings was removed in the 2016 update of the Traffic Signs Regulations and General Directions (TSRGD). After 22 October 2016, no new pelican crossings can be installed on public highways in the UK but puffin crossings which, include crossing facilities for cyclists can be installed instead.
- 9.6 Council officers investigated the possibility of implementing a School Street scheme but unfortunately due to the fact the Coopers' Company & Coborn School is located on the St. Mary's Lane which is also bus route this option was not feasible.
- 9.7 The Coopers' Company & Coborn School have held STARS GOLD level accreditation in since September 2012.
- 9.8 In line with the MTS, it is anticipated that schools will begin to see the return of parking and access issues and concern is likely to return to active travel.
- 9.9 In May 2021 officers undertook speed surveys in Severn Drive which has a posted speed limit of 30 mph. The results as detailed below confirm that during the period the surveys were undertaken the 85th percentile speed limit is nearly 27 mph.

Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85 th ile Speed	(24 Hour) 5 Day Ave	(12 Hour) 7 Day Ave	(24 Hour) 7 Day Ave	%age HGVs
St Marys Lane 2 (Outside The Coopers Company & Coborn School)	Eastbound	Fri 07 May 2021	Thu 13 May 2021	30mph	47630	27.0	31.7	7140	5795	6804	0.20%
St Marys Lane 2 (Outside The Coopers Company & Coborn School)	Westbound	Fri 07 May 2021	Thu 13 May 2021	30mph	40734	26.3	30.8	6057	4861	5819	0.21%



9.9 Officer recommendations:

- Consider conversion of existing zebra crossing to puffin.
- Consider additional speed reducing measures to compliment the existing traffic calming.
- Refresh school-keep-clear markings.
- Consider implementation of a shared use or segregated pedestrian / cycle route.
- Include in the future resurfacing programme

9.10 Corbets Tey School and Oakfields Montessori School



9.11 The entrances to Corbets Tey and Oakfields Montessori Schools are both located in Harwood Hall Lane which has the look and feel of a country lane but is subject to a 30mph speed limit and traffic calming measures have been implemented to reduce vehicle speeds.

9.12 The school children attending Corbets Tey School arrive by coach and Oakfield Montessori School has pedestrian access. Drivers are able to drive their vehicles into the school grounds to pick up or drop off.

9.12 Harwood Hall Lane is also subject to a 7.5t weight limit and included within a 20mph zone.

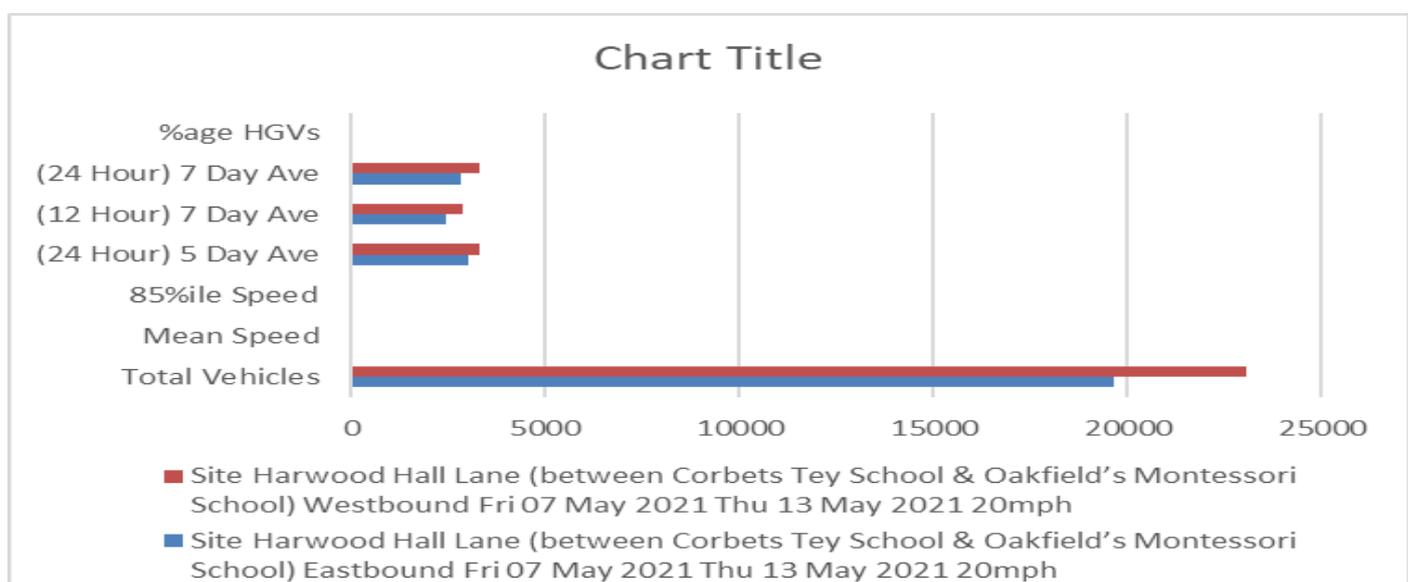
9.13 There are no school-keep-clear markings or waiting restrictions in place in these locations.

9.14 Neither Corbets Tey nor Oakfields Montessori Schools are currently engaged in the have yet to be awarded STARSs accreditation programme.

9.15 In line with the MTS, it is anticipated that schools will begin to see the return of parking and access issues and concern is likely to return to active travel.

9.16 In May 2021 officers undertook speed surveys in Harwood Hall Lane between Corbets Tey and Oakfields Montessori Schools which has a posted speed limit of 20 mph. The results as detailed below confirm that during the period the surveys were undertaken the 85th percentile speed limit is between 22 and 23 mph. In addition, a small percentage of HGVs do not appear to be adhering to the 7.5t weight limit.

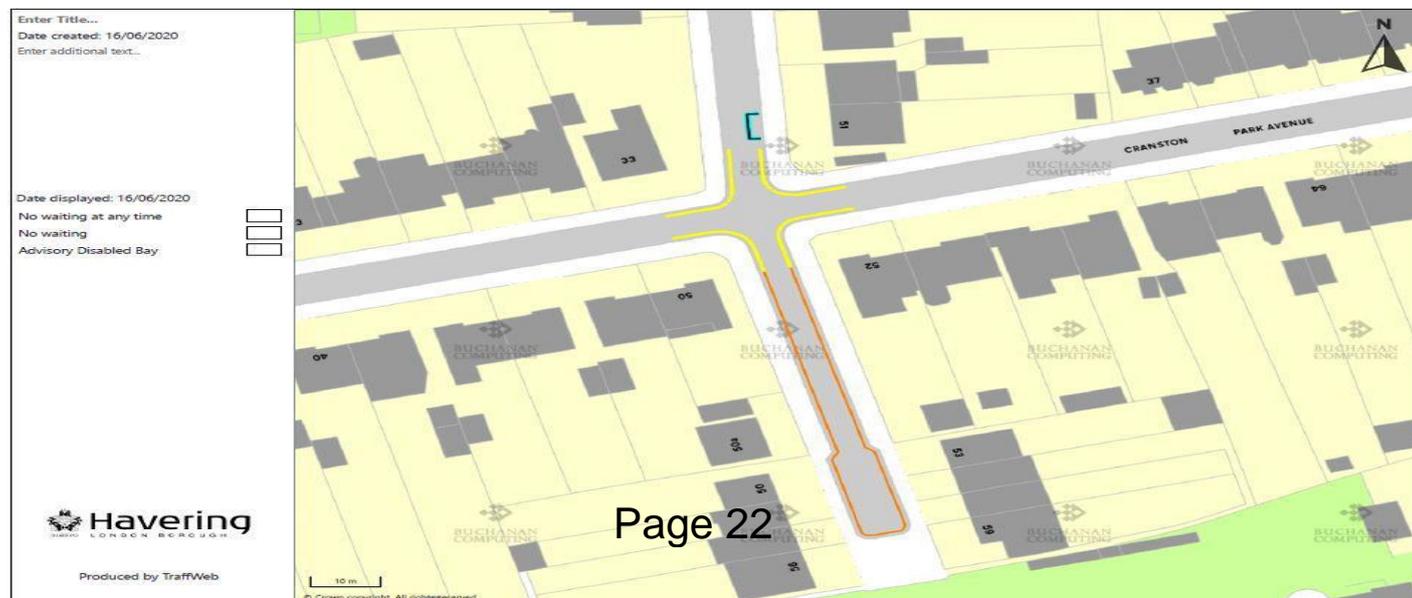
Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85 th ile Speed	(24 Hour) 5 Day Ave	(12 Hour) 7 Day Ave	(24 Hour) 7 Day Ave	%age HGVs
Harwood Hall Lane (between Corbets Tey School & Oakfield's Montessori School)	Eastbound	Fri 07 May 2021	Thu 13 May 2021	20mph	19624	20.2	23.5	2993	2414	2803	0.11%
Harwood Hall Lane (between Corbets Tey School & Oakfield's Montessori School)	Westbound	Fri 07 May 2021	Thu 13 May 2021	20mph	23045	19.4	22.4	3314	2850	3292	0.14%



9.17 Officer recommendations:

- a. Investigate compliance of 7.5t weight limit.
- b. Add lining refresh to maintenance programme.
- c. Provide support and resources to school to encourage active participation in the STARS accreditation programme and achieve accreditation.

9.18 Gaynes School



9.19 Gaynes School is located in the same grounds as King’s Church which is at the southern end of Brackendale Gardens which is a cul-de-sac. At any time waiting restrictions are located at its junction with Cranston Park Avenue and daytime waiting restrictions operating on Monday to Friday from 8.15 to 9.15 am and 3 to 4.15pm have been implemented in the remaining southern length of the road.

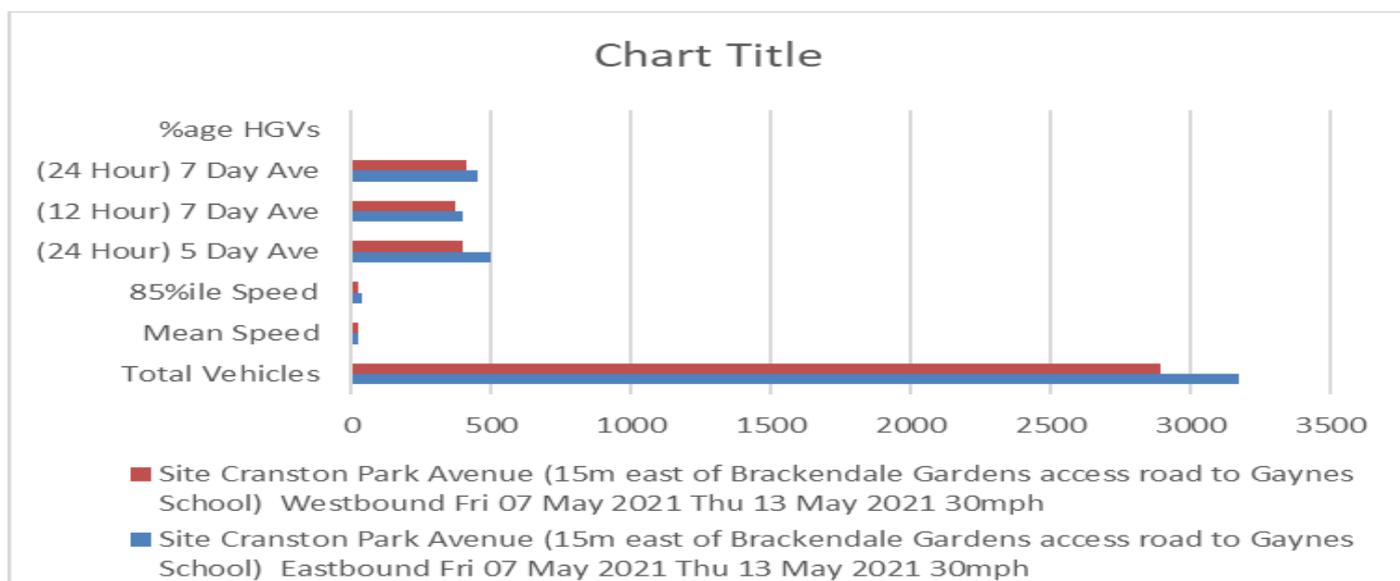
9.20 With Cranston Park Tennis Club also located nearby an increase in parking at other times of the day outside of school drop off and pick up is likely.

9.21 Gaynes School has yet to be awarded STARS accreditation. However, Officers have recently provided funding for ample cycle parking facilities.

9.22 In line with the MTS, it is anticipated that schools will begin to see the return of parking and access issues and concern is likely to return to active travel.

9.23 In May 2021 officers undertook speed surveys in Cranston Park Avenue, 15m east of Brackendale Gardens, which has a posted speed limit of 30 mph. The results as detailed below confirm that during the period the surveys were undertaken the 85th percentile speed limit is nearly between 27 and 35 mph.

Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85 th ile Speed	(24 Hour) 5 Day Ave	(12 Hour) 7 Day Ave	(24 Hour) 7 Day Ave	%age HGVs
Cranston Park Avenue (15m east of Brackendale Gardens access road to Gaynes School)	Eastbound	Fri 07 May 2021	Thu 13 May 2021	30mph	3170	27.2	35.2	500	395	453	0.09%
Cranston Park Avenue (15m east of Brackendale Gardens access road to Gaynes School)	Westbound	Fri 07 May 2021	Thu 13 May 2021	30mph	2891	21.8	27.0	400	370	413	0.03%



9.24 Officer recommendations:

- Approach Gaynes School again to discuss the possibility of implementing a School Street scheme. If agreed any proposals would include advance warning signs.
- Discuss and consult on the introduction of a 20mph zone / speed limit.
- Discuss and consult on extension of daytime waiting restrictions in the southern section of Brackendale Gardens.
- Discuss and consult on conversion of daytime restrictions to school-keep-clear markings outside of the school entrance at the southern extremity of Brackendale Gardens.
- Include lining refresh in maintenance programme.
- Implement tactile paving and dropped kerbs on junctions where appropriate for pedestrians and cyclists.
- Provide support and resources to encourage active participation in the STARS accreditation programme and achieve accreditation.
- Include in the future resurfacing programme

9.25 Hall Mead School



9.26 The extents of Hall Mead School grounds are bounded by Esdaile Gardens, Ingrebourne Gardens, Holden Way and Marlborough Gardens.

9.27 The entrances to the school are located on the east to west arm of Marlborough Gardens and fall within a CPZ which operates on Monday to Saturday from 8am to 9.30am. Single yellow lines have been implemented in the CPZ alongside long lengths of school-keep-clear markings in situ which operate on Monday to Friday from 8am to 9.15am and from 3pm to 4.15pm.

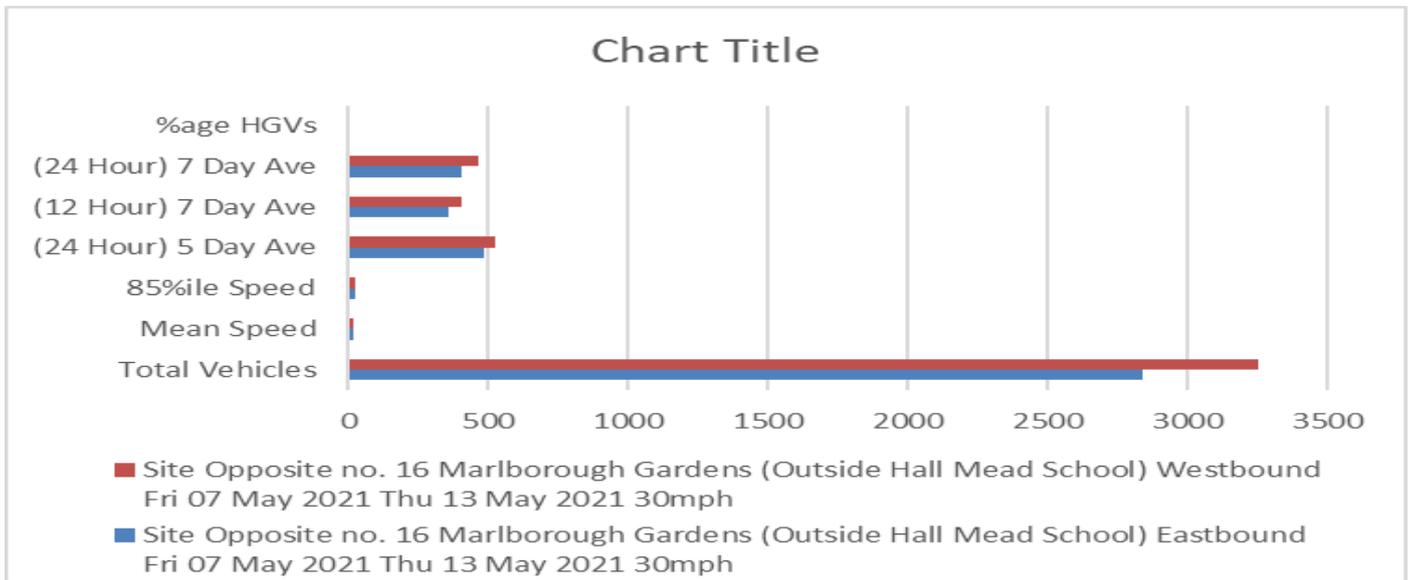
9.28 At any time waiting restrictions are also in place at junctions on these and surrounding roads with uncontrolled parking, (some of which permits two wheels on the footway), elsewhere in the vicinity.

9.29 Hall Mead School has yet to be awarded STARS accreditation. However, officers are currently working with the school to install cycle parking facilities and engage them in the TfL STARS accreditation programme.

9.30 In line with the MTS, it is anticipated that schools will begin to see the return of parking and access issues and concern is likely to return to active travel, additional recommendations are therefore made below.

9.31 In May 2021 officers undertook speed surveys outside of the school in Marlborough Gardens which has a posted speed limit of 30 mph. The results as detailed below confirm that during the period the surveys were undertaken the 85th percentile speed limit is nearly between 24 and 25 mph.

Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85 th ile Speed	(24 Hour) 5 Day Ave	(12 Hour) 7 Day Ave	(24 Hour) 7 Day Ave	%age HGVs
Opposite no. 16 Marlborough Gardens (Outside Hall Mead School)	Eastbound	Fri 07 May 2021	Thu 13 May 2021	30mph	2838	19.1	24.0	483	356	405	0.00%
Opposite no. 16 Marlborough Gardens (Outside Hall Mead School)	Westbound	Fri 07 May 2021	Thu 13 May 2021	30mph	3253	20.3	25.5	528	403	465	0.00%



9.32 Officer recommendations:

- a. Discuss the possibility of implementing a School Street scheme. If agreed any proposals would include advance warning signs.
- b. Consider links to NCR136 which terminates in Hall Lane. Including possible rear access from Esdaile Gardens to the school and links via Upminster Hall playing fields.
- c. Implement tactile paving and dropped kerbs on junctions where appropriate for pedestrians and cyclists.
- d. Include in the future resurfacing programme.
- e. Provide support and resources to school to encourage active participation in the STARS accreditation programme and achieve accreditation.

9.33 St. Joseph’s Catholic Primary School - Referencing Sacred Heart of Mary Girls School and Upminster Infant and Junior Schools.

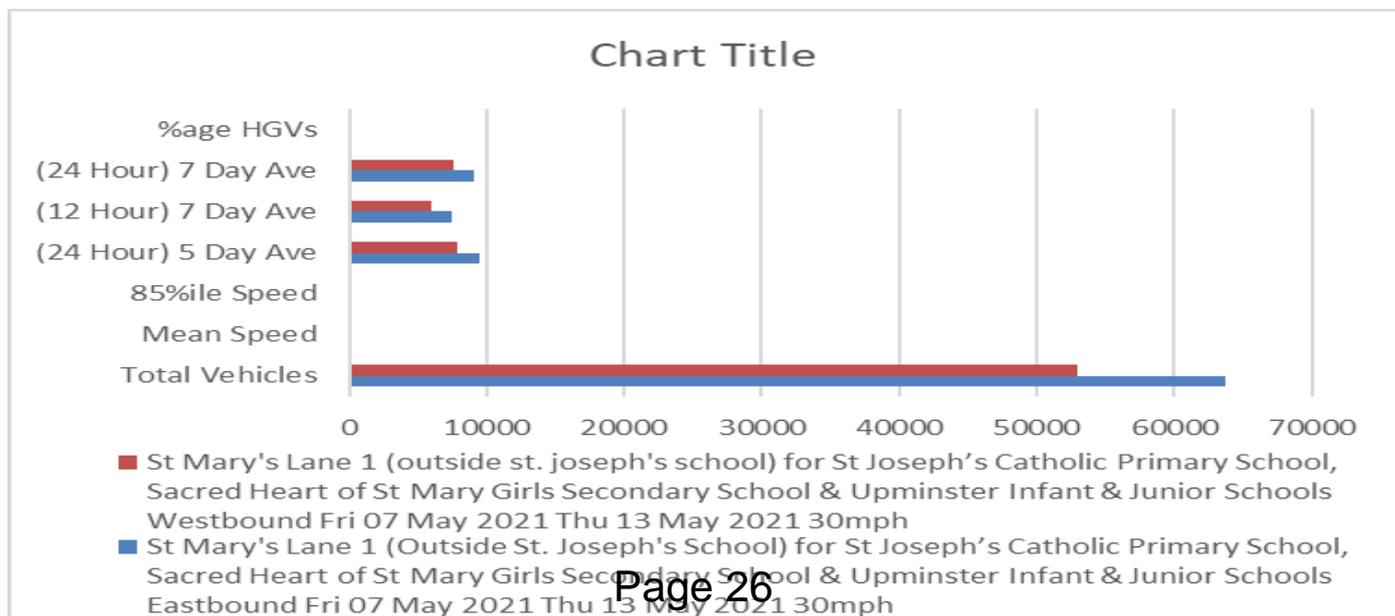


9.33 St. Joseph’s Catholic Primary School is located on the north side of the busy St. Marys Lane through route with Corbets Tey Road to the east and the River Ingerbourne to the west.

9.34 There are three other schools located in very close proximity and they are the Sacred Heart of Mary Girls School Upminster Infant and Junior Schools. All of these schools are included within a 20mph zone.

- 9.35 School-keep-clear markings located in Champion Road on Monday to Friday from 8am to 5pm with daytime restrictions operating on Monday to Friday from 8am to 6.30pm and uncontrolled parking bays operating where possible. At any time waiting restrictions are also in place at junctions.
- 9.36 Upminster Infant and Junior Schools have school-keep-clear markings implemented with the same operational times but Sacred Heart of Mary Girls School does not and it is recommended implementation is undertaken in this location also.
- 9.37 The River Ingerbourne cycle route is located to the west of all three schools and the NCR 136 passes along St. Marys Lane and along Champion Road to the west and Bramfield Road which is one way southbound to the north of Saint Joseph’s Catholic Primary School.
- 9.38 Roads to the south of St. Marys Lane and to the west of Saint Joseph’s Catholic Primary School are subject to a 7.5t weight restriction. Given the nature of the locality of all three schools it is recommended that this be extended to include St. Joseph’s Catholic Primary School and School Upminster Infant and Junior Schools.
- 9.39 Council officers investigated the possibility of implementing a School Street scheme but unfortunately due to the fact the St. Joseph’s Catholic Primary School is located on the St. Mary’s Lane which is also bus route this option was not feasible.
- 9.40 In line with the MTS, it is anticipated that schools will begin to see the return of parking and access issues and concern is likely to return to active travel.
- 9.41 In May 2021 officers undertook speed surveys in St. Mary’s Lane outside of St. Joseph’s Catholic Primary School which has a posted speed limit of 30 mph. The results as detailed below confirm that during the period the surveys were undertaken the 85th percentile speed limit is nearly 27 mph.

Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85 th ile Speed	(24 Hour) 5 Day Ave	(12 Hour) 7 Day Ave	(24 Hour) 7 Day Ave	%age HGVs
St Mary's Lane 1 (Outside St. Joseph's School) for St Joseph's Catholic Primary School, Sacred Heart of St Mary Girls Secondary School & Upminster Infant & Junior Schools	Eastbound	Fri 07 May 2021	Thu 13 May 2021	30mph	63764	20.1	25.6	9461	7426	9109	0.26%
St Mary's Lane 1 (outside st. joseph's school) for St Joseph's Catholic Primary School, Sacred Heart of St Mary Girls Secondary School & Upminster Infant & Junior Schools	Westbound	Fri 07 May 2021	Thu 13 May 2021	30mph	52951	21.9	26.7	7888	5995	7564	0.19%



9.42 Officer recommendations:

- a. Include Sacred Heart of Mary Girls School and Upminster Infant and Junior Schools in Phase 2 of the School Streets scheme. If agreed any proposals would include advance warning signs.
- b. Discuss and consult on the Introduction of school-keep-clear markings outside of Sacred Heart of Mary Girls Secondary School.
- c. Discuss and consult on an extension of the 7.5t weight restriction to the northern section of the 20mph zone.
- d. Implement tactile paving and dropped kerbs on junctions where appropriate for pedestrians and cyclists.
- e. Add Boundary Road to future resurfacing maintenance programme.
- f. Refresh Lining along St. Marys Lane where appropriate and implementing at any time loading restrictions at junctions.
- g. Include in future resurfacing programme.
- h. Provide support and resources to school to encourage active participation in the STARS accreditation programme and achieve accreditation.

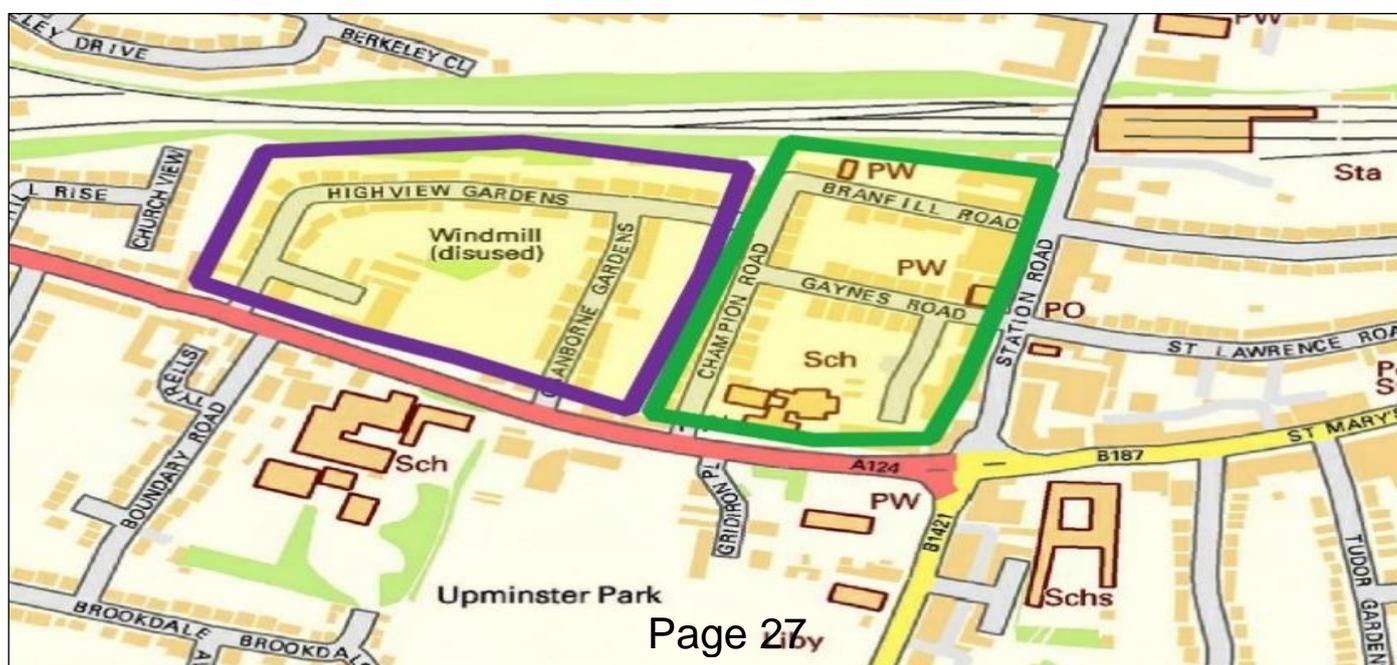
9.43 St. Joseph's Catholic Primary School and Upminster Infant and Junior Schools have held STARS Gold level accreditation since September 2016, which are due to renew in July 2021. Upminster Infant School achieve STARS Gold level accreditation in September 2019 and Upminster Junior School were awarded STARS Gold level accreditation in September 2016.

10.0 Additional Borough Wide Measures Being Considered

10.1 In addition to the School Street proposals that Havering is implementing which includes "timed access controls" with soft closure CCTV enforcement there is potential to extend the current 20mph speed limits in residential streets in the town which are currently 30mph would also reduce traffic speeds additional benefits as 20mph zones which are in the main self-enforcing and can be achieved by introducing traffic calming measures such as road humps, speed cushions, pinch-points and speed tables supported by traffic signs and road markings.

10.2 Other initiatives are also being considered borough wide to provide better conditions for those walking and cycling and an example of this approach is demonstrated with the two existing traffic cells comprising Highview Gardens/ Cranbourne Gardens and Branfill Road/ Champion Road/ Gaynes Road (detailed in purple and green respectively).

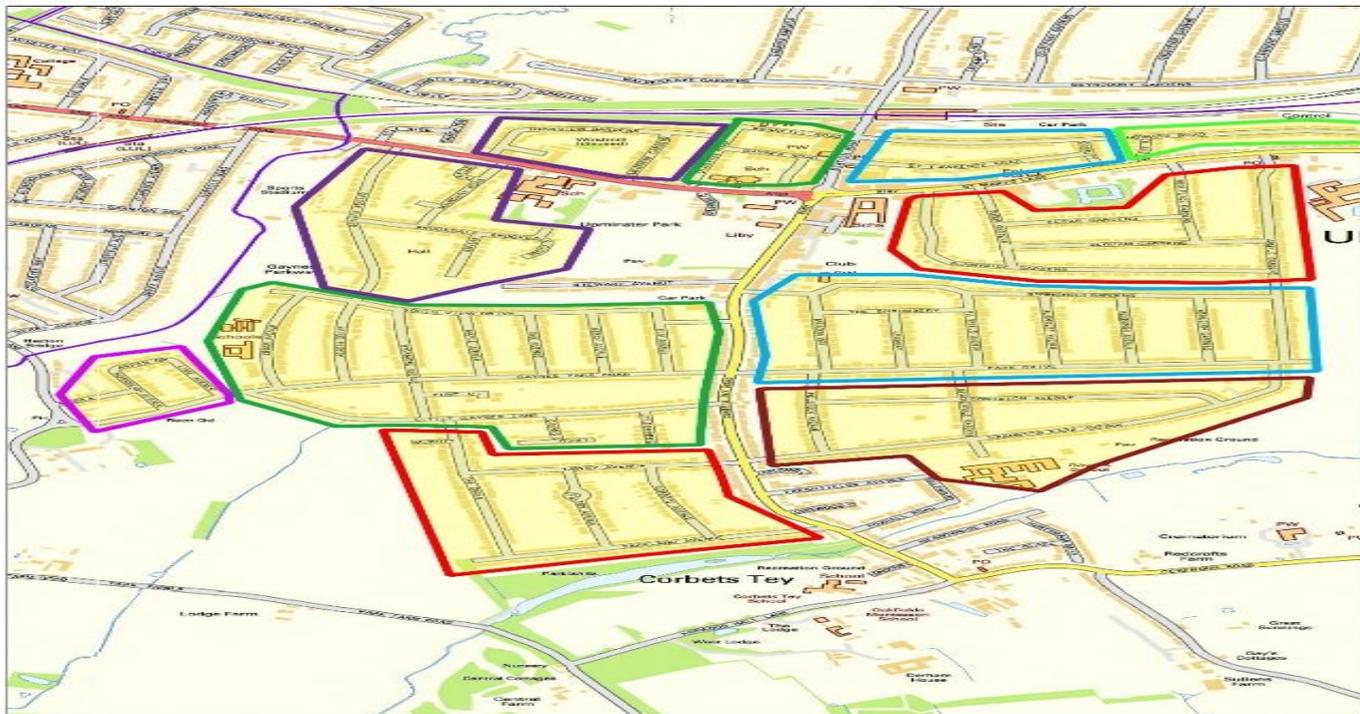
10.3 Residential streets could be divided into a series of "traffic cells" where full access for motor traffic for residents, emergency services and deliveries would be retained but measures would restrict other vehicles from driving between the cells. This method reduces through route traffic and encourages motorists to use the main routes.



10.4 The approach would require the establishment of traffic cells across the town and the plan indicates a possible way in which traffic cells could be arranged, although in practice there could be many different ways in achieving the desired effect. It is however likely that crossings would need to be provided between cells where they meet a main road but this would be subject to funding.

11.0 Conclusion

11.1 Upminster is a very busy town well-placed for public transport interchange. It has been established there is a need to implement measures borough wide to reduce casualties among pedestrians and cyclists who are significantly represented in injury statistics as a result of with



driver speeds.

11.2 Following on from safety concerns raised the above proposals have been set out to support the MTS for casualty reduction by encouraging people to walk, cycle or use public transport to/from their destination and ultimately see a reduction in journeys by private vehicles.

11.3 Havering council is proactive in addressing safety around schools and concerns have been specifically raised in the vicinity of schools in Upminster, which includes addressing driver behaviour.

11.4 Whilst the council is actively seeking and implementing Sustainable Travel solutions in the vicinity of schools in the borough it is essential, they are as self-enforcing as possible due to the already high volume of enforcement works being undertaken by the councils' limited number of Civil Enforcement Officers (CEOs).

11.5 Therefore officers have provided an option for either consulting on a school street approach or more standard parking enforcement measure. The problem here is even if we consult and the decision is to put in the standard measure, it is highly likely that the problems will persist as we do not have enough enforcement officer to enforce the number of schools across the borough. At present each school has at least one visit per week and we do not have the resources to increase this. Thus, with a school streets approach enforcement would be automated via CCTV and will change driver behaviour as the risk of enforcement is high.

11.6 It is therefore recommended that the above proposals be considered and implemented subject to funding.

IMPLICATIONS AND RISKS

12.0 Financial implications and risks

12.1 The Local Implementation Plan (LIP) is an allocation of funding to the London boroughs by TfL to spend on projects that support the Mayor's Transport Strategy. As future funding opportunities arise the Council will put forward submissions to TfL to fund the measures outlined within this report.

12.2 Financial approval cannot be sought at this stage because detailed financial breakdowns cannot be provided until schemes have been developed. A further report will therefore be presented to HAC at a later date with this element included.

13.0 Legal Implications and Risks

13.1 The Council has the necessary statutory powers to introduce safety measures on the highway around school sites in support of the School Street Initiative. These may include:

- a) The construction of traffic calming measures on the highway which are maintainable at public expense pursuant to Part V of the Highways Act 1980 ("HA 1980"). The Council should ensure that the statutory procedures set out in section 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 are complied with. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.
- b) The alteration of speed limits on the highway are maintainable at public expense pursuant to Part VI of the HA 1980. Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) (as amended) are complied with.
- c) The regulation or control of vehicular traffic on roads pursuant to section 6 of Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Schedule 1 of the RTRA 1984 lists those matters as to which orders can be made under section 6.
- d) Before making an Order under the RTRA 1984, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.
- e) Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.
- f) In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

14.0 Human Resources implications and risks:

13.1 N/A

15.0 Equalities implications and risks

15.1 The Council has a public sector equalities duty under section 149 of the Equalities Act 2010 which requires the Council to have due regard to:

- a. the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Equality Act 2010.
- b. the need to advance equally the opportunities between person who share a relevant protected characteristic which are gender, race, and disability, sexual orientation, age, religion or belief, marriage, pregnancy and maternity and gender reassignment.
- c. ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.
- d. There will be some aesthetic impact arising from the road markings, traffic signs, etc. but this would be mitigated with improving road safety for all road users. This scheme is contributing towards the following in the vicinity of schools in Upminster:
 - Improvements of air quality.
 - Encouragement of people to walk and cycle instead of driving.
 - Improvement of safety for schoolchildren.
 - Improvements to the street environment outside of schools.
 - Reduction of traffic on the road.
 - Reduction of traffic noise by improving the flow of traffic.

BACKGROUND PAPERS

- Mayors Transport Strategy (MTS).
- Havering_LIP3_SEA, LGA Air Quality Evidence.
- Sustrans.
- Ordnance Survey NCR Maps.
- School streets 1st quarter report January 2021.
- 75. School Streets ED consultation results background paper v1.1, 75.
- School Streets key ED - 26.08.20 v1.1 FINAL.
- Havering Footway Maintenance Schemes 2021- 2022 Draft Programme. REV 2; and
- Officer School Streets Surveys undertaken April 2021.