



# Havering

LONDON BOROUGH

## PLACES OVERVIEW & SCRUTINY SUB COMMITTEE AGENDA

<b>7.00 pm</b>	<b>Tuesday 7 March 2023</b>	<b>Appointments Centre, Room 10 and 11 Havering Town Hall, Main Road, Romford</b>
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Members 12: Quorum 5

**COUNCILLORS:**

**Conservative Group  
(4)**

Robert Benham (Chairman)  
Osman Dervish  
tba  
tba

**Havering Residents' Group  
(5)**

Bryan Vincent  
Sue Osprey  
David Godwin  
Gerry O'Sullivan  
Natasha Summers

**Labour Group  
(2)**

Katharine Tumilty (Vice-Chair)  
Matthew Stanton

**East Havering Residents Group  
(1)**

Brian Eagling

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**For information about the meeting please contact:**

**Taiwo Adeoye - 01708 433079  
taiwo.adeoye@onesource.co.uk**

***Under the Committee Procedure Rules within the Council's Constitution the Chairman of the meeting may exercise the powers conferred upon the Mayor in relation to the conduct of full Council meetings. As such, should any member of the public interrupt proceedings, the Chairman will warn the person concerned. If they continue to interrupt, the Chairman will order their removal from the meeting room and may adjourn the meeting while this takes place.***

***Excessive noise and talking should also be kept to a minimum whilst the meeting is in progress in order that the scheduled business may proceed as planned.***

### **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.

## **What is Overview & Scrutiny?**

Each local authority is required by law to establish an overview and scrutiny function to support and scrutinise the Council's executive arrangements. Each overview and scrutiny sub-committee has its own remit as set out in the terms of reference but they each meet to consider issues of local importance.

The sub-committees have a number of key roles:

1. Providing a critical friend challenge to policy and decision makers.
2. Driving improvement in public services.
3. Holding key local partners to account.
4. Enabling the voice and concerns to the public.

The sub-committees consider issues by receiving information from, and questioning, Cabinet Members, officers and external partners to develop an understanding of proposals, policy and practices. They can then develop recommendations that they believe will improve performance, or as a response to public consultations. These are considered by the Overview and Scrutiny Board and if approved, submitted for a response to Council, Cabinet and other relevant bodies.

Sub-Committees will often establish Topic Groups to examine specific areas in much greater detail. These groups consist of a number of Members and the review period can last for anything from a few weeks to a year or more to allow the Members to comprehensively examine an issue through interviewing expert witnesses, conducting research or undertaking site visits. Once the topic group has finished its work it will send a report to the Sub-Committee that created it and will often suggest recommendations for the Overview and Scrutiny Board to pass to the Council's Executive.

## **Terms of Reference**

The areas scrutinised by the Committee are:

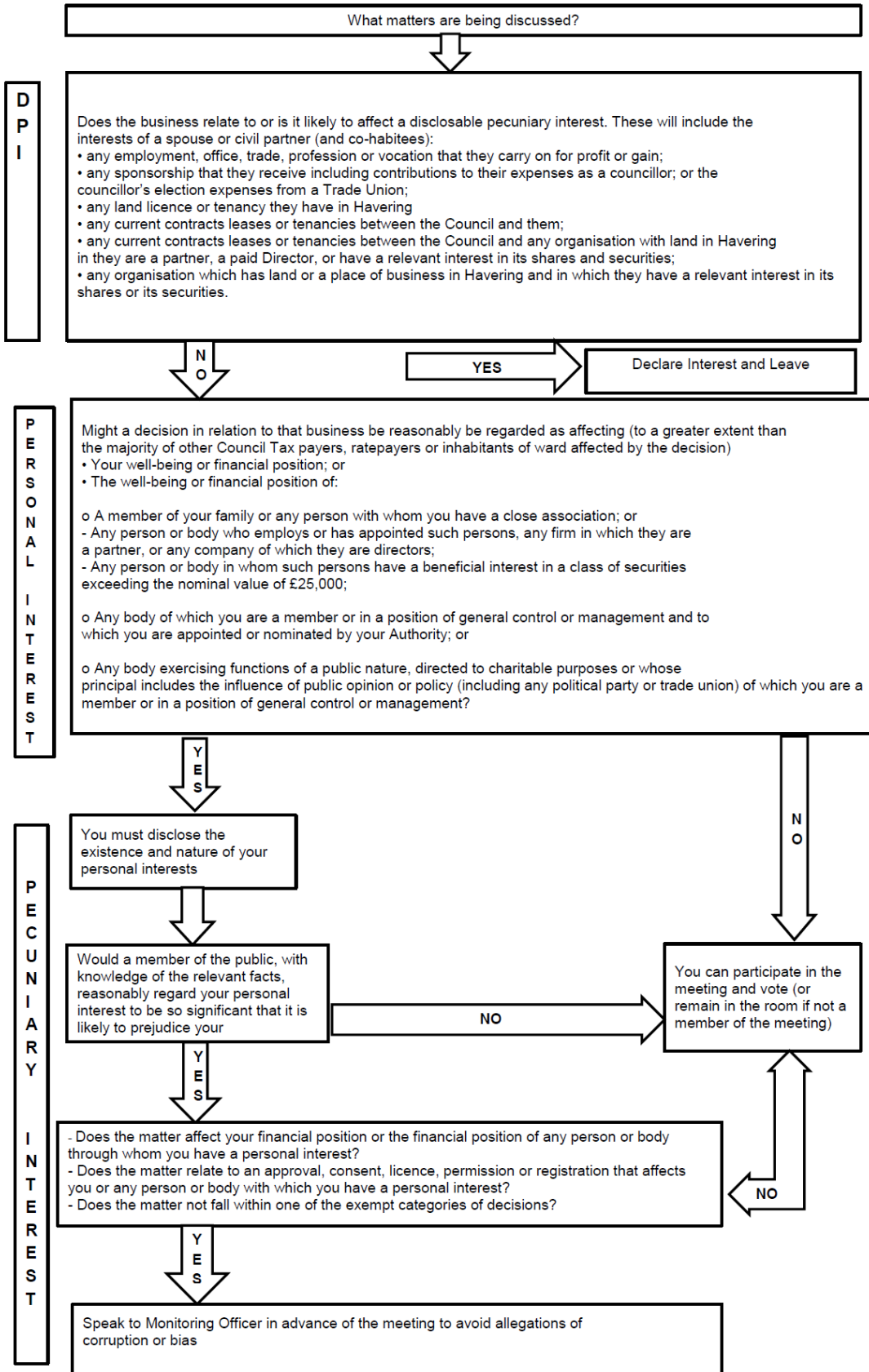
- Housing & Accommodation Services
- Land & Property Services
- Planning
- Building Control
- Business Services
- Inward Investment
- Asset Management
- Property Services
- Facilities Management
- Sports

## **Places Overview & Scrutiny Sub Committee, 7 March 2023**

- Leisure
- Arts
- Music
- Libraries
- Heritage
- Parks & Open Space
- Highways
- Parking & Traffic
- Waste & Recycling
- Climate Change
- Transport & Infrastructure
- Public Protection & Licensing
- Emergency Planning
- Technical Services

**Places Overview & Scrutiny Sub Committee, 7 March 2023**

**DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF**



## AGENDA ITEMS

### 1 **APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS**

Receive (if any)

### 2 **DISCLOSURE OF INTERESTS**

Members are invited to disclose any interests in any of the items on the agenda at this point of the meeting. Members may still declare an interest in an item at any time prior to the consideration of the matter.

### 3 **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.

### 4 **MINUTES** (Pages 1 - 4)

To approve as a correct record the Minutes of the meeting of the Sub-Committee held on 8 December 2022 and authorise the Chairman to sign them.

### 5 **AN INTRODUCTION TO INFRASTRUCTURE PLANNING: S106 & CIL** (Pages 5 - 34)

Presentation attached.

### 6 **HOUSING RESIDENT SAFETY AND COMPLIANCE PERFORMANCE** (Pages 35 - 44)

Report attached.

### 7 **DOMESTIC VEHICLE CROSSOVER POLICY** (Pages 45 - 60)

Report attached.

### 8 **SCHOOL STREETS - PROGRESS REPORT AND PLANS FOR FURTHER EXPANSION** (Pages 61 - 70)

Report attached.

**Zena Smith**  
**Democratic and Election**  
**Services Manager**



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## MINUTES OF A MEETING OF THE PLACES OVERVIEW & SCRUTINY SUB COMMITTEE

8 December 2022 (7.00 - 8.38 pm)

**Present:**

### **COUNCILLORS**

**Conservative Group** Robert Benham (Chairman)

**Havering Residents' Group** David Godwin, Gerry O'Sullivan and Bryan Vincent

**Labour Group** Katharine Tumilty (Vice-Chair) and Matthew Stanton

The Chairman reminded Members of the action to be taken in an emergency.

### 10 **APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS**

Apologies for inability to attend the meeting were received from Natasha Summers. Councillors Brian Eagling and Osman Dervish were absent.

### 11 **DISCLOSURE OF INTERESTS**

There were no declarations of interest.

### 12 **CHAIRMAN'S ANNOUNCEMENTS**

Through the Chairman, announcements were made regarding emergency evacuation arrangements and the decision making process followed by the Committee.

### 13 **MINUTES 4 OCTOBER 2022**

The minutes of the meeting on 4 October 2022 were agreed as a correct record and would be signed by the Chairman.

### 14 **PUBLIC REALM TRANSFORMATION**

The Sub-Committee were presented with a report that for pre-decision scrutiny for approval from Cabinet for the Integrated Recycling, Waste Collection and Street Cleansing Contract to be awarded to the preferred bidder following a competitive tendering exercise.

The report outlined the procurement procedure and presented details of the stages conducted during the process to identify the preferred bidder for the new Integrated Recycling, Waste Collection and Street Cleansing Contract due to commence in July 2023.

The contract was due to commence on 30 July 2023 for a term of 8 years with the option to extend for a further 8 years. The estimated value over the initial period of 8 years is £90m and over the full 16-year term is £180m.

Members queried if there were any provisions for more cost savings and how these could be managed. Officers gave assurances that contracts included mechanisms to ensure this and that arrangements had been made with contractors for both parties to identify savings. The combining of integrated services would further create more value for money.

It was **agreed** unanimously by the Sub-Committee that the recommendation to Cabinet to award the Integrated Recycling, Waste Collection and Street Cleansing Contract to the preferred bidder, subject to the statutory standstill period, for an initial term of eight years with the option to extend for up to a further eight years, by mutual agreement, **be supported**.

## 15 **FAMILY HOMES POLICY**

The Sub-Committee were presented with a report that provided an overview of the Council's housing targets and supply and demand with a particular focus on larger family houses.

The report explored the policy requirements in relation to larger homes and how the Council was seeking to maximise their provision. The report also outlined the challenges in securing these types of homes through the planning process.

Discussion occurred around how the Council could encourage developers to build more 3 bed homes and how waiting lists could be correlated against what was built. Officers explained that the Strategic Housing Market Assessment (SHMA) was developed as part of a suite of evidence to inform a local plan and would ensure insight. It was to be noted that Neil Stubbings would be able answer questions regarding plans to review CIL charges considering the delivery of housing targets.

The Sub-Committee **noted** the report.

## 16 **PRE-DECISION SCRUTINY - CABINET FORWARD PLAN**

The forward plan was considered and the Committee highlighted the following to be added on to the work programme:

- From OSC Board The Places OSSC to be asked to scrutinise flood preparedness and the Wennington fire recovery (Councillor Tumilty).  
\*next meeting
- Both People and Places OSSCs to be asked to review the multi-agency response to emergencies and seek assurance from other partners (Task and finish group based on this).
- Page 108 Property Disposal in particular car parks (Councillor Vincent) \*next meeting
- Social value strategy how it relates to this Committee (Councillor Stanton)
- School Street scheme (phase 3 expansion) – how it is working in current locations and possibility to deploy in other parts for the Borough (Councillor Stanton) \*next meeting
- Mercury Holdings Business Plans

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**Chairman**

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## PLACES OVERVIEW AND SCRUTINY SUB COMMITTEE

**Subject Heading:**

Cover Report -  
An Introduction to Infrastructure  
Planning:S106 & CIL

**SLT Lead:**

**Report Author and contact details:**

Taiwo Adeoye - Committee Officer

**Policy context:**

Infrastructure Planning:S106 & CIL

**Financial summary:**

As this report is a briefing item to obtain comments and no decisions are sought, there are no direct Financial implications or risks.

**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**

The Sub-Committee is to receive a presentation on an Introduction to Infrastructure Planning: S106 & CIL

## RECOMMENDATIONS

The report is for noting.

## REPORT DETAIL

That the Sub-Committee comment and note the presentation.

## IMPLICATIONS AND RISKS

**Financial implications and risks:** None of this covering report.

**Legal implications and risks:** None of this covering report.

**Human Resources implications and risks:** None of this covering report.

**Equalities implications and risks:** None of this covering report.

# An Introduction to Infrastructure Planning: S106 & CIL

Places OSSC Training

March 2023

Ben Dixon MRTPI – Infrastructure Planning Team Leader

# Introduction to Infrastructure

- The timely delivery of high-quality infrastructure is fundamental to supporting development and ensuring Havering is a great place to live, work, socialise and invest.
- What is Infrastructure? – buildings, structures & facilities required to support the operation of society.
- How is infrastructure funded – Capital, Developer Contributions (S106 & CIL), external funding



# Infrastructure Planning Team

**Established Autumn 2020**

- **Ben Dixon** MRTPI | Team Leader
- **Vacant** | Deputy Team Leader (currently out to recruitment)
- **Shoko Sakuma** | Planning Officer
  - Projects, Data Analysis, Policy, Engagement
- **Rema Patel** | CIL & S106 Contributions Monitoring Officer

Email us at: [Infrastructureplanning@havering.gov.uk](mailto:Infrastructureplanning@havering.gov.uk)

# IP Team - Key Responsibilities

- Work collaboratively across the Council to manage policies, processes and systems required to: plan, fund, deliver and monitor all infrastructure projects.
- Manage the Council's infrastructure governance procedures.
- Support services and officers to secure and spend developer contributions (S106 & CIL).
- Provide technical guidance on complex CIL & S106 matters.
- Statutory reporting on CIL & S106 receipt and expenditure in the annual Infrastructure Funding Statement (IFS).

# Developer Contributions

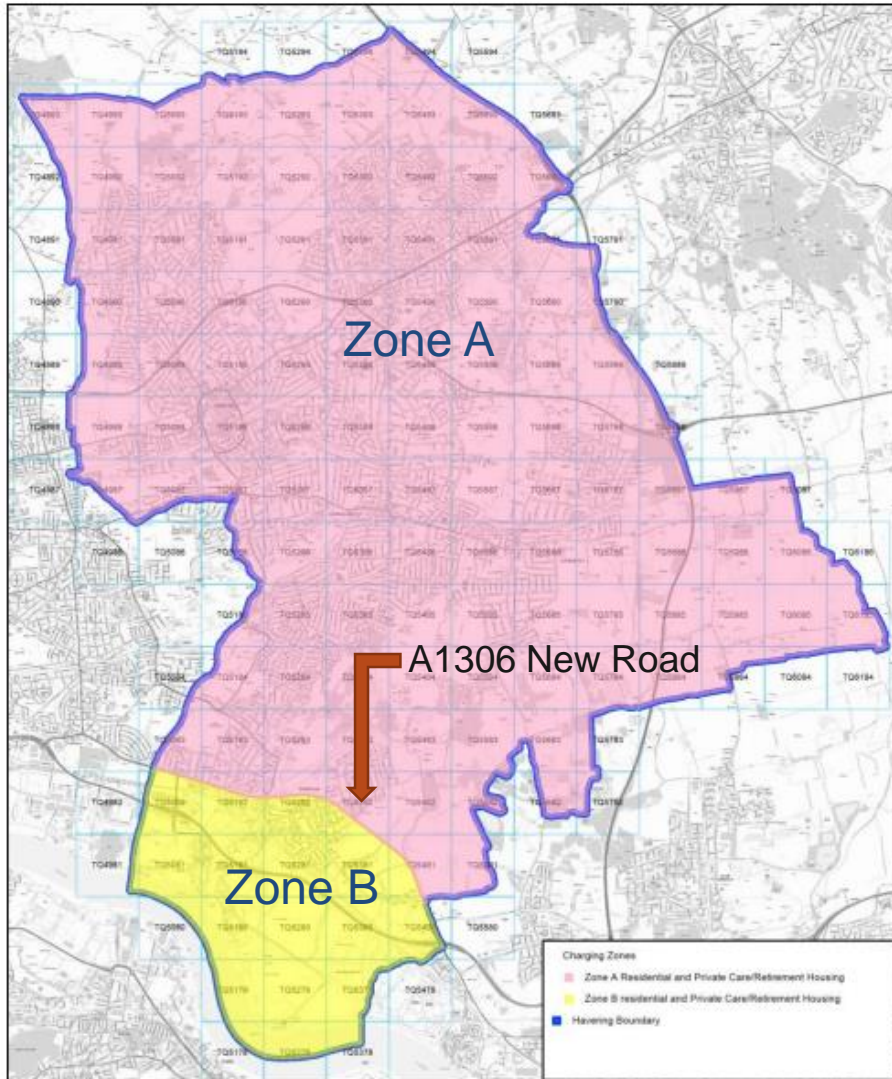
- There are 2 types of developer contributions:
  - 1) Community Infrastructure Levy (CIL)
  - 2) S106 Contributions

# Community Infrastructure Levy (CIL)

## What is CIL?

- Established in the Planning Act 2008 and bound by the Community Infrastructure Levy Regulations.
- Essentially a tax levied on development when construction works commence.
- Mayors CIL came into effect in 2012 - this is collected and passed to TfL to fund Crossrail.
- Havering CIL came into effect on 1st September 2019.
- Havering charges CIL for new residential, retail & hotel development.
- No CIL is charged for Affordable Housing, self-build housing or extensions to existing homes.
- Havering CIL Charging Schedule has 2 zones with different rates.

# CIL Charging Schedule



Zone A is north of the A1306 New Road  
Zone B is south of the A1306 New Road

The rates charged in Zone A are higher than for Zone B.

For Zone A – housing development pays £125/sqm  
For Zone B – housing development pays £55/sqm

The rates are different due to different land values, property sales prices, and costs of development e.g. land contamination remediation, flood mitigation and other constraints etc.

The rates were viability tested by experts in 2018 just prior to adoption of CIL in 2019 to make sure they would not negatively impact on delivery of development, while delivering close to the maximum reasonable amount of contribution from developers of any site.

# What can CIL be spent on?

There are 2 types of CIL that can be spent differently:

## 1) **Strategic CIL**

- Currently what is set up in Havering.
- Will comprise between 95% and 70% of CIL receipts

## 2) **Neighbourhood CIL (NCIL)**

- Not currently set up in Havering
- This can comprise between 15% - 25% of CIL receipts

# What can Strategic CIL be spent on?

Delivering any **physical infrastructure required to support the development** of the borough.

Planning Act & CIL Regulations set out the types of infrastructure that can be funded, including:

- *Transport & Highways*
- *Schools & Education facilities*
- *Hospitals, doctors surgeries, other health and social care facilities*
- *Parks, play areas, public realm, green spaces, cultural and sports facilities*
- *Flood defences*
- *Police stations and other community safety facilities e.g. cctv*
- *District heating schemes*

# What can Strategic CIL **NOT** be spent on?

- Cannot be spent on the provision of services or employment of people (as this is not physical infrastructure).



# What can Neighbourhood NCIL be spent on?

- Much more flexibility with spend of 15 - 25% of CIL receipt.
- Can spend on anything required to support development of an area.
- This can include funding services, events and people.
- Can be spent borough-wide, or on a ward / area basis.
- Match funding can be secured through crowd funding e.g. Spacehive
- Havering may wish to explore the implementation of NCIL in 23/24.
- Investigations into NCIL operation at other Councils already undertaken.
- Paper to be presented to IPaDB (SLT) and Theme Board in coming months, setting out potential NCIL options for consideration.

# CIL Governance Bodies in Havering

- Infrastructure Steering Group of Officers (ISGO) – meets monthly
- Infrastructure Planning & Delivery Board (IPaDB) – meets every 6 weeks
- Theme Board
- Cabinet (for bids over £0.5m)
- Full Council (for bids over £0.5m)

# CIL Funding Bid Process

- 1) Council 'Lead Officer' assigned to project seeking CIL funding.
- 2) Early pre-bid discussion to assess if bid meets legislative requirements.
- 3) CIL Funding Request Bid Application form completed and submitted.
- 4) Initial assessment of bid by IP Team Leader using scoring matrix.
- 5) Bid presented to ISGO for discussion and visibility.
- 6) Bid presented to IPaDB for assessment.
- 7) Bids 'approved in principle' by IPaDB then presented to Theme Board for Member oversight and scrutiny.
- 8) Approved bids over £0.5m reported to Cabinet and then Full Council as part of annual Capital Programme setting.

# Assessment & Decision on CIL Bids

- Two-speed system – small bids up to £50k and large bids over £50k.
- Small bids can be approved for funds to be released at any time of year.
- Large bids will generally only be approved for funding to be released as part of the annual Capital Programme for the forthcoming year.
- Large bids over £0.5m have to be approved by Cabinet and then Full Council as part of the annual Capital Programme setting.

# CIL Bid Scoring Matrix

## Bid Project Scoring Criteria

- Meets demonstrated infrastructure needs (set out in IDP)
- Mitigates impact of new development
- Demonstrated carbon reduction
- Meets key aims of the Havering Climate Change Action Plan
- Delivers Public Health benefits
- Delivers community, social and economic benefits
- Part funding / match funding is already secured
- Readiness for delivery

# CIL Receipts to Date

The Council has been collecting CIL since 1<sup>st</sup> September 2019. To date the Council has received over £5.1m in CIL.

Year	CIL received in year
2019/20	£0.030m
2020/21	£0.538m
2021/22	£2.481m
2022/23 (to date)	£2.080m
<b>Total</b>	<b>£5.130m</b>

# CIL Funding of Projects

Projects Allocated CIL Funding	Amount	Date of Allocation
Creation of parking on grass verges (various locations)	£0.806m	2020/21
Covid Memorial, Hornchurch Country Park	£0.224m	2021/22
Traffic calming on Sunrise Avenue, Hornchurch	£0.050m	2021/22
Primary School Cycle & Scooter Parking (various locations)	£0.050m	2022/23 Q3
Ramp column replacement for EV charging (various locations)	£0.050m	2022/23/Q3
Rom Valley Way Active Travel Improvements Phasing & Delivery Study	£0.026m	2022/23 Q3
Glass Recycling Pilot Project (various locations)	£0.006m	2022/23 Q3
CCTV Control Room upgrade & relocation to Romford Central Library	£0.750m	2022/23 Q4*
Liveable Neighbourhoods Romford Ring Road (LNRRR) Improvements	£1.200m	2022/23 Q4*
Beam Parkway – Active travel improvements and Linear park	£1.000m	2022/23 Q4*
<b>Total CIL Allocated</b>	<b>£4.162m</b>	
Total remaining Unallocated CIL	£0.968m	

\*bids over £0.5m still to be agreed by Full Council in March as part of annual budget setting

# S106 Developer Contributions

## What are S106 Contributions?

- Also known as 'Planning Obligations'.
- Financial contributions are negotiated by planning officers, with agreement from developers, as part of the planning application process.
- Contributions are secured as Obligations within a S106 Legal Agreement attached to a planning permission.
- Contributions are **ONLY** to pay for **mitigation of specific, demonstrated and justified impacts of development** that would not be adequately funded by CIL.
- Contributions agreed by developers are legitimately included in development viability assessments.
- Increased contributions often limit or reduce the amount of affordable housing that can be secured – therefore a balance needs to be struck between contributions and quantum of affordable housing.



# Applying S106 Obligations

All S106 Obligations must meet the 3 statutory tests of being:

- 1) necessary to make the development acceptable in planning terms;**
- 2) directly related to the development; and**
- 3) fairly and reasonably related in scale and kind to the development.**

# Spending S106 Contributions

## What can S106 Contributions be spent on?

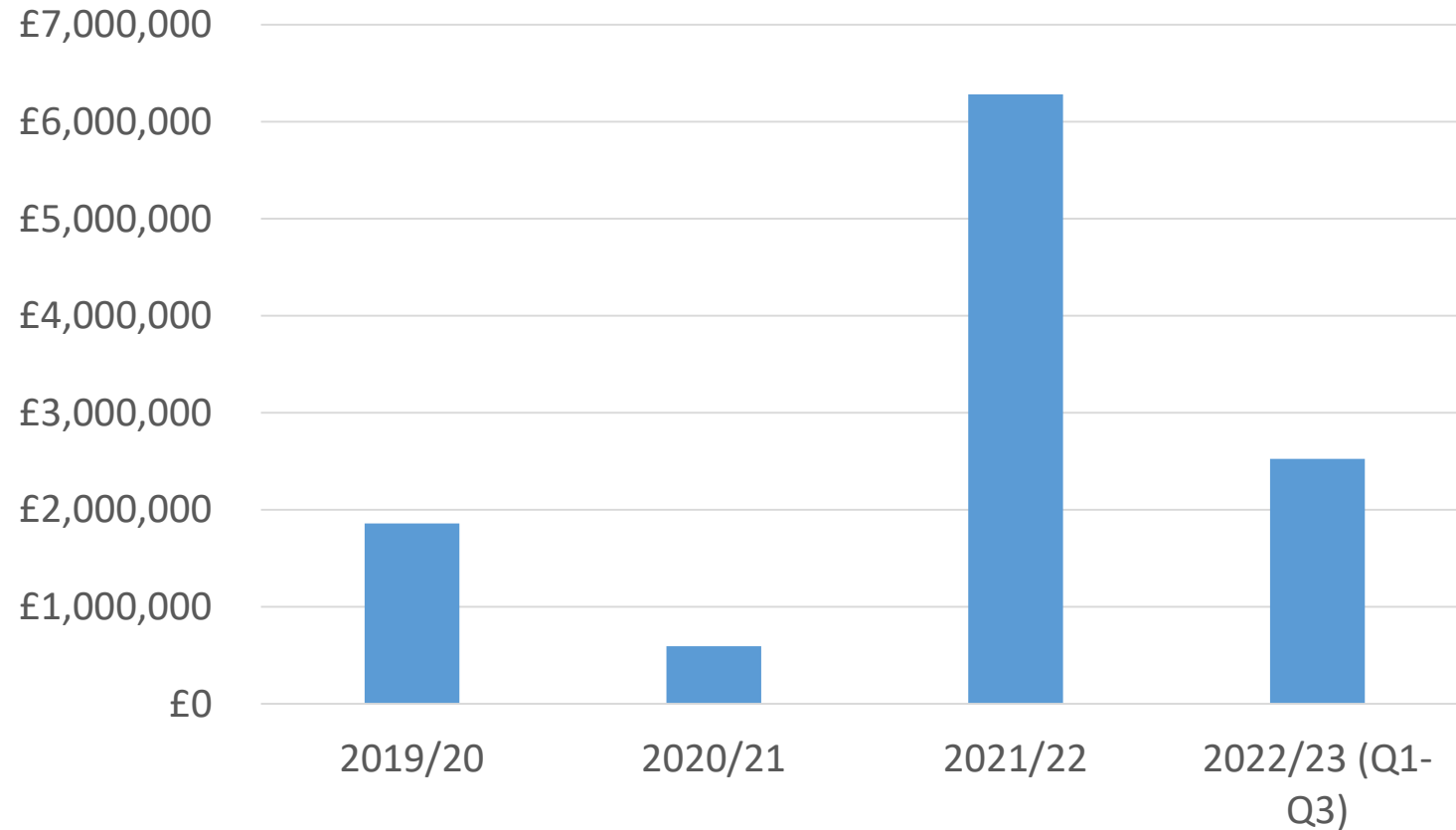
They can **only** be spent on the specific defined projects that would mitigate the impact of development, as set out in the detailed wording of the legal agreement agreed with the developer.

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### Examples of common S106 Contributions:

- School expansion / new school
- Highways improvements (new crossings, cycle lanes, site access etc)
- Parks, playspace and public realm improvements
- Public transport improvements (e.g. bus capacity – where demonstrated as required by TfL)
- Affordable housing (where on-site provision is not possible)
- Healthcare (when demonstrated as required by the NHS)
- Employment, skills and training
- Carbon Offsetting

# S106 Contributions Received



In 2020/21 the Council received £6.28m in S106 contributions, considerably more than any recent year. These contributions were secured from developments permitted over multiple previous years.

# S106 - Available to Spend

- The Council is currently holding £13.5m in S106 contributions that will be spent over the next few years to deliver infrastructure for the borough.
- £8.73m (65%) is currently allocated against a live project.
- £4.79m (35%) is currently awaiting allocation to an appropriate live project.
- As a result of work by the Infrastructure Planning Team the trend is for increased % of funds allocated to a live project – helping to get S106 spent on delivering infrastructure.

# S106 Spent to Deliver Infrastructure Projects

Over the last 3 years the Council has spent £9.661m of S106 to deliver infrastructure projects.

Page 29 The following slides show extracts from the Council's published annual Infrastructure Funding Statements setting out the items of infrastructure which have been funded over the last 3 years.

# S106 Spend in 2021/22

Items of Infrastructure	Spend
Mezzanine Floor at Harold Hill Library for Community Hubs	£150,000.00
Pedestrian Crossing - Waterloo Road, Romford	£9,443.46
Controlled Parking Zone (CPZ) - Former Harold Wood Hospital	£4,186.80
Highways Works - Former Oldchurch Hospital Site (Swan)	£4,771.20
St Edward's Primary School, Romford - ARP Expansion	£740.00
St Edwards Academy Site, Romford - Land Transfer	£36,000.00
Mead Primary School, Harold Hill - Expansion (Phase 4)	£18,000.00
Royal Liberty School, Gidea Park - Expansion from 4 to 5 FE (Phase 4)	£6,498.63
Lime Academy Forest Approach, Harold Hill - New Nursery	£78,619.51
Clockhouse Primary School, Collier Row - ARP Expansion	£134,358.88
Beam Parkway Linear Park & Active Travel Route	£225,427.10
Harold Wood Bus Capacity Improvements (funds passed to TfL Busses)	£578,919.07
Covid Memorial Woodland Project - Hornchurch Country Park (Carbon Offset Fund)	£66,543.44
Employment and Skills Activities / Job Brokerage	£20,000.00
Noak Hill Sports Complex - 2 New Football Pitches and other improvements	£89,000.00
Dagnam Park - 2 New Football Pitches	£120,000.00
Myplace Youth & Community Centre - Harold Hill	£224,050.00
<b>Grand Total</b>	<b>£1,766,558.09</b>

# S106 Spend in 2020/21

Items of Infrastructure	Spend
Waterloo Road Crossing Works	£125,090.28
Former Harold Wood Hospital - Bus Gate Enforcement	£30,242.69
Former Harold Wood Hospital - Controlled Parking Zone	£6,283.59
Former Oldchurch Hospital Site - Highways Works	£38,386.46
Rainham Road near Dunningford Close Pedestrian Access Works	£14,098.35
Romford Town Centre Public Realm Improvements	£7,344.08
Beam Parkway Project	£280,389.49
Crownfield Junior School, Collier Row - Expansion 3FE to 4FE - Phase 3	£71,496.64
James Oglethorpe School, Upminster - Bulge 1.5FE to 2FE - Phase 3	£12,802.04
Hylands Primary, Romford - Expansion 2 to 3 FE Phase 3	£6,000.00
Brady Primary, Rainham - Expansion - 1 to 2 FE Phase 3	£234,358.90
Mead School, Romford - 1FE Expansion Phase 4	£286,308.97
Royal Liberty School, Romford - Expansion	£23,728.50
Nelmes Primary School, Hornchurch - SEN Places	£183,961.54
Forest Approach Academy, Romford - New Nursery	£174,500.25
Redden Court School, Romford - 5 to 7 FE Phase 4	£125,000.00
Bower Park School, Romford - 6 to 7 FE Phase 4	£66,053.73
Healthcare Provision - Payment to NHS Havering CCG	£53,900.00
Employment and Skills Activities / Job Brokerage	£34,107.97
Elmhurst Lodge - Green Landscaping Works	£5,000.00
Roneo Corner Highways Works	£11,654.89
<b>Grand Total</b>	<b>£1,790,708.37</b>

# S106 Spend in 2019/20

Items of Infrastructure	Spend
Whybridge Infant School, Rainham - Expansion	£30,681
Waterloo Road, Romford – Pedestrian Crossing Works	£51,850
Crow Lane, Romford - Cycling Scheme	£380
Torrence Close, Hornchurch - Highway Works	£1,422
Former Harold Wood Hospital, Romford - Bus Gate Enforcement	£2,405
Rainham Landfill - Highway Maintenance	£35,418
Gooshays Drive, Romford - Footway Improvements	£6,484
Gooshays Drive, Romford - Highways Improvements	£10,820
Former Harold Wood Hospital, Romford - Controlled Parking Zone	£6,354
Former Harold Wood Hospital, Romford - Gubbins Lane Pedestrian Crossing	£455
Former Harold Wood Hospital, Romford - Station Transport Facilities	£30,081
Market Place, Romford - Loading bay and pedestrian dropped kerbs	£3,500
Contributions to TfL – Bus and Junction Improvements	£295,000
River Rom Naturalisation, Romford	£23,310
Crownfield Junior School, Romford - Expansion 3 to 4FE	£216,000
Broadford Primary School, Romford - Expansion 2 to 3FE	£30,199
Crownfield Infant School, Romford - Expansion 3 to 4FE	£23,820
James Oglethorpe Primary School, Upminster – Expansion 1.5 to 2FE	£42,000
Corbets Tey School, The Avelon Centre, Upminster – 16+ SEN Provision	£128,824
Hylands Primary School, Romford - Expansion 2 to 3FE	£204,183
Rainham Village School - Expansion 2 to 3FE	£30,000
Towers Infant School, Hornchurch - Nursery Provision	£30,000
Brady Primary School, Rainham - Expansion 1 to 2 FE	£484,026
Mead Primary School, Romford - Expansion 1FE	£453,566
Bretons Outdoor Recreation Centre, Hornchurch - Football Changing Rooms	£10,894
St Peter's Primary School, Romford - Expansion 1 to 2FE	£30,000
Drapers' Pyrgo Priory School, Romford - Expansion	£30,000
Whybridge Junior School, Rainham - Expansion	£30,302
Redden Court School, Romford – Expansion 5 to 7FE	£1,311,083
Royal Liberty School, Romford - Expansion 4 to 5FE	£1,295,182
Bower Park School, Romford – Expansion 6 to 7FE	£424,856
Marshalls Park Academy, Romford - Expansion 6 to 8FE	£790,670
SEGRO, Beam Reach Business Park - Job Brokerage	£40,140
<b>Grand Total</b>	<b>£6,103,905</b>



# Infrastructure Delivery Plan (IDP)

- Key Policy Document for Infrastructure Planning in Havering
- Lists & costs all planned, needed & desired Infrastructure Projects
- Calculates the Infrastructure Funding Gap – the gap between known funding and anticipated costs
- Informs CIL Charging Schedule review & Local Plan update
- Current IDP 2018 – published online
- New IDP – first draft almost complete
- New IDP – scheduled to be published by end of 2023

Thank You

Questions?

## PLACES OVERVIEW AND SCRUTINY SUB-COMMITTEE

**Subject Heading:**

Housing Resident Safety and Compliance  
Performance

**SLT Lead:**

Patrick Odling-Smee  
Director of Housing

**Report Author and contact details:**

Garry Knights  
Assistant Director of Housing Property  
Services

**Policy context:**

garry.knights@havering.gov.uk  
For information only  
The report provide details of our performance  
against our statutory duty as a landlord in  
regards to resident safety

### SUMMARY

The report is for information only, no decision is required.

The report provides an update to Places OSSC of the position of LBH Housing services resident safety and compliance programmes against its statutory and regulatory duties.

As agreed by Cabinet on the 16<sup>th</sup> February 2022 Places OSSC will be provided with regular reports on the Housing compliance performance as part of the internal governance approach, performance is also scrutinised monthly by both the Compliance board and the Asset Management Sub Steering Group.

### RECOMMENDATIONS

Members note the report

## REPORT DETAIL

LBH owns and manages circa 9,400 homes and circa 2,500 leasehold properties including circa 12 tower blocks (including the 2 new towers, Silver Fern Court and Damsel Fly Court at New Greenand plus 1,000 medium and low rise blocks.

LBH has a duty to ensure each of these properties are safe and meet all relevant statutory duties around testing and servicing equipment and meets the relevant consumer standards of the Regulator for Social Housing and the requirements of the Building Safety Act monitored by the new Building Safety Regulator

We consider Resident Safety around the six big compliance areas:

- Gas Safety – all gas appliances should be inspected annually and a Landlord Gas Safety Record (LGSR) provided
- Electrical Safety – all social rented properties must have an electrical inspection (EICR) every 10 years, although recent regulation changes require private landlords to have 5 year inspections and this is considered best practice in social rented properties and the approach we have adopted
- Lift Safety – Monthly inspections and planned maintenance regimes and an annual certificate provided by our insurer
- Water Safety – all relevant water systems must be checked for legionella risk, this is based on a risk based approach which can be on a cyclical programme between 1 and 3 years. All actions flowing from the legionella inspection must be completed within prescribed timescales.
- Fire Safety – All relevant properties must have a valid Fire risk assessment (FRA) undertaken on a risk based approach which can be on a cyclical programme between 1 and 3 years. All actions flowing from the FRA must be completed within prescribed timescales.
- Asbestos – under the asbestos regulations all communal areas must have a valid management level asbestos survey which must be held on a relevant asbestos register. In addition we are completing a survey programme of all domestic properties to ensure we manage all risk appropriately, this is not however a statutory requirement under the asbestos regulations.

Alongside the main six areas we also have a duty to ensure compliance across a number of other associated areas such as PAT testing, lightning protection testing, Dry Riser testing and Fire alarm testing and as we bring new properties on stream we will also need to ensure areas such as sprinkler and communal extract systems are included in compliance programmes

Given the seriousness of resident safety all KPIs are set at 100% as shown in Appendix 1. These figures are for the month of January, which is the latest available at the time need to submit this report, figures will have changed slightly in February.

After a significant programme of work we have been able to complete most programmes and to ensure we have the relevant evidence to support this position.

We have a small number of EICRs to complete; these are our hard to reach properties and are working through approaches to resolve these. We have had some success in combing EICRS and asbestos surveys and continue to work with the tenancy teams to gain access to the remaining 192 properties In addition we continue to work on fully populating our asbestos register for domestic properties.

The Committee will note that we have now included a full section on compliance of our Private Sector Housing (PSH), homes which we rent from private landlords and place residents.

Whilst we are not the landlord in these properties, (but possibly the freeholder in the blocks these homes are in), and therefore have no legal obligation to undertake compliance programmes, we do have a duty of care to our residents, and are taking a much more robust approach to monitoring compliance by landlords and dealing with those who fail to provide relevant information.

We are now in the process of using the same systems to collate and monitor these figures; these figures are included so the Committee can see the continuing progress of our monitoring and reporting approaches, they do not necessarily reflect current compliance but are reflective of the information we directly hold, this will be fully populated over the coming months.

We have also seen some new legislation introduced which flowed from the Grenfell Enquiry, The Fire Safety Regulations 2022, come into force, and we are introducing some additional checking regimes to ensure compliance, communal doors checked every 3 months and flat front entrance doors checked every 12 months and we will be adding these to the report going forward.

The legislation also introduced some additional requirements around way finding signage requirements, floor plans, lifts and essential firefighting equipment and are working to ensure we comply with these.

To help achieve this we looking to introduce a tool which will allow us to 3D model of each of buildings, which will make identification of all relevant equipment, isolation of services and other relevant information. Once fully populated we will be able to share this with the LFB and residents as part of our engagement strategy. This will also be the core methodology for providing information to the new Building Safety Regulator as part of the building safety case file.

We are in the process of developing documents for the appropriate procurement across all areas of compliance, to ensure we have contracts that deliver a high

level of performance whilst meeting the upcoming changes in technology and we will be bringing this strategy to cabinet ahead of procurement exercises commencing later this year.

## BACKGROUND PAPERS

Appendix 1 - Performance Report

Demonstration of Twinnedit – 3D safety tool

## IMPLICATIONS AND RISKS

**Financial implications and risks:** None for this report.

**Legal implications and risks:** None for this report.

**Human Resources implications and risks:** None for this report.

**Equalities implications and risks:** None for this report.

# LONDON BOROUGH OF HAVERING - HOUSING COMPLIANCE

DATE:

22 January 2023

	NUMBER	November	December	January	TREND	TARGET	COMMENTS
<b>FIRE SAFETY COMPLIANCE</b>							
New NODs received		0	0	1	→	0	A NOD was issued after an LFB audit inspection was undertaken, our officers were present. Some minor repairs jobs to fire doors, some Housing keeping issues in common areas and some signage not in line with new regulations. All action will be completed by the end of February
Outstanding NOD's		0	0	1	→	0	1: Parkview House
PROPERTIES WITH FRA OR RE-ASSESSED FRA		100.00%	99.55%	97.99%	↓	100%	
Cumulative total	894	894	890	876	↓		Oakleaf have all 18 properties schedules in for assessment in the first 2 weeks of February
Overdue actions -					→		
A – to be completed within 14 days		0	0	0	→	0	
B – to be completed within 6 months		22	18	23	↓	0	4 X Door replacement. all with Mears and waiting for delivery (significant lead times) / 10 x Loft Compartmentation. Quotes accepted and works commencing. 8 x Compartmentation jobs. All with Mears for completion. 1 x Fire Alarm with fisk to quote

C – to be completed within 24 months		18	19	20	↑	0	20 x Loft Compartmentation works. All with Mears. Quotes have been received and all and works have commenced.
D – to be completed within 5 years		0	0	0	→	0	
Dry Riser Testing		100.00%	100.00%	100.00%	→	100%	
	12	12	12	12			
Fire Alarm Testing		100.00%	100.00%	100.00%	→	100%	
	25	25	25	25			
<b>GAS COMPLIANCE</b>							
Domestic Gas - General Needs		99.95%	99.97%	99.97%	↑	100%	
	8574	8570	8571	8571			all properties have been completed where completed by 3rd February
Gas Carcassing		100.00%	100.00%	100.00%	→	100%	
	87	87	87	87			
Communal Gas servicing		100.00%	100.00%	100.00%	→	100%	
	67	67	67	67			
<b>ELECTRICAL COMPLIANCE</b>							
EICRs domestic		97.35%	97.52%	97.88%	↑	100%	
	9058	8818	8833	8866			52 booked appointments, 33 completed, 19 No Access
EICRs Communal		100.00%	100.00%	100.00%	→	100%	
	870	870	870	870			
Emergency Lighting testing - monthly		100.00%	100.00%	100.00%	→	100%	
	863	863	863	863			
Lightning Protection testing		100.00%	100.00%	100.00%	→	100%	
	43	43	43	43			
PAT Testing		100.00%	100.00%	100.00%		100%	



	48	48	48	48			
<b>LIFT COMPLIANCE</b>							
Monthly maintenance		100.00%	100.00%	100.00%	→	100%	
	36	36	36	36			
Annual servicing		100.00%	100.00%	100.00%	→	100%	
	36	36	36	36			
Bi-Annual insurance certificate		100.00%	100.00%	100.00%	→	100%	
	36	36	36	36			
<b>LEGIONELLA COMPLIANCE</b>							
L8 Legionella Monitoring - High Risk		100.00%	100.00%	100.00%	→	100%	
	34	34	34	34			
High Risk Properties on monthly testing programme	21	21	21	21			
High Risk Properties on six monthly testing programme	13	13	13	13			
L8 Legionella Reports - 2 Year Review Programme		100.00%	100.00%	100.00%	→	100%	
	830	830	830	830			
Overdue actions from L8 reports							
High - to be completed within 3 months	0	0	0	0	→	0	
Medium – to be completed within 6 months	0	0	0	0	→	0	
Low – to be completed within 12 months	0	0	0	0	→	0	
<b>ASBESTOS COMPLIANCE</b>							
Asbestos Surveys - Domestic		74.56%	75.96%	77.71%	↑	100%	
	8888	6609	6735	6907			Increase overall is higher than programme as some surveys completed under other programme e.g. voids
Asbestos Surveys - Communal		100.00%	100.00%	100.00%	→	100%	
	1138	1138	1138	1138			
Asbestos Surveys - Garages		100.00%	100.00%	100.00%	→	100%	

	143	143	143	143			
<b>PSH COMPLIANCE</b>							
FRA - PSH		32.09%	32.09%	33.81%			
	485	164	164	164			Total is number of fire risk assessments we have for the blocks that Havering own. PSH Procurement are in process of compiling compliance information for others. where necessary. Overall total excludes houses and blocks with no internal communal areas where risk assessment would not be necessary
Domestic Gas - PSH		100.00%	99.70%	99.85%	↓	100%	
	658	658	656	657			1 property overdue - 35 Harkness Close. Delay obtaining warrant due to court payment. PSH team also served abandonment notice.
EICRs domestic – PSH		85.19%	86.31%	86.31%	↑	100%	
	628	535	542	542			
Lift Compliance - PSH					→	100%	
L8 Legionella Reports - PSH		33.65%	33.65%	35.27%	→	100%	
	499	176	176	176			Total is number of Legionella risk assessments we have for the blocks that Havering own. PSH Procurement are in process of compiling compliance information for others. where necessary. Overall total excludes houses where risk assessment would not be necessary.
Asbestos Surveys - PSH		36.15%	36.15%	37.77%	→	100%	
	601	227	227	227			This figure covers all asbestos surveys currently on Keystone completed on previous repairs or mostly voids. PSH procurement are still working on compiling information on compliance from owners.



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## PLACES OVERVIEW AND SCRUTINY SUB COMMITTEE

<b>Subject Heading:</b>	Domestic Vehicle Crossover Policy
<b>SLT Lead:</b>	Imran Kazalbash
<b>Report Author and contact details:</b>	<i>James O Regan James.ORegan@havering.gov.uk</i>
<b>Policy context:</b>	<i>The new draft policy seeks to replace the existing Vehicle Crossing Policy</i>
<b>Financial summary:</b>	<i>As this report is a briefing item to obtain comments and no decisions are sought, there are no direct Financial implications or risks.</i>

### 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 The implementation of a Domestic Vehicle Dropped Kerb Policy is aimed at ensuring that the Council takes a consistent approach to decision making when assessing applications for domestic vehicle crossings under the Highways Act 1980, mainly regarding public safety and the impact on the street environment.
- 1.2 Whilst exact numbers fluctuate between years and even between months the Council would expect to receive between 500 and 1000 applications for dropped crossings per year. Whilst this is an important service for residents and brings benefits for increasing on street parking capacity there are instances where the introduction of a dropped crossing may not be appropriate due to adverse road safety, environmental and other implications.
- 1.3 This Domestic Vehicle Dropped Kerb Policy brings together current guidelines, good practice, and legislation with respect to applications for and the provision of vehicle crossings. As part of the policy the Council seeks to address any adverse effect of crossings on the street-scene and ensure that applications are considered in a consistent and fair manner.

## **RECOMMENDATIONS**

- 2.1 In order to progress, comments are invited from the committee. These comments will then be considered and assessed in shaping any further amendments to the Dropped Kerb Policy. Subsequently the Dropped Kerb Policy will then be finalised and an Executive Decision prepared to adopt.

## **REPORT DETAIL**

- 3.1 The existing dropped kerb policy was adopted in 2008 and is the document used to assess and either approve or reject dropped crossing applications. Whilst there is nothing fundamentally wrong with this policy it has now become quite dated and was therefore subject to review. From review Officers highlighted a number of areas where it was considered that changes could be made to introduce improvements. One issue is that the existing policy contains a certain level of subjectivity and interpretation. Therefore when an application was rejected this could sometimes leave the applicant with dissatisfaction as they have felt that the existing policy was not prescriptive

enough. Subsequently appeals have been made on this basis which in turn can also result in difficulties in the adjudication process. There were also areas of the policy that were outdated in terms of current wording, policies and procedures.

3.2 The new draft dropped kerb policy seeks to address these concerns. In summary the changes that have been made are:

- So that the new policy is clearer and more concise. Both for residents and also for Officers to interpret. Guidance is more prescriptive and easier to apply objectively.
- To update the policy in line with current standards and practices. An example of this would be how assessments are carried out where there are nearby trees.
- Whilst certain outdated standards and guidance have been removed from the old policy to the new policy there is also additional content on certain matters. The section on other related permissions (such as planning) and consents are expanded to assist applicants providing additional required detail. In particular the section on planning consents has been updated to include information surrounding forecourt paving and discharging water onto the highway.
- To limit subjectivity in the policy as far as possible with a view towards providing a fair and transparent policy that would cut down on any potential complaints and resident dissatisfaction.
- An expanded section on impacts for adjacent Controlled Parking Zones (CPZs) and the assessment of applications in relation to the loss of on street parking spaces which may cause dissatisfaction to other local residents.

3.3 The new Domestic Vehicle Dropped Kerb Policy is attached to this document as Appendix A for reference. Along with setting out the financial / legal implications, environmental implications and inter-relationship with the planning approval process, the core of the document sets out the assessment criteria for which Officers would use against each application. Further reference should be made to the new Domestic Vehicle Dropped Kerb Policy but in brief assessments for each application are made against the following criteria and appraisal areas:

Criteria	Assessment
Forecourt dimensions and the suitability of accommodating a vehicle off of the highway.	The applicant's off-street parking area must measure 2.4 metres wide by 4.8 metres deep and be achieved within the curtilage of a residential property.
To ensure that a standardised dropped crossing length can be achieved and is implemented.	4.5 metres in total made up of two 0.9 metre ramp kerbs, and a length of 2.7 metres of dropped kerb. This can be relaxed to a total of 4.2m owing to site constraints.
To assess the suitability for drainage requirements	The application may be refused if adequate surface water drainage is not provided. Water must not flow from the property directly onto the public highway and must drain onto a garden area or into a drainage channel.
To ensure appropriate siting of a dropped crossing in relation to other highway features such as pedestrian crossings, bus stops, bends and junctions.	A crossing application will not be approved if it is located within 10 metres of a junction due to highway safety concerns. A crossing application will not be approved if it has an adverse effect upon the operation and safety of a bus stop, width restriction, traffic island, pedestrian refuge, pinch point; or within the zig zags of a Zebra, Pelican, Puffin, Toucan or Pegasus crossing; or on a street with a posted limit of 40 miles per hour or more.
Impact upon trees	Street trees will not be approved for removal to facilitate crossings. In exceptional cases, approval may be considered, and this would be conditional upon the viability of replacement with another tree at the applicant's cost as well as compensation being paid by the applicant in accordance with the CAVAT valuation process.
Impact upon street lighting apparatus	All crossings should be sited 1.5m away from lamp columns. If this cannot be achieved the Council's Street Lighting Officers will assess impact and advise if a column can be relocated which will be at the applicant's cost.
Against adjacent on street parking bays and Controlled Parking Zones.	The Council would generally refuse applications which would result in the loss of on street parking or the functionality of on street parking bays within a current CPZ or an area formally agreed to become a CPZ. Where it is considered acceptable for bays to be removed this would be at the applicant's cost.
To assess the impact of affected statutory undertakers' apparatus.	Where an application involves the alteration of Statutory Undertakers' apparatus, and where a payment is required for its alteration, such costs will be passed on to the applicant as they are responsible for these costs.
To assess the impact of nearby or directly adjacent dropped kerbs.	New crossings must be sited at least 2.7 metres away from existing crossings. Where an existing shared crossing serves two properties, an extension may be allowed. Ideally this would be an extension of 7.2 metres offset equally between both properties.



3.4 It will be important to apply the above criteria consistently to applications in order to limit and minimise the level of complaints and provide fairness in the assessment process. It should be acknowledged that certain criteria can be relaxed in exceptional circumstances however. Such an instance may be where an applicant has significant mobility issues and the approval of a dropped crossing is considered warranted where road safety or operational issues can be slightly relaxed.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

As this report is a briefing item to obtain comments and no decisions are sought, there are no direct Financial implications or risks.

**Legal implications and risks:** There are no apparent legal implications.

**Human Resources implications and risks:** There are no human resources implications.

### **Equalities 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.

Note: 'Protected characteristics' are age, disability, gender reassignment, marriage and civil partnerships, pregnancy and maternity, race, religion or belief, sex/gender, and sexual orientation.

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.

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London Borough of Havering

# Domestic Vehicle Dropped Kerb Policy

October 2022

Author  
Date

## 1. Document Control

### 1.1 Sign Off and Ownership details

<b>Document Name</b>	Domestic Vehicle Dropped Kerb Policy
<b>Version number</b>	
<b>Approved by</b>	
<b>Date Approved</b>	
<b>Date for Review</b>	
<b>Author</b>	
<b>Owner</b>	Head of Highways, Traffic and Parking
<b>Document Location</b>	

### 1.2 Revision history

<b>Version</b>	<b>Change</b>	<b>Date</b>	<b>Dissemination</b>
<b>V0.1</b>			
<b>V0.2</b>			

### 1.3 Equality & Health Impact Assessment Record

1	Title of activity	<i>Domestic Vehicle Dropped Kerb Policy</i>		
2	Type of activity	<i>Policy</i>		
3	Scope of activity	<i>Implementation of an updated policy on Domestic Vehicle Dropped Kerbs. The intended outcome is the adoption and implementation of a new policy which will provide the conditions for installing domestic vehicle crossings and design guidance, as well as ensuring safe access, with minimal impacts on infrastructure, the streetscape, and street trees. The policy will also protect pedestrian amenity and provide guidance on subsidy eligibility.</i>		
4a	Are you changing, introducing a new, or removing a service, policy, strategy or function?	Yes	If the answer to <u>any</u> of these questions is 'YES', please continue to question 5.	If the answer to <u>all</u> of the questions (4a, 4b & 4c) is 'NO', please go to question 6.
4b	Does this activity have the potential to impact (either positively or negatively) upon people (9 protected characteristics)?	Yes		
4c	Does the activity have the potential to impact (either positively or negatively) upon any factors which determine people's health and wellbeing?	Yes		
5	If you answered YES:	<b>Please complete the EqHIA in Section 2 of this document.</b> Please see Appendix 1 for Guidance.		
6	If you answered NO: ( <i>Please provide a clear and robust explanation on why your activity does not require an EqHIA. This is essential in case the activity is challenged under the Equality Act 2010.</i> )  <i>Please keep this checklist for your audit trail.</i>			

Date	Completed by	Review date

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## 2. Introduction

### 2.1 Purpose

2.1.1 The Domestic Vehicle Dropped Kerb Policy is aimed at ensuring that the Council take a consistent approach to decision making when assessing applications for domestic vehicle crossings under the Highways Act 1980, mainly regarding public safety and the impact on the street environment. [A Vehicle Crossing is defined legally within S184 of the Highways Act 1980 and is also frequently known as a 'footway crossover', 'footway crossing' or 'dropped kerb'].

### 2.2 Policy Summary

2.2.1 This Domestic Vehicle Dropped Kerb Policy brings together current guidelines, good practice, and legislation with respect to applications for and the provision of vehicle crossings. As part of the policy the Council seeks to address any adverse effect of crossings on the street-scene and ensure that applications are considered in a consistent and fair manner.

### 2.3 Scope

2.3.1 The scope of this Policy applies to:

- a. Properties where one or more, domestic vehicle crossings are required to be constructed to gain access from a constructed road carriageway to the property boundary.
- b. The process for obtaining formal Council approval to modify an existing domestic vehicle crossing, or to apply for a new crossing; and
- c. The construction and responsibilities associated with crossings.

### 2.4 Aims, Objectives and Outcomes

2.4.1 The aim of this policy is to define Havering's principles and procedures for the approval of Domestic Vehicle Dropped Kerbs. This policy is effective from 2022 (month TBC) and supersedes all previous policies set by the Council.

2.4.2 The objectives of the policy are:

- a. To provide a vehicle crossing design that is uniform and practical.
- b. To provide safe access with minimal impact on infrastructure assets in the road and street scene.
- c. To provide requirements for subsidy eligibility.
- d. To provide a safe amenity for pedestrians.
- e. To protect existing street trees.
- f. To ensure appropriate drainage and prevention of flooding

## 3. Policy

### 3.1 Vehicle Crossings

3.1.1 A vehicle crossing is the dropping of the footway kerb to the same level as the adjacent carriageway for a short length, creating a driveway linking the road to property and/or a site. Whilst many residents choose to create a hard standing in their front garden to park their cars within the curtilage of their properties, it should be noted that residents may have not been given permission to drive across the public footway or verge to access their off-street parking unless they have made a successful application for a vehicle crossing. A permitted and approved vehicle crossing is therefore important to ensure that vehicles can safely and legally pass over a public footway and/or grass verge to access their property, and/or a site.

### 3.2 Financial and Legal Implications

*Highways Act, 1980 and London Local Authorities and Transport for London Act, 2003:*

3.2.1 Residents wishing to gain access to park on their property by driving across the public footway must make an application to the Council under S184 of the Highways Act 1980 to have a vehicle crossing constructed.

3.2.2 Section 184 of the Highways Act 1980 allows for the construction of a new or an extension to an existing vehicle crossing. It is in breach of the Act to drive any mechanically propelled vehicle over

the footway without the construction of an authorised vehicle crossing. Any unlawfully constructed dropped crossings or evidence of driving across a footway or verge without the construction of an approved dropped crossing will result in legal action and / or enforcement by the Council against those found responsible.

3.2.3 In accordance with the Highways Act 1980, all reasonable costs incurred by the Council will be recovered from the applicant. Under S184 of the Highways Act 1980, the Highway Authority may execute the works and recover the expenses reasonably incurred by them in doing so. The Council may approve the request with or without modification; or may propose alternatives or refuse the request.

3.2.4 A vehicle crossing is never owned by the applicant or the freeholder nor does it form part of the premises' boundary. It remains the local highways authority's asset. It only provides a right of access and is part of the public highway and is maintainable at public expense i.e., by the Council.

### **3.3 Other Permissions**

3.3.1 Apart from the approval from the Council under the Highways Act 1980, the applicant may also require other permissions listed below:

- a. Planning Permission.
- b. Written consent from the landowner / freeholder, if different from the applicant.
- c. All vehicle crossing applications will be checked against the Highways Register to ensure that the Council have the authority to construct the vehicle crossing. Vehicle crossings that are not wholly contained within highway land as shown by the Highways Register but are on land owned by the Council will need to be approved by the department which is responsible for the land in question. This approval needs to be obtained by the applicant.
- d. Where it is unclear from the Highways Register who the owner of the land in question is, the applicant will need to approach the Head of Land and Property Services, to obtain an access licence. If the land is owned by Housing, the applicant will need to approach the area housing officer to seek approval to cross housing land and such permission must be given in writing. Please visit [www.havering.gov.uk/askenvironment](http://www.havering.gov.uk/askenvironment) for more information.
- e. Applicants should familiarise themselves with permitted development rights regarding paving over front gardens. Any paving over of a front garden, more than 5m<sup>2</sup> area, will need planning permission unless it is drained sustainably (this means that surface (rain) water needs to run to a board, gravel, or grassed area where it can naturally drain and not be permitted to run on to the highway or to a nearby drain).

### **3.4 Environmental Implications**

3.4.1 Street trees will not be approved for removal to facilitate crossings. In exceptional cases, approval may be considered, and this would be conditional upon the viability of replacement with another tree at the applicant's cost as well as compensation being paid by the applicant in accordance with the CAVAT valuation process. CAVAT works by calculating a monetary value for existing trees, and then working out the average cost for newly planted trees. Exceptional cases, as an example, are where mobility needs necessitate the requirement for off street parking. In such instances a reduced crossing width may also be considered.

3.4.2 Vehicle crossings that require significant construction across wide grass verges or across highway amenity areas will be refused due to the adverse effect upon the environment and sustainable drainage. Such requests for tracks across green amenity spaces should be considered and funded as part of a separate scheme as their assessment is outside of the scope of the Dropped Kerb Policy.

### **3.5 Equal Opportunities Implications**

3.5.1 Where a person's disability necessitates a vehicle crossing to improve or facilitate access, these works may be funded by Adult Services in the case of a private property or by the Council in the case of Council owned property.

3.5.2 If the person lives in a Council property, the crossing will be requested by Adult Services on behalf of Housing and funded by the Housing Capital budget.



- 3.5.3 If the person lives in a private property and the cost of the crossing is more than £1,000 then Adult Services should process the crossing application via the Disabled Facilities Grant. When the cost is below £1,000, the crossing should be funded by the Adult Services Equipment & Adaptations budget.
- 3.5.4 Such applications will be prioritised for construction, usually within 4-6 weeks following approval. All other applications will be treated on a first come, first served basis, and will be installed within 16 weeks from application.

### **3.6 The Application**

- 3.6.1 Application forms can be obtained from Council's website. The application form can be found by clicking [here](#). The applicant may also use the Council's estimate calculator available on the website (the calculator can be found by clicking [here](#)) to obtain a guide price (This is only an estimate. An accurate quotation will be sent by the Council after assessing the application).

### **3.7 Assessment Criteria**

- 3.7.1 In assessing an application, the Council will undertake a site inspection and consider the following:
- a. Highway safety implications of implementing any proposed vehicle crossing point.
  - b. The size of the off-street parking area.
  - c. The impact of the crossing on the street's appearance.
  - d. The need to retain and protect highway trees.
  - e. Existing access provisions for off-street parking.
  - f. The impact within Controlled Parking Zones (CPZs) and potential parking stress to existing on street parking.
  - g. All affected highway assets
  - h. Sustainable drainage and flood risk
- 3.7.2 If the application meets all the criteria for approval, a quote for the works will be sent by the Council to the applicant. If the application does not meet the criteria, in some circumstances an alternative layout or location may be suggested to the applicant rather than rejecting the application.

### **3.8 Planning Approval**

- 3.8.1 Planning approval will be required under the following circumstances:
- a. If the application seeks to create access onto a classified road.
  - b. If the application is in one of the Conservation Areas that have statutory protection.
  - c. If the application is for a Listed Building.
  - d. If the application is for a property which is a flat or a maisonette as these do not have any permitted development rights.
- 3.8.2 Applicants under these circumstances will be notified that their crossing application cannot be considered until a planning decision has been issued.

### **3.9 Contractors**

- 3.9.1 The construction of all vehicle crossings within the Borough will be carried out by the Council and its approved contractor. The Council do not allow private individuals / contractors to install vehicle crossings. This is to prevent possible inconsistencies in construction methods and dangers to road users while works are in progress.

### **3.10 Dimensional Requirements**

#### **3.10.1 Forecourt dimensions and dropped crossing width:**

- a. The applicant's off-street parking area must measure 2.4 metres wide by 4.8 metres deep and be achieved within the curtilage of a residential property. The vehicle can be parked at any angle, provided that any additional manoeuvring to access the parking area would not adversely affect pedestrian safety and traffic flow; and will not extend beyond the limits of the crossing. There must be clear access to the front door of the property from the street.

- b. Minimum dimensions will apply to a vehicle parking area in order that a vehicle can be parked safely off the public highway without overhanging any part of it, allow sufficient space for occupants to get in, out and around the vehicle and so as not to obstruct access to the doors of the property. Additionally, the area should be suitably paved with hard standing before an application is made and any barriers to off street parking areas, such as walls, should be removed. The Council will not commence construction of a dropped crossing until it is satisfied that the applicant's forecourt area is suitably paved and any such barriers are removed.
- c. It is inevitable that applications will be received from applicants where the parking area, whilst large enough for their vehicle, does not meet with the minimum dimensional requirements. Such applications are likely to be refused as it must be recognised that property and car ownership is liable to change at any time. This could potentially involve difficult situations where a new property owner with a larger vehicle (or the original applicant later owning a larger vehicle) causes it to overhang the footway due to insufficient depth of parking area, in which case, the Council will consider enforcement action and may withdraw the vehicle crossover altogether.
- d. In the case of Blue Badge holders, the same dimensional criteria will generally be applied for the reasons given above. However, if it is not possible to provide a crossing due to insufficient parking space, consideration will be given to a relaxation in the required forecourt depth or the provision of a disabled parking bay directly outside the applicant's property or as close to it as possible.
- e. The desirable width for new vehicle crossings is 4.5 metres in total (measured along the kerb line), made up of two 0.9 metre ramp kerbs, and a length of 2.7 metres of dropped kerb. This width is required to accommodate the safe movements of a standard sized vehicle gaining access to and exiting from the property across the public highway. This is a standard width and should be employed wherever possible. In exceptional circumstances, such as highway layout constraints, this width can be reduced to 4.2 metres in total (2.4 metres of dropped kerb) owing to site constraints and the absence of any other practical solutions. In exceptional circumstances dropped crossing widths can also exceed over 4.5 metres in total. Such cases will be reviewed in terms of practicality, merit, and existing site features.

### **3.11 Drainage**

3.11.1 It is the responsibility of the applicant to provide adequate drainage for surface water, so that it does not fall or flow on to the highway, as required by Section 163 of the Highways Act 1980. The application may be refused if adequate surface water drainage is not provided. Water must not flow from the property directly onto the public highway and must drain onto a garden area or into a drainage channel. Every step will be taken to ensure that surface water does not flow into the property from the highway because of the construction of the crossover. An application for the extension of an existing crossover must comply with the criteria for a new crossover in relation to hardstanding and drainage.

### **3.12 Highway Siting**

3.12.1 A crossing application will not be approved if it is located within 10 metres of a junction due to highway safety concerns. A crossing application will not be approved if its presence has an adverse effect upon the operation and safety of a width restriction, traffic island, pedestrian refuge, pinch point; or within the zig zags of a Zebra, Pelican, Puffin, Toucan or Pegasus crossing; or on a street with a posted limit of 40 miles per hour or more.

3.12.2 If the vehicle crossing is near a bus stop, with the footway being block paved, the application will likely be refused. Vehicle crossings will be assessed by Officers if the property is within a turning area. If the vehicle crossing crosses a third party's property, then officers will require consultation to be carried out to engage with the residents (or owner if the resident is a tenant of the property) of these properties.

3.12.3 Vehicle crossings shall be sited no closer than 2.7 metres from an existing crossing. This distance is taken from the flat section of kerb of the existing crossing to the flat section of kerb of the proposed crossing (this distance being the equivalent of three standard kerb lengths). If this distance cannot be achieved, then the crossing will join to the existing crossing at the applicants' expense.

3.12.4 Applications which do not meet one or more of the conditions will be refused, regardless of whether there are neighbouring properties with existing vehicle crossings.

### **3.13 Trees**

3.13.1 Where an application for a crossing is in the vicinity of an existing highway tree, the Council will consider the effect of the crossing installation on the tree.

3.13.2 The Council will usually refuse an application for a vehicle crossing if the application involves the removal of a highway tree. However, depending on an Arboriculture Officer's report, the removal of a tree may be approved where its existing condition gives rise to public health and safety concerns, or it is of such size that a semi-mature replacement can be planted nearby with minimal impact on the appearance of the street-scene. Recently planted saplings (less than 2 years of age) may be re-sited with no further approvals. All costs associated with the assessment and removal / relocation of trees will be borne by the applicant.

3.13.3 The precautionary area is the area within which harm could be caused to the tree by excavation and is defined in the National Joint Utilities Guidelines as four times the girth of the tree measured at 1.5m above ground level.

3.13.4 If the applicant has a tree or other asset that needs removing or relocating, then further guidance from the relevant department/service will be sought and any adverse costs incurred will be the responsibility of the applicant. In some instances the tree may be deteriorating or dead. In these instances, the value remains in the tree pit itself (i.e. the carbon and amenity value potential of a new tree), and Havering will seek to replace the tree. As such, a dead or dying tree does not indicate any greater possibility of removal to enable a crossover installation.

### **3.14 Streetlamps**

3.14.1 Any vehicle crossing application which requires the relocation of a lamp column will be passed to the Council's street lighting team to consider. The minimum distance between the crossing and the lamp column, from the lower part of the transition kerb should be 1.5m, if placed at the front of the footway. The unit should not be re-located beyond the projected boundaries of the property.

3.14.2 The maximum distance a lamp column can be moved is 4.0m from the middle point between the two nearest lighting units, (to maintain an even light spread). Units will be re-located to the rear of the footway whenever possible, to reduce potential future vehicle damage, unless the lamp column also offers an electric vehicle charging point.

3.14.3 The applicant will be contacted giving an estimate of the total cost of the vehicle crossing, including the relocation of the lamp column if relocation is possible, otherwise the application will be refused.

### **3.15 Parking Bays**

3.15.1 Any footway parking bays (either 'two wheels up' or 'four wheels up') will be removed once a vehicle crossing has been installed.

### **3.16 Statutory Undertakers' Apparatus**

3.16.1 Following site inspection, the Council will obtain details of any Statutory Undertakers and Street Works Licence holders' apparatus in the proposed vehicle crossing location. The Highway Authority will issue the details of any apparatus to the applicant.

3.16.2 Where an application involves the alteration of Statutory Undertakers' apparatus, and where a payment is required for its alteration, such costs will be passed on to the applicant as they are responsible for these costs. Examples of this include C.A.T.V and B.T boxes, electricity covers, fire hydrant covers, cabinets and Water company boxes, etc.

3.16.3 Vehicle crossings will be sited no closer than 0.45m (18") from the base of any telegraph pole, C.A.T.V or B.T. cabinet, or other street furniture sited on the footway.

### **3.17 Existing Vehicular Access**

3.17.1 Where a property already has a reasonable alternative means of rear or side access, an application for a new vehicle crossing should be refused. New crossings must be sited at least 2.7 metres away from existing crossings. Where an existing shared crossing serves two properties, an extension may be allowed. Ideally this would be an extension of 7.2 metres offset equally between both properties. In certain circumstances it may be necessary to increase or decrease this width dependent upon existing site features.

### **3.18 Controlled Parking Zones (CPZ's) and On Street Parking Stress**

3.18.1 The Council generally refuses applications which would result in the loss of on street parking or the functionality of on street parking bays within a current CPZ or an area formally agreed to become a CPZ. Where it is agreed to allow a crossing, the fee quotation will include the costs incurred by the Council in amending the restrictions relating to the scheme. Some areas of the borough experience high levels of on street parking stress even though they are not contained within an existing CPZ. The assessment of new or extended crossovers will therefore consider the impact of parking stress and if it is deemed that the introduction of a new facility would result in an unacceptable loss of kerbside parking – i.e., put other residents at inconvenience or negatively impact nearby roads - then the application may be refused.

### **3.19 Materials**

3.19.1 Vehicle crossings may be constructed in either asphalt or concrete for the full width of the footway and should be in keeping with the characteristics of the existing road. However, in Conservation Areas or close to Listed Buildings materials will be chosen in consultation with the Council's Conservation Officer, again in keeping with the characteristics of the existing road. These will be at the cost of the applicant.

3.19.2 In cases where access to the applicant's property is required over a grass verge, the crossing will be constructed in permeable hard-standing materials to preserve the appearance of the verge area as far as possible. However, the Council cannot guarantee matching materials for the verge and crossing. The decision regarding the materials used will be taken by the Council.

### **3.20 Fees**

3.20.1 All fees associated with vehicle crossings can be found in the 'Highway Services List of Current Charges, found [here](#). The application fee includes a maximum of three site visits; at least one is to assess the application and, if approved, a second will be to carry out a works check if these are required to meet the criteria. If any more than three site visits are required, these will be chargeable.

3.20.2 Quotes are valid for a period of three months from the date they are issued. Beyond this period the applicant will be required to resubmit an application which will be subject to a revised quote against current policy and assessment criteria and the assessment fee will be charged again.

### **3.21 Refused Applications and Appeals**

3.21.1 Where applications do not conform to the policy criteria, applicants will be informed in writing of the reasons for refusal. Appeals can be made through the Council's complaints process. Details of the Council's complaints process can be found on the London Borough of Havering website, which can be found [here](#).

## **4. Monitoring and review**

4.1 The Council will review this policy in light of developing practice, guidance and changing legislation as necessary and in any event every three years. The Head of Highways, Traffic and Parking will be responsible for the timely review, update, and dissemination of policy in their service area.



## PLACES OVERVIEW AND SCRUTINY SUB COMMITTEE

**Subject Heading:**

School Streets – progress report and plans for further expansion

**SLT Lead:**

Andrew Blake-Herbert, Chief Executive

**Report Author and contact details:**

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**Policy context:**

Havering Local Plan 2016 – 2031 (2021)  
(2008)

Havering Air Quality Action Plan (2018)

Havering Climate Change Action Plan  
(2021)

Havering Local Implementation Plan  
(2019)

Havering Obesity Strategy (2019)

Mayor's Transport Strategy 2018

The Havering Plan - Connections – Making life easier delivering a consistent and sustainable approach to parking to meet the needs of residents, businesses and all borough users.

**Financial summary:**

This is a briefing item and no financial implications are attached. Schools Streets are implemented through a combination of Council Capital (C38000) and external Transport for London (TfL) funding when allocated.

**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**

This report provides the Committee

- A brief overview of School Streets and their benefits
- An update on the rollout of School Streets (Delivered under Phase 1 and 2)
- Plans for the further expansion of the number of school streets in the Borough (Phase 3).

**RECOMMENDATIONS**

The Committee is asked to note the report and provide any feedback, which can be used in the management of existing school streets and the planning and implementation of future school streets, as appropriate.

**REPORT DETAIL**

**Background**

A School Street is a street (or streets) surrounding a school that is closed to most vehicles for a period of time at the start and end of the school day. They are implemented with the aim of creating a safer environment for everyone by reducing traffic and improving local air quality.

The restrictions, which are enforced during term time only (with CCTV), should have the following benefits for the school community and residents:

- Improved road safety for all road users
- A reduction in anti-social behaviour from thoughtless parking and dangerous vehicle movements
- Less vehicles on the school run, reducing traffic and making it easier for pupils, parents, carers and staff to walk, scoot and cycle to school – with physical and mental health benefits

- Increased physical activity levels in children by enabling confidence in parents to let their children walk, scoot or cycle to and from school.
- Contributes towards positive modal shift and less reliance on motorised vehicles.
- Improved air quality around the school gate due to reduced vehicles (and idling).

Cameras are placed at the entrance of roads within the School Streets zone. Any vehicles that are not exempt but travel into the zone may be issued with a Penalty Charge Notice (PCN).

School Streets are initially introduced as a “trial” using the Experimental Traffic Management Order process and are reviewed after a period of six months. If the trial period is deemed successful, the scheme can be made permanent by the introduction of a permanent Traffic Management Order no later than 18 months after commencement.

Exemptions, allowing authorised or certain vehicles to enter the school street are written into the traffic order. The exemptions are in place in an attempt to ensure the right balance between maintaining the integrity of the zone and not causing too much disruption to the school or residents in the zone.

The School Streets in Havering are shown in Appendix A and a summary of the exemptions is shown in Appendix B.

Transport for London (TfL) supports the expansion of school streets through the Mayor’s Healthy Streets Initiative. The first School Street was launched in Camden in 2017. There are now more than 500 School Streets in London (including nearly 1 in 4 primary schools).

In March 2021 TfL released the results of a survey of School Streets and stated:

- Interventions outside schools such as School Streets are popular with parents/carers.
- Schools Streets reduced nitrogen dioxide by up to 23 per cent during morning drop off
- 81% of those surveyed at schools where measures had been implemented believed a School Street is suitable for their school
- School Streets were supporting social distancing during the Covid19 Pandemic
- Over 70% supported School Streets for the long term
- Since the pandemic, parents and carers reported walking to school more, and driving less
- At schools with School Streets, parents and carers reported driving to school less as a result of both the coronavirus pandemic and the School Street. The School Street had a greater impact (-18%) on reducing car travel to school compared to the impact of coronavirus (-12%).

TfL has also released the results of an in depth analysis of five School Streets in London (not Havering). The findings are:

- The number of motorised vehicles per hour reduced by between 70% and 90% during the closure period across the five School Street case studies
- There was reduction in vehicle speed of vehicles travelling through the School Street of 6.3mph during the closure period compared to outside it.
- There was an increase in the number of people cycling per hour during the closure period compared to outside the closure period
- The low traffic environments enabled parents and children to access the school in a safe and comfortable environment
- The small number of interactions observed between vehicles, people walking and people cycling were generally positive.
- Over half of all people cycling recorded in the School Street zone approached the school using the carriageway as opposed to the pavement. Typically primary school aged children would cycle on the pavement.

## **Detail**

The first three School Streets in Havering were installed during the Covid 19 Pandemic using TfL Streetspace funding and guidance.

As shown there are now 10 School Streets Zones within the borough, covering 21 streets.

The process adopted to implement the existing School Street zones was as follows:

1. Initial screening and assessment of all primary and secondary schools for suitability for a School Street.
  - a) For a school/street to be suitable for a School Street scheme the entrance must not be located on, or share a junction with, an A or B Classified Road, serve a bus route or be on road where displacement / closure would have unacceptable disruption or other consequences on other roads
2. Suitable schools were contacted and their support sought
3. Those schools that supported the principle were prioritised and taken forward and the local area consulted
4. Results of the consultation were assessed and agreed sites implemented.

Other factors also considered as part of the prioritisation process included complaints, accident and collision data, observed parking stress in the area and whether the school had previously had a Public Space Protection Order (PSPO).

## **Review and Feedback**

The existing school streets have been reviewed and all seem to be operating well. The Council is aware that some displacement into adjacent streets can / does occur. The Council continues to monitor this and take account of feedback as received. Transport for London (TfL) has allocated funding to assess this impact and



undertake work to better understand it and consider mitigation. Officers will work with residents and members to identify issues and resolve through further parking restrictions as the School Streets programme develops.

The first three School Street schemes, which have now been made permanent, were confirmed in early 2022. This process involved resident engagement / consultation and the assessment of feedback received. The outcome was to confirm all three schemes.

The Phase 2 schemes will have a similar resident engagement exercise, towards the end of 2023, before a decision to either confirm the scheme as permanent or remove it. The comments from residents are being actively monitored.

Feedback from schools within Phase One and Phase Two schools has been positive. Phase One did initially see a range of reactions from parents, carers and residents however this has subsided. Other schools across the Borough are now requesting this intervention at their school.

During the time following the implementation of a School Street scheme the number of contraventions usually reduces and this shows the level of non-compliance significantly improves. The result of this is a much quieter street closest to the school, with the benefits outlined above.

During the autumn term (September to December 2022) the Council recorded c.6,000 PCNs for school street contraventions (ie unauthorised vehicles entering the zone). Whilst there is some variation from site to site, on average this equates to around five unauthorised vehicles per Zone per morning and evening per day – indicating a high level of compliance, a much quieter street during operational hours and effective enforcement arrangements.

A PCN is charged at £130 reduced to £65 if paid within two weeks.

When a new school street commences the Council issues advance communication in the area. There is always a two-week warning period, in which warning Notices are sent to those contravening, rather than Penalty Charge Notices (PCNs). This ensures most drivers are notified and allows time to adapt habits and avoid PCNs.

## **Active Travel**

The Council works with many schools across the borough to encourage them to deliver and monitor their School Travel Plans. A School Travel Plan promotes safe, active and sustainable travel. The STARS scheme recognises and rewards schools who have made the biggest impact with their travel plans. They are judged against set criteria for each level, bronze, silver and gold. Statistics prove that accredited schools produce better modal shift results.

In Havering 50 schools are already accredited under this programme. 40 schools are at Gold level, three schools at Silver and seven are at Bronze. Car use has decreased from 39% since the programme was introduced in 2009 to 20% in 2022 amongst accredited schools.

The Council supports schools by providing:

- Guidance and funding (from TfL) for cycle and scooter parking
- Small grants
- Suggested activities and initiatives
- Cycle training
- Air quality and road safety theatre in education
- Anti-idling activities
- Curriculum materials to promote active, healthy, safe and sustainable travel to/from school as an alternative to using the car.

Through this programme schools in Phase One of School Streets have received a variety of the above. Branfil Primary School also participated in the pilot for the Walking maps programme.

All schools in Phase One are actively engaged in the TfL STARS accreditation scheme and have either achieved Gold level or are on track to achieve this level by July 2023. Achieving Silver/Gold levels demonstrates mode shift away from car use. Since 2019

- Branfil Primary School saw active travel increase by 4% and car use decreased by 4%
- Hylands Primary School saw active travel increase by 4% and car use decreased by 4%
- Squirrels Heath Infant and Junior have achieved an increase of 15% in active travel with a 15% decrease in car use.

All Phase Two schools are either participating or have been invited to join the TfL STARS accreditation programme. Hands up survey data will be collated before the end of the academic year and this will provide travel mode data for these schools.

### **Proposals for Expansion of School Streets**

Due to the benefits outlined above the Council is moving to a policy of promoting a School Street wherever the location is deemed suitable (provided there is school, ward member and local support). As such, work is underway to implement the next batch of school streets in time for the new school term in September. The process will broadly follow that outlined above.

All remaining schools that are considered to be suitable for a School Street will be contacted. The advantages of a school street will be explained and the Council will seek their views and whether they would support a School Street in their area.

The high-level screening suggests an additional 10 or so School Streets may be possible this year.

Following engagement with schools, and provided the school supports the principle, the local area will be consulted. Ward members will be engaged as part of this

process. The results of the consultation will be used to develop the approved list to be taken forward and implemented.

The key milestones of the current work are:

<b>Activity</b>	<b>By When</b>
Develop and finalise list of suitable schools	March 2023
Engage schools	March 2023
Review results	March 2023
Consult area	April 2023
Review result	April 2023
Executive Decision seeking approval	May 2023
Advise schools and local communications	May 2023
Order cameras and works	May 2023
Install cameras	July / August 2023
Local communication	July/August 2023
Go live (following two weeks warning notices)	September 2023

Those School Street sites to be taken forward will be presented for a decision through the Councils Executive Decision process and will adopt the experimental traffic order process as for Phase 1 and 2.

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

As this report is a briefing item and no decisions are sought, there are no direct financial implications or risks. The work described within the report is contained within and met from, existing resources.

**Legal implications and risks:**

As this report is a briefing item and no decisions are sought, there are no direct Legal implications or risks.

**Human Resources implications and risks:**

As this report is a briefing item and no decisions are sought, there are no direct Human Resource implications or risks. The work described within the report is contained within and met from, existing resources and there are no implications to staff.

**Equalities implications and risks:**

As this report is a briefing item and no decisions are sought, there are no direct Equalities and Social implications or risks.

An Equalities Assessment was conducted as part of earlier School Street decisions and one will be conducted with future decisions.

**Health and Wellbeing implications and Risks**

Restricting vehicular access to schools during pick-up and drop-off time will encourage walking and cycling for parents / guardians and children which will contribute to improving their health.

This will also reduce the pollution caused by traffic and idling vehicles which will benefit all those living in close proximity, and those travelling to and from, the schools.

**Climate Change Implications and Risks**

As this report is a briefing item and no decisions are sought, there are no direct Equalities and Social implications or risks.

However, initiatives that help reduce motor vehicle movements and result in more people using public transport or walking or wheeling, will have a positive impact on climate change through the reduction of vehicle emissions.

## **Appendix 1 – Existing School Streets in Havering**

### **Phase One Schools**

Branfil Primary School  
Hylands Primary School  
Squirrels Heath Infant School  
Squirrels Heath Junior School

### **Phase Two Schools**

Drapers Academy  
Drapers Mayland Primary School  
Drapers Pyrgo Priory Primary School  
Emerson Park Academy  
Harold Wood Primary School  
Lime Academy Forest Approach  
James Oglethorpe Primary School  
Parsonage Farm Primary School  
Redden Court School  
The R J Mitchell Primary School

**Appendix B - Summary of Exemptions** Residents living in the zone. School staff with a requirement to park onsite. Local business staff within the school street area with a requirement to park onsite. Disabled Blue Badge holders whether pupils, parents, carers, teachers and other staff at the school where the restriction is present. Registered healthcare workers and NHS staff attending patients whom reside in the school street zone. Emergency service vehicles and other public service vehicles such as waste collection. Hackney Carriage taxis, School Transport Vehicles, Dial-a-Ride and other specialist public passenger transport services. Marked delivery vans registered as commercial vehicles such as Royal Mail, UPS and DPD. Parents / carers collecting ill children from school.

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