HIGHWAYS ADVISORY COMMITTEE
14 December 2021

Subject Heading:	School streets phase 2. Recommendations to formally consult on implementing schools using the experimental traffic order process.
CMT Lead:	Councillor Osman Dervish
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Policy context:	Havering Local Development Framework (2008) Havering Air Quality Action Plan (2018) Havering Local Implementation Plan (LIP) 2018/19 Delivery Plan. 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	The estimated cost of introducing the schemes experimentally would be £0.0700m which would be met from Environment Moving Traffic Contravention Capital budget C38000.

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

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

SUMMARY

1.1 The Road Traffic Regulation Act 1984 (RTRA 1984), places a duty on the council to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including cyclists and pedestrians), on Havering roads.

1.2 The Traffic Management Act 2004, as amended places a duty on Local Authorities to ensure the free flow of traffic on the roads they manage, and provides the process for issuing, processing and dealing with challenges related to Penalty Charge Notices issued for parking, bus lane and moving traffic contraventions.

1.3 The London Local Authorities and Transport for London Act 2003 (LLATFLA) enables a London authority to take on the civil enforcement of certain moving traffic contraventions (MTCs) by decriminalising the offences, thereby transferring the enforcement responsibility from the Police to the Council. In 2008 the Traffic Management Act 2004 (TMA2004) consolidated this legislation.

1.4 Some London Local Authorities agreed to take on the civil enforcement of a number of vehicle contraventions and to transfer of enforcement responsibility from the Police to the traffic authority. Most London Authorities now carry out this type of enforcement.

1.5 Havering Council was granted the powers to use Closed Circuit Television (CCTV) to enforce Moving Traffic Contraventions (MTCs) from the London Councils' Technical Environment Committee 18th September 2015. These powers can be used to enforce traffic regulation violations at any location without any further approval needed from London Councils, meaning we can enforce any of the restrictions outlined in the LLA and TfL Act 2003, including goods vehicles exceeding a maximum gross weight.

1.6 Following the introduction of a number of Experimental Traffic Management Orders (ETMOs) to implement three Phase 1 School Street schemes which are enforced with the use of CCTV in Havering in September 2020; approval was given to informally consult on proposals to make recommendations for implementation of Phase 2.

1.7 This report presents the outcome of the informal School Streets consultations for Phase 2, conducted between 18 October and 7 November 2021; the results of each scheme consultation are summarised in the body of this report and the designs detailing the recommended locations for each scheme are attached at Appendix A.

1.8 This report now seeks approval to implement School Street schemes experimentally in locations as detailed in the recommendations. The purpose of implementing traffic schemes experimentally would enable officers to assess the impact of the scheme before deciding whether to confirm the arrangement, amend it or revert to the existing arrangement.

1.9 If agreed the schemes would be introduced for a period of up to eighteen months with the first six months being a consultation period where members of the public could raise any concerns or object to the scheme. Officers would report back any comments made after the six month period has expired to determine the outcome of the scheme. Amendments to the scheme can also be made if appropriate.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report, recommends to the Cabinet Member for Public Realm in consultation with the Leader of the Council to authorise the initiation of experimental traffic scheme(s) under section 9 of the Road Traffic Regulation Act 1984 in roads in the vicinity of the following school sites and as detailed on the plans in Appendix A:

    a) Due to their locality Drapers Academy, Drapers Maylands, Lime Academy Forest Approach were consulted as part of one scheme and the proposed hours of operation are 8am to 9am and 2.30 to 3.30pm.

    b) Drapers Pyrgo Priory hours of operation 8am to 9am and 2.30pm to 3.30pm.

    c) Emerson Park Academy proposed hours of operation 8.20am to 9.15am and 3.00pm to 3.30pm.

    d) Parsonage Farm Primary proposed hours of operation 8.30am to 9.15am and 2.30pm to 3.30pm.

    e) James Oglethorpe Primary school proposed hours of operation 8am to 9am and 2.30pm to 3.30pm.

    f) RJ Mitchell Primary school proposed hours of operation 8.20am to 9.05am and 2.30pm to 3.25pm.

    g) Redden Court proposed hours of operation 8.15am to 9.00am and 2.30pm to 3.30pm.

    h) Harold Wood Primary school proposed hours of operation 8.15am to 9.00am and 2.30pm to 3.30pm

2. Note the estimated costs of £0.0700m would be met from Environment Moving Traffic Contravention Capital budget C38000.

REPORT DETAIL

1. Background

1.1. The issue of traffic congestion and road safety outside schools is common throughout the borough and the surrounding areas. Overall, there is no specific solution that is suitable in all situations, as the road layout, school demographic and catchment area vary and have differing effects on how traffic behave at pick up/drop off periods.

1.2. In keeping with the London Borough of Havering Air Quality Action Plan (2018) and the aspirations of School Travel Plans, it was therefore proposed to carry out a pilot scheme to try and improve the traffic congestion, air quality and general road safety near to the identified schools as part of an experiment to determine the outcomes that could be achieved.

1.3. A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic. The result is a safer, healthier and pleasant environment for everyone.

1.4. School Street schemes offer a proactive solution for school communities to tackle air pollution, poor health and road danger reduction. A School Street scheme encourages a healthier lifestyle through providing safe infrastructure for families to walk, scoot or cycle to school. A school street improves the environment for all by reducing car traffic and thus air pollution.

1.5. School Street schemes also helps to deliver corporate objectives, and contributes to the 'Towards a Better' Havering strategy to keep its residents and borough users safe by delivering on their 'Keep Havering Moving Strategy'.

1.6. As part of the Council's continued commitment to reducing congestion and road danger outside of schools and improvements to public health, funding for School Streets has been agreed in Highways, Traffic and Parking's moving traffic enforcement budget.

1.7. As part of the Mayor of London's School Air Quality Audit Programme and in response to concerns raised by schools, parents, residents and members regarding high volumes of traffic around Havering Schools including, excessive speeds, congestion and air pollution around the borough School Streets would be implemented to improve safety around schools but to improve air quality and reduce emissions

1.8. The aims of School streets align with a number of the Councils strategic policies including Policy 12 in the corporate plan to develop healthy communities and Policy 23 to promote sustainable travel in the borough. Shaping the environment to promote physical activity as part of the Havering's Prevention of Obesity Strategy. As well as helping to deliver on the recently develop Havering Climate Action Plan. Finally the objectives of Havering Local Implementation Plan (LIP) are well aligned with school streets.

1.9. Havering Council is committed to creating the best possible street environments outside all schools across the borough. The purpose of these restrictions in the immediate vicinity of the schools was to:

a) create a healthier and Safer Havering by delivering residential traffic reduction schemes, safe and healthy (or 'liveable') neighbourhood schemes and healthy streets improvements to improve the quality of life and the health of our residents.

b) encourage people to increase their levels of active travel and levels of physical activity in our population through educational and behavioural change programmes.

c) create a Greener and More Sustainable Havering by reducing the levels of air pollutants associated with transport and improving air quality in Havering, through traffic and congestion reduction and increased sustainable travel.

d) improve road safety through reducing the volume of traffic using roads past school gates.

e) increase the number of families using active transport as their method of travel to school.

f) improve local air quality near the school.

g) encourage more people to walk and cycle instead of driving.

h) make it safer for school children to cross the road by reducing the number of cars parked outside the school.

i) create active and healthy environments near our schools.

j) make the street environment outside the school more attractive.

k) reduce traffic on the road.

l) make it easier for local residents who drive to enter and exit their street.

m) encourage safer driving; and to

n) reduce traffic noise.

1.7 In 2019 all primary and secondary schools throughout the borough were assessed for their suitability for a school street.

1.8 For restricted access to be considered suitable for a School Street scheme, the main entrance of the school must not be located on, or share a junction with a:

a) trunk road denoted by an ‘A’ number;
b) distributer road denoted by a ‘B’ number; or
c) a key through route used by Transport for London buses.

1.9 The above list is not exhaustive, and a site may be excluded due to linking key routes without a viable diversion.

1.10 Factors that are also used as part of the assessment when considering a school for the School Streets programme are detailed below:

a) If any complaints had been received and the nature of the complaint.

b) If the location had previously been considered for a Public Space Protection Order (PSPO).

c) Accreditation to TfL's Sustainable Travel: Active, Responsible, Safe (STARS) scheme; which has been developed for London schools and nurseries and is intended to inspire young people to travel to school sustainably, actively, responsibly and safely by championing walking, scooting and cycling.

d) Road traffic collisions – Killed or Seriously Injured data (KSI).

e) If the school is located on a road with direct vehicular access.

f) Existing parking controls.

g) Existing speed limit; or

h) if the location was Included within a controlled parking zone (cpz).

1.11 A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic. The result is a safer, healthier and pleasant environment for everyone.

1.12 A School Street schemes offers a proactive solution for school communities to tackle air pollution, poor health and road danger reduction. A School Street scheme will encourage a healthier lifestyle and active travel to school for families and lead to a better environment for If any complaints had been received and the nature of the complaint.

2 Consultation

2.1 Following the success of the implementation of Phase 1 of the School Streets scheme in September 2020, officers assessed the remaining 82 primary and secondary schools throughout the borough for their suitability for a school street.

2.2 As part of the Phase 2 assessment 38 schools were identified as meeting the requirements of the selection criteria and were therefore, contacted directly by both email and post to invite them to take part in a school street survey; this would enable officers to gauge their interest in the possibility of introducing a School Streets scheme. The survey was undertaken between 18 and 26 September 2021 and 23 schools responded positively, with 3 schools undecided and 12 schools did not responded.

2.3 Due to ongoing pressures from members, representatives of the schools, residents and visitors to the schools there is need to implement measures before the end of 2021/22 financial year. Officers are therefore recommending implementing school Streets schemes in phases to ensure they can be introduced in a timely manner.

2.4 To ascertain which schools would be included in phase 2 of the School Streets scheme officers undertook further analysis for the 23 schools who confirmed support on locality and volume of attendees of the schools which is likely to create higher vehicular and pedestrian movements in these areas.

2.5 As a result officers consulted residents and businesses in the areas surrounding 14 of the 23 schools between 18 October and 7 November 2021, as detailed below.

a) Benhurst Primary School

b) Drapers Academy

c) Drapers Maylands

d) Lime Academy Forest Approach

e) Drapers Pyrgo Priory School

f) Emerson Park Academy

g) Engayne Primary School

h) Hall Mead School

i) Parsonage Farm Primary School

j) Redden Court School

k) St Edwards Primary School

l) St Peters Catholic Primary School

m) James Oglethorpe Primary School

n) RJ Mitchell Primary School

2.6 The informal consultation enabled officers to consider representations from members of the public in addition to school representatives, the results of which meant 10 schools in 8 different locations were now in favour of implementing a School Streets scheme in their area and the results of each scheme consultation are summarised in the body of this report at item 3 and the designs detailing the recommended locations are attached at Appendix A.

2.7 If Phase 2 is agreed the enforcement would be carried out with the use of Closed Circuit Television (CCTV) cameras which would be installed in proposed locations details of which are attached in Appendix A of this report. Enforcement would only be carried out during school term times, as this scheme is to create a safe space around school for children.

3 Consultation Results

3.1 A consultation was undertaken for the proposals with schools and residents for locations that would be included in phase 2 of the School Streets scheme between 18 November 2021 and 7 October 2021. This was facilitated through the council website via an external communications platform called Citizen Space, which is a digital participatory platform and enables officers to collate large numbers of responses to consultations efficiently. Due to timescales respondents could only reply through this portal and postal representations were not invited as a way of responding. However, any queries and emails raised separately from the portal have been accepted and responded to accordingly.

3.2 The questionnaire sought responses to two questions which were:

a) Do you think there's a problem with parking around the school? And

b) Do you support the School Streets scheme?

3.3 The following tables provide a summary of the phase 2 consultation questions which was undertaken using Citizen Space between 18 November 2021 and 7 October 2021.

3.4 The table below provides a summary of the consultation questions by number:

				Do you think there is problem with parking around the school			Do you support the school street scheme		
Name of School	Ward	Number of consultations sent out	Number of onerall responses	Agree	Disagree	Neither Agree nor Disagree	Support	Object	Neither Support or Object
Benhurst	Hacton	2501	299	126	125	46	83	185	31
Drapers Academy	Gooshays	890	243	189	28	26	144	85	14
Drapers Pyrgo	Gooshays	168	34	20	8	6	10	21	3
Emerson Park	Emerson Park	1342	144	93	19	29	77	48	18
Engayne	Cranham	1208	312	151	98	61	111	174	27
Hall Mead	Cranham	649	238	122	74	41	79	137	22
James Oglethorpe	Upminster	664	219	166	27	23	137	65	17
Parsonage Farm Primary	Rainham and Wennington	1894	142	97	28	17	75	55	11
Redden Court	Harold Wood	654	155	106	30	19	64	71	19
RJ Mitchell	Elm Park	1519	189	113	50	27	89	86	27
St Edwards School	Brooklands	437	216	138	55	32	37	165	14
St Peters Primary	Petits	444	205	122	49	34	51	140	14

3.5 The table below provides a summary of the consultation questions by percentages:

				Do you think there is problem with parking around the school			Do you support the school street scheme		
Name of School	Ward	Number of consultations sent out	Response Rate	Agree	Disagree	Neither Agree nor Disagree	In Support	Object	Neither Support or Object
Benhurst	Hacton	2501	11.95%	42.14%	41.80%	15.38%	27.76%	61.87%	10.37%
Drapers Academy	Gooshays	890	27.30%	77.77%	11.53%	10.70%	59.26%	34.98%	5.76%
Drapers Pyrgo	Gooshays	168	20.23%	58.83%	23.53%	17.65%	29.41%	61.76%	8.82%
Emerson Park	Emerson Park	1342	10.73%	64.59%	13.20%	20.14%	53.47%	33.33%	12.50%
Engayne	Cranham	1208	25.82%	48.39%	31.41%	19.55%	35.58%	55.77%	8.65%
Hall Mead	Cranham	649	36.67%	51.26%	31.39%	17.23%	33.19%	57.56%	2.94%
James Oglethorpe	Upminster	664	32.98%	75.79%	12.33%	10.50%	62.56%	29.68%	7.76%
Parsonage farm Primary	Rainham and Wennington	1894	7.49%	68.31%	19.71%	11.97%	52.82%	38.73%	7.75%
Redden Court	Harold Wood	654	17.58%	68.39%	19.36%	12.26%	41.29%	54.81%	12.26%
RJ Mitchell	Elm Park	1519	12.44%	59.26%	26.46%	14.29%	47.09%	45.50%	14.29%
St Edwards School	Brooklands	437	49.42%	59.26%	25.47%	14.81%	17.13%	76.39%	6.48%
St Peters Primary	Petits	444	46.17%	59.51%	23.90%	16.59%	24.88%	68.29%	6.83%

3.6 The below information details the outcome of the consultation responses for each school:

3.7 Benhurst Primary school respondents:

a) agreed that there is a problem parking in the area by 126(42.74%) to 125(41.80%) However, 46(15.8%) of respondents did not express an opinion on this.

b) supported a school streets by 83(27.6%) to 185(61.87%). However, 31(10.37%) did not express an opinion of support or object.

3.8 Due to their locality Drapers Academy, Drapers Maylands, Lime Academy Forest Approach were consulted together and the results showed that respondents:

a) agreed that there is a problem parking in the area 189(77.77%) to 28(11.53%) However, 26(10.70%) of respondents did not express an opinion on this.

b) supported a school streets by 144(52.26%) to 85(34.98%). However, 14(5.76%) did not express an opinion of support or object.

3.9 Drapers Pyrgo Priory, respondents:

a) agreed that there is a problem parking in the area 20(58.83%) to 8(23.53%) However, 6(17.65%) of respondents did not express an opinion on this.

b) supported a school streets by 10(29.41%) to 21(61.76%). However, 3(8.82%) did not express an opinion of support or object.

3.10 Emerson Park Academy respondents:

a) agreed that there is a problem parking in the area 93(64.59%) to 19(13.20%) However, 29(20.14%) of respondents did not express an opinion on this.

b) supported a school streets by 77(53.47%) to 48(33.33%). However, 18(12.50%) did not express an opinion of support or object.

3.11 Engayme Primary respondents:

a) agreed that there is a problem parking in the area 151(48.39%) to 98(31.41%). However, 61(19.55%) of respondents did not express an opinion on this.

b) supported a school streets by 111(35.58%) to 174(55.77%). However, 27(8.65%) did not express an opinion of support or object.

3.12 Hall Mead Academy respondents:

a) agreed that there is a problem parking in the area 122(51.26%) to 74(31.39%). However, 41(17.23%) of respondents did not express an opinion on this.

b) supported a school streets by 79(33.19%) to 137(57.56%) were not in support of the scheme. However, 22(2.94%) did not express an opinion of support or object.

3.13 James Oglethorpe Primary School respondents:

a) agreed that there is a problem parking in the area 166(75.79%) to 27(12.33%). However, 23(10.50%) of respondents did not express an opinion on this.

b) supported a school streets by 137(62.56%) to 65(29.68%). However, 17(7.76%) did not express an opinion of support or object.

3.14 Parsonage Farm Primary School respondents:

a) agreed that there is a problem parking in the area 97(68.31%) to 28(19.71%). However, 17(11.97%) of respondents did not express an opinion on this.

b) supported a school streets by 75(52.82%) to 55(38.73%). However, 11(7.76%) did not express an opinion of support or object.

3.15 Redden Court School respondents:

a) agreed that there is a problem parking in the area 106(68.39%) to 30(19.36%). However, 12(12.26%) of respondents did not express an opinion on this.

b) supported a school streets by 64(41.29%) to 71(54.81%). However, 19(12.26%) did not express an opinion of support or object.

c) Councillors of Harold Wood ward conducted their own consultation on Beltinge Road as they felt that this road would suffer from displaced parking from the streets within the school street restriction. Out of the 70 addresses that were visited 41(58.57%), were in favour of implementing a scheme in their street. 10(14.28%) were not in support of the scheme and there was no response from 12(17.14%).

3.16 R.J Mitchell respondents:

a) agreed that there is a problem parking in the area 113(59.26%) to 50(26.46%). However, 27(14.29%) of respondents did not express an opinion on this

b) supported a school streets by 89(47.09%) to 86(45.50%). However 27(14.29%) did not express an opinion of support or object.

3.17 St Edwards respondents:

a) agreed that there is a problem parking in the area 138(59.26%) to 55(25.47%). However, 32(14.81%) of respondents did not express an opinion on this.

b) supported a school streets by 37(17.31%) to 165(76.39%). However, 14(6.48%) did not express an opinion of support or object.

3.18 St Peters respondents:

a) agreed that there is a problem parking in the area 122(59.51%) to 49(23.90%). However, 34(16.59%) of respondents did not express an opinion on this.

b) supported a school streets by 51(17.31%) to 165(76.39%). However, 14(6.48%) did not express an opinion of support or object.

4 Comments made by respondents

4.1 The table below gives details of the themes of responses received through the consultation.

Support	Oppose
• ill reduce dangerous driving • Reduce congestion • Will stop cars speeding • Stop pavement parking • Stop driveways being blocked • Reduce selfish parking • Improve visibility when crossing the road • Make it safer for children • Reduce pollution in the immediate area • Allow access for school bus without obstruction • Stop road rage • Reduce noise pollution • Reduce the number of unattended and obstructive vehicles • Prevent aggressive confrontation • Stop engine idling • Reduce the chances of an accident • Stop vehicles from driving on the kerb to get passed • Will stop parents from abusing the parking restrictions • Will reduce littering from parents • The road will be safer due to continuous and automated enforcement • Will prevent anti-social behaviour • Will encourage those to walk or use transport • Generally safer streets	• Deliveries will be very hard to manage • Careers and medical practitioners visit on a regular basis and cannot change appointments • Traders cant visit • Visitors will not be able to visit • Dictating and controlling lives of the residents. • Displacing the issue elsewhere and potentially making it more dangerous • Will take a lot of people time to apply for any exemptions which is an inconvenience • An excessive measure for any issues occurring • Some parents can't help but to drive as many are not in the catchment area • Drop off areas should be allocated • The severity of issues are weather dependant as many walk during the summer • Will burden residents more than parents. • Many issues are not just caused by parents • Accident stats are low so do not justify these tough measures • Will reduce attendance to nearby amenities such as the local parks • Should not be done as a blanket measure as all roads are different • Should not be enforced with PCNS • Parents will use other school entrances • Speeding will increase amongst residents in the road. • Will affect house price. • Applying for dispensation would be difficult if internet is down or for those who do not have it • Will exacerbate issues to a nearby school which may not have school streets • Will cause a lot of confusion amongst residents and delivery drivers • Should only be considered for worse effected roads

5 Officer Comments

5.1 Officers undertook a benchmarking exercise on the exemptions other boroughs of similar geometry and mix of residential / business use allow in their school streets and details of these

can be seen in the table below with officer recommendations on the suggested exemptions for Havering.

London Boroughs School Street Exemptions												
Exemptions	LB Havering (Recommended Exemptions	LB Hounslow	LB Bromley	LB Haringey	LB Richmond	LB Wandworth	LB Sutton	LB Waltham Forest	LB Merton	LB Tower Hamlets	LB Kingston	LB Redbridge
School Vehicles (Transport Buses)	X			X		X	X				X	X
Marked Delivery Vehicles (Supermarkets/Postal Services)		X	X				X	X	X			
Emergency Services	X		X		X	X	X	X	X		X	X
Residents Visitors Vouchers (Family & Friends)		X										
Residing Blue Badge Holders or Blue Badge Holders dropping & picking up children	X	X	X	X	X	X	X	X		X	X	
School Staff (Onsite Parking)	X	X						X		X		X
Emergency Streetworks	X		X				X					
Breakdown & Recovery Vehicles	X											
Tradesmen (Home Improvements)								X				
Council vehicles (Refuse Collection/ Street Maintainence)			X			X	X	X	X		X	X
Healthcare Workers/Carers	X		X	X	X	X	X	X		X	X	
Limited Permits Per Household				X	X	X	X				X	
Taxis (Hackney Carriages)/Private hire	X				X	X		X			X	X
Businesses & Staff Operating Within School Streets	X							X	X			
Temporary Visitor Permits (Family & Friends)			X									
Hired/Leased Vehicles for Short Periods											X	

5.2 Officers have considered the above categories and in line with and have made recommendations of the exemptions felt best serves the affected residents and businesses needs and these are detailed in the below table:

Categories for Exemption	Reason for Exemption
School Staff with a need to park on site	There maybe a requirement for members of staff including teachers who need to be on site for meetings etc. during the restricted access times. This exemption would require evidence to be provided by the school on application through the council's MIPermit system.
Businesses and their staff located within the School Streets	Employees / Owners may require access during the restricted access times to maintain the day to running of their business. This exemption would require evidence to be provided by the school on application through the council's MIPermit system.
Blue badge holders	Drivers with a need to drop people with a disabillity in close proximity to the school would be exempt. This would be evidenced through MIPermit by the school.
Emergency Services	Safety.
Emergency Streetworks	There matbe a requirement for utilities to undertake emergency works
Specialist Passenger transport services and School transport vehicles	Members of the public who travel to school using a certified patient transport service. This exemption would require evidence to be provided by the school on application through the council's MIPermit system.
Breakdown/recovery vehicles attending an incident during the hours of operation	This exemption would require evidence to be provided in the event a Penalty Charge Notice (PCN) is issued.
Healthcare workers attending clients	This exemption would require evidence to be provided by the school on application through the council's MIPermit system.
Hackney Carriages Taxis (Inc. Private hire) serving a property within the School Street. This would be evidenced through MIPermit by the resident	This exemption would require evidence to be provided by the school on application through the council's MIPermit system.

5.3. It is acknowledged that there is validity in all the above categories to be exempt from the school street restrictions. However, it is felt that to maintain the integrity of the scheme and to create the safest space possible that access to the street is limited to the suggested categories.

5.4. If the Ward councillor's consultation as detailed in 3.15 is also taken into consideration Redden Court School would be in support of a school street scheme. Please see Appendix C Redden Ct-1A for the revised restricted area.

5.5 Harold Wood Primary have expressed support for the scheme. Due to the school location in the vicinity of Redden Court, it would be included within the restrictions detailed in Appendix C Redden Ct-1A.

6 Recommendations

6.1 The results of the consultation showed a lack of support for the implementation of a School Streets scheme in the vicinity of Benhurst Primary School, Hall Mead School St Edwards Primary School and St Peters Catholic Primary School. It therefore recommended officers do not proceed with the proposals to implement a School Streets scheme at this stage but to undertake a review if future funding is agreed.

6.2 The results of the consultation show clear support from:

> Drapers Academy, Drapers Maylands, and Lime Academy, Emerson Park Academy Harold Wood Primary school, Parsonage Farm Primary School, James Oglethorpe Primary School, Redden Court School and RJ Mitchell Primary School on the proposals to implement a School Street scheme.

6.3 The results of the consultation for Redden Court School as detailed in 3.15, showed a lack of support for the implementation of a School Streets scheme in the vicinity of the school. However, there were concerns raised by members and residents of Beltinge Road who did not fall into the selection criteria and so were not initially consulted. As a result the Harold wood ward members conducted their own consultation which revealed residents were also in favour of inclusion in the scheme.

6.4 Consequently the inclusion of the additional responses meant the overall result for Redden Court School now showed support for the proposed scheme and officers have therefore agreed to include Beltinge Road as requested; and this is reflected in the design at Appendix C to this report.

6.4 Whilst there were a number of respondents who showed clear support or objections to the scheme there were also those who neither supported nor objected to the proposals and officers would recommend these responses could be included as support.

6.5 It is therefore recommended that officer's progress with the process to implement schemes in the vicinity of the schools detailed in 6.2 and 6.3 above for a period of up to 18 months using the experimental traffic order process.

6.6 The purpose of implementing traffic schemes experimentally would enable officers to assess the impact of the scheme before deciding whether to confirm the arrangement, amend it or revert to the existing arrangement.

6.7 If agreed the schemes would be introduced for a period of up to eighteen months with the first six months being a consultation period where members of the public could raise any concerns or object to the scheme. Officers would report back any comments made after the six month period has expired to determine the outcome of the scheme. Amendments to the scheme can also be made if appropriate.

6.8 Comments and concerns are invited during the first 6 months from scheme implementation and these responses would be reported back, where if agreed amendments could be made or a decision could be made on the future of the schemes.

IMPLICATIONS AND RISKS

7 Financial implications and risks:

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7.1 This report is asking HAC to recommend to the Cabinet Member the formal consultation of the above schemes.

7.2 The estimated cost of £0.040m will be met from Environment Moving Traffic Contravention Capital budget C38000, which is made up of

a)	Approximate cost of CCTV Cameras	£0.0600m
b)	Approximate cost of legal works TMOs	£0.0040m
c)	Approximate cost of Traffic signs	£0.0040m and
d)	Approximate cost of Lining works	£0.0020m
	Approximate Total is	£0.0700m

7.3 The costs shown are an estimate of the full costs of the schemes, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by Cabinet Member for Public Realm in 2022 with regards to actual implementation and scheme detail. Therefore, final costs are subject to change.

7.4 The council currently has two contracts with suppliers Videalert LTD and Chipside LTD to aid with the implementation of both School Street and Moving Traffic Contravention (MTCs) schemes using CCTV. Both contracts are prescriptive in their requirements and allow little flexibility for future growth or expansion of the infrastructure for MTC cameras. This means that we must deliver current requirements within the parameters of the existing contracts.

7.5 The Council is looking to procure a new MTC camera contract that will provide future proofing for the service, but this procurement is at concept stage and will not be finalised in time to deliver these projects.

7.6 Due to the fact enforcement would be undertaken using cameras, there will be an associated PCN income generated by these schemes, although the value of this revenue cannot be estimated in advance. Ideally, the council wants full compliance which will mean income will be negligible.

7.7 This is a standard project for Public Realm and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Public Realm budget

8 Legal implications and risks:

8.1 The Council has powers under Section 9(1) of the Road Traffic Regulation Act 1984 (“RTRA 1984”) to regulate or control vehicular traffic on roads as set out in Part 1 of the RTRA 1984 or to create a controlled parking zone as set out in Part IV of the RTRA 1984.

8.2 Before an experimental order is made the Council should ensure that the statutory procedures set out in section 22 of the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with.

8.3 If the experimental order is to be made permanent, Section 23 of the Regulations must be considered. The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

8.4 The Council must allow a 6-months objections period to lapse before a decision can be taken on whether or not the order is made permanent and such a decision must be taken within 18-months of the order coming into force. Section 9 RTRA 1984 (3) provides that an experimental order shall not continue in force for longer than 18 months.

8.5 Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

9 Human Resources implications and risks:

9.1 The enforcement of School Street zones is an automated process using CCTV. Reviewing of moving traffic footage for all existing cameras throughout the borough is administered by Highways, Traffic and Parking Control's Operations team who review 37 enforcement cameras.

9.2 The enforcement of School Street zones is an automated process using CCTV. Reviewing of moving traffic footage for all existing cameras throughout the borough is administered by Highways, Traffic and Parking Control's Operations team who review 37 enforcement cameras

9.3 School streets operate for no more than 2 hours a day per site during term time only. The additional footage recorded for all the proposed schemes is expected to be no more than 2,000 clips per week. To put this in perspective, 1 existing camera out of the existing 37, which monitors Tangent Link records approximately 1,500 clips per week needing review.

9.4 The Operations team has the current capacity for the additional reviewing. This is not a change to their job description needing evaluation and will not require recruitment to cover the work.

10 Equalities implications and risks:

10.1 Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

10.2 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.

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

10.4 The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

10.5 This scheme represents an opportunity to deliver a range of positive impacts, safe streets and improved driver behaviours on London Borough of Havering roads for everyone. Following consideration of any likely impacts and the development of appropriate mitigations, no negative impacts on prescribed impact groups with protected characteristics have been identified that have not been addressed by the proposed mitigations.

10.6 Restricting vehicular access to schools during pick-up and drop-off time will encourage walking and cycling for parents / guardians and children would 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.

10.7 An equalities impact assessment was conducted on 24 August 2020 and reviewed again on 17 November 2021.

BACKGROUND PAPERS

11 The following background material has been utilized in the development of this document:

11.1 Mayoral of London's School Air Quality Audit Programme

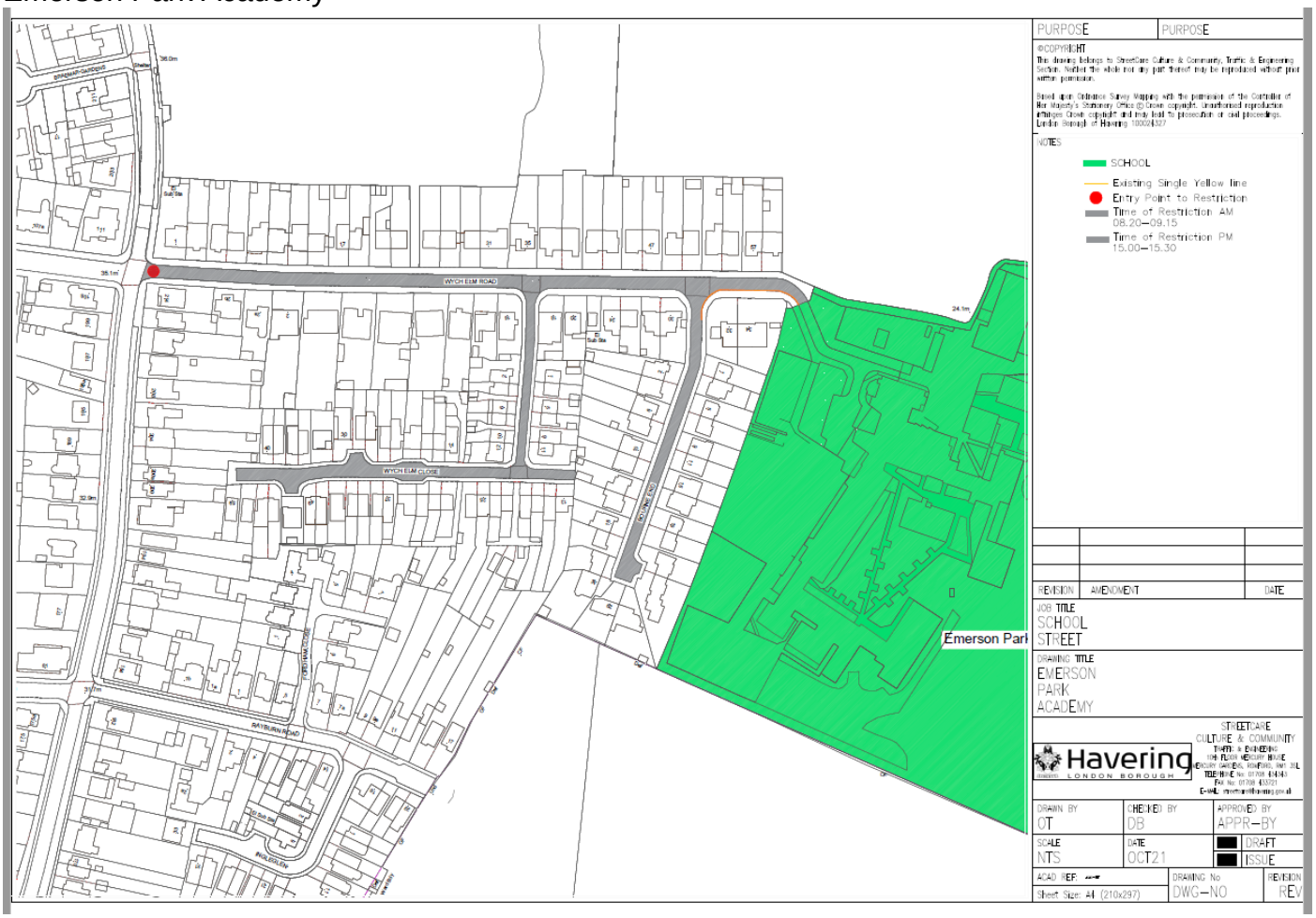
11.2 Delegated Approval Report - School Streets Phase 1.

11.3 Havering's Air Quality Action Plan 2018-2023

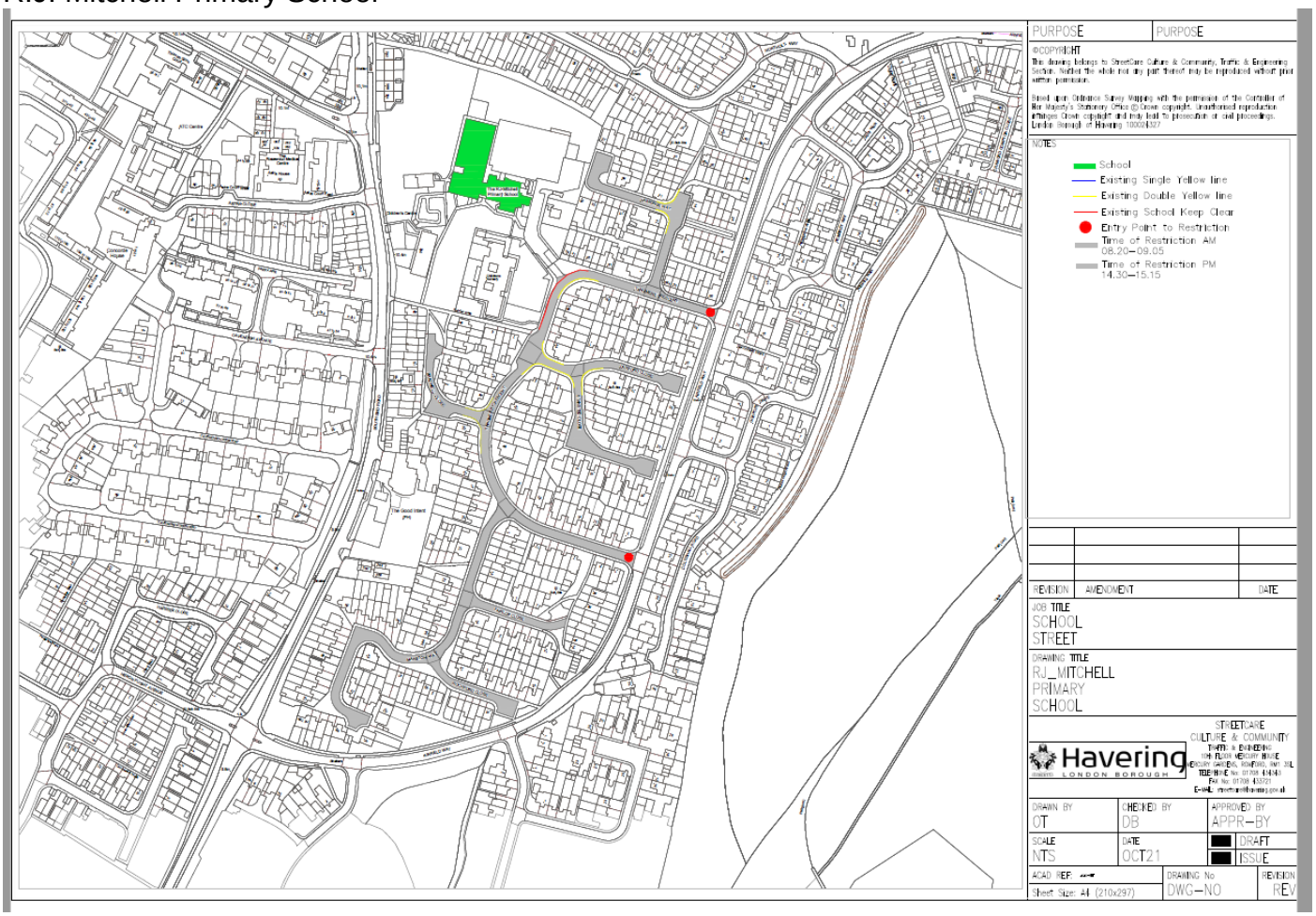
APPENDICES

Appendix A - Area plans for proposed School Streets schemes.

Emerson Park Academy

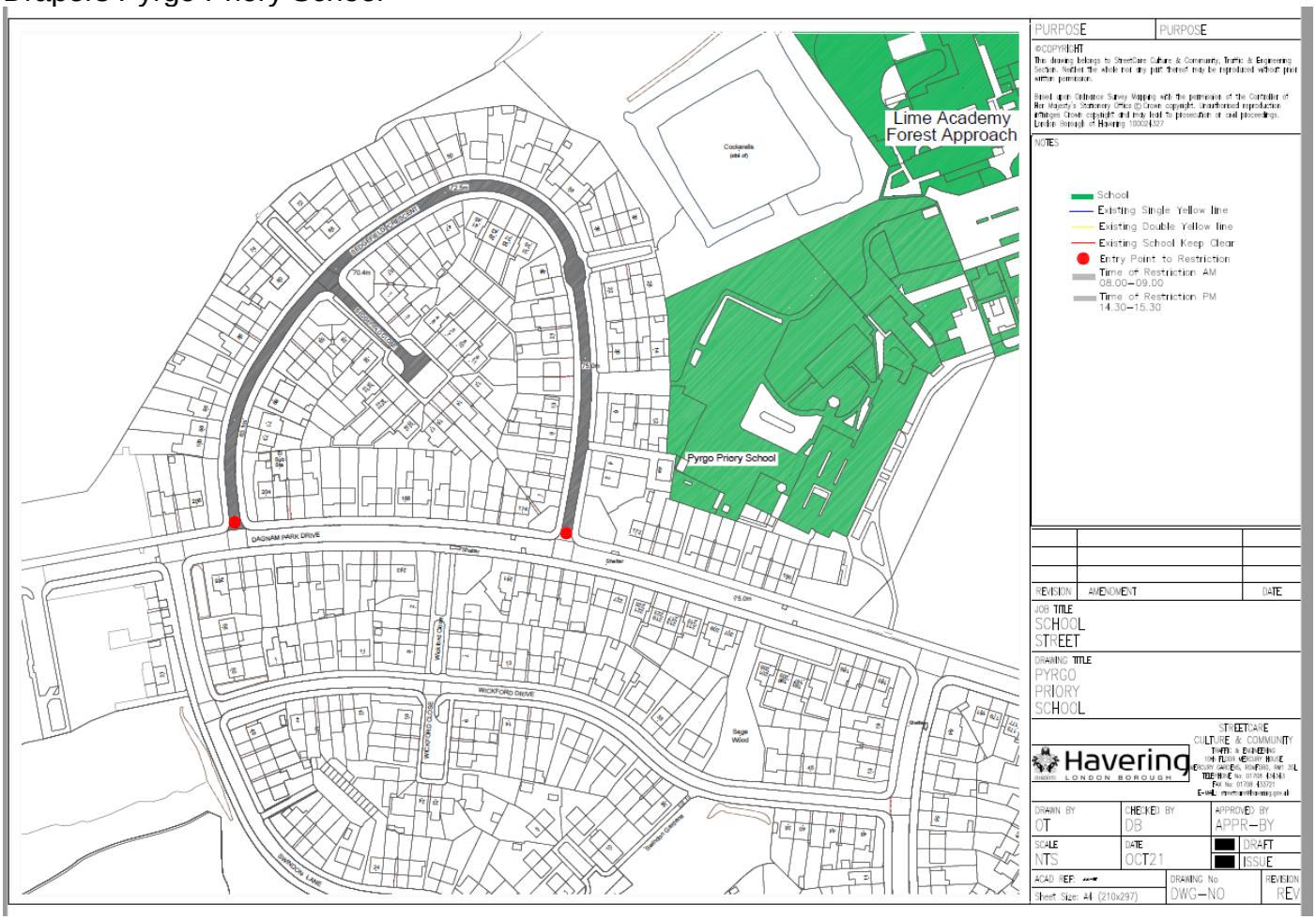


R.J. Mitchell Primary School



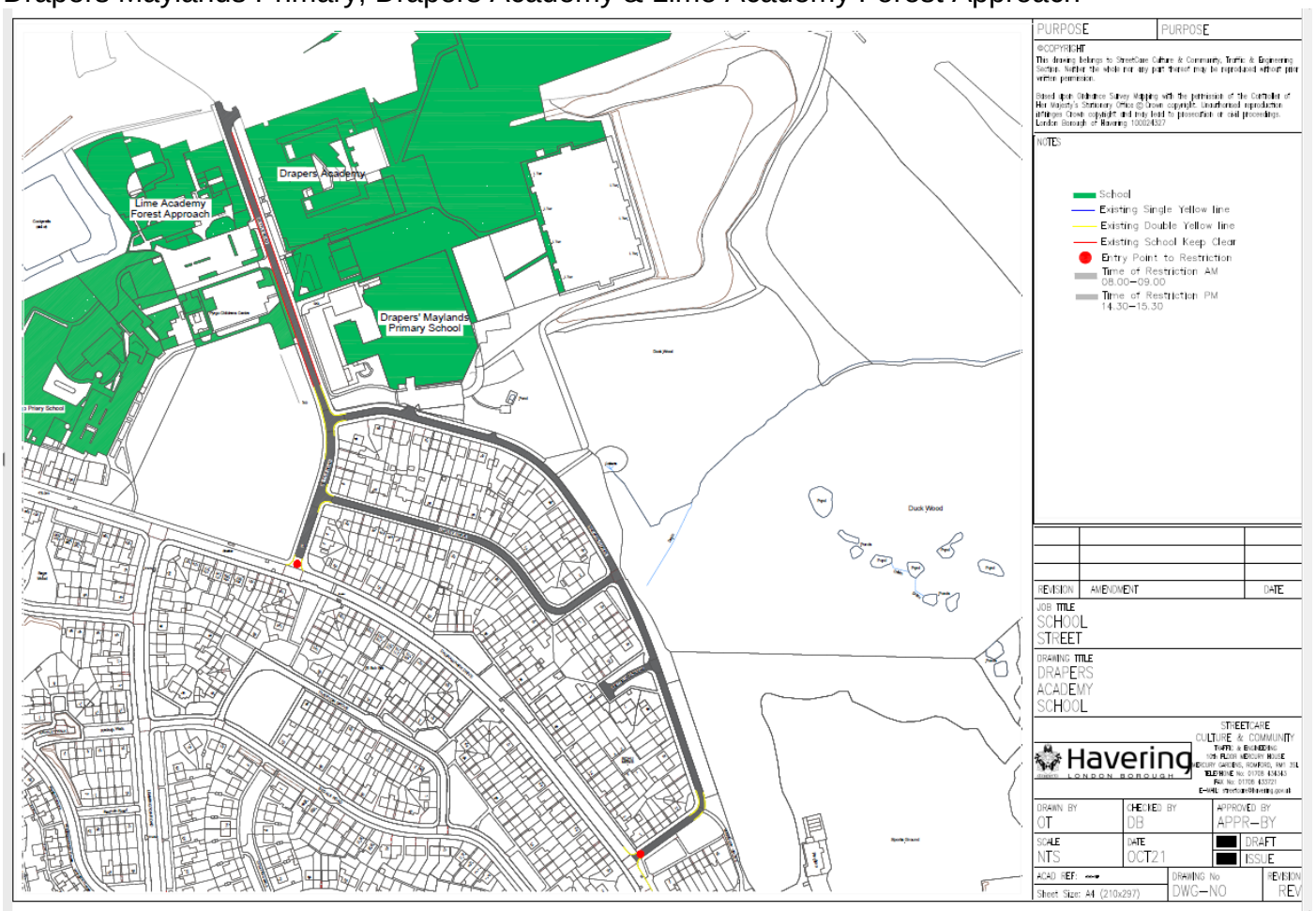
James Oglethorpe Primary School

Drapers Pyrgo Priory School



Parsonage Farm Primary School

Drapers Maylands Primary, Drapers Academy & Lime Academy Forest Approach



Redden Court School

- Appendix B Consultation Example

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Project Manager

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Date 14/10/2021

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Dear Councillor,

Benhurst Primary School Streets Consultation

Due to positive feedback from the school to the school streets scheme survey conducted during September 2021, an informal consultation for a school street scheme will take place with all effected stakeholders from 18 October to 7 November 2021.

We ask if you could complete the online consultation by visiting Havering Council's consultation page at https://consultation.havering.gov.uk/.

The scheme design and frequently asked questions about school streets is included with this letter and the online consultation page.

Yours faithfully,

Steve Halsey

Project Manager
Traffic, Highways and Parking Services

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LONDON BOROUGH

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Date 14/10/2021

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Name
Address1
Address2
Address3
Postcode

Dear Resident,

Benhurst Primary School Streets Consultation

Due to positive feedback from the school to the school streets scheme survey conducted during September 2021, an informal consultation for a school street scheme will take place with all effected stakeholders from 18 October to 7 November 2021.

We ask if you could complete the online consultation by visiting Havering Council's consultation page at https://consultation.havering.gov.uk/.

The scheme design and frequently asked questions about school streets is included with this letter and the online consultation page.

Yours faithfully,

Steve Halsey

Project Manager
Traffic, Highways and Parking Services

Redden Court School & Harold Wood Primary School