



## HIGHWAYS ADVISORY COMMITTEE

11 January 2022

<b>Subject Heading:</b>	School Streets (SS) Phase 1 – Request to convert the scheme from experimental to permanent
<b>CMT Lead:</b>	Councillor Osman Dervish
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<b>Policy context:</b>	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.
<b>Financial Summary</b>	The cost of introducing the experimental School Streets was met from the 2020/21 LIP budget.  Officers are now requesting the scheme be made permanent and the cost of funding these works would be £0.0050m which has been awarded as part of Havering's 2021/22 LIP budget.

**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 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 Following the introduction of a number of Experimental Traffic Management Orders (ETMOs) to implement three School Street schemes in Havering in September 2020 and subsequent monitoring of scheme outcomes, this report seeks approval to make the schemes permanent and to in line with its statutory duties convert the Experimental Traffic Orders to Permanent Orders.

## RECOMMENDATIONS

- 2.1 That the Highways Advisory Committee having considered this report and the results of consultation recommend to the Cabinet Member for Environment, in consultation with the Leader of the Council, that:
  - a) the experimental school street schemes for Branfil Primary School, Hylands Primary School and Squirrels Heath Infant & Junior Schools proceed to formal advertisement and making of the permanent traffic order; as shown on the drawings in **Appendix E** and detailed in the following table:

Scheme Ref No.	School Name	Roads Included in the 'Pedestrian and Cycle only' zone (School Street)	Times of operation (AM)	Times of operation (PM)
S1	Branfil Primary School	- Southview Drive - Cedar Drive	8.00 - 9.30am	2 – 3:30pm
S2	Hylands Primary School	- Benjamin Close	8 – 9:30am	2.30 - 4.00pm
S3	Squirrels Heath Infant & Junior Schools	- Sailsbury Rd	8:00 – 9.3 am	2:30– 4pm

- c) Approve the officer's recommendations to overrule the small number of objections received during the experimental order statutory consultation period and agree that officers write to the objectors where possible and explain why their objections have been overruled.

## 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 aim of School streets is to 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) distributor 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 Due to limited funding it was agreed the 23 schools in support of the scheme would be separated into three phases. Phase 1 was delivered in 2020 and phase 2 if agreed would be delivered in the first quarter of 2022. Phase 3 would be progressed in 2022/23 if funding is awarded.

1.12 Following consideration of the options and internal consultations it was concluded that a part time pedestrianised road closure approach (School Street) was the most appropriate and it was recommended this proposal be taken forward as the pilot method for the Phase 1 schemes on an experimental basis at three sites, which were:

- a) Branfil Primary School.
- b) Hylands Primary School; and
- c) Squirrels Infant & Junior Primary School

1.13 Officers engaged with the schools to understand their requirements for the proposals and the statutory 6 month consultation ended on 16<sup>th</sup> August 2020. The table below gives details of the themes of responses received through the consultation.

Support	Oppose
<ul style="list-style-type: none"> <li>• ill reduce dangerous driving</li> <li>• Reduce congestion</li> <li>• Will stop cars speeding</li> <li>• Stop pavement parking</li> <li>• Stop driveways being blocked</li> <li>• Reduce selfish parking</li> <li>• Improve visibility when crossing the road</li> <li>• Make it safer for children</li> <li>• Reduce pollution in the immediate area</li> <li>• Allow access for school bus without obstruction</li> <li>• Stop road rage</li> <li>• Reduce noise pollution</li> <li>• Reduce the number of unattended and obstructive vehicles</li> <li>• Prevent aggressive confrontation</li> <li>• Stop engine idling</li> <li>• Reduce the chances of an accident</li> <li>• Stop vehicles from driving on the kerb to get passed</li> <li>• Will stop parents from abusing the parking restrictions</li> <li>• Will reduce littering from parents</li> <li>• The road will be safer due to continuous and automated enforcement</li> <li>• Will prevent anti-social behaviour</li> <li>• Will encourage those to walk or use transport</li> <li>• Generally safer streets</li> </ul>	<ul style="list-style-type: none"> <li>• Deliveries will be very hard to manage</li> <li>• Careers and medical practitioners visit on a regular basis and cannot change appointments</li> <li>• Traders cant visit</li> <li>• Visitors will not be able to visit</li> <li>• Dictating and controlling lives of the residents.</li> <li>• Displacing the issue elsewhere and potentially making it more dangerous</li> <li>• Will take a lot of people time to apply for any exemptions which is an inconvenience</li> <li>• An excessive measure for any issues occurring</li> <li>• Some parents can't help but to drive as many are not in the catchment area</li> <li>• Drop off areas should be allocated</li> <li>• The severity of issues are weather dependant as many walk during the summer</li> <li>• Will burden residents more than parents.</li> <li>• Many issues are not just caused by parents</li> <li>• Accident stats are low so do not justify these tough measures</li> <li>• Will reduce attendance to nearby amenities such as the local parks</li> <li>• Should not be done as a blanket measure as all roads are different</li> <li>• Should not be enforced with PCNS</li> <li>• Parents will use other school entrances</li> <li>• Speeding will increase amongst residents in the road.</li> <li>• Will affect house price.</li> <li>• Applying for dispensation would be difficult if internet is down or for those who do not have it</li> <li>• Will exacerbate issues to a nearby school which may not have school streets</li> <li>• Will cause a lot of confusion amongst residents and delivery drivers</li> <li>• Should only be considered for worse effected roads</li> </ul>

## 2 Implementation

- 2.7 Preliminary considerations and internal consultations indicated that a part time pedestrianised road closure approach was the most appropriate method to restrict traffic on roads outside of the following schools; Branfil Primary School, Hylands Primary School and Squirrels Infant & Junior School, during the school drop off and pick up periods.
- 2.8 The lead Cabinet Member for Environment has been consulted and officers engaged with residents, businesses and statutory stakeholders in the lead up to the introduction of the mitigation measures.

- 2.9 Ward Members were also consulted when the mitigation measures were originally proposed under the experimental orders and were in support of the mitigation measures and the ETMO process. They will also be informed of the outcome monitoring results, the objections received and about the decision on making the traffic orders permanent (subject to the approvals sought in this report).
- 2.10 Residents, businesses and schools within the consultation areas, were invited to take part in a public consultation exercise during the first six months of the scheme being in operation. The consultations gave them the opportunities to express their views on the proposals on the future of the scheme.
- 2.11 The 'pedestrian and pedal cycle' only zones operate from Monday to Friday during school term time and is monitored by CCTV camera enforcement, preventing access by motor vehicles, including parents/guardians, but still allowing residents full access to their properties by way of a permit / access permit. Emergency services are already exempt, but there are future plans to allow Blue Badge holders, and other permitted vehicles such as, Hackney Carriage License vehicles and council refuse and waste collections will be reviewed. Those who contravene may be issued with a penalty charge notice (PCN) by the enforcement cameras.
- 2.12 The current designs continue to offer safer environments for school children, parents, and carers and all borough users outside of schools during morning drop off and afternoon pick up times.
- 2.13 General traffic is not permitted to use the School Streets during the designated times detailed on the Pedestrian and Cycle only zone traffic signs. Non-registered vehicles that enter the pedestrian and cycle only zone during operational times are automatically issued with a PCN.
- 2.14 Residents who live within the pedestrian and cycle only zone are able to drive on the street at all times by registering their vehicles for a virtual exemption permit. The Pedestrian and Cycle only zone does not apply at weekends.
- 2.15 Detailed figures provided in **Appendix A** outlines the traffic volumes at all three locations and the surrounding areas, the poor parking over a 5 day period between 23-27 November 2020 demonstrates the parking issues within facing residents and the need for approval to a permanent order.
- 2.16 **Appendix B** to this report details the pre-consultation responses show that a range of between 48% and 78% either agreed or strongly agreed with the school streets proposals, and these are detailed in the tables below.

### 3 Recommendations

- 3.7 Following on from the implementation of the Phase 1 of the School Streets restrictions The effect of this restricted traffic on roads outside of the schools during the school drop off times and pick up as shown in **Appendix A**. Restrictions were in place Monday to Friday, preventing vehicular access for parents/guardians but still allowing residents full access to their properties that lived within the restricted area.
- 3.8 The enforcement was carried out with the use of Closed Circuit Television (CCTV) cameras which were installed in agreed locations. Enforcement is only being carried out during school term times, as the purpose of the schemes are to create a safe space around the schools for children.
- 3.9 The scheme outcomes have been monitored since implementation, and the impacts of the schemes have been universally positive, with reductions in traffic flows, and delivering a safer walking and cycling environment for sustainable travel to the schools is reflected in the PCN

details provided at **Appendix C** and show that there was almost a 50% reduction in traffic and therefore, showing that not only is compliance working, but the councils objectives are being met in line with.

3.10 Statutory consultation with the public on the future of the scheme was undertaken during the first six months following the implementation of the experimental traffic order and the comments received during this statutory engagement phase have been taken on board in the preparation of this report.

3.11 Several concerns/objections to the Phase 1 School Streets proposals were received during the six month experimental consultation period from both residents and parents who lived outside of the area and these are detailed below:

- a) to improve air quality and safety outside schools, the proposed operational hours would affect them getting to work; and
- b) traffic will be displaced elsewhere in the surrounding streets.

3.12 Requests were also received to:

- a) exempt Hackney Carriage Licensed taxis and blue badge holders during the restricted times; and to
- b) amend the operational times of some of the zones in line with post covid-19 school opening / closing times.

3.13 Officers undertook surveys with the schools, residents and businesses in the roads directly affected by the proposals and roads located in close proximity between the 1<sup>st</sup> and 18<sup>th</sup> July 2021 and the results are detailed in the table below at **Appendix D**.

3.14 Where applicable the tables detail the responses received from:

- a) residents living in the road where the experimental School Street is in operation.
- b) residents living within a 2 mile radius of where the experimental School Street is in operation.
- c) members of the public who live outside of the 2 mile radius of where the experimental School Street is in operation but within the borough of Havering and
- d) members of the public who live outside of the borough.

3.15 The results confirm that the school, residents and business respondents in the area around Branfil Primary School were marginally non supportive of the implementation of a School Street scheme initially but of those who responded during this later survey it can be seen there's an overall agreement at 20 to 0. No responses were received from members of the public outside of the 2 mile radius of the school.

3.16 The results confirm that the school, residents and business respondents in the area around Hylands Primary School who were initially in support of the implementation of a School Street scheme show that this still remains the case.

3.17 Squirrels Infant & Junior Primary Schools who were in support of the implementation of a School Street scheme initially show that this still remains the case for those within the school street who are directly affected but respondents from the surrounding are marginally disagreed at 21 to 22. However, there were 18 respondents who neither agreed nor disagreed to the scheme. No responses were received from members of the public who live outside of the borough.

3.18 Analysis of the results also revealed that 80% of respondents to the survey did not respond to the questions asking how the scheme has affected their deliveries which suggests this isn't an



issue at this stage. However, customers who rely on TomTom for accurate real-time traffic information and routing guidance are partnering with one.network, among other incident data suppliers, to ensure School Streets schemes are included within their satellite navigation systems.

- 3.19 At this stage any changes to the controls are not recommended as this would require further extensive consultation which would result in the eighteen month experimental deadline being surpassed. If this were to happen the schemes would no longer be enforceable.
- 3.20 It is considered that the results of the reduction in traffic, removal of erroneous and dangerous parking and the benefits to the safety and health of residents and attendees to the school far outweigh the oppositions raised to the scheme and it is therefore recommended that the Committee overrules the objections and agrees to make the schemes permanent.
- 3.21 If agreement is given to make the schemes permanent, officers would continue to monitor and review the schemes. Any proposals to make changes would be presented at a future meeting for approval to progress the undertaking separate consultations to address the concerns raised.
- 3.22 It is noted that officers would continue to monitor the operation and effectiveness of the approved schemes with any consequential proposals for changes presented at a future meeting of the Highways Advisory Committee.

## IMPLICATIONS AND RISKS

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

- 4.1 This report is asking HAC to recommend to the Cabinet Member the formal consultation of the above schemes.
- 4.2 The estimated cost of £0.0050m will be met from £0.0050m which has been awarded as part of Havering's 2021/22 LIP budget.
- 4.3 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 Environment in 2022 with regards to actual implementation and scheme detail. Therefore, final costs are subject to change.
- 4.4 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.
- 4.5 The Council is procuring a new MTC camera contract that will provide future proofing for the service, and new contract arrangements are expected to be in place shortly. .
- 4.6 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.
- 4.7 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

## **5 Alternative Options Considered and rejected**

5.1 Alternative Options were considered and rejected due to the positive outcome of the consultation.

## **6 Legal implications and risks:**

The implementation of the three School Streets schemes for Branfil Primary School, Hylands Primary School and Squirrels Heath Infant & Junior Schools were introduced in September 2020. The Council has allowed the mandatory 6-months objections period to lapse before seeking a decision on whether or not the experimental order is made permanent and this decision is being 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.

In making a decision on the permanency of the experimental scheme the Council has considered the effectiveness of the scheme in a live setting and taken account of all public representations received during the statutory objection period.

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Section 6 of Part 1 RTRA 1984. Schedule 1 of the RTRA 1984 lists those matters as to which Orders can be made under Section 6. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 are complied with.

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). This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

## **7 Human Resources implications and risks:**

7.1 If the School Streets Scheme is accepted as permanent, there are no HR implications or risks arising directly.

7.2 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.

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7.4 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.

7.5 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.

## **8 Equalities implications and risks:**

8.1 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.

8.2 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.

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

8.4 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.

8.5 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.

8.6 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.

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

## **BACKGROUND PAPERS**

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

9.1 Mayoral of London's School Air Quality Audit Programme

9.2 Delegated Approval Report - School Streets Phase 1.

9.3 Key Executive Decision – Consultation Outcome on 24.08.20.

9.4 Havering's Air Quality Action Plan 2018-2023

## APPENDICES

### APPENDIX A – TRAFFIC DATA (Pre-Implementation)

#### Branfil Primary School

Between 07:55 - 09:35 and 13:55 - 15:35	Acacia Drive	Cedar Avenue	Gaynes Park Road	Little Gaynes Lane	South View Drive	Sycamore Avenue	Total
Accident							0
Blocking drop kerbs	62	22	4	17	15	12	132
Dangerous manoeuvres			7	2			9
Double parking in road	1					2	3
Driving on pavements		1					1
Mounting pavements		6			7		13
Parked cars are obstructive and stopping other vehicles passing	31	3	181	90	17	15	337
Parking on any parking restriction illegally	3	2	19	9	1		34
Parking on junctions with or without yellow lines							0
	<b>97</b>	<b>34</b>	<b>211</b>	<b>118</b>	<b>40</b>	<b>29</b>	<b>529</b>

#### Hylands Primary School

Between 07:55 - 09:35 and 14:25 - 16:05	Benjamin Close	Claremont Road	Clifton Road	Globe Road	Malvern Road	Rossall Close	Total
Accident							0
Blocking drop kerbs		1	29		18	43	91
Double parking in road		4	7	5	2		18
Mounting pavements	4			1	1	1	7
Parked cars are obstructive and stopping other vehicles passing		3	1	36	2	1	43
Parking on any parking restriction illegally	1			44	20	23	88
	<b>5</b>	<b>8</b>	<b>37</b>	<b>86</b>	<b>43</b>	<b>68</b>	<b>247</b>

#### Squirrels Infant & Junior Primary School

Between 07:55 - 09:35 and 14:25 - 16:05	Hazelmere Gardens	Heath Park Road	Lytton Road	Margaret Road	Salisbury Road
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Blocking drop kerbs	87	73	19		48
Blocking safe crossing points					
Dangerous manoeuvres					
Double parking in road	1				5
Driving on pavements					
Mounting Pavements	2	63			1
Parked cars are obstructive and stopping other vehicles passing		25	1	2	2
Parking on any parking restriction illegally	8	26	2	6	15
	<b>98</b>	<b>187</b>	<b>22</b>	<b>8</b>	<b>71</b>

#### Squirrels Infant & Junior Primary School - continued

<b>Between 07:55 - 09:35 and 14:25 - 16:05</b>	<b>Balmoral Road</b>	<b>Brentwood Road</b>	<b>Cavenham Gardens</b>	<b>Great Gardens Road</b>	<b>Overall Total</b>
Blocking drop kerbs	3		27	19	276
Blocking safe crossing points					0
Dangerous manoeuvres					0
Double parking in road					6
Driving on pavements		1			1
Mounting Pavements		3	1	2	72
Parked cars are obstructive and stopping other vehicles passing		1	8	7	46
Parking on any parking restriction illegally	18			1	76
	<b>21</b>	<b>5</b>	<b>36</b>	<b>29</b>	<b>477</b>

#### APPENDIX B – (Consultation Results Pre-Implementation)

<b>Schools</b>	<b>Opposed Scheme</b>		<b>Supports Scheme</b>		<b>Grand Total</b>	
<b>Branfil</b>	<b>74</b>	<b>51.39%</b>	<b>70</b>	<b>48.61%</b>	<b>144</b>	<b>100.00%</b>

Business	0	0.00%	2	1.39%	2	1.39%
Resident	50	34.72%	54	37.50%	104	72.22%
Someone who works in the area	3	2.08%	5	3.47%	8	5.56%
Visitor	21	14.58%	9	6.25%	30	20.83%

<b>Hylands</b>	<b>16</b>	<b>21.62%</b>	<b>58</b>	<b>78.38%</b>	<b>74</b>	<b>100.00%</b>
Business	1	1.35%	0	0.00%	1	1.35%
Resident	15	20.27%	34	45.95%	49	66.22%
Someone who works in the area	0	0.00%	3	4.05%	3	4.05%
Visitor	0	0.00%	21	28.38%	21	28.38%

<b>Squirrels Heath</b>	<b>18</b>	<b>29.03%</b>	<b>44</b>	<b>70.97%</b>	<b>62</b>	<b>100.00%</b>
Business	0	0.00%	0	0.00%	0	0.00%
Resident	14	22.58%	40	64.52%	54	87.10%
Someone who works in the area	3	4.84%	0	0.00%	3	4.84%
Visitor	1	1.61%	4	6.45%	5	8.06%

#### APPENDIX C – Penalty Charge Notice (PCN) Traffic Data

<b>School</b>	<b>PCNs issued Nov 20 – Mar 21</b>	<b>PCNs issued Apr 21 – Sep 21</b>
Branfil Primary School	1061	617
Hylands Primary School	225	101
Squirrels Infant and Junior Primary Schools	1378	593
<b>Total</b>	<b>2664</b>	<b>1331</b>

#### APPENDIX D – (Consultation Results Post-Implementation)

**Number of consultation responses received for the experimental School Street scheme for Branfil Primary School**

<b>Roads located where the experimental School Street is in operation</b>	<b>Agree</b>	<b>Disagree</b>	<b>Neither Agree or Disagree</b>
Cedar Avenue	16	0	
Southview Drive	4	0	
<b>Total</b>	<b>20</b>	<b>0</b>	<b>0</b>

<b>Roads located within a 2 mile radius of where the experimental School Street is in operation.</b>	<b>Agree</b>	<b>Disagree</b>	<b>Neither Agree or Disagree</b>
Wayside Avenue	1		
Lingfield Avenue	1		
Gayne Park Road		3	
Sycamore Avenue		2	
Acacia Dive		5	1
Brackendale Gardens		1	
Southview Drive		2	
Little Gaynes Lane			1
<b>Total</b>	<b>2</b>	<b>13</b>	<b>2</b>

### Number of consultation responses received for the experimental School Street scheme for Hylands Primary School

<b>Roads where the experimental School Street is in operation</b>	<b>Agree</b>	<b>Disagree</b>	<b>Neither Agree or Disagree</b>
Benjamin Close	10	0	0

<b>Roads located within a 2 mile radius of where the experimental School Street is in operation.</b>	<b>Agree</b>	<b>Disagree</b>	<b>Neither Agree or Disagree</b>
Globe Road		10	2
Granger Way	1		2
Clifton Road	1	3	1
Rossall Close		5	2
Malvern Road	2		
Mellowes Road	1	2	
Mashiters Walk	1		
Hyland Close	1		
Glanville Drive			1
Loom Grove	1		
Juliette Mews	1		
Manor Road	1		
Norman Road	1		
Brentwood Road	2		2
Saunton Road			1
Strathmore Gardens			1
Bush Elms Lane			1
Northdown Road	1		
Southdown Road	1		
London Road	1		
Tolbut Court	1		
Grenfeill Avenue	1		
Park Crescent	2		
Grosvenor Drive	1		
Ravenscourt Grove	1		
Park Lane			1

Victoria Road	1		
Hillcrest Road	1		
Allandale Road	1		
Savoy Grove	1		
Wootton Close	1		
Haze Rise	1		
Bell Avenue	1		
Bell house Avenue	1		
Northdown Road	1		
Elm Parade			1
Coronation Drive			1
Osbourne Road	1		
<b>Total</b>	<b>32</b>	<b>20</b>	<b>16</b>

Roads located outside of the 2 mile radius of where the experimental School Street is in operation but within the borough of Havering	Agree	Disagree	Neither Agree or Disagree
Cross Road	1		
Tyne Close	1		
Rectory Road	1		
The Grove	1		
<b>Total</b>	<b>4</b>		

Roads located outside of the borough	Agree	Disagree	Neither Agree or Disagree
Hyme Road	1	1	
Folkestone Road	1		
<b>Total</b>	<b>2</b>	<b>1</b>	

### Number of consultation responses received for the experimental School Street scheme for Squirrels Heath Infant & Junior Primary Schools

Roads located where the experimental School Street is in operation	Agree	Disagree	Neither Agree or Disagree
Salisbury Road	18	1	5

Roads located within a 2 mile radius of where the experimental School Street is in operation.	Agree	Disagree	Neither Agree or Disagree
Brentwood Road	3	4	3
Great Gardens Road	1	2	
Margaret Road	3		
Lytton Road	3	3	2
Heath Park Road	2	5	3
Balmoral Road		2	1



Faith Close	2		
Kingsley Court	1		
Maybrick Road		1	
Royle Close		1	
Cranham Road		1	2
Pemberton Avenue	1		
Fairholme Avenue	1		
Cavenham Gardens	1		1
Hamilton Road			1
Hastings Road	1		
Lawrence Road	1		2
Hazelmere Gardens		2	2
<b>Total</b>	<b>20</b>	<b>21</b>	<b>17</b>

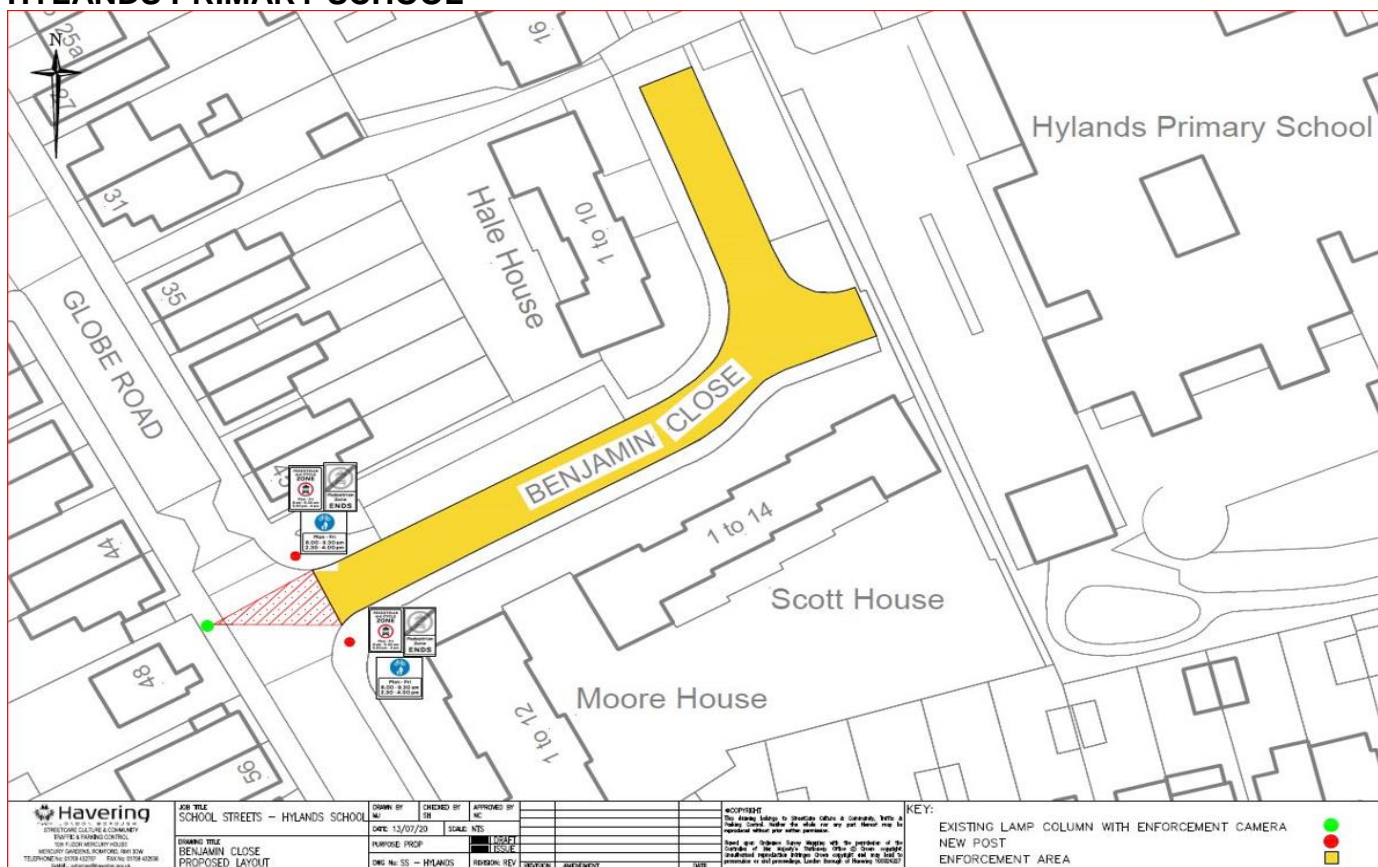
<b>Roads located outside of the 2 mile radius of where the experimental School Street is in operation but within the borough of Havering</b>	<b>Agree</b>	<b>Disagree</b>	<b>Neither Agree or Disagree</b>
Ferguson Court		1	
Suttons Avenue			1
Coronation Drive	1		
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>

## APPENDIX E: SCHOOL STREET LOCATION DRAWINGS

### BRANFIL PRIMARY SCHOOL



## HYLANDS PRIMARY SCHOOL



## SQUIRRELS HEATH INFANT & PRIMARY SCHOOLS

