

## PLACES OVERVIEW AND SCRUTINY SUB COMMITTEE

**Subject Heading:**

School Streets – progress report and plans for further expansion

**SLT Lead:**

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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.