

Appendix C School Street Selection Criteria

Phase 1

[School Streets Executive Decision - 15 July 2020](#)

Phase 1 of the Havering School Streets programme was introduced In July 2020 as a result of the TfL Streetspace programme which was a temporary initiative by Transport for London and London's boroughs, launched in response to the coronavirus pandemic, to reallocate road space for walking and cycling. Its goals were to facilitate social distancing, prevent a car-led recovery, reduce congestion, and promote healthier, more sustainable travel options by creating temporary cycle lanes, widening footways, and implementing low-traffic neighbourhoods.

It stated when considering a School Street candidate, the following key principles apply:

- Road danger was a recognised and significant issue prior to the COVID-19 outbreak
- Where there was a recognised and significant problem with crowding outside school prior to the COVID-19 outbreak.
- Where a large number of complaints had been received, and or a Councillor had highlighted safety concerns raised by residents
- Where there are two or more schools in close proximity to one another.
- Schools with narrow footways posing a safety risk to children.
- Schools with large intake/multi form entry, that even with a staggered start/finish times crowding outside is still likely.

Further details of the consultation results detailed [here](#).

The criteria was further developed in the [Executive Decision - January 2022 - School Streets \(SS\) Phase 1 – Request to convert the scheme from experimental to permanent](#).

This set out:

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

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.

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

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).

Phase 2

The criteria above continued in Phase 2 as set out in the [Key Executive Decision in February 2022 - School Streets Phase 2. Recommendations to formally consult on implementing schools using the experimental traffic order process.](#)

Consultation results are contained on pages 7 to 12 of this same report.

Phase 3

Further information on the process for Phase 3 is set out in the [Non Key Executive Decision in August 2023 - School Streets Phase 3. Approve implementation of experimental traffic order\(s\) to support operation of Phase 3 of the School Streets Scheme](#)

The process adopted to implement new School Street zones is 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 contacted and their support sought
3. Those schools that support the principle are prioritised and taken forward and the local area consulted
4. Results of the consultation assessed
5. Recommendations made

Consultation results are contained on pages 6 to 8 and in Appendix C and D.

Phase 4

Most recently the [Non Key Executive Decision - Approve implementation of experimental traffic order\(s\) to support operation – March 2025](#) specified:

Further criteria has been applied to identify School Streets in the borough for Phase 4 of the programme, which included:

- Consideration on the condition that the School supports the initiative in principle.
- Consideration of schools that do not have their main entrance on the Strategic Route Network, Main Distributor, Primary Distributor or Secondary Distributor roads.
- Consideration of schools on a Secondary Distributor Road that do not have a bus route with the exception of those that share their sites with other schools who do have their main entrances on a road with a bus stop.
- In addition, all new schools built in the borough should be considered for a School Street.
- Schools that were eligible in Phase Three but did not support the scheme, as well as those consulted in Phase Three but were unsuccessful, have not been included in Phase Four

Plus the TfL Travel for Life (formerly STARS) Accreditation criteria lifted from Phase 3.

Consultation results can be found on pages 8 to 10 of this report and Appendix C.