



Havering
LONDON BOROUGH

Notice of Non-Key Executive Decision

Subject Heading:	School Streets Phase 4b. Approve implementation of experimental traffic order(s) to support operation of Phase 4b of the School Streets Scheme
Decision Maker:	Imran Kazalbash, Director of Environment
Cabinet Member:	Cabinet Member for Environment, Cllr Barry Mugglestone
ELT Lead:	Imran Kazalbash, Director of Environment
Report Author and contact details:	Craig Waites Highways Engineer Craig.Waites@havering.gov.uk
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)

Non-key Executive Decision

	<p>Mayor's Transport Strategy 2018</p> <p>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.</p>
Financial summary:	<p>The estimated cost of introducing the schemes experimentally would be £0.093m which will be met from Environment Moving Traffic Contravention Capital budget C38000.</p>
Relevant Overview & Scrutiny Sub Committee:	<p>Places</p>
Is this decision exempt from being called-in?	<p><i>The decision will be exempt from call in as it is a Non key Decision</i></p>

Non-key Executive Decision

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

[X] People - Supporting our residents to stay safe and well

[X] Place - A great place to live, work and enjoy

[X] Resources - Enabling a resident-focused and resilient Council

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

To support operation of Phase 4 of the School Streets Scheme and approve implementation of experimental traffic order(s) as detailed on the drawings in Appendix D and in the table below for the recommended schemes:

School name	Roads included	Times of operation AM	Times of operation PM
Hornchurch High School	Adelphi Crescent Broadstone Road Hartland Road Vaudeville Close	7.30-9.15	2.30-4.15

AUTHORITY UNDER WHICH DECISION IS MADE

Part 3.3.5 (1.5)

To authorise the issue, amendment or suspension of temporary traffic orders, experimental traffic orders, temporary traffic notices and temporary prohibitions of waiting and loading

3.3.1 (5.1) covers sub-delegations:

The Chief Officers may delegate any of the powers listed in this part to another Officer, in so far as is legally permissible. Such delegation will specify whether the Officer is permitted to make further sub-delegations. Any such delegation or sub-delegation must be: (a) recorded in writing; and (b) lodged with the Monitoring Officer who will keep a public record of all such delegations. Any such delegation / sub-delegation will become valid only when these conditions are complied with.

STATEMENT OF THE REASONS FOR THE DECISION

School streets can provide a range of benefits. This report seeks approval to initiate experimental traffic orders, creating new school street zones, under section 9 of the Road Traffic Regulation Act 1984 in roads in the vicinity of the following schools as detailed on the plans in Appendix D.

Background

A School Street is a street (or streets) surrounding a school that is closed to general motorised traffic for a period of time at the start and end of the school day. They are

Non-key Executive Decision

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, 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).

During the initial few weeks of implementation, some disruption is expected such as:

- Parking displacement
- Some journeys taking a slightly longer for residents in adjacent streets (as they are no longer able to use the school street as a “cut through” during term time.)

These typically subside within the first three weeks once motorists become more familiar with the restrictions.

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

School Streets are initially introduced as a “trial” using the Experimental Traffic Management Order (ETO) process. A statutory consultation is open for the first six month period. During this time the school street ETO can be amended, retained as is or removed. After six months, but not later than 18 months, a decision needs to be taken as to remove the ETO or make it permanent. Accordingly, a further decision will be made setting out the feedback and outcomes from the trial and a recommended way forward within 18 months.

Exemptions, allowing authorised or certain vehicles to enter the School Street are included in the traffic order. The exemptions are in place in order to ensure that the right balance is achieved between maintaining the integrity of the zone and not causing too much disruption to the school or residents in the zone.

There are now 15 schools with School Streets, covering 59 streets in Havering. A list of School Streets in Havering is 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

Non-key Executive Decision

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.

In Havering alone, car use has decreased an average of 13% on schools with a school street in the period from 2016-2017 to 2023-2024 and from 19% to 16% on average on all TfL Travel for Life accredited schools. *

As part of the evaluation School Streets implemented across the London Borough of Havering, child and adult online surveys were run from 4th December 2023 to 31st January 2024 to gather qualitative and quantitative feedback:

- Over 1 in 5 adult respondents said the school street has seen them walk to school more
- 66% of adult respondents said it feels safer for children to walk/cycle/scoot on the street at drop-off and pick-up

Non-key Executive Decision

- 63% of adult respondents said the street feels more pleasant at drop-off and pick-up
- 91% of child respondents said it feels safe* to walk, cycle or scoot on the street outside the school gate
- 21% of respondents said the school street has seen them walk to school more
- 11% of respondents said the school street has seen them park and stride to school more

Detail

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.
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

Exemptions to the scheme will match exemptions from School Streets Phase 2 and 3, as shown in Appendix B.

Phase 4

Selection criteria

Further criteria has been applied to identify School Streets in the borough for Phase Four 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

Application of this criteria meant that the following schools would now meet the criteria:

Phase 3 eligibility

Non-key Executive Decision

1. Hacton Primary School
2. Langtons Infant School
3. Langtons Junior School
4. Newtons Primary School
5. Towers Infant School
6. Towers Junior School

TfL STARS Accreditation criteria lifted from Phase 3*

7. Gidea Park College
8. Hornchurch High School
9. Hall Mead Academy
10. St Patricks Catholic Primary School

Main entrance is not on Strategic Route Network, Main Distributor, Primary Distributor or Secondary Distributor roads

11. Rise Park Infant School
12. Rise Park Junior School

Main entrance is on a Secondary Distributor Road but does not have a bus route

13. Brittons Academy -
14. Whybridge Infant - on a Secondary Distributor Road but do not have a bus route
15. Whybridge Junior - on a Secondary Distributor Road but do not have a bus route

** TfL STARS Accreditation is a Transport for London program that recognizes and rewards schools for promoting safer, more sustainable travel, encouraging walking, cycling, and public transport use among students and staff.*

Consultation with schools

All eligible schools were consulted for their initial support of the scheme. From the schools above three did not give their explicit support and therefore were omitted, namely Gidea Park College, St Patricks Catholic Primary School and Langtons Infant. Given that Langtons Infant and Junior have entrances on the same street, it was considered to hold the implementation process of the school street scheme until an agreement is found on the matter.

Additionally, consultations regarding parking schemes were ongoing at Newtons Primary School. It was decided to delay the school street consultation until the existing parking issues are addressed and suitable solutions are established.

Residents consultation

Following the initial screening and assessment, and before inviting residents to the consultation, the respective Ward Members of each school were informed about the selection process and the following consultation and asked for their views.

Ward Members from Cranham raised their concerns about the implementation of the scheme around Hall Mead School. Members from Hylands & Harrow Lodge Ward raised their concerns about the school street around Hornchurch High School.

Non-key Executive Decision

Additionally, the scheme around Towers Infant and Juniors Schools sits between two wards and Members from St Andrews also raised their concerns about the scheme.

These proposed school streets schemes were put on hold while discussions and clarifications are held with respective members. As a result phase 4 of School Streets was split into 4a and 4b:

Phase 4a (Being implemented on 2nd June 2025)

Rise Park Infants and Juniors

Whybridge Infants and Juniors and The Brittons Academy

Phase 4b

Hornchurch High School

Towers Infants and Juniors

As a result the Council consulted residents and businesses in the Phase 4b areas surrounding the remaining schools between 25th November 2024 to 31st January 2025, as detailed below:

The survey was open to all members of the public to respond, and properties within the potential zone received a letter through the post. The consultation was facilitated through the Council's website.

The questionnaire sought responses to two questions which were:

- a) Do you think there is a problem with parking around the school? And
- b) Do you support the School Streets scheme?

Consultation Results

Whilst letters were sent to all properties within a potential new School Street zone anyone who wanted to reply to the consultation could. Inevitably this led to responses from residents who live both close to and further away from the zone.

Accordingly, the analysis needed to consider the number of those who responded compared to the number of people who live in the zone. Those who were immediately affected needed to be differentiated between those that live very close to the proposed zone and also those who live further afield and may be concerned about school travel arrangements if the zone was implemented.

It should be noted that the decision to recommend supporting a School Street scheme is not based purely on majority resident support but is also due to consideration of a broader set of factors which are as follows:

- The school supports the proposed zone
- There are a number of benefits, as highlighted above, created by School Streets
- Responses from residents within the zone are prioritised over the rest of responses

Non-key Executive Decision

- Where more than one response from a household was received it is counted as one.

The table in Appendix C provides the full consultation results of all schools classified by the location of the responses.

The below table shows number of responses per location:

Hornchurch High School

Do you oppose or support a school street scheme? - Support or oppose						
	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street	
Support	17	53.1%	5	22.7%	3	60.0%
Neither support nor oppose	1	3.1%	3	13.6%	0	0.0%
Oppose	14	43.8%	14	63.6%	2	40.0%
not answered		0.0%		0.0%	0	0.0%
TOTAL	32	100.0%	22	100.0%	5	100.0%

Towers Infants and Juniors

Do you oppose or support a school street scheme? - Support or oppose								
	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		I am member of school staff or operates a business near the school	
Letters sent 751								
Support	74	34.9%	33	15.9%	21	24.4%	2	18.2%
Neither support nor oppose	8	3.8%	13	6.3%	3	3.5%	1	9.1%
Oppose	129	60.8%	161	77.4%	62	72.1%	8	72.7%
not answered	1	0.5%	1	0.5%	0	0.0%	0	0.0%
TOTAL	212	100.0%	208	100.0%	86	100.0%	11	100.0%

Way Forward

The above consultation results have been analysed by officers with a narrow majority in support of the scheme and is agreed to progress with the following schemes:

- Hornchurch High School

Residents and businesses would receive an information pack at least one month prior to the implementation of the scheme to enable them time to register their vehicles for exemption from the scheme.

The scheme would be implemented experimentally. This means statutory consultation is open for 6 months from the date the scheme goes live. Responses will be monitored

Non-key Executive Decision

and a repeat engagement will be completed between 6 and 18 months after implementation in order that a decision as to whether to amend, remove or retain the School Street zone permanently can be made.

A warning period of two weeks will be in place from when the scheme goes live, following statutory guidance. All motorists will be issued one warning before a PCN is issued.

The scheme at Towers Infants and Junior Schools received 527 responses with the majority of respondents opposed to the scheme. Officers have considered implementing the scheme only on Windsor Road, there were a total of 12 responses from residents in Windsor Road with 6 supporting the scheme, 5 opposed and 1 neither supporting or opposing. Due to this split response and that it is unlikely to have an impact on the parking issues and congestion in adjacent roads, it has been determined not to proceed with the School Street at this location at this time. Officers will investigate alternative measures which may include, but not be limited to traffic calming, crossing points including zebra crossings and Copenhagen style crossings amongst other measures. These proposals would be subject to public consultations as well as budget being available.

OTHER OPTIONS CONSIDERED AND REJECTED

Alternative option 1: Do nothing - Not considered viable as a number of schools were suitable for School Streets.

Option 2: Implement all zones / few / less than stated in the recommendations – The Council does have the legal power to do this but this decision would be going against the majority of resident's wishes in some areas or would result in schemes that would be hard to enforce effectively.

PRE-DECISION CONSULTATION

The engagement and consultation arrangement have been explained in the body of the report.

Ward members who have affected schools in their wards have been consulted and support the recommendations relating to their areas.

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: Craig Waites

Non-key Executive Decision

Designation: Highways Engineer

Signature: *Craig Waites*

Date:30/05/2025

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

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.

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.

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.

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.

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.

FINANCIAL IMPLICATIONS AND RISKS

This decision seeks to approve the implementation of experimental traffic order(s) which supports the operation of Phase 4 of the School Streets Scheme. The estimated cost of £0.093m will be met from Environment Moving Traffic Contravention Capital budget, which at the time of this decision paper has sufficient budget. Only those costs allowed by the CIPFA code will be allocated to the Capital budget, any other costs will need to be funded through Environments revenue budget.

The breakdown of cost are as follows:

<u>Item</u>	<u>£m</u>
3 CCTV cameras @ £0.025m each	0.075
TMO legal work	0.003
Traffic Signs	0.002
Lining works	0.002
Staff Fees (15% of the overall scheme)	0.011
Total Value	0.093

Non-key Executive Decision

The above estimates are full costs of the schemes, should all recommended proposals be implemented, final costs are subject to change.

The council currently has two contracts with suppliers Openview 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.

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 the aforementioned projects.

Enforcement would be undertaken using cameras, there will be associated PCN income generated by these schemes (estimates of the total value of these schemes are unquantifiable at this time). Ideally, the council seeks full compliance which will see negligible scheme related income.

This is a standard project for Highways, Traffic and Parking and there is no expectation that the works cannot be contained within the cost estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Environment budget.

HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

The enforcement of School Streets 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 98 enforcement cameras.

School streets operate for no more than 3-4 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 98, which monitors Tangent Link records approximately 1,500 clips per week needing review.

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.

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

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.

Non-key Executive Decision

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 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) The need to foster good relations between those who have protected characteristics and those who do not.

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

The Council is committed to all of the above in the provision, procurement, and commissioning of its services, and the employment of its workforce. Additionally, the Council is dedicated to enhancing the quality of life and wellbeing for all Havering residents with regard to socio-economic and health determinants.

An EHIA (Equality and Health Impact Assessment) has been completed and is required for this decision.

The Council seeks to ensure equality, inclusion, and dignity for all. There are not equalities and social inclusion implications and risks associated with this decision.

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.

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.

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.

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

ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS

Considering the number of cars, lorries, vans and trucks that frequent our roads, the air can be harmful and unpleasant due to the tonnes of CO2 emitted. In addition, height can affect the levels of toxins entering the body. Children walk closer to the exhausts of idle vehicles on their way to school. By removing these vehicles from our school gates, children will benefit from cleaner air.

Restricting vehicular access to schools during pick-up and drop-off time will also encourage walking and cycling for parents / guardians and children which will contribute to improving their health and tackle obesity. This will also benefit all those living in close proximity, and those travelling to and from, the schools.

Reducing congestion around schools and promoting a modal shift to more sustainable transport delivers in part on the environmental corporate aims of the council and the mayor of London's healthy streets approach as part of London's transport strategy. There are well documented huge individual and societal co-benefits from supporting a shift to low-carbon transport. Some of them are improvement in air quality and reduction in noise pollution. These benefits are particularly notable when shifting trips from traditional diesel- and petrol-powered private vehicles to public transport and active travel modes.

BACKGROUND PAPERS

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

- Mayoral of London's School Air Quality Audit Programme.
- Delegated Approval Report – School Streets Phase 1.
- Havering's Air Quality Action Plan 2018-2023

APPENDICIES

Appendix A	EXISTING SCHOOL STREETS IN HAVERING
Appendix B	EXEMPTIONS TO THE RESTRICTION
Appendix C	SUMMARY TABLES OF CONSULTATION RESULTS
Appendix D	SCHOOL STREETS PROPOSED LAYOUTS

Non-key Executive Decision

Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal agreed

Details of decision maker

Signed *J Kazalbash*

Name: Imran Kazalbash

Cabinet Portfolio held:

CMT Member title:

Head of Service title

Other manager title:

Date: 09/09/2025

Lodging this notice

The signed decision notice must be delivered to Committee Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on _____

Signed _____

Non-key Executive Decision**APPENDIX A. EXISTING SCHOOL STREETS IN HAVERING**

School	Ward	AM restriction times (Monday to Friday only)	PM restriction times (Monday to Friday only)
Branfil Primary	Upminster	8am to 9.30am	2pm to 3.30pm
Hylands Primary	St Albans	8am to 9.30am	2.30pm to 4pm
Squirrels Heath Infant and Junior	Squirrels Heath	8am to 9.30am	2.30pm to 4pm
Drapers Academy Drapers Maylands Lime Academy	Gooshays	8am to 9am	2.30pm to 3.30pm
Drapers Pyrgo Priory School	Gooshays	8am to 9am	2.30pm to 3.30pm
Emerson Park Academy	Emerson Park	8.20am to 9.15am	3pm to 3.30pm
James Oglethorpe School	Upminster	8am to 9am	2.30pm to 3.30pm
Parsonage Farm School	Rainham & Wennington	8.30am to 9.15am	2.30pm to 3.30pm
Harrold Wood Primary Redden Court School	Harold Wood	8.15am to 9am	2.30pm to 3.30pm
RJ Mitchell School	Elm Park	8.20am to 9.05am	2.30pm to 3.25pm
Mead Primary School	Harold Wood	7.45am to 9.15am	2.15pm to 3.30pm
Oasis Academy Pinewood	Havering- atte-Bower	8am to 9am	2.30pm to 3.30pm
Harrow Lodge Primary School	Hylands & Harrow Lodge	7.45am to 9.15am	2.30pm to 3.30pm
Brittons, Whybridge Infants and Juniors	South Hornchurch	8am to 9am	2.30pm to 3.45pm
Rise Park	Marshalls & Rise Park	8am to 9am	2.30pm to 3.30pm

APPENDIX B. EXEMPTIONS TO THE RESTRICTION

Exemptions to the school scheme

Exemption permits are free of charge and the following are exempt in the school street zones.

- Residents.
- 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.

Because children and families may be using the space in the road, we encourage eligible vehicles to enter and exit school streets with caution and only where absolutely necessary to maintain safety, ensuring that vehicle volume and speed is kept to a minimum.

Examples of where exemptions will not be granted

The following will not be granted exemptions for their vehicle to arrive at the times of the school street and may be issued a PCN if entering the area during the operational times.

- Residents living outside the school street.
- Parents/carers dropping off/collecting children at the school. (A person providing childcare, similar to that of a childminder – whether it's a family member or a paid person/organisation, is deemed as visitor and will not be eligible to apply).
- Friends and relatives of residents in the school street (visitors).
- Tradespeople.
- Unmarked delivery vehicles.

Instead, it is advised that any planned visitor either chooses to walk or cycle their journey, park their car in a nearby street and walk the short distance to the school, or arrive outside of the hours of the school street zone.

APPENDIX C. SUMMARY TABLES OF CONSULTATION RESULTS

Question: Do you oppose or support a school street scheme?

Hornchurch High School

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street	
Support	17	53.1%	5	22.7%	3	60.0%
Neither support nor oppose	1	3.1%	3	13.6%	0	0.0%
Oppose	14	43.8%	14	63.6%	2	40.0%
not answered		0.0%		0.0%	0	0.0%
TOTAL	32	100.0%	22	100.0%	5	100.0%

Towers Infants and Juniors

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		I am member of school staff or operates a business near the school	
Support	74	34.9%	33	15.9%	21	24.4%	2	18.2%
Neither support nor oppose	8	3.8%	13	6.3%	3	3.5%	1	9.1%
Oppose	129	60.8%	161	77.4%	62	72.1%	8	72.7%
not answered	1	0.5%	1	0.5%	0	0.0%	0	0.0%
TOTAL	212	100.0%	208	100.0%	86	100.0%	11	100.0%

Non-key Executive Decision

Question: Do you think there is a problem with traffic and parking around the school?

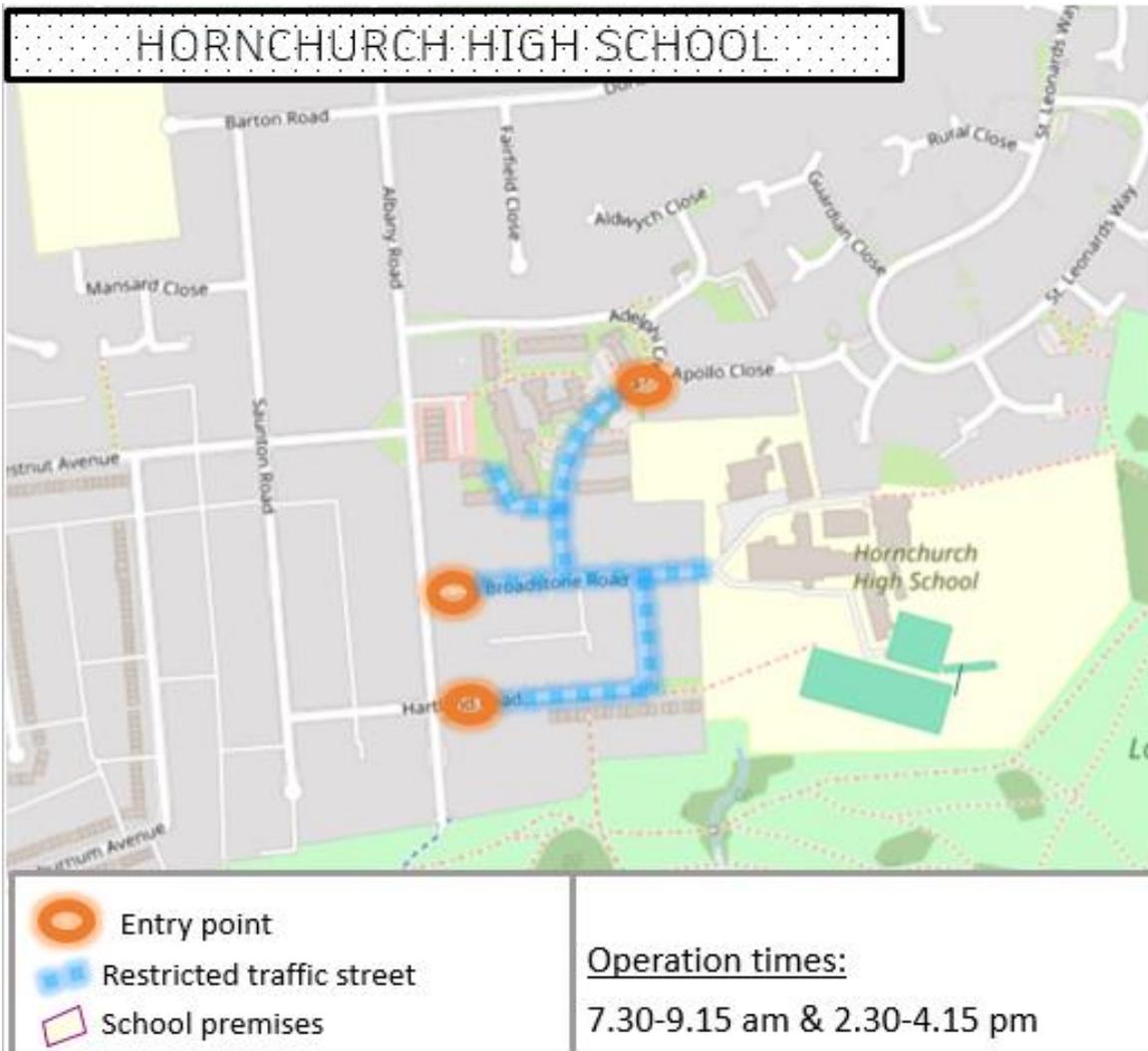
Hornchurch High School

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street	
Strongly agree	16	50.0%	5	22.7%	1	20.0%
Agree	3	9.4%	7	31.8%	2	40.0%
Neither agree or disagree	2	6.3%	3	13.6%	1	20.0%
Disagree	2	6.3%	4	18.2%	0	0.0%
Strongly disagree	9	28.1%	3	13.6%	1	20.0%
not answered				0.0%		
TOTAL	32	100.0%	22	100.0%	5	100.0%

Towers Infants and Junior School

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		I am member of school staff or operates a business near the school	
Strongly agree	68	32.1%	34	16.3%	17	19.8%	3	27.3%
Agree	40	18.9%	42	20.2%	16	18.6%	2	18.2%
Neither agree or disagree	34	16.0%	45	21.6%	17	19.8%	1	9.1%
Disagree	32	15.1%	39	18.8%	11	12.8%	2	18.2%
Strongly disagree	38	17.9%	47	22.6%	25	29.1%	2	18.2%
not answered			1	0.5%			1	9.1%
TOTAL	212	100.0%	208	100.0%	86	100.0%	11	100.0%

APPENDIX D. SCHOOL STREETS PROPOSED LAYOUTS



Non-key Executive Decision

