

OFFICER'S DECISION

Subject Implementation of School Streets through the use of Traffic Regulation Orders (x4) - Brentside Primary, St Vincent's Catholic Primary, Tudor Primary and Viking Primary

Decision by Darren Henaghan, Interim Strategic Director of Housing and Environment

Non-key decisions

Portfolio Portfolio holder for climate action - Cllr Deirdre Costigan
Portfolio holder for healthy lives - Cllr Josh Blacker

Authority Cabinet decision 13 July 2022 Item 12

[Agenda for Cabinet on Wednesday, 13 July 2022, 7.00 pm \(moderngov.co.uk\)](#)

'Delegates authority to the Director of Housing to take the necessary steps to implement the schemes identified in the Transport Programme (which includes those schemes funded through S106 monies) as set out in Appendix A following consultation with the Portfolio Holders for Climate Action and Healthy Lives, subject to relevant detailed design and approvals and the outcome of any statutory consultation that may be required'

Council constitution: Part 8 – paragraph 1.3 General Principles of [Officer delegations](#)

Functions delegated by reference to job titles or posts which have changed will continue in force and shall be exercised by officers whose duties include or most closely correspond to the duties of the post originally referred to.

Purpose

To allow the installation of 4 further School Streets, providing a low traffic area around schools, at school opening and closing times, making it easier for pedestrians and cyclists to use the road space and to authorise the making of the following Traffic Management Orders:

Brentside Primary (SS37)
St Vincent's Catholic Primary (SS35)
Tudor Primary (SS36)
Viking Primary (SS34)

Background

Ealing School Streets

School Streets are schemes where the streets outside a school are closed to most traffic only at school start and finish times (the exact times will vary by school). Closing the streets to school and through traffic helps to achieve a safer, more pleasant environment for everyone using the streets, whilst maintaining access for vehicles registered at residence and businesses within the zone, and pedestrians and cyclists.

School Streets can also help to reduce air pollution and improve road safety. The streets around school entrances become a pedestrian and cycle-only zone, except permit holders, before and after school. Signs at the entrances to the scheme will inform drivers of the restrictions.

Ealing Council's first School Street was implemented in September 2020, for Perivale Primary and St John Fisher Catholic schools, by way of Experimental Traffic Orders (ETO). Schemes for 11 schools were implemented in November 2020 and a further 4 schemes were implemented in November 2021. All schemes are now permanent with Traffic Regulation Orders. See Appendix 1 for list of schemes.

The Ealing School Streets programme aligns to the Healthy Streets approach that puts people and their health at the centre of decisions about how we design, manage and use public spaces. It aims to make our streets healthy, safe and welcoming for everyone.

[Healthy Streets - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/road-works/healthy-streets)

The four proposed schemes, known as Tranche 3, are listed in Appendix 1.

From 2022 School Streets will be prioritised according to a selection criteria that includes the following categories:

- Road safety (casualties)
- Air Quality
- Index of Multiple Deprivation
- STARS engagement
- Active travel
- Location suitability

School Streets will be enforced by Automatic Number Plate Recognition (ANPR) cameras.

A Memorandum of Understanding (MOU) will be signed by the Headteacher and Chair of Governors of each school to demonstrate their commitment to delivery of the scheme and continued promotion of active travel and road safety.

Legal Implications

The TMOs will be made by way of an order pursuant to section 6 of the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The 1996 Regulations require the Council to give notice of the making of orders to be made pursuant to section 6 giving objectors a minimum of 21 days in which to make objections to the making of the order. Any objections received will be taken into account before any decision is made to proceed. Notice of the making of the orders was given on 9th November 2022 and no objections were received.

By virtue of section 122 of the 1984 Act the Council must exercise functions under 1984 Act '(so far as practicable...) 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...' and having regards to matters including the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected and any other matter appearing to the Council to be relevant.

Human Rights

Articles 1 and Article 8 of the Protocol to the European Convention of Human Rights (which are enshrined in the 1998 Act) confirm as follows

Article 1 "Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and the general principles of international law. The preceding provisions shall not, however, in any way impair the right of the state to enforce such laws as it deems necessary to control the use of property in accordance with the general interest...."

Article 8 "Everyone has the right to respect for his private and family life, his home and his correspondence. There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country. For the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others'.

To the extent that Articles 1 and/or 8 applies it is considered that the decision to introduce Traffic Orders to create School Streets is justified in the public interest given the anticipated positive outcomes outlined above.

Consultation

Between 14th October and 5th December 2022 initial consultation was undertaken with each school and its local community, through engagement events and an online survey. All the individual schools received newsletter content to share with their school community (children, staff, parents/carers) inviting them to attend the events and complete the survey. Residents and businesses in and around the proposed school street zone were invited to participate in the events and consultation via a letter sent by Royal Mail. The school and local community were invited to ask for a hard copy of the online survey.

Members were notified of the schools in their wards that had submitted an expression of interest. They received a copy of the letter sent to residents and businesses and were invited to attend the engagement events.

The Portfolio Holders (Cllr Deirdre Costigan, Portfolio holder for Climate Action and Cllr Josh Blacker, Portfolio holder for Healthy Lives) have been consulted as required by the Cabinet delegation of 13 July 2022 and support the making of the orders.

Emergency services have been consulted in the making of the TMOs as part of the statutory consultation.

Notice of making each of the orders was made on 9th November 2022 and the 21 day period in which objections could be made expired on 30th November 2022. No objections were received for any of the four schemes pursuant to these notices.

An independent analysis of the responses received following the consultation outlined above was undertaken and the overall conclusion for all schemes is to move forward and continue to monitor to assist in assessing the impact of the scheme. A summary of results:

- Brentside Primary
 - 208 responses were received. The 3 most important aims were: Safer to walk and cycle; Reduce car use on the school run; Pleasant and calm atmosphere.

- Over 64% of respondents had positive feelings about the School Street proposal.
- The majority of the concerns logged came from 'Residents outside School Street' (56%) with the most frequent concern raised regarding 'Congestion / more traffic on surrounding roads.' Consequently, many of these residents suggest the scheme should be larger or take into consideration the other schools in the area - most significantly André Malraux School on Laurie Road. Extending the scheme is not feasible but congestion, traffic and parking will be monitored and addressed through other programmes.
- St Vincent's Catholic Primary
 - 210 responses were received. The 3 most important aims were: Safer to walk and cycle; Pleasant and calm atmosphere; Improve air quality.
 - Over 54% of respondents had positive feelings about the School Street proposal. However, 70% of Residents outside School Street were not supportive. They are mostly concerned about 'Congestion / more traffic on surrounding roads' alongside 'Reduced / restricted / displaced parking'. Some have also stated 'Measures unnecessary - insufficient traffic'.
 - Our experience of the 17 School Streets we have already delivered, and that of other London Boroughs, shows that displaced parking is not usually a problem because the school promotes active travel and parking by any families that need to drive will be dispersed over a much wider area. Parking will be monitored and addressed through other programmes.
 - Responses from 'Parents/carers' and 'Residents within School Street' indicate that there are concerns about the amount of school traffic, road rage and speeding, and there is a need for improved road safety. The School Street will help to address these concerns.
- Tudor Primary
 - 77 responses were received. The 3 most important aims were: Safer to walk and cycle; Pleasant and calm atmosphere; Improve air quality.
 - Overall support for the School Street proposal is high, particularly from residents and parents. 68% of respondents had positive feelings about the School Street proposal.
 - The number of concerns raised regarding the School Street scheme was relatively low and no significant, specific concerns were identified as part of the reporting beyond disagreement with the general principles of School Street schemes. This included the need for vehicle access to the road for parents and visitors. The School Street restricts access for a short period of time that will be manageable for most drivers. The associated benefits are considered to outweigh these objections.
- Viking Primary

- 105 responses were received. The 3 most important aims were: Safer to walk and cycle; Pleasant and calm atmosphere; Improve air quality.
- 63% of respondents gave positive comments in support of the School Street proposal.
- The most frequent concern raised in relation to the scheme was ‘Congestion / more traffic on surrounding roads’ - in particular traffic on Broomcroft Avenue. This concern was often also related to the impact of vehicles using the area to bypass congestion on Yeading Lane. At the time of the consultation major road works were taking place to remove traffic lights and install a roundabout on Yeading Lane, close to Radcliffe Way. The roundabout is expected to improve traffic flow on Yeading Lane, thereby reducing the rat-run in the estate. Traffic will be monitored.

The full evaluation reports can be found at Appendix 2.

It is considered that all the schemes have the following benefits: support for the Council’s climate emergency action plan and air quality priorities; encourage active travel measures to enable residents to walk and cycle around the Borough. Active travel is affordable, delivers significant health benefits, improves well-being, mitigates congestion, improves air quality and can help with individual resilience.

Equalities Analysis Assessment

An Equalities Analysis Assessment (EAA) was undertaken for the 2020 barrier enforced School Streets. An additional EAA was undertaken in 2021 for the ANPR enforced schemes. These EAAs have been reviewed and updated following the experiences of the trials. See Appendix 3.

[12. Appendix 5 - EAA - School Streets permanent 2021.pdf \(modern.gov.co.uk\)](#)

Decision

1. To authorise the four School Streets schemes listed above to be implemented by way of a Traffic Management Order and following an consideration of the responses to the consultations.
2. To authorise the installation of ANPR cameras for enforcement purposes.

Reasons

The Interim Strategic Director of Housing and Environment had regard to the above report , the consultation responses , human rights (including Article 8 and Article 1 of the First Protocol) and the Equality Analysis Assessments,. The Interim Strategic Director of Housing and Environment took into account the fact that that the public sector equality duty applies

to the making of and that the needs of those with protected characteristics, including in particular the needs of disabled people, are an integral part of the design and assessment process when making TMOs, that none of the TMOs made changes to any disabled parking bays and that the design assessment did not identify any specific additional accessibility issues for disabled persons over and above the restrictions on vehicular access which affect vehicle traffic generally.

The Interim Strategic Director of Housing and Environment had regard to the duty in section 122(1) of the 1984 Act, the factors in section 122(2) and then balanced the various considerations. The Interim Strategic Director of Housing and Environment concluded that the TMOs have the following benefits: support for the Council's recovery programme, climate emergency action plan and air quality priorities; encourage active travel measures to enable residents to walk and cycle around the Borough, assist social distancing whilst it is necessary, relieve public transport capacity and reduce the need for private car journeys; active travel is affordable, delivers significant health benefits, improves well-being, mitigates congestion, improves air quality and can help with individual resilience.

Having regard to all the above, and having concluded that the making of the TMOs is consistent with the public sector equality duty, did not violate human rights and was appropriate having conducted the balancing exercise under section 122 of the 1984 Act, the Interim Strategic Director of Housing and Environment decided that the TMOs for the School Streets measures should be made.

Background papers

Full Council decision, 2 April 2019 – [item 14](#)

To implement the Ealing Labour manifesto and pilot School Streets with a view to implementing School Streets or No-Idling Zones around every suitable primary school in the borough by 2022

Cabinet decision: [16 June 2020 - Item 8](#)

Report title: Active travel and social distancing measures in response to Covid-19 and to aid economic and social recovery from the Covid-19 pandemic

Cabinet decision: [20th April 2021 – item 7](#)

Report title: Transport Programme 2021-22

Cabinet decision: [13th May 2022 – Item 12](#)

Report title: Transport Programme 2022-23

Signature:

A handwritten signature in black ink, appearing to read 'Darren Henaghan', written over a light grey rectangular background.

**Darren Henaghan,
Interim Strategic Director of Housing and Environment**

Date of decision 11th January 2023

APPENDIX 1 – List of School Streets

Tranche	SS no.	SCHOOL	Address	Area	Postcode	Times
Launched September 2020						
Pilot	SS01	Perivale Primary	Federal Road	Perivale	UB6 7AP	8.15 - 9.15am 2.45 - 3.45pm
Pilot	SS01	St John Fisher Catholic	Sarsfield Road	Perivale	UB6 7AF	8.15 - 9.15am 2.45 - 3.45pm
Launched November 2020						
1	SS12	Acton Gardens Academy (previously Berrymede Infant and Berrymede Junior)	Osborne Road	Acton	W3 8SN	8:30 - 9:30am 2:30 - 3:30pm
1	SS27	Derwentwater Primary	Shakespeare Road	Acton	W3 6SA	8.30 - 9.15am 2.45 - 3.45pm
1	SS08	Holy Family Catholic Primary	Vale Lane	West Acton	W3 0DY	8:15 - 9:15am 3:00 - 4:00pm
1	SS19	Mayfield Primary School	High Lane	Hanwell	W7 3RT	8.30 - 9.15am 2.30 - 3.30pm
1	SS28	North Ealing Primary	Pitshanger Lane	Ealing	W5 1RP	8.30 - 9.15am 2.45 - 3.15pm
1	SS02	Oaklands Primary School	Oaklands Road	Hanwell	W7 2DP	8.15 - 9.15am 2.45 - 3.45pm
1	SS3	St John's Primary School	Green Man Lane	West Ealing	W13 0SE	8.30 - 9.20am 2.45 - 3.30pm
1	SS11	St Mark's Primary School	Lower Boston Road	Hanwell	W7 2NR	8.30 - 9.15am 2.45 - 3.30pm
1	SS06	Vicars Green Primary School	Lily Gardens	Perivale	HA0 1DP	8.40 - 9.10am 3.00 - 3.45pm
1	SS29	Willow Tree Primary School	Priors Farm Lane	Northolt	UB5 5DY	8.30 - 9.15am 2.45 - 3.45pm

Launched November 2021						
2	SS32	Christ the Saviour CofE Primary School	The Grove	Ealing	W5 5DX	8.15 - 9.15am 2.45 - 3.45pm
2	SS33	Horsenden Primary	Horsenden Lane North	Greenford	UB6 0PB	8.30 - 9.15am 2.45 - 3.30pm
2	SS31	North Primary School	Meadow Road	Southall	UB1 2JE	8.30 - 9.00am 2.45 - 3.30pm
2	SS30	St Joseph's Catholic Primary School	York Avenue	Hanwell	W7 3HU	8.30 - 9.00am 2.45 - 3.30pm
Proposed launch February/March 2022						
3	SS37	Brentside Primary	Kennedy Road	Hanwell	W7 1JL	8.15 - 9.15am Mon - Thurs; 2.45-3.45pm Friday; 2 – 3.00pm
3	SS35	St Vincent's Catholic Primary School	Pierrepoint Road	Acton	W3 9JR	8.15 – 9.00am 2.45 - 3.45pm
3	SS36	Tudor Primary School	Tudor Road	Southall	UB1 1NX	8.30 – 9.00am 3.00 – 4.00pm
3	SS34	Viking Primary School	Radcliffe Way	Northolt	UB5 6HW	8.30 - 9.15am 2.45 - 3.45pm

APPENDIX 2 - Independent evaluation report *(PDF versions as attachments)*

1. EALING SCHOOL STREETS: BRENTSIDE PRIMARY SCHOOL PROPOSAL FEEDBACK EVALUATION.
2. EALING SCHOOL STREETS: ST VINCENT'S CATHOLIC PRIMARY SCHOOL PROPOSAL FEEDBACK EVALUATION.
3. EALING SCHOOL STREETS: TUDOR PRIMARY SCHOOL PROPOSAL FEEDBACK EVALUATION.
4. EALING SCHOOL STREETS: VIKING PRIMARY SCHOOL PROPOSAL FEEDBACK EVALUATION.

APPENDIX 3 - Equalities Analysis Assessment 2022/23