



Cabinet

19 November 2024

Safer, Healthier Streets Programme – School Streets Tranche 2

Portfolio Holder: Councillor Alex Paterson, Portfolio Holder for Community Safety, Highways and Enforcement

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Summary

School Keep Clear markings were first established in the 1964 Traffic Signs Regulations and keep the space outside of schools free from parked vehicles so children can be seen more easily when crossing the road. In 1964 there were fewer than 7 million vehicles on the road, today this figure has increased to more than 38 million. School Streets extend this original principle by closing the road outside a school to motor vehicles during drop-off and pick-up times. Access restrictions do not apply to residents and the schemes only operate during term time.

As part of the renewed emphasis on quality of life and place shaping in local neighbourhoods, the School Streets initiative provides safe spaces for our school children and their parents, carers, or guardians to travel to and from school. Building on the successful delivery of Tranche 1, school streets will aim to improve safety, air quality in the vicinity of our schools and support the wider community to choose more sustainable ways to travel.

This report provides Cabinet with the details of Tranche 2 of the School Streets programme including the results of the recent informal public consultation and proposed next steps. The report seeks approval to progress to a formal statutory consultation, and where appropriate, for the School Streets to be implemented.

1. Recommendations

1.1. The Cabinet is asked to:

- 1.2. Note the results of the School Streets consultation as set out in Appendix A to the report.
- 1.3. Agree to progressing School Streets at *Cliffe Woods Primary School, Cliffe Woods Pre-School and the City of Rochester School, Cliffe Woods* to statutory consultation.
- 1.4. Agree to progressing School Streets at *Fairview Primary School, Rainham* to statutory consultation
- 1.5. Agree to progressing School Streets at *High Halstow Primary Academy, High Halstow* to statutory consultation.
- 1.6. Agree to progressing School Streets at *Hilltop Primary School, Frindsbury* to statutory consultation.
- 1.7. Agree to progressing School Streets at *St Margaret's Church of England Junior School and St. Margarets Infant School, Rainham* to statutory consultation.
- 1.8. Agree to progressing School Streets at *St William of Perth Catholic Primary School, Canon Close, Rochester* to statutory consultation.
- 1.9. Agree to the proposed amendments to the School Streets at *Crest Infants School / Delce Academy, Rochester Cliffe Woods Primary School*, following the feedback received during consultation and agree to proceed to statutory consultation for a period of 6 weeks which provide opportunity for additional stakeholder feedback on the changes.
- 1.10. Agree to the proposed amendments to the School Street at *Horsted Primary School, Chatham*, following the feedback received during consultation and agree to proceed to statutory consultation for a period of 6 weeks which provide opportunity for additional stakeholder feedback on the changes.
- 1.11. Agree to the proposed amendments to the School Street at *The King's Pre-Preparatory School and Nursery*, following the feedback received during consultation and agree to proceed to statutory consultation for a period of 6 weeks which provide opportunity for additional stakeholder feedback on the changes.
- 1.12. Agree to delegate authority to the Director of Place, in consultation with the Portfolio Holder for Community Safety, Highways and Enforcement to consider the outcome of the statutory process (where necessary any amendments) and to take forward necessary infrastructure work and implementation (subject to the statutory process).

2. Suggested reasons for decision(s)

- 2.1. The School Streets initiative, within the Safer Healthier Programme, meet several key strategic policies and action plans set out by the Council. The

implementation of the recommendations will create a safer environment for students, the wider school community, and residents, by enabling and encouraging more sustainable transport choices.

3. Budget and policy framework

- 3.1. The implementation of tranche 2 school streets will be a continuation of the £2,019,488 capital budget for moving traffic offences and school streets. Additional funding will also be obtained through the governments grant for Active Travel. This is approximately £450K.
- 3.2. The continued roll out of School Streets will help the Council manage the road network, improving safety and traffic flow at specific locations during key parts of the day. School Streets will support Council priorities and contribute to key objectives in the Local Transport Plan including:
 - Supporting a safer, healthier and more secure community in Medway by promoting active lifestyles and by reducing the risk of death, injury or ill health or being the victim of crime.
 - Supporting a healthier natural environment by contributing to tackling climate change and improving air quality.
- 3.3. The School Streets projects contribute to the implementation of the Council's Environment Strategy, the Sustainable School Travel Strategy, the Air Quality Action Plan, Local Transport Plan (LTP) and emerging Walking and Cycling Infrastructure Plan (LCWIP).
- 3.4. The core objectives of the School Streets projects are to:
 - provide a safe immediate environment and thereby increase the number of children and carers who walk or cycle to school;
 - reduce traffic levels and air pollution levels; and
 - provide a safe local environment and thereby maximise the number of residents who walk or cycle, reduce traffic congestion and pollution levels from specified residential school roads.
- 3.5. Child-friendly Medway launched in April 2021 as part of Council's ambition to make Medway one of the best places in the country to grow up – a place where children and young people's voices are recognised and they feel safe, valued, and included.
- 3.6. Over 3,000 children and young people participated in a survey, with education, the environment, and access to parks and green spaces all being high priorities for young people. A strong sense of community, which included their school and neighbouring streets, as well as safer public spaces, were also important to children and young people. The School Streets initiative can contribute very positively to the aims and objectives of child-friendly Medway.

- 3.7. School Streets prioritise public space for student pedestrians, and cyclists, rather than vehicles, and make streets near their schools feel safer and more welcoming.
- 3.8. Improving accessibility to schools by walking, cycling and public transport is identified as one of the key ways Medway can support healthy children and young people and is set out in Medway's Children and Young People's Plan 2019-2024.
- 3.9. A Traffic Regulation Order is applied to a street around a school, temporarily restricting access to motorised vehicles. That street will, in effect, become a pedestrian and cycle only zone. Times for the restrictions are determined in agreement with the school and local residents. These can be for between 45-60 minutes and only on weekdays, during term times.

4. Background

- 4.1. A School Street is a timed restriction on roads outside schools, which prevent vehicular traffic passing through during school drop-off and pick-up times. They work by introducing measures, often a timed road closure, to significantly reduce the volume of traffic when children are likely to be moving around arriving in the morning and leaving in the afternoon. This means the street becomes a pedestrian and cycle zone at these times.
- 4.2. Roads around schools have become increasingly busy with a surge of traffic concentrated over a 50-minute period at drop off and pick times. This results in increased risk of collisions with vulnerable road users and other motorists, unlawful parking, traffic jams, road rage. People on foot and cycling are left with the feeling that roads are no place for them, and this has long term implications for everyone, especially children.
- 4.3. Statistics from the Department of Transport reveal that 14% of children killed on Great Britain's roads in 2018 were between the morning school run (7-9am) and 23% after school between 3-5pm. A report from insurer Admiral shows a 43% fall of road collisions during the holidays at school run time.
- 4.4. In Medway, over the 3-year period up to the end of December 2023, there were 223 collisions which involved 248 child casualties up to the age of 16. This was an increase from the previous 3-year period (up to the end of December 2022), where 199 collisions, involving 220 child casualties occurred.
- 4.5. Analysis by the University of Westminster in 2022 showed School Streets deliver a notable decrease in motorised traffic during temporary restriction hours, but also contribute to a general decrease beyond these times. This has been our experience within Tranche 1 of the school streets programme which has been operational in 7 locations since March 2024.

'I dropped <CHILD> off at Miers court today.....I was actually very impressed with the impact. There was such a calmness walking to school, surprisingly no one parked on the yellow lines opposite the junction. It was actually quite

remarkable the difference it made. I did notice some cars parking further down the street, but quite some distance from the school. So as long as the parking is sensible further away, I see a positive impact.' Feedback from a Parent, Miers Court Primary School.

- 4.6. With any changes to the highway, it is important to recognise that introduction of new schemes will always involve some element of traffic displacement, especially within the short term.
- 4.7. However, while this potential for displacement is acknowledged, it is pertinent to emphasise that the intention of a school street is to reduce the immediate risk of vehicle collisions with more vulnerable road users, like pedestrians, outside of the school gate. By doing this, we can improve safety outcomes for our children.
- 4.8. Additionally, the feedback received to date, has not suggested displacement on current Tranche 1 schools is an issue and therefore it is assumed has been spread out across the wider network.
- 4.9. Medway as part of the implementation is also undertaking extensive traffic and Air quality monitoring of the implemented school streets. Given we are in the preliminary stages of this process, further data capture is still required to understand longer term impacts. However, Medway continues to monitor the Tranche 1 school for unintended traffic impacts and is committed to updating the scheme as required.
- 4.10. The School Streets programme is also delivered in conjunction with a range of sustainable transport initiatives, that focus on building understanding of the importance of active travel and encouraging participation in young people. These active travel initiatives include programmes such as road safety education sessions, Bikeability courses to increase confidence when riding on two wheels, Walking Bus initiative, School Travel Planning and delivery of national focus campaigns, such as Walk to School Month. During the 2023/2024 academic school year, more than half of Medway's schools participated in at least one of these programmes. This included all of the School Streets programme Tranche 1 schools.
- 4.11. In Tranche 2, nine proposed School Street schemes have been consulted on (two 60-minute time restrictions per day on weekdays, to be enforced during term time only). The consultation started on Monday 16 September 2024 and ended on Sunday 27 October. The schools included in the consultation were:
 - Crest Infant School / Delce Academy, Rochester
 - Cliffe Woods Primary School / Cliffe Woods Pre-School and the City of Rochester School, Cliffe Woods
 - Fairview Primary School, Rainham
 - High Halstow Primary Academy, High Halstow
 - Hilltop Primary School, Frindsbury
 - Horsted Primary School, Chatham

- The King’s Pre-Preparatory School and Nursery, Rochester
 - St Margaret’s Church of England Junior School and St. Margarets Infant School, Rainham
 - St William of Perth Catholic Primary School, Canon Close, Rochester.
- 4.12. It is proposed that the nine schemes are enforced via the installation of Automatic Number Plate Recognition (ANPR) cameras with supporting signage. This was made clear within the consultation materials and survey.

5. Options

- 5.1. There are several design options that can be considered to restrict vehicles entering School Streets, including physical barriers and installation of ANPR camera enforcement. In July 2023 Medway cabinet approved use of ANPR camera enforcement.
- 5.2. The use of ANPR cameras is a commonly used design option for School Streets. Using ANPR allows exemptions for those who need to access the street during the restricted time, such as emergency service vehicles or Blue Badge holders (a full list of proposed exemptions can be found in the table in section 5.3). In addition, there is no time or resource requirement from volunteers or school staff. Following implementation, a lower compliance rate can be observed for a short period, as drivers may disregard signage and continue to drive along the school street.
- 5.3. A considerable benefit of ANPR cameras is the option to exempt certain drivers from the restrictions. The table below provides the proposed exemption policy for Medway’s School Streets. It draws upon best practice across the country and reflects responses and comments made during consultation and discussion with schools. Exemptions are only required when School Streets are in operation at the start and end of the school day, outside of these times, all drivers can use the street as they normally would.

Exempt	Not Exempt
<ul style="list-style-type: none"> • Emergency Services • Residents within the zone • Blue badge holders needing access • Carers of vulnerable residents needing access • Utility providers attending emergencies • School buses • Parents/ carers dropping off or collecting students with special educational needs or disabilities • Bicycles • Postal Service 	<ul style="list-style-type: none"> • Parents • Delivery drivers • Tradespeople • Visitors • Businesses • Motorcycles/ motor scooters • Taxis

<ul style="list-style-type: none"> • Refuse vehicles • School staff who are entering the school car park only 	
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Figure 1 Table of Exemptions

6. Advice and analysis

- 6.1. We recognise there are good reasons to exempt certain road users from the restriction of a School Street which, if managed properly, will not have a detrimental impact on the effectiveness of the scheme, the purpose of which is to provide safe spaces for our school children and their parents, carers or guardians to travel to and from school. All School Streets have therefore been designed with ANPR cameras to enable this.
- 6.2. An informal consultation commenced on Monday 16 September 2024 and ended on Sunday 27 October 2024. The consultation programme has been outlined in section 6 of this report.
- 6.3. A total of 1231 survey responses were received across the nine School Streets proposals. Appendix A provides a summary of the responses of the consultation.
- 6.4. In summary the consultation results show there is strong indication from all users that there is a conflict with traffic, congestion and safety outside these schools at these times. Local residents of the schools streets agree with the proposals however those residents outside the area and parent dropping of school have raised some concerns.
- 6.5. Of the nine proposed school streets, it is recommended that six are taken forward to statutory consultation as per the original designs. These include:
- Cliffe Woods Primary School, Cliffe Woods Pre-School and the City of Rochester School, Cliffe Woods
 - Fairview Primary School, Rainham
 - High Halstow Primary Academy, High Halstow
 - Hilltop Primary School, Frindsbury
 - St Margaret's Church of England Junior School and St. Margarets Infant School, Rainham
 - St William of Perth Catholic Primary School, Canon Close, Rochester.
- 6.6. Based on feedback received and key issues raised, we are proposing to take these 6 schools forward to the next stage of statutory consultation, with the following considerations:

Issue	Response
Concerns around timings	Some respondents felt that restriction times should be reviewed to better suit school drop-off and pick-up times.

	<p>This will be considered in discussion with each school and changed as required to suit individual school needs appropriately.</p>
Concerns raised about impacts to visitors in particular for vulnerable members of the community	<p>Further communications with residents regarding exemptions policy, outlined paragraph 3.3 which enables assistance for care functions to resume as normal.</p>
Impacts to families outside an immediate catchment area and must drive some of the journey to school.	<p>Council will investigate the establishment of park and stride locations, or waling bus initiatives alongside any implementation.</p> <p>This could include allowing use of council car parks if appropriate.</p> <p>This would operate in line with the school street restrictions (weekdays, only during school term)</p>
Some respondents were concerned about displacement traffic.	<p>Where appropriate, Medway will investigate further traffic calming measures alongside proposed school streets.</p> <p>Options may include realignment of the central hatching, to help manage footway parking issues as well as ongoing traffic and air quality monitoring to ensure any scheme implemented doesn't not have any unintended impacts.</p>
Concerns for traffic impacts on Maidstone Road Rochester near St William of Perth, and possible negative impacts on pedestrians.	<p>The council will look to reduce illegal footway parking to ensure they remain clear for pedestrians.</p> <p>As part of implementation and subject to statutory consultation the council will develop pedestrian safety measures along Maidstone Road Rochester. This can include the realignment of the central hatching to enable safe parking, north of Canon Close as well as additional bollards to prevent vehicles from mounting the curb and blocking pedestrian access.</p>

	Any potential changes will be subject to a road safety audit to ensure compliance.
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6.7. For the remaining three school streets, it is recommended that designs are amended based on stakeholder feedback and taken forward to an extended statutory consultation. These schools include:

- Crest Infants School / Delce Academy, Rochester Cliffe Woods Primary School
- Horsted Primary School, Chatham
- The King's Pre-Preparatory School and Nursery, Rochester.

Crest Infants School / Delce Academy, Rochester

During the school pop ups, teaching staff from Delce Academy raised concerns that the current proposal didn't address the main area of concerns for the School along The Tideway. we are therefore proposing several changes to design including:

- extension of the school street to include The Tideway, from Hawser Road to Barnaby Terrace. The proposed static School Keep Clear camera would be removed, and pedestrian area expanded to improve pedestrian safety near entrance more regularly used by this school.
- Extension of school street zone to include Windward Rd and Leedward Road, down to The Fairway. This is to stop additional traffic accumulating at the entrance to Crest Road during operational hours.
- Revised plan is outlined in Appendix B to the report.

Horsted Primary School, Chatham

While in support of a School Street, the Head Teacher and school governors raised concerns that current design is not extensive enough to address problems faced by the school. To better improve child safety and journeys to school it is proposed to:

- extend the school street zone along Binland Grove, Barberry Avenue to Watson Avenue
- introduce camera enforced school keep clear markings along Crescent Way
- Revised plan is outlined in Appendix C to the report.

The King's Pre-Preparatory School and Nursery, Rochester

The King's School has raised concerns about the proposed School Street and introduced timed restrictions on Lockington Grove. Further feedback from residents along Roebuck Road, raised concerns of displacement, given the pedestrian pathway that connects Roebuck Rd with King Edward Road. Base on this feedback it is proposed that:

- Lockington Grove remain within the school street zone to ensure objectives of reducing traffic out the front of school gates can be achieved
- Roebuck Road between Watts Avenue and St Margaret's St be included within the timed restriction

- Revised plan is outlined in Appendix D to the report.
- 6.8. A Diversity Impact Assessment (DIA) (Appendix F) has been undertaken to identify potential impacts of the schemes on school pupils and their families, residents and visitors to the areas and identified mitigations where needed. A full range of stakeholders were consulted for this purpose, including the Emergency Services.
- 6.9. Overall, School Streets advance equality of opportunity for one or more of the protected characteristics, but in particular regarding age – with improved public health outcomes for young people. Where suggested, mitigation measures arising from the DIA will be incorporated into the detailed scheme designs where possible, and others will be met via the proposed exemptions policy and carried across into the relevant Traffic Regulation Orders (TROs).

7. Risk management

- 7.1. The table below identifies some potential risk with the programme and the actions to manage that risk.

Risk	Description	Action to avoid or mitigate risk	Risk rating
Procurement of ANPR cameras	The procurement of the ANPR camera's following agreement to continue may delay the progress of the programme	Discussion are already being held with the procurement team to ensure all necessary process are put in place ready to action should they be required	DII
Objections to Statutory consultation	Within the next stage of consultation there maybe objections to the schemes.	By undertaking an informal consultation first, we have identified any key concerns and through exemption and detail design phase have provide solutions where possible.	CII

Likelihood	Impact:
A Very likely	I Catastrophic
B Likely	II Major
C Unlikely	III Moderate
D Rare	IV Minor

8. Consultation

- 8.1. An informal 6-week public consultation began on Monday 16 September 2024 and ended on Sunday 27 October 2023. Residents within an agreed distribution area were hand-delivered leaflets detailing information on what a School Street is, how it is enforced, as well as providing details on

exemptions. A QR code to the website was provided where more information was detailed, as well as the link to the survey. An example of the leaflet can be found in Appendix E to the report.

- 8.2. A leaflet with a QR code and website link was developed for schools and parents and was emailed to all schools for them to circulate via parent/guardian mailing lists.
- 8.3. As a support measure, one metre advertisement boards were placed at two points of the proposed School Street, these boards had information relating to the scheme and provided the website link and QR code.
- 8.4. Pop-up sessions took place during the 6-week period where Council representatives visited schools during school pick-up and drop-off to answer any questions and provide information about the proposed School Streets.
- 8.5. Following the approval of the recommendations set out in section 10 of this report, a statutory 21-day consultation is proposed for the 6 School Streets identified in 6.5, with an extended statutory consultation to be held for School Streets identified in 6.7.

9. Climate change implications

- 9.1. The School Streets initiative will contribute to Medway Council achieving its Climate Change Action Plan. This initiative will actively encourage schools to take part in discussions on providing sustainable routes to school and the impact of travel on air quality, and public health. In turn, we expect to see a reduction in the number of school journeys by private car during the most congested part of the day.
- 9.2. If Medway does not continue the implementation of School Streets, this could negatively impact, and delay, achievement towards targets set out the Medway Climate Change Action Plan.

10. Financial implications

- 10.1. There are several implementation costs associated with the introduction of nine school street sites. This includes the design, undertaking engagement and consultation, associated advertisement costs, a statutory consultation, CCTV infrastructure (ANPR Cameras), carriageway changes and new signage.
- 10.2. The implementation of tranche 2 school streets will be a continuation of the £2,019,488 capital budget for moving traffic offences and school streets. Additional funding will also be obtained through the governments grant for Active Travel. This is approximately £450K.
- 10.3. The total implementation cost is approximately £475K.

11. Legal implications

- 11.1. The making of any Traffic Management Order is authorised by the Road Traffic Regulation Act 1984 as amended, which includes a general power to take into account anything that a local authority might consider relevant.
- 11.2. In processing permanent traffic orders in due course, the provisions of The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, as amended, will need to be followed.
- 11.3. In making a traffic order a local authority also follows the provisions of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, as amended. Failure to follow all requirements in making a traffic order would expose the Council to risk.
- 11.4. To facilitate enforcement of School Streets via ANPR, Medway Council obtained the relevant powers to enforce moving traffic offences. The Department for Transport (DfT) approved the powers for Medway as part of the agreement from the Parliamentary, Business and Legislation (PBL) Committee to lay the SI "The Civil Enforcement of Moving Traffic Contraventions Designations Order 2023" on 27 June 2023. These powers came into force on 22 July 2023.

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Appendices

Appendix A – Summary of Consultation responses
Appendix B – Revised design for Crest Infant School and Delce Academy
Appendix C – Revised design for Horsted Primary School
Appendix D – Revised design for King's School Rochester
Appendix E – Example of Consultation leaflet
Appendix F – Diversity Impact Assessment

Background papers

None

Appendix A: Summary of Consultation results

Key metrics by user class:

- A parent/guardian of a student
- A local resident (within the proposed School Street Zone)
- A local resident (outside of the proposed School Street Zone)
- A member of school staff
- Someone who needs regular access to residents within the proposed School Street Zone i.e. carer
- Owner of a business within the proposed School Street Zone
- Someone who works for a business within the proposed School Street Zone
- Other

Respondents who did not state their user class (6) have been omitted from the following tables.

Have you experienced any congestion from traffic in and around the proposed school street during pick-up and drop-off times?

School	A local resident (within the proposed School Street Zone)				A member of school staff				A parent/guardian of a student			
	Yes	No	Blank	Sub-total	Yes	No	Blank	Sub-total	Yes	No	Blank	Sub-total
Cliffe Woods Primary School, Cliffe Woods	6	6	6	6	1	0	0	1	72	19	0	91
Crest Infant & Nursery School and Delce Academy, Rochester	10	10	10	10	2	0	0	2	40	13	1	54
Fairview Community Primary School, Rainham	33	33	33	33	2	0	0	2	99	68	0	167
High Halstow Primary Academy, High Halstow	4	4	4	4	2	1	0	3	13	10	0	23
Hilltop Primary Academy, Frindsbury	38	38	38	38	1	0	0	1	85	5	1	91
Horsted Junior School, Chatham	22	22	22	22	9	2	0	11	136	45	1	182
St Margaret's Infant School and Junior School, Rainham	53	53	53	53	8	6	0	14	153	42	0	195
St William of Perth Catholic Primary School, Rochester	44	44	44	44	4	9	0	13	104	85	1	190
The King's Pre & Preparatory School, Rochester	48	48	48	48	11	3	0	14	169	58	5	232

School	A local resident (outside the proposed School Street Zone)				Someone who needs regular access to residents within the proposed School Street Zone i.e. carer				Owner of a business within the proposed School Street Zone			
	Yes	No	Blank	Sub-total	Yes	No	Blank	Sub-total	Yes	No	Blank	Sub-total
Cliffe Woods Primary School, Cliffe Woods	32	3	0	35	0	0	0	0	0	0	0	0
Crest Infant & Nursery School and Delce Academy, Rochester	17	5	0	22	1	1	0	2	0	0	0	0
Fairview Community Primary School, Rainham	21	8	0	29	3	6	0	9	0	0	0	0
High Halstow Primary Academy, High Halstow	4	5	0	9	0	0	0	0	0	0	0	0
Hilltop Primary Academy, Frindsbury	21	1	0	22	1	0	0	1	0	0	0	0
Horsted Junior School, Chatham	38	11	1	50	2	2	0	4	1	1	0	2
St Margaret's Infant School and Junior School, Rainham	46	16	0	62	2	3	0	5	0	1	0	1
St William of Perth Catholic Primary School, Rochester	4	9	0	13	2	3	0	5	0	0	0	0
The King's Pre & Preparatory School, Rochester	56	12	2	70	3	1	0	4	0	1	0	1

School	Someone who works for a business within the proposed School Street Zone				Other			
	Yes	No	Yes	Yes	Yes	Yes	Blank	Sub-total
Cliffe Woods Primary School, Cliffe Woods	1	0	30	30	30	30	0	3
Crest Infant & Nursery School and Delce Academy, Rochester	0	0	9	9	9	9	0	2
Fairview Community Primary School, Rainham	0	0	36	36	36	36	0	5
High Halstow Primary Academy, High Halstow	0	1	3	3	3	3	0	0
Hilltop Primary Academy, Frindsbury	0	0	24	24	24	24	0	0
Horsted Junior School, Chatham	0	6	61	61	61	61	0	9
St Margaret's Infant School and Junior School, Rainham	0	0	38	38	38	38	0	6
St William of Perth Catholic Primary School, Rochester	0	0	48	48	48	48	0	6
The King's Pre & Preparatory School, Rochester	1	0	39	39	39	39	0	19

Do you agree with the proposal to introduce the School Street Scheme?

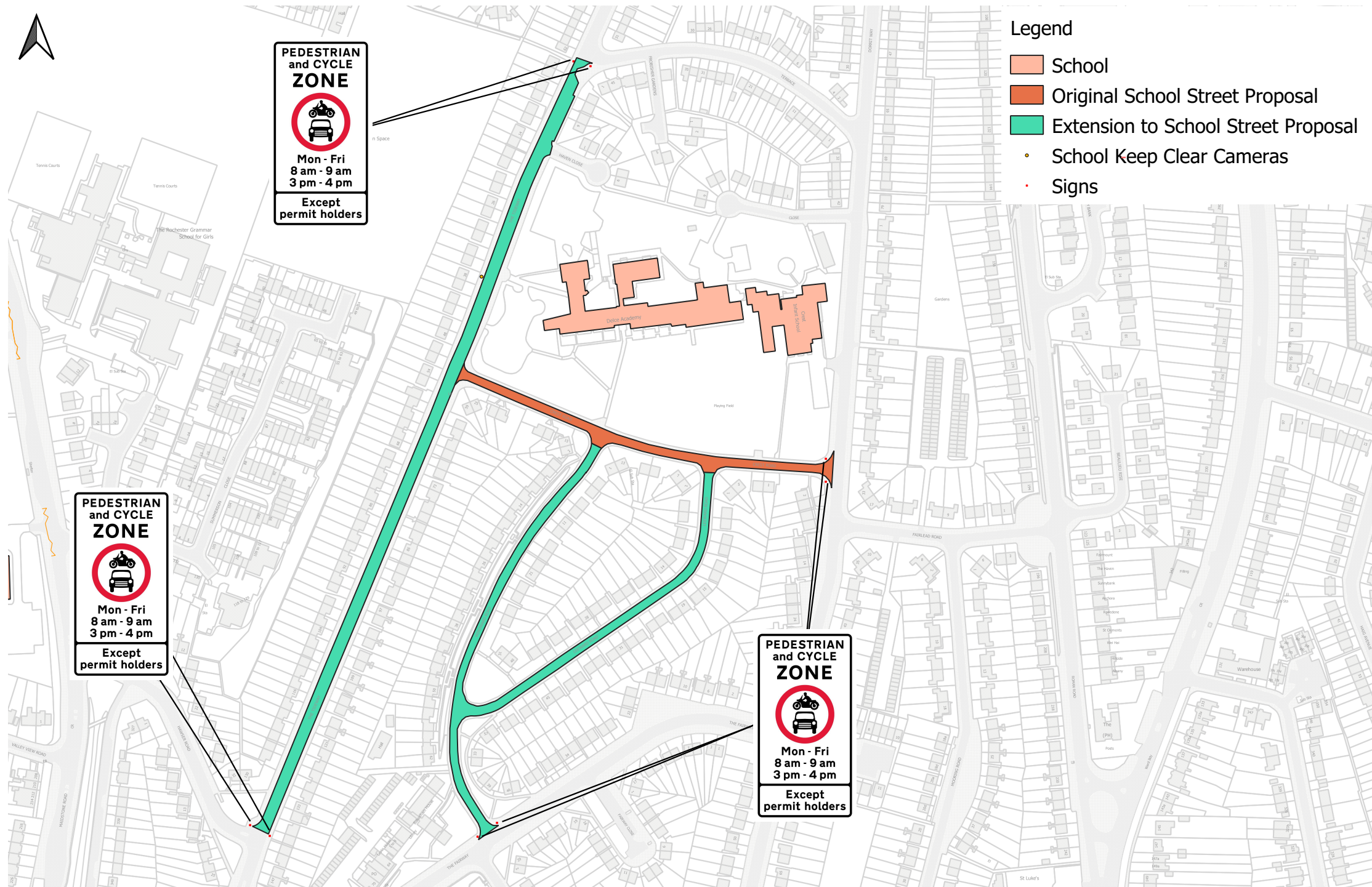
School	A local resident (within the proposed School Street Zone)							A member of school staff							A parent/guardian of a student						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Blank	Subtotal	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Blank	Subtotal	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Blank	Subtotal
Cliffe Woods Primary School, Cliffe Woods	4	1	0	0	3	0	8	0	0	0	1	0	0	1	16	3	0	4	20	0	43
Crest Infant & Nursery School and Delce Academy, Rochester	3	1	0	3	4	0	11	0	0	0	0	1	1	2	7	0	1	0	7	0	15
Fairview Community Primary School, Rainham	13	3	1	9	22	0	48	0	0	1	0	1	0	2	8	4	2	9	51	0	74
High Halstow Primary Academy, High Halstow	4	1	0	0	1	0	6	0	2	0	0	1	0	3	2	1	1	0	0	0	4
Hilltop Primary Academy, Frindsbury	26	5	1	4	3	0	39	1	0	0	0	0	0	1	16	3	0	2	7	0	28
Horsted Junior School, Chatham	6	1	5	4	12	0	28	4	2	0	1	4	0	11	15	8	4	9	36	0	72
St Margaret's Infant School and Junior School, Rainham	24	7	2	3	28	0	64	3	2	3	3	3	0	14	24	3	0	6	10	0	43
St William of Perth Catholic Primary School, Rochester	35	2	0	0	17	0	54	0	0	1	1	11	0	13	10	0	2	7	79	1	99
The King's Pre & Preparatory School, Rochester	35	3	1	2	15	1	57	5	2	2	1	4	0	14	10	1	4	6	45	0	66

School	A local resident (outside of the proposed School Street Zone)							Someone who needs regular access to residents within the proposed School Street Zone i.e. carer							Owner of a business within the proposed School Street Zone						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Blank	Subtotal	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Blank	Subtotal	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Blank	Subtotal
Cliffe Woods Primary School, Cliffe Woods	5	5	3	9	13	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crest Infant & Nursery School and Delce Academy, Rochester	0	3	3	3	13	0	22	0	1	0	0	1	0	2	0	0	0	0	0	0	0
Fairview Community Primary School, Rainham	6	2	0	5	16	0	29	1	1	0	0	7	0	9	0	0	0	0	0	0	0
High Halstow Primary Academy, High Halstow	0	1	1	1	6	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hilltop Primary Academy, Frindsbury	6	2	2	7	5	0	22	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Horsted Junior School, Chatham	10	4	2	5	29	0	50	0	2	0	0	2	0	4	0	0	0	0	2	0	4
St Margaret's Infant School and Junior School, Rainham	8	7	3	12	32	0	62	0	0	0	2	3	0	5	0	0	0	0	1	0	3
St William of Perth Catholic Primary School, Rochester	0	0	0	0	13	0	13	1	0	0	0	4	0	5	0	0	0	0	0	0	0
The King's Pre & Preparatory School, Rochester	7	7	4	5	47	0	70	2	0	0	0	2	0	4	0	0	0	0	1	0	5

School	Someone who works for a business within the proposed School Street Zone							Other						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Blank	Subtotal	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Blank	Subtotal
Cliffe Woods Primary School, Cliffe Woods	1	0	0	0	0	0	1	0	0	1	0	2	0	3
Crest Infant & Nursery School and Delce Academy, Rochester	0	0	0	0	0	0	0	0	0	1	0	1	0	2
Fairview Community Primary School, Rainham	0	0	0	0	0	0	0	1	1	1	2	0	0	5
High Halstow Primary Academy, High Halstow	0	0	0	1	0	0	1	0	0	0	0	0	0	0
Hilltop Primary Academy, Frindsbury	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Horsted Junior School, Chatham	0	0	0	0	6	0	6	1	0	1	3	4	0	9
St Margaret's Infant School and Junior School, Rainham	0	0	0	0	0	0	0	1	2	0	3	0	0	6
St William of Perth Catholic Primary School, Rochester	0	0	0	0	0	0	0	1	0	0	0	5	0	6
The King's Pre & Preparatory School, Rochester	0	0	0	1	0	0	1	3	1	0	1	14	0	19

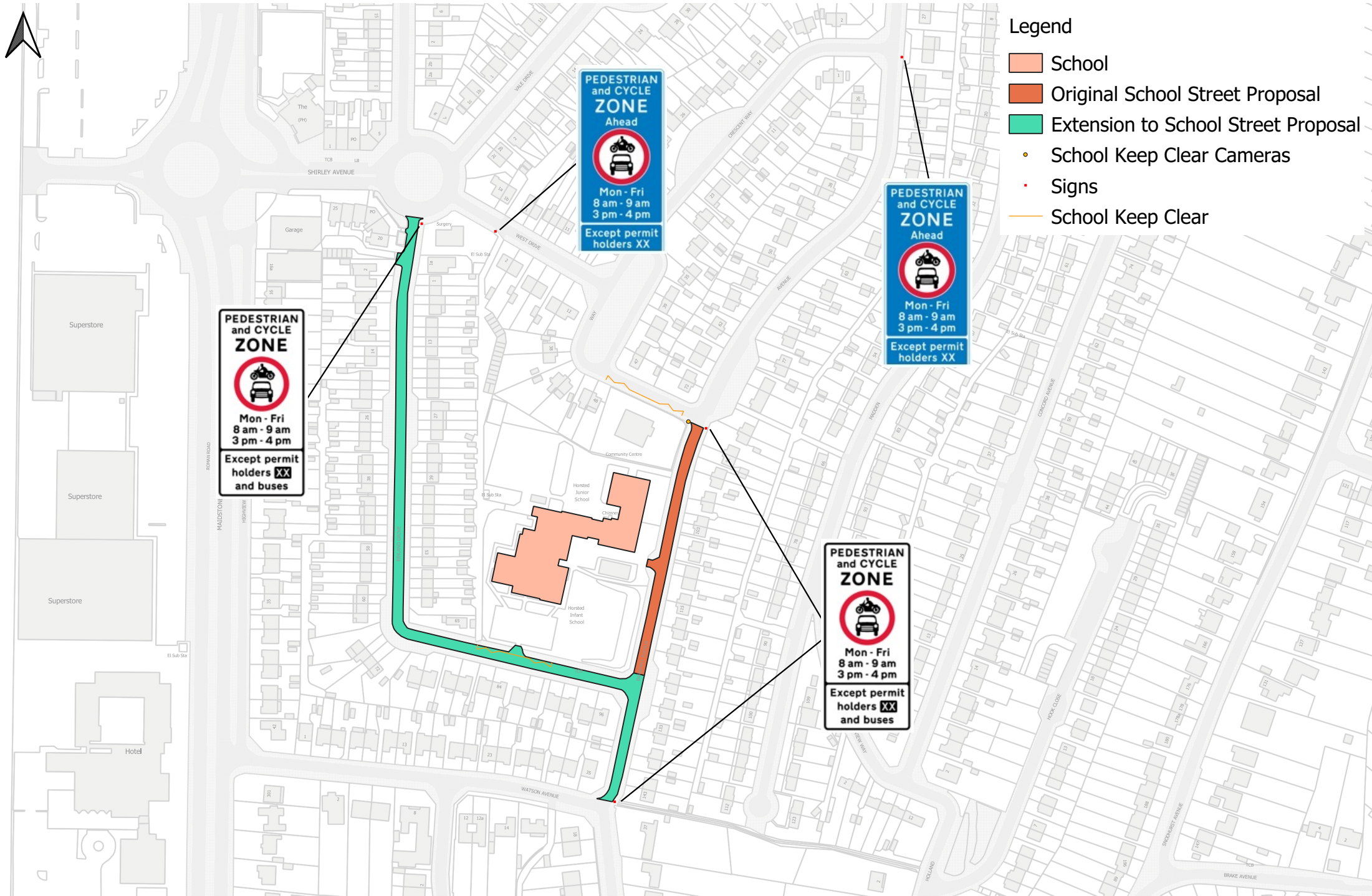
School Street proposal for Crest Infant School and Delce Academy

Appendix B

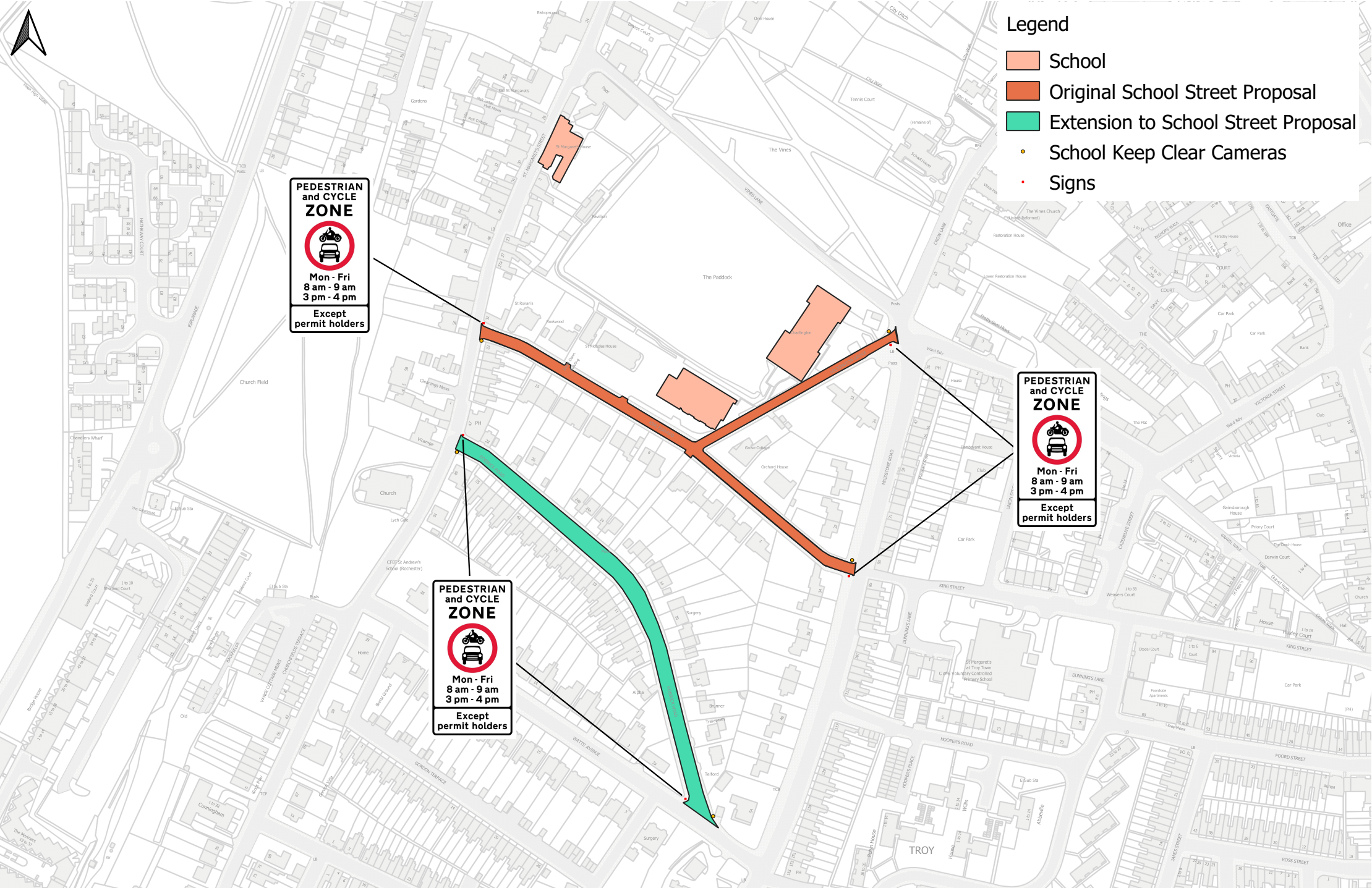


School Street proposal for Horsted Primary School

Appendix C



- Legend
- School
 - Original School Street Proposal
 - Extension to School Street Proposal
 - School Keep Clear Cameras
 - Signs



SAFER, HEALTHIER STREETS



Cliffe Woods Primary School, Cliffe Woods Pre School & the City of Rochester School - School Street Proposals

Our proposals will make it safer and calmer for the school community at pick-up and drop-off times, to encourage families to walk, wheel or cycle to school.

Let us have your feedback on the proposals via our website at:
www.medway.gov.uk/SchoolStreets

Have your say by midnight on **Sunday, 27 October**.



Scan me



Our Proposals

What is a School Street?

School Streets prioritise public space for student pedestrians, and cyclists, rather than vehicles, and make streets near their schools feel safer and more welcoming.

School Streets operate on the streets around a school at drop-off and pick-up times during the school term.

Traffic restrictions don't impact vehicles with an exemption or emergency services.

Static cameras are installed to capture vehicles that enter the School Street zone without an exemption.

Why are we proposing a School Street?

We are committed to making the streets outside our schools safer and healthier for our children. To help us do this, we are introducing School Streets across Medway.

The core objective of the programme is to reduce motor vehicle traffic outside schools to:



Reduce congestion



Reduce parking problems for residents



Potential to improve air quality



Promote walking, wheeling and cycling



Create a safer environment for children and their parents or carers to travel to school

The programme helps us to reach some of our ambitious objectives to improve the lives of our young people and our environment.

What is proposed for View Road?

The proposal is to introduce a time-limited road closure (School Street) on View Road during school term time. The times of this closure will be subject to feedback from the school and the consultation.

Vehicles will not be able to enter the streets between these times unless they have been given an exemption. Residents and businesses who live and work on a School Street will be able to register for an exemption as well as Blue Badge holders. The scheme will not operate in the school holidays or at weekends.

Creating a healthy school environment

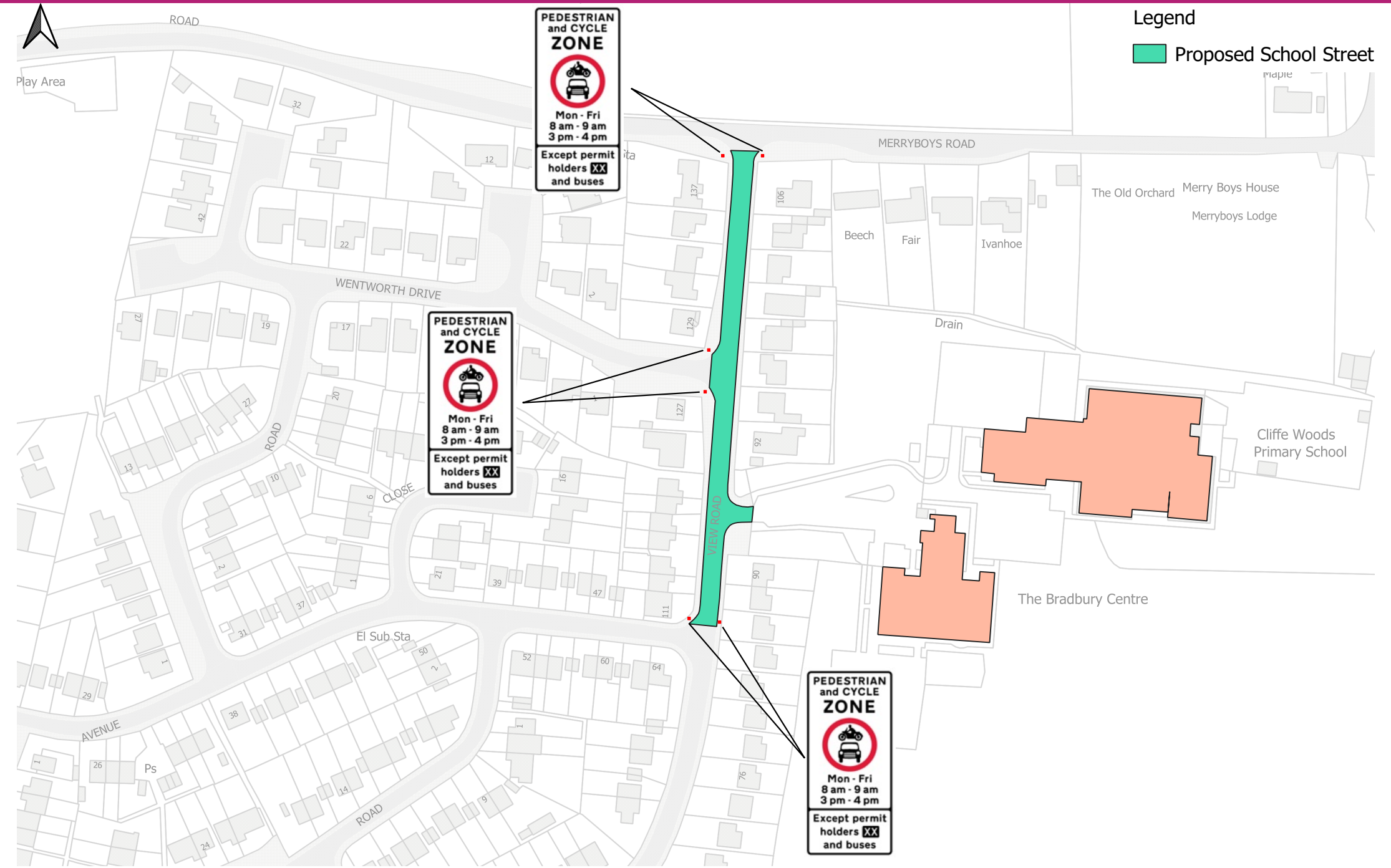
Did you know that children are especially vulnerable to air pollution? By creating a School Street, we are hoping to reduce the particulate count and improve the air the children breathe.

Improving air quality will reduce the likelihood of a child having an asthma attack while at school and may help with school attendance for children who are most at risk.

In addition to improving air quality around the school, by encouraging families to walk and wheel, we also hope to have a positive impact on physical and mental health within the school community.



Cliffe Woods Primary School, Cliffe Woods Pre School & the City of Rochester School Street Proposals



Have Your Say

FAQs

If implemented, who can apply for an exemption permit?

You will be able to apply for an exemption if you:

- live in a restricted street
- work at a business in a restricted street
- work at a school in a restricted street
- are regularly dropping off a child who is a Blue Badge holder
- are a carer of vulnerable residents who live in a restricted street.

Emergency service vehicles, school buses, utility providers attending emergencies, postal services and waste vehicles are automatically exempt.

For more information on exemptions, please visit our website at:

www.medway.gov.uk/SchoolStreets

How are School Streets enforced?

Static cameras will be used to capture vehicles entering a School Street during operational hours.

There will be a six-month warning period when School Streets start so road users have time to get used to the new system.

The first time a driver enters a School Street without an exemption, they will get a warning notice.

After getting this notice or once the six-month warning period is over, drivers who do not follow the rules will receive a Penalty Charge Notice (PCN).

Our full FAQs can be found on our website. If you have any further questions, please get in touch.

Have your say

We want your local insights to refine the proposals, so they meet the needs of the community.

Please scan the QR code or visit our website to complete our survey:

www.medway.gov.uk/SchoolStreets



What happens next?

Should we proceed with these proposals, residents will receive a letter to inform them about the start date of the scheme with details of how to register a vehicle or vehicles for exemption. Public notices advising of the changes will be displayed in the street.

More information

For more information, to request a hard copy of the survey, or to receive this document in a different format or language, please get in touch.



www.medway.gov.uk/SchoolStreets



consultation@projectcentre.co.uk



**Project Centre, Kent House, 81
Station Road, Ashford, Kent, TN23
1PP**



Diversity impact assessment

TITLE
Medway School Streets schemes
DATE
28/10/2024
LEAD OFFICER.
Ruth Du-Lieu – Deputy Director of Place
1 Summary description of the proposed change
What is the change to policy / service / new project that is being proposed? How does it compare with the current situation?
<p>Medway Council are proposing to introduce tranche 2 of the School Streets programme at nine schools across the borough. A School Street is a road outside a school with a temporary restriction on most motorised traffic at school drop-off and pick-up times, enabling and encouraging more people to walk, scoot or cycle safely for the school journey.</p> <p>Proposals have been developed to implement School Street schemes at nine schools. These are as follows:</p> <ul style="list-style-type: none"> • Crest Infant School / Delce Academy, Rochester • Cliffe Woods Primary School / Cliffe Woods Pre-School and the City of Rochester School, Cliffe Woods • Fairview Primary School, Rainham • High Halstow Primary Academy, High Halstow • Hilltop Primary School, Frindsbury • Horsted Primary School, Chatham • The King's Pre-Preparatory School and Nursery, Rochester • St Margaret's Church of England Junior School and St. Margarets Infant School, Rainham • St William of Perth Catholic Primary School, Canon Close, Rochester <p>School Streets aim to improve safety and transform often busy and polluted school roads into safer, cleaner, and healthier environments for everyone.</p> <p>By limiting motor vehicle access outside schools, we can improve road safety at pick-up and drop-off times and create safer walking, cycling and scooting routes to and from school. Restrictions only operate at certain times of the day during the school term and don't impact local residents or emergency services vehicles. Residents and businesses who live and work on a School Street will be able to register for an exemption as well as Blue Badge holders. The scheme will not operate during school holidays and weekends.</p> <p>By adopting this approach, roads are made safer for students, pedestrians, and encourage more sustainable modes of transport in our community.</p> <p>Currently motorists can park close to the school gates at all nine locations. Most of the exception is where there are existing School Keep Clear markings, that are enforceable during school drop-off and pick-up and waiting restrictions which are located outside some of the schools.</p>

Diversity impact assessment

2 Summary of evidence used to support this assessment

E.g. Feedback from consultation, performance information, service user.

E.g. Comparison of service user profile with Medway Community Profile

Following the successful implementation of Tranche 1, Medway Council considered a potential list of additional sites for a School Street. The following was considered when determining the final nine sites proposed for Tranche 2:

- Schools with known road safety/parking congestion issues, particularly during drop-off and collection times
- Council officers, local knowledge of the school settings. This included whether the school was already working with the Council on sustainable transport initiatives, such as the zig-zag banner campaign, walk to school and road safety education delivery.
- Locality and/or suitability of a School Street: i.e., those largely located within cul-de-sac locations and not on the main transport network, etc
- The potential of encouraging modal shift, based on pupil mode of travel data.

An informal consultation commenced on Monday 16 September 2024 and ended on Sunday 27 October 2024. A total of 1,231 survey responses were received across the nine School Streets proposals.

The following key findings have been identified through analysis of the consultation responses.

Of the nine proposed school streets, it is recommended that six are taken forward to statutory consultation as per the original designs. These include:

- Cliffe Woods Primary School, Cliffe Woods Pre-School and the City of Rochester School, Cliffe Woods
- Fairview Primary School, Rainham
- High Halstow Primary Academy, High Halstow
- Hilltop Primary School, Frindsbury
- St Margaret's Church of England Junior School and St. Margarets Infant School, Rainham
- St William of Perth Catholic Primary School, Canon Close, Rochester

Based on feedback received and key issues raised, we are proposing to take these 6 schools forwards to the next stage of statutory consultation, with the following considerations:

Concerns around timing - Some respondents felt that restriction times should be reviewed to better suit school drop-off and pick-up times. This will be considered in discussion with each school and changed as required to suit individual school needs appropriately.

Concerns raised about impacts to visitors in particular for vulnerable members of the community - Further communications with residents regarding exemptions policy, outlined paragraph 3.3 which enables assistance for care functions to resume as normal.

Diversity impact assessment

Impacts to families outside an immediate catchment area and must drive some of the journey to school - Council will investigate the establishment of park and stride locations, or waling bus initiatives alongside any implementation. This could include allowing use of council car parks if appropriate and would operate in line with the school street restrictions (weekdays, only during school term)

Some responses were concern about displacement traffic - Where appropriate, Medway will investigate further traffic calming measures alongside proposed school streets. Options may include realignment of the central hatching, to help manage footway parking issues, as well as ongoing traffic and air quality monitoring to ensure any scheme implemented does not have any unintended impacts.

For the remaining three school streets, it is recommended that designs are amended based on stakeholder feedback and taken forward to an extended statutory consultation. These schools include:

Crest Infants School / Delce Academy, Rochester

During the school pop ups, teaching staff from Delce Academy raised concerns that the current proposal didn't address the main area of concerns for the School along The Tideway. We are therefore proposing several changes to design including:

- extension of the school street to include The Tideway, from Hawser Road to Barnaby Terrace. The proposed static School Keep Clear camera would be removed, and pedestrian area expanded to improve pedestrian safety near entrance more regularly used by this school.
- Extension of school street zone to include Windward Rd and Leedward Road, down to The Fairway. This is to stop additional traffic accumulating at the entrance to Crest Road during operational hours.

Horsted Primary School, Chatham

While in support of a School Street, the Head Teacher and school governors raised concerns that current design is not extensive enough to address problems faced by the school. To better improve child safety and journeys to school it is proposed to:

- extend the school street zone along Binland Grove, Barberry Avenue to Watson Avenue
- introduce camera enforced school keep clear markings along Crescent Way

The King's Pre-Preparatory School and Nursery, Rochester

The King's School has raised concerns about the proposed School Street and introduced timed restrictions on Lockington Grove. Further feedback from

Diversity impact assessment

residents along Roebuck Road, raised concerns of displacement, given the pedestrian pathway that connects Roebuck Rd with King Edward Road. Base on this feedback it is proposed that:

- Lockington Grove remain within the school street zone to ensure objectives of reducing traffic out the front of school gates can be achieved
- Roebuck Road between Watts Avenue and St Margaret's St be included within the timed restriction

3 What is the likely impact of the proposed change?

Is it likely to:

Adversely impact on one or more of the protected characteristic groups

Advance equality of opportunity for one or more of the protected characteristic groups

Foster good relations between people who share a protected characteristic and those who don't

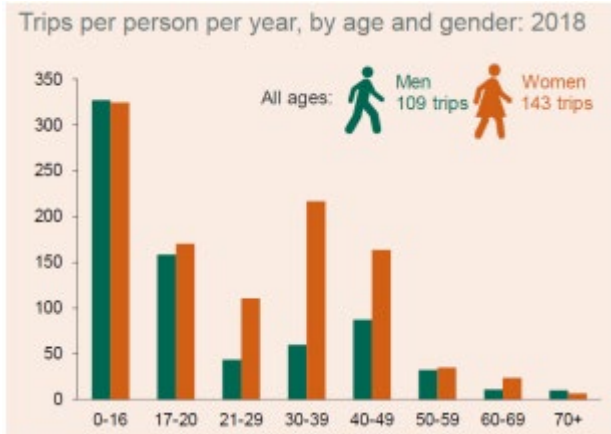
(insert Yes when there is an impact or No when there isn't)

Protected characteristic groups (Equality Act 2010)	Adverse impact	Advance equality	Foster good relations
Age	No	Yes	No
Disability	No	Yes	No
Gender reassignment	No	Yes	No
Marriage/civil partnership	No	Yes	No
Pregnancy/maternity	No	Yes	No
Race	No	Yes	No
Religion/belief	No	Yes	No
Sex	No	Yes	No
Sexual orientation	No	Yes	No
Care experience	No	Yes	No
Other (e.g. low income groups)	No	Yes	No

Diversity impact assessment

Protected characteristic groups (Equality Act 2010)	Adverse impact	Advance equality	Foster good relations
4 Summary of the likely impacts Who will be affected? How will they be affected?			
<p>All groups – The overall equalities impact of School Streets is generally positive. While students, parents, staff and those living in close proximity will be the primary beneficiaries, School Streets can also have positive impacts for the wider community, particularly in terms of road safety outcomes and air quality improvements from less vehicles outside the school, and improved health and wellbeing from potential increases in walking and cycling.</p> <p>The positive impacts School Streets can deliver include:</p> <ul style="list-style-type: none"> • Improved road safety outcomes and safer routes to and from the school due to a reduction in vehicles at school drop off and pick up times, reducing road danger risk. • More opportunities to walk and cycle in the area of the school, enhancing public health and well-being outcomes. • Improved air quality outside the school gate due to reduction in vehicles at drop off and pick up times, improving public health outcomes. • A nicer environment on the School Street for everyone using it, especially children. <p>Reductions in vehicle numbers create immediate road safety benefits, by reducing the risk and opportunity for collision between motorised vehicles and more venerable road users. All groups, including those with protected characteristics, will benefit from a reduced risk of vehicle / pedestrian collision.</p> <p>By implementing the School Streets Programme, we can create a safer road environment to encourage more people to use more sustainable forms of transport, providing benefit from the other positives of active travel, such as the associated health benefits.</p> <p>Creating temporary pedestrian and cycling zones will therefore benefit all groups by improving road safety outside schools, as well as allowing for improvements to air quality through the reduction of motorised vehicles.</p> <p>Those who could be most positively impacted by the implementation of the School Streets include:</p> <p>Age – young children attending the school, who will benefit from reduced risk and exposure to both air pollution and road danger. Data on air quality shows that it is particularly harmful for children and elderly people. Children under the age of 12 have the highest percentage of pedestrian fatalities. The peak time for pedestrian injuries from vehicles is during the morning rush hour, which includes the school run. Therefore, young children will benefit most from the road safety improvements.</p>			

Diversity impact assessment

Protected characteristic groups (Equality Act 2010)	Adverse impact	Advance equality	Foster good relations																														
<p>Age – older local residents who are at greater risk of experiencing negative health impacts of air pollution will benefit from reduced exposure to air pollution during the restriction times. Data on air quality shows that it is particularly harmful for children and elderly people.</p> <p>Disability – By reducing the number of vehicles near school gates and introducing / ensuring proper enforcement of parking and moving traffic restrictions, we can ensure access pathways to and from schools are prioritised for people and not vehicles. This reduction in traffic will ensure footpaths can be made safer for all, including those with impaired movements or disability to travel in and out of school gates.</p> <p>The scheme will also ensure those who need to access to the area or blue badge parking opportunities will be given priority to do so. This will be managed through the programme’s exemptions policy which ensures those who need to park in close proximity to each school are still able to do so.</p> <p>Deprivation - 2023 research by The Runnymede Trust showed 20 per cent of the UK’s most deprived areas experience some of the worst impacts of air pollution. Interventions like School Streets, designed to reduce exposure to poor air quality, can help reduce the impacts of air pollution and advance equality, particularly with regard to public health outcomes.</p> <p>Sex – Data from Scotland and the UK Transport Survey finds that women were more likely to escort children to school than men. We can assume that this is also true in Medway.</p>																																	
<p>Trips per person per year, by age and gender: 2018</p>  <table><caption>Trips per person per year, by age and gender: 2018</caption><thead><tr><th>Age Group</th><th>Men (trips)</th><th>Women (trips)</th></tr></thead><tbody><tr><td>0-16</td><td>~330</td><td>~330</td></tr><tr><td>17-20</td><td>~160</td><td>~170</td></tr><tr><td>21-29</td><td>~40</td><td>~110</td></tr><tr><td>30-39</td><td>~60</td><td>~210</td></tr><tr><td>40-49</td><td>~80</td><td>~160</td></tr><tr><td>50-59</td><td>~30</td><td>~30</td></tr><tr><td>60-69</td><td>~10</td><td>~20</td></tr><tr><td>70+</td><td>~5</td><td>~10</td></tr><tr><td>Total</td><td>109</td><td>143</td></tr></tbody></table>				Age Group	Men (trips)	Women (trips)	0-16	~330	~330	17-20	~160	~170	21-29	~40	~110	30-39	~60	~210	40-49	~80	~160	50-59	~30	~30	60-69	~10	~20	70+	~5	~10	Total	109	143
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70+	~5	~10																															
Total	109	143																															
<p>The graph above, from the UK Transport Survey, demonstrates that women between 21-49, who are the group most likely to have primary school aged children, make more trips on average than men. When taken with the data showing that women are more likely to accompany children on the school run, this suggests that women are making more of the school run trips in Medway</p>																																	

Diversity impact assessment

Protected characteristic groups (Equality Act 2010)	Adverse impact	Advance equality	Foster good relations
<p>than men. Therefore, women are more likely to be positively impacted by improvements to air quality and safety outside the schools than men. This would also apply to pregnant women.</p> <p>Some could be adversely impacted by the implementation of the School Streets. Section 5 includes recommendations and possible mitigation measures for groups who may experience some challenges if schemes are implemented. These include:</p> <p>Age – older local residents may be negatively impacted by the School Street as it could affect relatives / unofficial carers coming to care for them during the times of restriction, taxis coming to collect them (e.g. for hospital appointments) during the times of restriction, and access to good and services during restriction times.</p> <p>Disability - School Streets have the potential to impact disabled resident's access to their road or property. It may also affect any person with a disability who needs vehicle access to the road for other reasons, such as disabled pupils being driven to the school. Those persons with a disability and who do not possess a blue parking badge may need to park outside of the School Street zone to walk / wheel into the zone. They will also not be allowed to drive through the zone during the periods of restriction.</p> <p>Sex – As per the above data, it is statistically likely that women will be making more trips to school than men. Therefore, women will be more affected by this proposal than men, as they may have to change the way they get to school which could have negative impacts on their daily routines.</p> <p>Additional potentially negative impacts of School Streets could include:</p> <ul style="list-style-type: none"> • Local residents: travelling into the School Streets to get to their homes. Residents will be eligible to apply for an exemption permit. • Local businesses on the School Streets: employees, visitors and suppliers travelling into the School Streets to access the businesses. Deliveries will need to be made outside of the restriction times. • Parents of school children –driving into the School Streets to drop off and pick up children. • School staff –driving to and from the schools included in the School Street schemes. School staff will have an exemption to the School Street for access to the school car park only. • Formal and informal carers: driving to visit patients in the School Street schemes. Registered carers will be eligible to apply for an exemption permit. <p>The mitigations identified for these in section 5.</p>			

Diversity impact assessment

Protected characteristic groups (Equality Act 2010)	Adverse impact	Advance equality	Foster good relations
5 What actions can be taken to mitigate likely adverse impacts, improve equality of opportunity or foster good relations? What alternative ways can the Council provide the service? Are there alternative providers? Can demand for services be managed differently?			
<p>The following actions have been identified to mitigate against adverse impacts:</p> <ul style="list-style-type: none"> • Ensuring School Streets are only in operation during school drop-off and pick-up times, and school terms, minimises the impact on other residents, and their ability to access homes and services, including specialist carers • Providing local residents in the zone with exemptions means they can access their property at any time, including during restricted hours. • School transport strategies can be put in place to promote safer commutes to school, cycle safety provisions and to promote with the school and the community on School Streets and sustainable transport. • Providing exemption permits for specific groups of people, for example Blue Badge holders, means people who need to travel through the street at the restricted time can do so without receiving a Penalty Charge Notice (PCN). • Provide necessary arrangements for emergency permit provision. • Ensure timely and clear communications in preparation of the School Street schemes and for signage and information once the School Street schemes are implemented. <p>Exemption permits would be provided for:</p> <ul style="list-style-type: none"> • Emergency Services • Residents within the zone • Blue badge holders needing access • Carers of vulnerable residents needing access • Utility providers attending emergencies • School buses • Parents/ carers dropping off or collecting students with special educational needs or disabilities • Bicycles • Postal Service • Refuse vehicles • School staff who are entering the school car park only 			

Diversity impact assessment

6 Action plan

Actions to mitigate adverse impact, improve equality of opportunity or foster good relations and/or obtain new evidence

Action	Lead	Deadline or review date
Ensure communications regarding the introduction of the School Street schemes is completed in a timely manner using plain English and offer all relevant materials in different languages and formats, as required.	TBC	TBC
Ensure information is provided to all those eligible regarding the School Streets Programme exemption permit process in a timely manner	TBC	TBC
Clearly communicate intentions to implement the School Street schemes to affected residents and schools, as appropriate.	TBC	TBC

Diversity impact assessment

7 Recommendation

The recommendation by the lead officer should be stated below. This may be: to proceed with the change, implementing the Action Plan if appropriate, consider alternatives, gather further evidence

If the recommendation is to proceed with the change and there are no actions that can be taken to mitigate likely adverse impact, it is important to state why.

It is recommended that the ten school streets listed below are taken forward to statutory consultation, the schools are:

- Crest Infant School / Delce Academy, Rochester
- Cliffe Woods Primary School / Cliffe Woods Pre-School and the City of Rochester School, Cliffe Woods
- Fairview Primary School, Rainham
- High Halstow Primary Academy, High Halstow
- Hilltop Primary School, Frindsbury
- Horsted Primary School, Chatham
- The King's Pre-Preparatory School and Nursery, Rochester
- St Margaret's Church of England Junior School and St. Margarets Infant School, Rainham
- St William of Perth Catholic Primary School, Canon Close, Rochester

The implementation of the schemes provides clear benefits, as detailed in Section 4 above, including a better street environment, improved road safety outcomes and localised air quality, safer and quieter routes for children travelling to school and more opportunities for everyone to walk, cycle or wheel in the School Street area.

No other alternatives have been considered as the School Street schemes are bespoke to addressing the issues experienced by schools with high traffic at drop off and pick up time and the subsequent impacts of poor air quality, potential road traffic accidents and a generally poor environment for children travelling to and from school. There are actions that can be taken to mitigate any negative impact from the School Streets implementation as listed in Section 5.

8 Authorisation

The authorising officer is consenting that the recommendation can be implemented, sufficient evidence has been obtained and appropriate mitigation is planned, the Action Plan will be incorporated into the relevant Service Plan and monitored

Assistant Director

Date of authorisation