

## MEDWAY COUNCIL

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| REPORT                            | <b>Delegated Decision Report – 8/12/2025</b>   |
| Report Title                      | <b>Safer, Healthier Streets Programme -<br/>Provision of Tranche 2 Schools TRO Results of Consultation<br/>and Recommendations</b> |
| Department                        | Place  |
| Report Author/<br>Contact details | Alex Constantinides – Strategic Head of Public Realm   |
| Wards affected                    | Gillingham North, Chatham Central, Rainham South East, Rochester West and Borstal, Wayfield and Weeds Wood                         |
| Public Access                     |  |
| Appendices                        | Appendix A Notice of Proposals (published in the Medway Messenger)<br>Appendix B Responses received                                |

### 1. SUMMARY

- 1.1 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 and Tranche 2, school streets will continue to improve safety, air quality in the vicinity of our schools and support the wider community to choose more sustainable ways to travel.
- 1.2 The council carried out a public consultation on the proposed School Streets which took place between 16 September 2024 and 27 October 2024.
- 1.3 Following this, on 19 November 2024, a report was presented to, and approved by, Cabinet on the details of the Safer Healthier Streets Programme - School Streets Tranche 2.
- 1.4 During the meeting held on the 19 November, Cabinet agreed to progress nine school streets, subject to the formal Traffic Regulation Order (TRO) process. Of the nine, six locations were subject to the 21-day statutory consultation period. The remaining three were subject to an extended statutory consultation period due to design changes that resulted from feedback in the public consultation.
- 1.5 This report details the outcomes of the three locations subject to an extended statutory period of six weeks. These sites included:
  - Crest Infants School and Delce Academy, Rochester
  - Horsted Primary School, Chatham
  - The King's Pre-Preparatory School and Nursery, Rochester

- 1.6 The Cabinet agreed 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.
- 1.7 The Cabinet's decisions were subsequently called in by six Councillors and the decisions were referred to the Regeneration, Culture and Environment Overview and Scrutiny Committee who considered the matter at a special meeting on 19 December 2024. The Committee having considered the call in, agreed to accept Cabinet decisions 135/2024 to 144/2024 and therefore take no further action.
- 1.8 This report considers the outcome of the statutory consultation for the three schools outlined in 1.5 and makes recommendations on the following orders which can be found in Appendix A:

(The Medway Council (School Streets) (Pedestrian and Cycle Zones) (No. \*) Traffic Order 202\*

## **2. RECOMMENDATIONS**

- 2.1 For the reasons set out in this report and the Cabinet report presented on the 19 November 2024 it is recommended the Director of Place in consultation with the Portfolio Holder for Community Safety, Highways and Enforcement in line with the approved delegated authority agreed by the Cabinet:
  - Note and consider the objections received to the proposed traffic order and associated officers' response as detailed in Appendix B and summarised in section 4 of this report.
  - Agree to make the traffic order which give permanent effect to the following school streets under the provisions of section 124, Schedule 1 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 and of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 regulations 23 and 24:
    - Crest Infants School and Delce Academy, Rochester
    - Horsted Primary School, Chatham
  - Note that a further statutory consultation on The Kings Pre-Preparatory School and Nursery, Rochester with changes made to the design as outlined in section 7 Conclusion of this report is required.

## **3. Traffic Regulation Order CONSULTATION PROCESS**

- 3.1 The statutory Traffic Regulation Order (TRO) consultation took place between the 13 March and 25 April 2025 which included:
  - Publication of the "Notice of Proposals" in the Medway Messenger on 13 March 2025
  - Street notices placed on lamp columns in and around each school street site
  - Emails to statutory / representative organisations, including the emergency services, and other key stakeholders.
- 3.2 The Notice of Proposals referred to above is attached as Appendix A.
- 3.3 The proposals were also publicised on the Council's website.

#### **4. STATUTORY OBJECTIONS / FEEDBACK**

As part of the consultation process, emails were sent to all statutory consultees notifying them of the advertised traffic orders and inviting feedback on the proposed scheme. Feedback received has been provided below:

##### Emergency services

- 4.1 On 2 April 2025 a representative from Kent Police confirmed that they had no specific objections to the scheme. The remaining emergency services have not raised any specific concerns, objections or comments in relation to the Medway school street traffic orders.

##### Road Haulage Association

- 4.2 The Road Haulage Association have not raised any specific concerns, objections or comments in relation to the Medway school street traffic orders.

##### Freight Transport Association

- 4.3 The Freight Transport Association have not raised any specific concerns, objections or comments in relation to the Medway school street traffic orders.

##### Bus companies

- 4.4 The Bus Companies have not raised any specific concerns, objections or comments in relation to the Medway school street traffic orders.

##### Other statutory feedback

- 4.5 The TRO statutory process is open for comment by all Medway residents and wider as per the statutory consultation requirements. Current census data indicates the population of Medway is 279,800.
- 4.6 As part of the TRO process, 1137 letters were delivered to residents and businesses in close vicinity of the three schools, additionally emailed all impacted schools and updated the council website to keep the community informed.
- 4.7 When considering the response rate of those in close proximity to the scheme, compared with population, only 0.06% of people responded.
- 4.8 During the six-week statutory TRO consultation, 181 representations were received. 158 of those were recorded as objections. Details of each objection can be found within Appendix B of this report and have been considered with officers' comments provided.
- 4.9 Of the 158 objections, 121 were for The Kings School. This is detailed in Appendix B along with the Council response. Given this feedback, the Council have agreed to amend the design to address concerns. This will be subject to an additional statutory process as stated above.
- 4.10 33 objections were spread across the other two sites and four were regarding the overall Schools Street programme. The following paragraphs provide the number of objections per school, key themes raised and officer comments.

## Crest Infants School and Delce Academy

4.11 Crest Infants School and Delce Academy received 13 representations: 10 objections, two queries and one in support.

4.12 Responses relating to Crest Infants School and Delce Academy included:

| Theme                | Question/concern/comment  | Officers' comments   |
|----------------------|---|--|
| Traffic displacement | Concerns that traffic will increase on neighbouring roads, causing vehicle delays and creating safety issues.   | <p>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.</p> <p>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 collision with more vulnerable road users, like pedestrians, outside of the school gate. By doing this, we can improve safety outcomes for our children. Further to this, the area will be subject to a monitoring period after implementation.</p> <p>The scheme also aims to encourage use of more sustainable forms of travel like walking and cycling, to school to reduce levels of traffic in and around the school gate.</p> |
| Access               | Concerns about needing to park vehicles further away from school gate will make it difficult/impractical for carers/parents dropping children off and too far for children to walk. | <p>The aim of the school street is to create a safer, more pleasant environment outside the school gate improving pupils' ability to safely walk to school.</p> <p>While we appreciate initially this may mean a change of routine for some families, by reducing the number of cars outside of school gates, we reduce the likelihood of collisions.</p> <p>Further consideration has been given to the extent of the scheme to exclude Barnaby Terrace. By doing so, the scheme will better assist traffic movement including vehicle turning movements and access at the extents of the scheme while maintaining safety outside of the school gates.</p>  |

## Horsted Primary School

4.13 Horsted Primary School received 30 representations

4.14 23 objections, six queries and one response in support. Responses relating to Horsted Primary School included:

| Theme                            | Question/concern/comment  | Officers' comments  |
|----------------------------------|---|---|
| Impact on traffic/congestion     | Concerns that traffic will increase on neighbouring roads, causing vehicle delays.  | <p>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.</p> <p>However, while this potential for displacement is acknowledged, it is pertinent to emphasises that the intention of a school street is to reduce the immediate risk of vehicle collision with more vulnerable road users, like pedestrians, outside of the school gate. By doing this, we can improve safety outcomes for our children. Further to this, the area will be subject to a monitoring period after implementation.</p> <p>The scheme also aims to encourage use of more sustainable forms of travel like walking and cycling, to school to reduce levels of traffic in and around the school gate.</p> |
| Safety impact                    | Concerns that safety will be compromised, causing hazards to pupils.  | <p>The aim of the school street is to create a safer, more pleasant environment outside the school gate improving pupils' ability to safety walk to school.</p> <p>By reducing traffic out the front of school gates, we are able to reduce the potential of vehicle and pedestrian collisions.</p> <p>The scheme will also be subject to a monitoring period following implementation, and the Council will continue to work with the school around safe travel planning.</p>  |
| Parking displacement / behaviour | Concerns that parking will be displaced to other streets causing issues for residents. Concern raised about displacement parking on Crescent Way. | <p>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.</p> <p>However, while this potential for displacement is acknowledged, it is pertinent to emphasises that the intention of a school street is to reduce the immediate risk of vehicle collision with more vulnerable road users, like pedestrians, outside of the school gate. By doing this, we can improve safety outcomes for our children. Further to this, the area will be subject to a monitoring period after implementation.</p> <p>The scheme also aims to encourage use of more sustainable forms of travel like walking and</p>   |

| Theme           | Question/concern/comment  | Officers' comments  |
|-----------------|---|---|
|                 |   | cycling, to school to reduce levels of traffic in and around the school gate.<br><br>The scheme will also be subject to a monitoring period following implementation.   |
| One way         | Comments requesting a one-way system around the school area.  | The one-way system may lead to an increase in vehicles speeds especially near the school entry point. In addition the aim of the school street is to create a safer, more pleasant environment outside the school gate improving pupils' ability to safely walk to school. A one -way system would therefore not achieve this aim.<br><br>Once implemented a monitoring period will be undertaken to determine if further traffic management is required. |
| Property access | Some residents suggested that access to their properties would be required. This was particularly the case for Highview Drive residents who had access via a private road only. | There will be no impact to property access. All residents will be given an exemption to make sure they can continue to access their property.   |

### **The King's Pre-Preparatory School and Nursery**

The King's Pre-Preparatory School and Nursery received 135 representations: 125 objections, five queries and five in support.

Responses relating to The King's Pre-Preparatory School and Nursery included:

| Theme                        | Question/concern/comment   | Officers' comments  |
|------------------------------|--|---|
| Impact on traffic/congestion | Concerns that traffic will increase on neighbouring roads, causing vehicle delays.<br><br>Concerns that traffic will increase on neighbouring roads, causing vehicle delays. | 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.<br><br>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 collision with more vulnerable road users, like pedestrians, outside of the school gate. By doing this, we can improve safety outcomes for our children. Further to this, the area will be subject to a |

| Theme            | Question/concern/comment  | Officers' comments  |
|------------------|---|---|
|                  |   | monitoring period after implementation.   |
| Walking distance | Concerns that having to park far away will make it impractical for parents and too far for children.  | <p>The aim of the school street is to create a safer, more pleasant environment outside the school gate improving pupils' ability to safely walk to school.</p> <p>While we appreciate initially this may mean a change of routine for some families, by reducing the number of cars outside of school gates, we reduce the likelihood of collisions.</p>   |
| One Way          | Comments requesting one way on Roebuck Road and Watts Avenue which functionally operates as a one-way system to be preserved.   | <p>Better safety outcomes can be achieved by removing traffic from Watts Avenue.</p> <p>Additional traffic measures will be in place for Roebuck Road – while still allowing traffic to drive through.</p>  |
| Drop-off zone    | Requests for a designated drop off zone for parents. Request to keep Lockington Grove open for traffic creating drop off location. Request is that traffic can drive one-way up Lockington Grove, turning left onto King Edward Road to exit. | <p>School Streets aim to improve safety outcomes by reducing the number of vehicles out the front of school gates. Given there are school entry points on Lockington Grove, the scheme will be more effective is temporary restrictions include Lockington Grove.</p> <p>While we appreciate this may mean a change of routine for some families, by reducing the number of cars outside of school gates, we reduce the likelihood of collisions.</p> |
| Exemptions       | Some residents suggested that access to their properties would be required. This was particularly the case for Highview Drive residents who had access via a private road only.   | There will be no impact to property access. All residents will be given an exemption to make sure they can continue to access their property.   |

## **5. IMPLICATIONS**

5.1 The financial, legal and equalities implications of the scheme, and the impact on climate change, the environment and health and wellbeing are set out in the Cabinet Report approved on 19 November 2024.

## **6. BACKGROUND INFORMATION**

6.1 19 November 2024 – Cabinet Report: Safer, Healthier Streets Programme – School Streets

## **7. CONCLUSION**

7.1 As outlined in paragraph 4.9 and 4.10 of the report, 33 of the objections received were distributed across two of the three schools, indicating a low rate of representations.

7.2 When considering representations received and scheme extents, it is recommended that:

- At Crest Infants School and Delce Academy a reduced version of the advertised School Street zone should be implemented which excludes Barnaby Terrace. By doing so, the scheme will better assist traffic movement including vehicle turning movements at the extents of the scheme while maintaining safety outside of the school gates.
- At Horsted Primary School there are no changes to the advertised school street zone.
- At Kings Pre Preparatory School and Nursery there are proposals to address concerns raised including implementing additional traffic management to the nearby streets to the school street zone; to help reduce any potential impacts the school street may have in the surrounding area. This includes one-way streets in Roebuck Road and Watts Avenue. Given this change the traffic order will be readvertised with a 3-week statutory consultation period.

7.3 Overall, while the concerns raised are acknowledged and have been responded to the three proposed schemes remain aligned with the Council's corporate objectives and policies. No compelling or material objections were presented during the statutory consultation, albeit changes have been made to address concerns raised, which would mean implementation of a school street zone at these schools could not go ahead.

7.4 Furthermore, in response to the objections, the proposals have benefits of road safety particularly to vulnerable users, improved air quality and reduction of congestion. This outweighs the small number of objections that could be addressed by individuals varying their travel behaviour or by changing their mode of transport to more sustainable measures such as walking, cycling or use of public transport. It is pertinent to state that these restrictions are in operation for approximately one hour in the mornings and afternoons, and during term time only. Carers, both registered and family/friends, residents etc would qualify for exemptions.