

MEDWAY COUNCIL

REPORT	Delegated Decision Report – 21 / 05 /2026
Report Title	Safer, Healthier Streets Programme - Tranche 2 TRO Results of Consultation and Recommendation
Department	Place
Report Author/ Contact details	Alex Constantinides – Strategic Head of Public Realm
Wards affected	Rochester West and Borstal
Public Access	Appendix B (personal details redacted)
Appendices	Appendix A Notice of Proposals (published in the Medway Messenger) 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 a proposed 9 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 scheme, seven locations have been implemented with one to be delivered later this year.
- 1.5 An extended statutory consultation period was delivered for The King's Pre-Preparatory School and Nursery, Rochester in 2025, due to design changes that resulted from feedback in the public consultation.
- 1.6 An initial statutory period took place from 13 March and 25 April 2025. Following this, further designs changes were required following feedback, and an additional 21-day statutory period was delivered from 5 March until 22 March 2026.
- 1.7 This report details the outcomes of this statutory period for The King's Pre-Preparatory School and Nursery, Rochester
- 1.8 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.

- 1.9 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.
- 1.10 This report considers the outcome of the statutory consultation for The King's Pre-Preparatory School and Nursery, Rochester and makes recommendations on the following order 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 following the statutory consultation 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:
- (a) 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.
- (b) In light of the objections, agree to take forward alternative safety measures at this location and to not progress the traffic order as advertised. Such alternative safety measures for this location could including:
- Review the current School Keep Clear markings to ensure they are effective and appropriate. Once installed, use ANPR camera enforcement to ensure they are correctly observed enhanced "School Keep Clear" restrictions with ANPR camera enforcement for the Kings School
 - Review of current speeds in the area and implement a safer speed limit of 20mph on surrounding roads

3. Traffic Regulation Order CONSULTATION PROCESS

- 3.1 The statutory Traffic Regulation Order (TRO) consultation took place between the 5 March and 22 March 2026 which included:
- Publication of the "Notice of Proposals" in the Medway Messenger on 5 March 2026
 - 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

- 4.1 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

- 4.2 On 09 March 2026 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

- 4.3 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

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

Bus companies

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

Other statutory feedback

- 4.6 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.
- 4.7 During the 21 Day statutory TRO consultation, 266 representations were received. 242 of those were recorded as objections, 14 queries and 10 in support. Details of each objection can be found within Appendix B of this report and have been considered with officers' comments provided.
- 4.8 The following table provides the key themes raised and officer comments.

Theme	No. of comments	Question/concern/comment	Officers' comments
Traffic displacement	201	Concerns that traffic will be rerouted to surrounding roads in the area, which will experience higher levels of traffic.	<p>With any changes to the highway, it is important to recognised 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 collisions with more vulnerable road users, like pedestrians, outside of the school gate. By doing this, we can improve safety outcomes for our children.</p> <p>Further to this, across the school streets programme, schemes are 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>
Impact pedestrian safety	179	Concerns stating that knock-on effects from congestion will increase risk to children and lead to increased causing collisions as a result of bottlenecks.	<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. The council recognised a wider need for supporting measures and have change the scheme form the original proposal based on the feedback provide in the first consultation.</p> <p>The council is committed to monitoring the school streets schemes and any wider impacts they may have.</p>
Will increase congestion	171	Concerns stating that congestion is likely to increase in the area.	<p>With any changes to the highway, it is important to recognised that introduction of new schemes will always involve some element of traffic displacement, especially within the short term.</p> <p>However, it should be noted that the restrictions operate for limited periods during school drop-off and pick-up times and were designed to improve safety directly outside the school environment with travel patterns adjusting to changes in time.</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 the area</p>

Impact air quality	132	Concerns that air quality will be significantly impacted in the area	The scheme aims to reduce the level of vehicle trips to the school gate and aims to improve air quality in the area. It should be noted from Tranche 1 that air quality around the majority of the schools has improved following the introduction of the school street programme.
Children cannot walk/catchment area too large to walk	131	Concerns stating that the proposals would mean walking long distances which are unsuitable 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 safety 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>Consideration to the decision of the school street is given to the suitability of walking routes and the concerns related to crossing Maidstone Road are noted.</p>
Poor consultation process	121	Concern that the council did not adequately consult with residents and lack of transparency.	<p>In line with best practice and council policy, an open and accessible engagement process was conducted to build understanding and seek feedback on the proposal.</p> <p>The scheme was subject to multiple stages of engagement, including an initial public consultation, an extended statutory Traffic Regulation Order consultation period, publication of the Notice of Proposals in the Medway Messenger, site notices installed in the vicinity of the school, and direct notification to statutory consultees and relevant stakeholders. In addition, information was published on the Council's website and feedback received at each stage was considered and, where appropriate, informed design amendments. Furthermore, the school was actively engaged throughout the development of the proposals, with discussions and design iterations informed by feedback received at each stage.</p>
Council criticism	107	Concern directed towards the council in suggesting they are prioritising revenue generation, have an absence of data and lack of justification for the scheme.	<p>The overriding objective is to get high level of compliance in order to improve the safety for children, however with all types of regulatory measures there is often indiscriminate driving which creates the need for enforcement.</p> <p>The implementation, processes and maintenance of an enforcement system has a cost associated which is required to be met through any generated PCN fines</p> <p>All schemes will be subject to a monitoring period, which includes conducting before and after surveys to assess the impact once a scheme has been implemented.</p>

Heritage site/ environment conservation	98	Concern that scheme would harm Rochester's historic conservation sites and 'character' of the area by visual changes as a result of the introduction of signage and changes in the infrastructure.	The design of any scheme would take into consideration Rochester's historic environment and the character of the conservation area including for signage and road markings.
Parking burden	44	Concern stating that displacement of parking will occur making it hard to park for staff and parents alike, with increased competition for spaces.	<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> <p>The scheme will also be subject to a monitoring period following implementation.</p>
Impacts to St Andrews School	34	Concern on the basis that the scheme would divert traffic into surrounding roads, worsening congestion and safety for pupils at St Andrew's School, which they say has been overlooked in the plans	The scheme has been developed in consideration to both schools and it the reason for a change of design with a formal one- way street being proposed and additional traffic calming measures.
Positive Themes			
Will reduce illegal parking/driving	6	Supportive sentiments stating that illegal parking behaviour such as parking on double yellow lines and speeding will	The Council acknowledges supportive comments indicating that the scheme could help reduce illegal parking behaviours, including parking on double yellow lines and instances of speeding, through ANPR enforcement.

		be reduced through enforcement.	
Improve pedestrian safety	7	Supportive sentiments stating that the scheme would improve safety as a result of separating school-related pedestrians from traffic and enforcing parking behaviours.	The Council acknowledges supportive comments stating that the scheme would improve safety by separating school-related pedestrian movements from traffic and strengthening enforcement of parking behaviours.
Other themes			
20mph limit proposal	163	Suggestion that a 20mph speed limit instead of school street restrictions.	<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. Although a 20 mph speed limit would help to reduce the severity of collisions, create an environment with reduced vehicle number would go further in prevent collisions.</p> <p>It is noted that a 20 mph speed limit would help to improve safety in the wider are and over a longer period that the school street restrictions.</p>
One-way system	19	Suggestion that a one-way system was fairer instead. Most respondents stated making King Edward Road one-way would be beneficial.	The one-way system was part of the overall wider measure for the school street to facilitate the flow of traffic within the area
Enforcement	13	Suggestion that increased and consistent enforcement would be better in solving safety issues.	The Council acknowledges the suggestion that enforcement of helps to improve safety. The overriding objective is to ensure high level of compliance of all restrictions in order to improve the safety, however with all types of regulatory measures there is often indiscriminate driving which creates the need for enforcement.

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

7. CONCLUSION

- 7.1 The statutory consultation has resulted in a number of objections, which have been fully considered and acknowledge. There exists no procedural barriers to implementation of a school street in this location and the objections put forward do not satisfy the need to make any changes in order to achieve the aims and benefits of the scheme.
- 7.2 The scheme was initially progressed following several requests from The King's School, to be included into Tranche 2 of the school streets programme. These requests were based on concerns regarding pupil safety during school drop-off and pick-up times, particularly in relation to parking and vehicle movements outside the school entrance within the narrow and constrained historic street environment.
- 7.3 The Active Travel England guidance states that '*efforts should be made to actively engage stakeholders throughout the development and implementation phases of a scheme*'.
- 7.4 In line with this guidance, Medway Council has actively engaged with the school and wider stakeholders throughout the development of the proposal. This has included numerous meetings with The King's School and its representatives, amendments to the scheme design, and several consultation exercises. However, during the most recent round of stakeholder engagement, The King's School confirmed its objection to the scheme and encouraged parents to also submit objections.
- 7.5 The objections and comments received during the consultation indicate that there may be a need for a wider package of measures to support children walking longer distances to school. This includes the potential provision of formal crossings on key routes, such as Rochester Maidstone Road. If delivered, these crossings could support a wider scheme, including a park and stride arrangement from Union Street car park. This would help direct traffic away from the school gates and provide a safer walking route for pupils and families.
- 7.6 It should be noted, however, that the provision of formal crossings along Maidstone Road is likely to be complex. This is due to the level difference between the carriageway and footway in certain locations, as well as the need to consider the sensitive historic context of the conservation area.
- 7.7 Having considered the consultation responses, the level of objections, and the additional budget likely to be required to deliver supporting measures that would make the scheme viable, it is concluded that the School Street proposal should not be progressed at this time.
- 7.8 Notwithstanding this, the original safety concerns raised by the Kings School have not changed and remain valid concerns. In line with Council policy and its wider ambition to

improve safety for children outside Medway school gates, it is recommended that alternative improvements are progressed.

7.9 In light of the level of the concerns during the statutory consultation, it is therefore recommended that a targeted package of measures is developed to address vehicle speeds, parking behaviour and safety outside the school. This includes:

- A review of the existing School Keep Clear markings to ensure they are appropriate, effective and clearly enforceable. Where appropriate, enhanced School Keep Clear restrictions should be introduced and supported by ANPR camera enforcement
- Review of current speeds in the area and implement a safer speed limit of 20mph on surrounding roads

7.10 These measures would provide tangible safety benefits by improving visibility, reducing vehicle speeds and encouraging better driver behaviour in the vicinity of the school.

7.11 Accordingly, it is recommended that the School Street scheme is not progressed at this time, and that the alternative measures set out above are implemented and monitored.

I agree with the recommendations laid out in this report.

Signed A Paterson Date 22/5/26

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

Signed A Bryan Date 22/5/26

Adam Bryan
Director of Place
Medway Council