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DATE: 7 July 2022

To: Members of the
**ENVIRONMENT AND COMMUNITY SERVICES POLICY
DEVELOPMENT AND SCRUTINY COMMITTEE**

Councillor Will Rowlands (Chairman)
Councillor Simon Fawthrop (Vice-Chairman)
Councillors Kathy Bance MBE, Kim Botting FRSA, Mike Botting, Adam Jude Grant,
Alisa Igoe, Julie Ireland, Alison Stammers and Harry Stranger

A special meeting of the Environment and Community Services Policy Development and Scrutiny Committee will be held at Bromley Civic Centre, Stockwell Close, Bromley BR1 3UH on **FRIDAY 15 JULY 2022 AT 9.00 AM** (or on the rising of the special meeting of the Executive, if later.)

PLEASE NOTE: This meeting is open to the public – if you wish to attend please contact us, before the day of the meeting if possible, using our web-form –

<https://www.bromley.gov.uk/CouncilMeetingNoticeOfAttendanceForm>

TASNIM SHAWKAT
Director of Corporate Services & Governance

***Copies of the documents referred to below can be obtained from
<http://cds.bromley.gov.uk/>***

A G E N D A

- 1 **APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS**
- 2 **DECLARATIONS OF INTEREST**
- 3 **QUESTIONS**

Questions must relate specifically to reports on the agenda and should be received within two working days of the normal publication date of the agenda. Please ensure that questions are received by the Democratic Services Team by 5pm on Monday 11th July 2022.

- 4 **CALL-IN: REVIEW OF SCHOOL STREETS (Pages 3 - 56)**
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Agenda Item 4

Report No.
CSD22089

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: ENVIRONMENT AND COMMUNITY SERVICES
POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Date: Friday 15 July 2022

Decision Type: Non-Urgent Non-Executive Non-Key

Title: CALL IN: REVIEW OF SCHOOL STREETS

Contact Officer: Graham Walton, Democratic Services Manager
Tel: 0208 461 7743 E-mail: graham.walton@bromley.gov.uk

Chief Officer: Tasnim Shawkat, Director of Corporate Services and Governance

Ward: All

1. Reason for decision/report and options

- 1.1 On 24th June 2022, after pre-decision scrutiny by this Committee at its meeting on 21st June 2022, the Portfolio Holder for Transport, Highways and Road Safety made a decision on the Review of School Streets.
- 1.2 The Portfolio Holder's decision has been called in by two groups of Councillors – by Councillors Jeal, Bance, Igoe, Kennedy-Brooks, King, McPartlan and Wiffen, and by Councillors Ireland, Casey, Connolly, Ross and Webber. The grounds for each of the two call-ins are set out in section 3 of the report. This Committee is asked consider the grounds of the call-ins and decide how to respond. The options are to take no further action, in which case the Portfolio holder's decision stands and can be implemented, or to refer some or all of the decision to the Executive for re-consideration. The Executive will then need to consider the matter, but can still decide to support the original decision if it still considers that it is correct.

2. **RECOMMENDATIONS**

The Committee is recommended to consider the grounds of the two call-ins and either –

(i) Take no further action on the call-in (meaning that the decision stands and can be implemented); or,

(ii) Refer some or all of the decision to the Executive, giving reasons why it should be reconsidered.

Impact on Vulnerable Adults and Children

1. Summary of Impact: Beneficial in respect to air quality and sustainable transport choices. Special arrangements are made to allow disabled drivers/passengers to access School Streets.
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Transformation Policy

1. Policy Status: Policy on School Streets
 2. Making Bromley Even Better Priority (delete as appropriate):
 - (1) For children and young People to grow up, thrive and have the best life chances in families who flourish and are happy to call Bromley home.
 - (4) For residents to live responsibly and prosper in a safe, clean and green environment great for today and a sustainable future.
-

Financial

1. Cost of proposal: Estimated Cost: Each new scheme would require a Traffic Management Order, surveys, signs and removable barriers at a cost of around £2k per school.
 2. Ongoing costs: See attached report
 3. Budget head/performance centre: LIP Capital Programme
 4. Total current budget for this head: £196k LIP funding plus £353k revenue budget for Traffic and Road Safety.
 5. Source of funding: TfL LIP Grant and existing revenue budget
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Personnel

1. Number of staff (current and additional): Existing staff resources.
 2. If from existing staff resources, number of staff hours: 0.25fte
-

Legal

1. Legal Requirement: Non-Statutory - Government Guidance
 2. Call-in: The decision has already been called in.
-

Procurement

1. Summary of Procurement Implications: Signs and barriers would be procured through the Council's term contract with Riney.
-

Property

1. Not Applicable
-

Carbon Reduction and Social Value

1. Summary of Carbon Reduction/Sustainability Implications: See attached report
-

Customer Impact

1. Estimated number of users or customers (current and projected): Local Residents and visitors
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: See attached report.

3. COMMENTARY

- 3.1 At this Committee's meeting on 21st June 2022, a report reviewing School Streets was considered. Following the meeting, the Portfolio Holder for Transport, Highways and Road Safety, Cllr Nicholas Bennett JP, issued a decision on 24th June 2022 based on the Committee's recommendation. Two call-ins were then received, and the decision is currently suspended pending consideration by this Committee and potential referral to the Executive.
- 3.2 The first call-in has been received from members of the Labour group – Councillors Simon Jeal, Kathy Bance MBE, Alisa Igoe, Kevin Kennedy-Brooks, Josh King, Tony McPartlan and Rebecca Wiffen. The grounds of the call-in are -
1. That the Portfolio Holder's decision appears to be to be contrary to Council policy, as set out in the Local Implementation Plan (LIP 3) which was agreed and approved by the Mayor of London. As such, we ask the Council's Monitoring Officer to provide a view on whether the decision could be considered contrary to Council policy and if so, if the intention was to change the policy agreed within the LIP, whether the correct process and adequate consultation with all relevant stakeholders (including the Mayor of London) has been followed.
 2. That complete and effective consultation regarding the decision has not been carried out, on the basis that (a) not all schools were effectively consulted on the initial plans to implement school streets, and (b) the context and timing of the initial consultation, during the early phase of the pandemic and a period in which schools faced significant other pressures due to COVID 19 and traffic patterns were significantly lower due to the pandemic, means that it is no longer an effective indicator of whether schools would wish to implement school streets now - as such, a further re-consultation of schools should have been carried out before the decision was taken and all schools should now be asked whether they consider a school street would be effective in achieving the Council's stated objectives.
 3. Given the low number of schools in the borough that have continued to operate school streets in the borough - that the findings as set out in the report leading to the decision and whether the overall objectives of the policy have been/could be achieved cannot be reasonably and fairly assessed only from considering currently operating school streets in Bromley, and the council should therefore consider as part of this decision 1. The experience of other boroughs/councils which have continued to operate school streets in higher numbers, and what results they have achieved in terms of active travel increase, traffic and pollution reduction, 2. Evidence from Bromley schools which have ceased or not implemented school streets, to consider whether traffic/pollution has increased on those roads without the use of school streets.
- 3.3 The first ground set out above refers to the decision being contrary to Council policy and therefore there being a need for adequate consultation before the decision was taken. However, the Monitoring Officer's view is that these are matters within the scope of Member decision; the Local Implementation Plan (LIP) refers to the consideration of School Streets, but nothing in the current decision is necessarily contrary to the LIP or wider Council policy.
- 3.4 The second call-in has been received from members of the Liberal Democrat group – Councillors Julie Ireland, Graeme Casey, Will Conolly, Chloe-Jane Ross and Sam Webber. The grounds for the call in are that the decision is contrary to one of the Council's key objectives, i.e. the ambition for our children to "thrive and flourish". School Streets help children to thrive on four grounds:
- Safer Roads leading to lower casualty figures

- Improved Air Quality
- Encourages Active Travel
- Helps in the fight against childhood obesity.

3.5 When considering any call-in, a PDS Committee should allow those Councillors requesting the call-in the opportunity to make their case, and allow the Portfolio Holder an opportunity to respond. The PDS Committee can then debate the matter and come to a conclusion. The two main options before a PDS Committee when it considers a call-in are –

- (i) To take no further action on the call-in (in which case the decision may be implemented), or
- (ii) To refer the decision to the Executive giving reasons why it should be re-considered.

In exceptional circumstances, a decision may be referred to full Council for consideration, but only where the Committee believes, on appropriate officer advice, that there is an intention to take action that is contrary to law or the policy and budget framework of the borough. This does not apply in this case.

4. Appendices

4.1 The following documents are attached as appendices –

Appendix A: Decision Statement dated 24 June 2022

Appendix B: Draft minutes of the Environment and Community Services PDS Committee meeting on 21st June 2022

Appendix C: Report to Environment and Community Services PDS Committee meeting on 21st June 2022

Non-Applicable Headings:	Impact on vulnerable adults and children/Policy/Finance/Personnel/Legal/Procurement/Property/Carbon Reduction/Customers/Ward Councillors
Background Documents: (Access via Contact Officer)	See attached report.

LONDON BOROUGH OF BROMLEY
STATEMENT OF EXECUTIVE DECISION

REVIEW OF SCHOOL STREETS

Reference Report:

ES 20192, 21/06/2022 Environment and Community Services Policy Development and Scrutiny Committee

Decision:

The Portfolio Holder for Transport, Highways and Road Safety made the following Executive decision:

School Streets should not be actively rolled out across the borough, due primarily to resource implications, but also due to the negative impact felt by some parents and on some nearby residents.

The Portfolio Holder made the decision that the Council should support schools that were currently operating a School Street and that wished to continue running their School Street using their own Marshalls and where there was support from parents and local residents. The School Street should not be causing significant negative knock on effects in nearby streets.

The Portfolio Holder agreed that funding for the ongoing support for existing School Streets continued to be found from the existing revenue budget for Traffic and Road Safety.

The Portfolio Holder made the decision that if additional schools wished to install a School Street, then consideration should be applied to their Travel Plan status, catchment area, existing level of active travel and if there had been sufficient consultation to ascertain if there would be significant parent support. The schools would also need to agree to provide their own Street Marshalls.

Any new School Streets would need to be considered on a case by case basis, subject to funding being available within budget and subject to approval from the Portfolio Holder for Traffic, Highways and Road Safety and scrutiny from the Environment and Community Services PDS Committee.

The decision to discontinue any School Street should be delegated to the Director of Environment and Public Protection, in consultation with the Portfolio Holder for Traffic, Highways and Road Safety.

Reasons:

The Portfolio Holder made his decision as it was necessary to recommend an approach to current and future School Streets in the Borough, following the evaluation of the Hayes Pilot School Street and in the light of further feedback from temporary School Street Venues.

The proposed decision was scrutinised by the Environment and Community Services PDS Committee on 21st June 2022 and the Committee supported the proposal.

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Councillor Nicholas Bennett, Portfolio Holder for Transport, Highways and Road Safety.

TASNIM SHAWKAT
Director of Corporate Services & Governance
Bromley Civic Centre
Stockwell Close
Bromley BR1 3UH

Date of Decision: 24 June 2022
Implementation Date (subject to call-in): 1 July 2022
Decision Reference: ECS 21022

ENVIRONMENT & COMMUNITY SERVICES PDS COMMITTEE

DRAFT MINUTES – 21 JUNE 2022

REVIEW OF SCHOOL STREETS

Report ES20192

The Review of the School Streets Report was presented by the Assistant Director for Traffic and Parking, along with the Road Safety Manager.

A Member stated that she had liaised with colleagues in other boroughs and found that the common denominator in terms of the successful implementation of School Streets was the use of ANPR cameras. She expressed the view that a reliance on Street Marshals was misplaced. She felt that the financial arguments outlined in the report were unacceptable and asked for the recommendations to be refused.

Another Member agreed with this view and asked that the recommendations of the report be rejected. She said that she had taken the time to observe the School Street operating in Hayes at 8.00am. Her experience of the School Street was not as outlined in the report. She said that she saw hundreds of children, walking, scooting and cycling to school in a calm and relaxed atmosphere. Many families were enjoying the School Street. The Member had taken photographs and had drafted a report. In her report she had recommended the use of Traffic Enforcement Officers. She explained that the main problem that they had at the barrier (manned by one steward) was with delivery drivers and builders. The Member continued and pointed out that the Ward Councillor (Cllr Thomas Turrell) took a positive view of the School Street. She suggested that LBB could look to adopt the model used in Birmingham where they used mobile ANPR cameras. Another possibility (also used in Birmingham), was the use of body cameras by stewards. The Member stated that there were many positives about the scheme and many teething problems that could be fixed.

A Member asked that as the Council was earning approximately £3m from the moving traffic contravention cameras, could not some of this money be spent on School Streets.

The Assistant Director for Traffic and Parking responded and pointed out that the report was not saying that the Council was not going to be involved in any School Street projects. He said that the recommendation of the report was that the Council would support schools that wanted to run School Streets. However, the Council was not looking to roll out School Streets everywhere because of the resource implications. He stated that the School Streets project in Hayes was initially a pilot and that other schemes had been piloted during lockdown. Some were successful and others were not.

The Assistant Director pointed out that the use of CCTV and mobile cameras was very expensive and even if the Council had the cameras, it was expensive to move them around. The Assistant Director explained that at the moment the Council did

not have any mobile cameras in the borough and to purchase any would involve the Council in significant cost. There was also the additional cost involved in the running of the cameras. At the end of the day, it was a matter of the prioritisation of resources and budgets. There were numerous demands on resources, for example the installation of a zebra crossing. He stated that the likely revenue generated from ANPR cameras for School Streets would probably not cover the running costs of the cameras.

The Assistant Director for Traffic and Parking said that the income generated from moving traffic cameras was covering costs at the moment. This income was not ring fenced and would be used to cover all aspects of the ECS Portfolio. Currently, not as much income was being generated as was anticipated—it was hoped to make the MTC cameras more effective going forward.

A Member drew attention to the table in section 3.17 of the report. He pointed out that the percentage figures for July 21 added up to 98% and not 100% and wondered where the other 2% had gone. The Road Safety Manager apologised and said that she thought this was an error with respect to the data submitted for travel by Trams.

A Member drew attention to the table in section 3.41 of the report. He pointed out that the percentage figure for June 21 was 92.3% and that the percentage figure for November 21 was 100.41% and so it was clear the figures were not adding up.

A Member stated that she had investigated several other boroughs and found that their School Streets were self-funding. She felt that this was something that the Council should look into further. She also emphasised the importance of School Streets in providing better air quality for young people.

The Assistant Director for Traffic and Parking stated that School Streets were not the only way of reducing air pollution outside of schools. Things like active travel plans could also be used. There was indeed a broad spectrum of tools that could be used that were not as expensive. He said that the Council could not justify an investment in cameras at this stage.

A Member commented that Bromley was not a poor borough and that the Council should be proactive and join the other 500 School Streets in London.

Recommendations 2.4 and 2.5 of the report were as follows:

2.4 That funding for the ongoing support for existing School Streets continues to be found from the existing revenue budget for Traffic and Road Safety; and for the possible introduction of any new School Streets would need to be considered on a case by case basis, subject to funding being available within that budget.

2.5 That the decision to introduce or discontinue any School Street is delegated to the Director of Environment and Public Protection, in consultation with the Portfolio Holder for Transport, Highways and Road Safety."

Councillor Simon Fawthrop proposed the following amendments to the recommendations:

2.4 That funding for the ongoing support for existing School Streets continues to be found from the existing revenue budget for Traffic and Road Safety.

2.5 Any new School Streets would need to be considered on a case-by-case basis, subject to funding being available within budget and subject to approval from the Portfolio Holder for Transport, Highways and Road Safety and scrutiny from the Environment and Community Services PDS Committee.

2.6 That the decision to discontinue any School Street is delegated to the Director of Environment and Public Protection, in consultation with the Portfolio Holder for Transport, Highways and Road Safety.

The Chairman asked for a vote on the revised recommendations and the motion was carried by five votes to four.

RESOLVED that:

2.1 That School Streets are not actively rolled out across the borough, due primarily to resource implications, but also the negative impact on some parents and on some nearby residents.

2.2 The Council supports schools that currently operate a School Street and that wish to continue running their School Street using their own marshals, where there is support from parents and local residents and the School Street is not causing significant negative knock on effects in nearby streets

2.3 That Members note that if the additional schools wish to install a School Street, consideration should be given to their Travel Plan status, catchment area, existent level of active travel and consultation to ascertain if there would be a significant parent buy in, in addition to consultation with affected residents. Also, that the schools agreed to commit to marshalling the School Street with their own resources going forward.

2.4 That funding for the ongoing support for existing School Streets continues to be found from the existing revenue budget for Traffic and Road Safety.

2.5 Any new School Streets would need to be considered on a case-by-case basis, subject to funding being available within budget and subject to approval from the Portfolio Holder for Transport, Highways and Road Safety and scrutiny from the Environment and Community Services PDS Committee.

2.6 That the decision to discontinue any School Street is delegated to the Director of Environment and Public Protection, in consultation with the Portfolio Holder for Transport, Highways and Road Safety.

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PART ONE - PUBLIC

Decision Maker: PORTFOLIO HOLDER FOR TRANSPORT, HIGHWAYS AND ROAD SAFETY

For Pre-Decision Scrutiny by the Environment & Community Services PDS Committee on:

Date: 21th June 2022

Decision Type: Non-Urgent Executive Key

Title: REVIEW OF SCHOOL STREETS

Contact Officer: Elaine Beadle, Road Safety Manager
020 313 4499 elaine.beadle@bromley.gov.uk

Chief Officer: Colin Brand, Executive Director of Environment & Community Services

Ward: All Wards

1. Reason for report

- 1.1 To provide a summary of the issues and feedback raised during the Pilot School Street project at Hayes Primary School that was implemented in the Autumn Term of 2021.
- 1.2 To recommend an approach to current and future School Streets in the Borough, following the evaluation of the Hayes Pilot School Street, and in light of further feedback from Temporary School Street venues.

2. **RECOMMENDATION(S)**

That the Portfolio Holder agrees:

- 2.1 That School Streets are not actively rolled out across the Borough, due primarily to resource implications but also the negative impact on some parents and on some nearby residents.
- 2.2 That the Council supports schools that currently operate a School Street and that wish to continue running their School Street using their own marshals, where there is support from parents and local residents and the School Street is not causing significant negative knock-on effects in nearby streets.
- 2.3 That Members note that if additional schools wish to install a School Street, consideration should be given to their Travel Plan status, catchment area, existing level of active travel and consultation to ascertain if there would be a significant parent buy in, in addition to consultation

with affected residents. Also, that the schools agree to commit to marshalling the School Street with their own resources going forward.

- 2.4 That funding for the ongoing support for existing School Streets continues to be found from the existing revenue budget for Traffic and Road Safety; and for the possible introduction of any new School Streets would need to be considered on a case by case basis, subject to funding being available within that budget.
- 2.5 That the decision to introduce or discontinue any School Street is delegated to the Director of Environment and Public Protection, in consultation with the Portfolio Holder for Transport, Highways and Road Safety.

Impact on Vulnerable Adults and Children

1. Summary of Impact: Beneficial in respect to air quality and sustainable transport choices. Special arrangements are made to allow disabled drivers/passengers to access School Streets.
-

Corporate Policy

1. Policy Status: This report is intended to help Bromley to develop a policy for School Streets
 2. BBB Priority: Quality Environment Safe Bromley Healthy Bromley
-

Financial

1. Cost of introducing new scheme: Each new scheme would require a TMO (Traffic Management Order), surveys, signs and removable barriers. This would cost around £2,000 per school.
 2. Ongoing costs: Any future maintenance costs for signage and barriers will be funded from the existing highway maintenance budgets. Staffing costs to set up any new School Streets deemed helpful and support any existing School Streets would be found from within the existing budget for School Travel Plans.
 3. Budget head/performance centre: LIP capital programme
 4. Total current budget for this head: £196,000 LIP funding plus £353,000 revenue budget for Traffic and Road Safety
 5. Source of funding: TfL LIP Grant and existing revenue budget
-

Personnel

1. Number of staff (current and additional): Existing staff resources
 2. If from existing staff resources, number of staff hours: 0.25 FTE
-

Legal

1. Legal Requirement: Non-Statutory - Government Guidance
 2. Call-in: Not Applicable
-

Procurement

1. Summary of Procurement Implications: signs and barriers are procured through the Council's term contract with Riney.
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): local residents and visitors
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes

3. COMMENTARY

Introduction

- 3.1 In the Borough Transport Plan (LIP 3, published in January 2019) Bromley has set out an objective to encourage and support walking and cycling. One tool that has been used in other London boroughs is School Streets. A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. Some boroughs use lockable barriers, some use manned barriers, some use ANPR enforcement cameras.
- 3.2 Following support from the Environment PDS at the meeting in March 2020 and approval by Executive, it was agreed that Bromley would undertake consultation with residents in the vicinity of the school and pilot a School Street at Hayes Primary School. Unfortunately due to Covid there was a delay.
- 3.3 In May 2020 TfL suspended the Council's expected LIP funding for 2020/21 and introduced an opportunity for boroughs to bid for emergency LSP (London Streetspace Plan) funding to assist with social distancing schemes ahead of the schools reopening. The timescale was only six weeks and funding had to be spent by October 2020. Officers approached all schools in the summer of 2020 to ask what the Council could do to help them to reopen safely in respect to changes on the highway. A small number of schools came forward with requests within the very tight deadline.
- 3.4 After reviewing the social distance requests from the schools Bromley bid for funding to implement 11 Temporary School Streets which would affect 13 schools. A number of other measures were introduced to assist safe walking and cycling to schools, including social distancing barriers and zebra crossings. Due to the timeframes, the bid had to be agreed in principal by an emergency PDS meeting in June 2020 then submitted to TfL before Officers were able to thoroughly investigate each site or receive a firm commitment from each school in terms of providing marshalling.
- 3.5 Despite Officer's best efforts in the Summer of 2020, only 5 of the 11 sites that they hoped to deliver were able to proceed in September 2020 either due to the unsuitability of the site or the lack of school resources to marshal the barriers. Clare House School also came on board in November 2020 to replace a school which had withdrawn.
- 3.6 After consultation with the local residents the agreed Pilot School Street at Hayes Primary launched in September 2021. The consultation showed a majority support for the trial, although a significant minority were against, with concerns about displacement of traffic to nearby streets. An additional temporary School Street was launched at St Mary's RC Beckenham in March 2022.
- 3.7 Of the six Temporary School Streets that started in the Autumn Term of 2020, only two are still running as four of the schools were unable to commit to a second year of marshalling. This left two schools (Clare House and Poverest) who have continued after the Temporary Traffic Orders were extended in March 2022, plus the recent addition of St Mary's RC Primary.

Evaluation of the Temporary School Streets

- 3.8 Resourcing marshals for the barriers was an obstacle to other schools engaging in the Council's Temporary School Streets programme and has proved to be a stumbling block for some of the schemes that have dropped out as it is very labour intensive.
- 3.9 In some London boroughs physical barriers are not used to close the School Streets and instead ANPR (automatic number plate recognition) cameras are used such that PCNs (penalty

charges notices) can be issued to drivers who ignore the signs. If ANPR camera enforcement was available in Bromley it is possible that a number of School Streets would have remained active and other schools would want to join the scheme, but the use of ANPR for enforcing Moving Traffic Contraventions at School Streets is not currently a Bromley policy, nor is any funding allocated for the considerable cost of installing and maintaining cameras.

3.10 An estimate of the current cost of such cameras is £25,000 per camera, and each School Street would require at least two. The annual licence and maintenance cost for one camera is about £5,000.

3.11 So far there have been a number of methods used to evaluate the Temporary School Streets. These are; school surveys, pupil hands up surveys, parent surveys and a survey by Waterman Infrastructure and Environment to study traffic changes.

3.12 The Road Safety Team have continued to liaise with the schools operating a temporary or pilot School Street to find out how the schemes were working out. A summary of the schemes are below.

(i) Clare House Primary School

3.13 The Temporary Clare House Primary School Street has been running since November 2020 and overall has generally been well received by the residents, the school staff and the school community. There have been a few incidents which have been investigated and where necessary, have been reported to the Safer Neighbourhood team for their input. The Ward Councillors have been asked for their views and one Councillor said that his only concern raised was that the occasional incidents that occur are dealt with. He was assured that processes are in place to deal with incidents. An example of an incident at Clare House was when a driver insisted that they must be allowed to pass the barriers, when not permitted to do so, which led to an unpleasant argument with the barrier marshals and resulted in the Police becoming involved.

3.14 Hands Up surveys are carried out each year to establish how children travel to school. Before and after surveys were carried out as part of the School Street implementation and the results for Clare House Primary are below. The latest data was submitted in September 2022. There were 383 responses out of a possible 424 so there was around a 90% response rate for the latest data.

Clare House Primary School: Before and After Hands-up Data

Date	Walk	Scooter	Car	Car Share	Bus	Rail	Cycle	Park & Stride	Tram	School Bus/Taxi	Other
Oct. 19	40%	8%	32%	4%	2%	0%	3%	11%	0%	0%	0%
Dec 20	44%	13%	29%	1%	1%	0%	5%	8%	0%	0%	0%
Sep 21	44%	17%	22%	4%	1%	0%	7%	5%	0%	0%	0%

3.15 The latest hands up data submitted suggests that individual car journeys have decreased and car sharing and active travel including scooting and cycling has increased.

(ii) Poverest Primary School

3.16 The Temporary Poverest Primary School Street has been running since September 2020 and is the only original scheme that is still operational. It has generally been well received by the residents and the school staff and the school community. There have been a few incidents

which have been investigated and where necessary, have been reported to the Safer Neighbourhood team for their input. The most serious was when a car tailgated a permitted vehicle containing SEN children and therefore gained entry behind it. Parents were encouraged to notify their Ward Councillors if they had concerns about the School Street and they and the School have been in touch recently to discuss some concerns about parking and road markings. The Travel Planners and the Traffic Engineers are liaising with the school to resolve their concerns. We are awaiting more up to date feedback from the school and a new hands up survey but we expect this information to be submitted once the issues around parking and lining have been resolved.

3.17 Hands Up surveys are carried out each year to establish how children travel to school. Before and after surveys were carried out as part of the School Street implementation and the results for Poverest Primary are below.

Poverest Primary School: Before and After Hands-up Data

Date	Walk	Scooter	Car	Car Share	Bus	Rail	Cycle	Park & Stride	Tram	School Bus/Taxi	Other
July 19	35%	2%	53%	1%	5%	0%	1%	2%	0%	1%	0%
July 21	36%	8%	44%	1%	3%	0%	1%	5%	0%	0%	0%

3.18 The latest hands up data submitted suggests that individual car journeys have decreased and active travel including scooting and park and stride has increased.

(iii) St Mary's RC Primary School

3.19 The Temporary St Mary's Primary School Street has only been running since March 2022 and is the last Bromley School Street to become operational. This scheme has been fairly challenging from the offset because the closure falls within an unadopted road and the residents consultation for the scheme was split 50/50. The school were concerned about how they would be able to absorb the marshalling costs and for most of the time the marshalling has been done at one end by the Head and Deputy Head Teachers although the Governors have agreed for the Site Manager to take on this role until the end of term. The other end of the road has been marshalled by a group of volunteer residents. The school is a Catholic Primary School and has a very large catchment area which has meant that many parents have continued to drive.

3.20 There have been four reported incidents at St Mary's since it's start. One was an altercation with a driver who wanted to access the road (the resident was not displaying permit for entry) the Safer Neighbourhood Team were made aware and have visited the site. The second was confusion where a parent was already in the School Street zone before the start time due to mobility access needs and a resident volunteer stated that she needed a permit to exit – she didn't and this has since been resolved. The third was when a car which was in the zone before the start time was driven onto the pavement to exit the road around the barriers. The Safer Neighbourhood Team was again notified. Finally the School recently notified the Council that parents have been parking inconsiderately/illegally on surrounding rounds. Parking enforcement was deployed and the Safer Neighbourhood Team was contacted for support in respect to verbal abuse.

3.21 During a site visit, the Road Safety Officer observed cars parking on corners and across a driveway, cars U-turning close to the junction, one car parked on double yellow lines, cars parking across or in the car park to flats and stopping in a bus stop.

3.22 All four schools were recently asked four questions to evaluate their thoughts. The only school to respond at this time was St Mary's RC Primary:

- Would you like the School Street to remain in its current format (marshals and barriers) for the new academic year 2022/23?

"No. The Governors have agreed to our site manager being deployed as a marshal on a temporary basis, but will not permit him to continue to marshal in 22/23 due to the impact it has on his workload. We cannot afford to pay him additional hours."

- What do you like about your School Street?

"Local residents are in favour of it and give practical assistance. The School Travel Team are very supportive."

- How could your School Street be improved, if at all?

"School Street has pushed problems with traffic and parking onto other roads in the area and we receive regular complaints. Having ANPR in place of physical barriers would be more efficient."

- Have you received any feedback from local residents that you have not already shared with us?

"Some residents of Westgate Road have made it clear that they were, and are not, in favour of School Street. Complaints about parking and congestion on neighbouring roads."

3.23 Hands Up surveys were carried out prior to the start of the scheme but we haven't had any comparative *after* data yet.

Evaluation of the Pilot School Street at Hayes Primary

3.24 The original, agreed pilot for the evaluation of School Streets was Hayes Primary School.

3.25 The Hayes Primary Street has been running since September 2021 and overall has had mixed reactions depending on where people live and what their circumstances are. The scheme is challenging because the school has a very large catchment area and some parents were attracted to the school because it had a large car park which they thought could make their school run and commute to work more manageable. The school Management Team have recently changed as have the Ward Councillors. The feedback we have had from the new Ward Councillors has been generally supportive of the scheme but they have made a number of suggestions they feel would improve it. If the scheme is to be continued at Hayes Primary the Travel Planners will share these suggestions with the Traffic Engineers for their consideration.

3.26 In March 2022 we asked parents and residents at Hayes Primary School to tell us what they thought about their School Street.

Parents Surveys

3.27 We received 496 parent responses out of a possible 636 and many of those who responded made several points each which were mainly negative. The full responses are reported in Appendix 1 and are also summarised below.

- 3.28 For some parents, the School Street at Hayes has severely disrupted their routine and the introduction of the scheme has left them stressed and frustrated.
- 3.29 Parents said the problem had simply been moved, there is more congestion, inconsiderate parking and poor manoeuvring with parents doing three-point turns and sometimes mounting the pavement and more idling. They said there should be permanent parking enforcement in the area. They said it's hard for parents with children at more than one school, with babies and very young children and working parents or elderly relatives who were helping with the school run. They said the School Street had made it hard to park and had added additional time to their journey, they found it stressful. Due to the large catchment area (some children are travelling from as far as West Wickham and Keston) some parents said they were unable to walk.
- 3.30 One parent describes how she has had to put her child in breakfast and after-school clubs and another says she will be moving her child to a more local school.
- 3.31 Concern was raised about extra aggression; some had seen the Caretaker being abused in front of the children. Some said they didn't like to see a Police presence on the school run. They said that some parents were arriving before the road closure and parking up. There were suggestions for the scheme to start earlier and there were also suggestions to make the closure bigger to extend to Hayes Wood Avenue and Burwood Avenue or even to incorporate a one-way system. Others said that children had to walk in the road and the children get wet when it rains. Some parents felt that there should be more permits issued for one off occasions, to parents with babies or with hidden disabilities while others felt too many people already had permits. Several parents felt that the scheme had been introduced at the request of residents in George Lane when in fact, it was implemented to encourage active travel. They felt that the residents of George Lane knew there was a school before they moved in, so they should accept some disruption at school drop off and pick up times. Several parents were unhappy that they could no longer use the school car park and some thought the car park permit system should be revised and reinstated. One parent said they were discriminated against as only a handful of schools in Bromley had School Streets. Parents said that things were now more dangerous and speeds in George Lane should be reduced.
- 3.32 On the plus side the scheme was described as excellent and parents described how there is less pollution and how it has improved their journey to school and would improve access for the Emergency Services. They said it feels more relaxed with fewer cars and while some parents said that children were more likely to be run over, others said children would be less likely to be run over. One parent said she was proud of being part of a scheme that encourages active travel and another said she would be desperately sad if it were to end.
- 3.33 Despite the negative comments when asked "has the School Street improved your journey to school", 50.8% of those who responded said yes it has, 49.8% said no it hadn't. Asked if they would like to see the Pilot School Street made permanent in 2022-23, 61.6% of those who responded said yes they would and 39.7% said no they wouldn't.

Hayes Primary Resident Surveys

- 3.34 A total of 279 residents living in the roads within the consultation area were consulted. 85 responses were received. Further details can be seen in Appendix 2.
- 3.35 When asked were you in favour of a School Street at Hayes Primary School prior to the scheme being introduced 52 residents (61.2%) said yes and 33 (39.8%) said no.
- 3.36 Asked if the Hayes School Street were to secure political support and funding would they be in favour of the scheme becoming permanent on George Lane, 49 residents (57.7%) said yes and 36 (42.3%) said no.

3.37 It was clear from the comments that residents in George Lane had a better experience of the School Street than some residents in other roads. Many complained about displacement, additional congestion and aggression. They describe more idling and pollution and parents parking and manoeuvring badly and even parking on their driveways. Many of the residents comments mirror those previously described by the parents.

Breakdown of responses by road:

3.38 Of the 85 responses, 79 were from inside the catchment area (George Lane, Hayes Wood Ave, Burwood Ave, Glebe House Drive, Georgian Drive), and 6 were from outside.

3.39 The 79 inside the catchment area were 46 were in favour of the School Street staying if funding is available and 33 were against it staying.

3.40 The break down by road:

- George Lane – 37 responses – All in favour of the School Street staying if funding is available
- Hayes Wood Ave – 37 responses – 8 in favour of it staying, 29 against
- Glebe House Drive – 1 response – Against it staying
- Georgian Close – 4 responses – 1 in favour, 3 against

3.41 Hands Up surveys are carried out each year to establish how children travel to school. Before and after surveys were carried out as part of the School Street implementation and the results for Hayes Primary are below.

Hayes Primary School: Before and After Hands-up Data

Date	Walk	Scooter	Car	Car Share	Bus	Rail	Cycle	Park & Stride	Tram	School Bus/Taxi	Other
June 21	36%	6.5%	32.7%	2.1%	1.2%	0.45%	4.0%	8.9%	0%	0.45%	0%
Nov 21	44%	10.4%	14.6%	2.0%	1.65%	0%	4.2%	23.2%	0%	0.36%	0%

3.42 Hands up surveys were completed before and after the scheme started; 661 responses were recorded in June 2021 and only 547 in November 2021 which is 64 fewer responses. Despite this and the survey being conducted in the winter months 136 fewer children travelled to school by car and 68 more children parked and strided.

Going Forward

3.43 Although the Authority has been given powers to enforce moving traffic contraventions (MTCs), policy has limited that to yellow box junctions, banned turns and a few other contraventions. Given the comments received from the schools, if the trial is to be extended and to include new schools, the options and costs for the operation of permanent School Streets will need to be determined.

3.44 Each time a School Street is implemented, there are considerable costs to the Council in terms of staff time for consultation, the cost of statutory signs and barriers, and the cost of traffic management orders. Experience has shown us that very often a School Street will fail after a time as the resource implications for a school are so great. The only way to avoid this resource implication is for ANPR cameras to be purchased so that barriers would not need to be placed

and marshalled. Such cameras cost about £25,000 each and each School Street would require at least two. The annual licence and maintenance cost for a camera is about £5,000.

- 3.45 There would be some income generated from PCNs issued to motorists who drove through the ANPR cameras, but the nature of the local roads where these School Streets operate means that it is likely that compliance would soon be achieved, and the income to the Council from PCN payments would reduce to an insignificant amount – insufficient to cover the ongoing maintenance costs of cameras yet alone the capital investment in the cameras.
- 3.46 Therefore the cost of using ANPR cameras to facilitate School Streets is very high, considering the number of schools that could potentially request a School Street if there were no marshalling/resourcing implications for schools. The cost benefit would suggest that although the data above suggests modal shift away from car use and towards active travel, the cost to the local authority would be high. At present there is no budget for School Streets – current School Streets, both the Pilot School Street at Hayes, and the three Temporary School Streets, were paid for from TfL grants that are no longer available.
- 3.47 Any funding for the capital investment in ANPR cameras for School Streets, along with ongoing running costs, would need to be found from Council funding unless future funding is granted by TfL.
- 3.48 Overall the feedback from parents and residents living within a School Streets is, on balance, positive. However, residents living just outside the School Street are almost universally against the School Street, as they experience displacement issues, with requests coming to the Council for new parking controls in these locations.
- 3.49 The Council may wish to consider whether any investment in infrastructure improvements around schools might not be better spent on improving facilities for pedestrians to encourage walking to schools without enforcing no-drive areas (i.e. School Streets).

4 IMPACT ON VULNERABLE ADULTS AND CHILDREN

- 4.1 Beneficial in respect to air quality and sustainable transport choices. Special arrangements are made to allow disabled drivers/passengers to access School Streets.

5. POLICY IMPLICATIONS

- 5.1 Consistent with the Council's objective from the 2021-2022 Environment and Community Services Portfolio Plan (section 5) of reducing traffic congestion: reduce traffic congestion, improve road safety (including public perception of improving road safety), and encourage walking and cycling.

6. PROCUREMENT IMPLICATIONS

- 6.1 Any signs and posts are procured within the existing Riney contract Any ANPR cameras are procured by ACPOA.

7. FINANCIAL IMPLICATIONS

- 7.1 The cost of introducing a new School Street is £2,000 for signs, barriers and traffic orders, plus any additional cost depending on the method of enforcement used.
- 7.2 Funding for this work has previously come from TfL LIP grant, but uncertainty remains about future funding levels.

7.3 Funding for the ongoing support for existing School Streets is currently met from the existing revenue budget for Traffic and Road Safety. The possible introduction of any new School Streets would need to be considered on a case by case basis, subject to funding being available within that budget.

8. LEGAL IMPLICATIONS

8.1 A suitable traffic order will be put in place for any new School Street scheme.

Non-Applicable Sections:	
Background Documents: (Access via Contact Officer)	<p>08/06/2020 - Environment and Community Services Policy Development and Scrutiny Committee FUNDING SUBMISSION FOR HIGHWAY MEASURES TO SUPPORT SOCIAL DISTANCING DURING RECOVERY FROM LOCKDOWN</p> <p>29/01/2020 - Environment and Community Services Policy Development and Scrutiny Committee HAYES VILLAGE LOCAL NEIGHBOURHOOD IMPROVEMENTS</p> <p>17/11/2021 - Environment and Community Services Policy Development and Scrutiny Committee REVIEW OF TEMPORARY SCHOOL STREETS</p>

Survey of Parents Opinions at Hayes Primary School

In March 2022 the Council asked parents at Hayes Primary School to tell us what they thought about their School Street. There are 636 children on role at the school and we received 496 responses to our parent survey. Some parents made several comments and observations which are summed up below.

Officers feel it is helpful to summarise these comments to give a flavour of the feedback.

Over 20 people said
It hasn't improved my journey 77, Its moved the problem 38, There's more congestion 23, There's more inconsiderate parking 27
Between 16 and 20 people said
Its more dangerous 18, Hard to park 16, It's hard for working parents or elderly family 17
Between 11 and 15 people said
Its added time to my journey 15, There is a good car park already at school, so I don't see the point 11, Parents are arriving before the start of the scheme and parking up 14
Between 6 and 10 people said
Streets and pavements are busier 7, I find it stressful 10, More idling 6, Cars are doing three-point turns 9, Its an accident waiting to happen 6, It's increased lateness 7, Hard for parents with children at more than one school 6, Residents of George Lane knew there was a school there when they moved 8, It's difficult for parents with babies and small children 5, It's improved things 4, I live too far away to walk and/or there are no pavements for me to walk on for some of my route 7, The road should be closed sooner/scheme should be extended 7, It can be hard to cross the road 8
Under 5 people said
Feels more relaxed less cars 4, I'm able to get my child to school easier 1, It makes no difference 2, Its no safer 1, The children get wet in bad weather 3, We now walk all the time better for health and environment 1, There is less aggression on the school Road 2, It's a real success 2, I'm proud to be part of a scheme that encourages active travel 1, There should be exceptions made for elderly family and the sick 1, We are being forced to walk in the road 3, Speed for cars should be (10 miles an hour 1) (20 miles an hour 1) (5 miles an hour 1), There's no account for hidden disabilities 2, , There are too many people allowed to drive in 2, Its improved safety 2, One off permits should be provided 2, there is better access for emergency services 1, Children are less likely to be run over now 1, There is less pollution 2, We would be desperately sad if it ended 2, Cars park over driveways 7, Cars mount pavements 3, It's much quieter and calm now 1, It's given the children confidence to cycle on the road 1, Thank you 3, I would like a one-way street down Hayes Wood Avenue during the school Street operation 1, There was no parent consultation 1, Good to see fewer cars and more people walking 1, It needs more parking enforcement 3, We would like to close George Lane and Hayes Wood Avenue 4, I would like to close Burwood Avenue 1, We have no option but to drive to school 3, There is more walking and cycling 1, It's too far for my son to walk 1, Children are walking in the roads 3, The car park was paid for by the parents 1, Hayes Primary School has a large catchment area 3, I'm happy to park and stride it's good exercise 1, I intend to change my child's school 1, I'm concerned about the number of people hit by bikes and scooters 1, The pavement is poorly maintained for scooting 1, It's hard to cycle with extra pedestrians 2, There's more congestion up to the School Street which makes it harder to cycle 2, It's an excellent scheme 2, You could open the car park for key stage 1 children 1, I would like to see ANPR to reduce more cars 1, There are higher speeds within the School Street as there is less traffic 4, It needs permanent enforcement for parking 1, It's good to encourage more walking 1, Why are the police being used to enforce a roadblock on a dead end? 2, My daughter can now cycle to school 1, It's a waste of a resource having the caretaker there 1, My daughter has special needs and he's tired after school 1, My child is able to walk to school independently now and feel safer 1, I have to

put my child into a preschool and after-school club as I am a working parent 2, I don't like to see the Marshall being abused in front of the children 1, Parents have been discriminated against as not every school has a School Street 1, There is more pollution 2, The permit scheme needs improving for the car park 1, There is more aggression 2, It's made it harder for the pupils at his senior school as the congestion has been pushed out 1

Resident Consultation Results

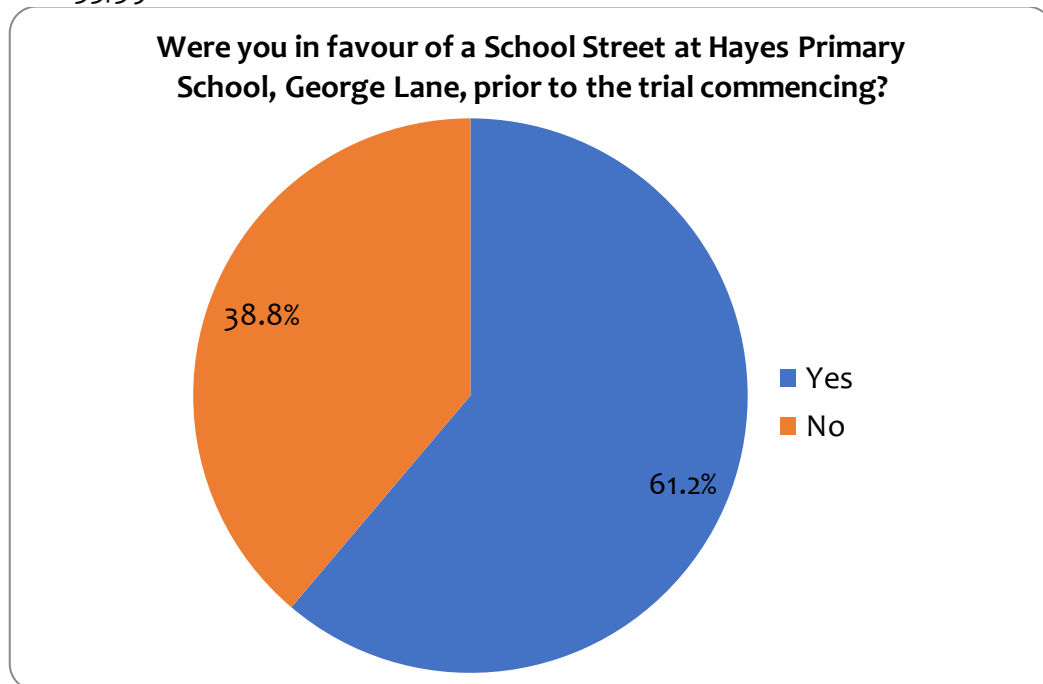
Date: March 2022

We received a total of 85 responses to the resident consultation for the Hayes School Street review. Their responses were as follows:

Q1. Where you in favour of a School Street at Hayes Primary School, George Lane, prior to the trial commencing?

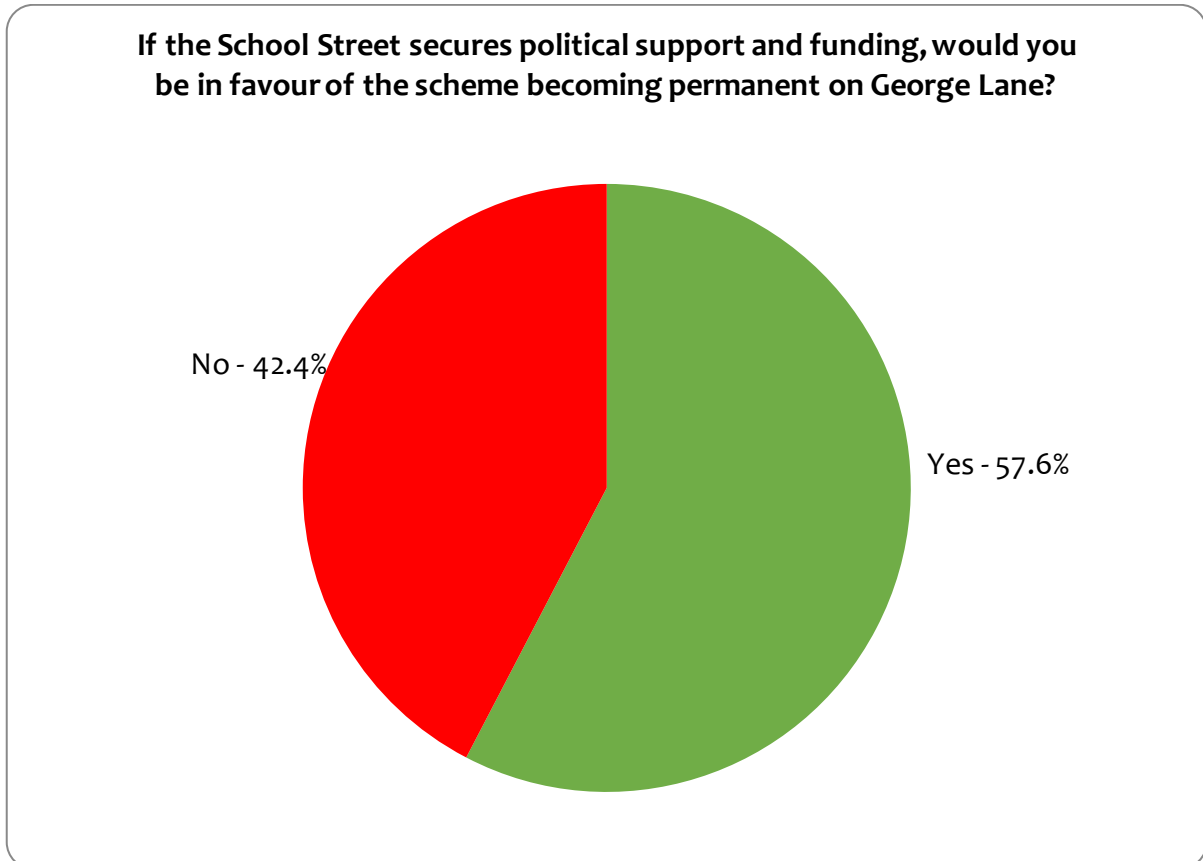
Yes 52 / 61.2%

No 33/39.8%



Q2. If the School Street secures political support and funding, would you be in favour of the scheme becoming permanent on George Lane?

Yes 49/57.7%
 No 36/42.3%



Q3: Do you have any further comments?

<i>I love School Streets - I think we need one at every school</i>
<i>Parents are parking on George lane 20-30 mins prior to closure. Also parking on bends before barrier making it very difficult to get past sometimes.</i>
<i>As a resident of Hayes Wood Avenue, the School Street trial has created significant problems. Since it's implementation, our road has become much more congested and made any use of our cars impossible during its duration. The increased traffic pushed from George Lane has resulted in frequent and aggressive conflict between drivers outside of our home. We have had to complain to Hayes Primary regarding horn blasts, swearing and cars over our drive. The school traffic was heavy but tolerable before the School Street but the closure of an entire road has greatly exacerbated the problem.</i>
<i>The school street scheme has had an adverse effect to parking on Hayes wood Avenue. This has made it extremely difficult for us to park and increased traffic hence making it higher risk for pedestrians especially children crossing roads.</i>
<i>As a resident of George Lane, it's definitely made a difference in terms of traffic and being able to get in and out of the road. Just a note on tradesmen and visitors for residents, please can we have more permits.. sometimes I need to book a tradesman with very little notice and can't get a council permit</i>

in time or have a visitor come and I don't have a pass for them and they're not allowed down the road even with explanation. This seems a little extreme. If we could get more permits for this reason, I'd be grateful.

Yes, I live in Hayes Wood Ave, and your scheme is causing havoc in our road! Drive ways being blocked and REALLY bad congestion! A nightmare for local residents!!!

I live on Hayes Wood Avenue, at drop off and pick up times cars park over driveways with their engines running. I have to collect children from another school twice a week and I have to make sure I park in the road by 2:30pm otherwise I have great difficulty getting out of my drive. Even then it is often very difficult to get down to the end of the road. As I suggested previously if you closed the end of George Lane and the top of Hayes Wood Avenue it would make more sense as Hayes Wood Avenue is now awful to walk down with engines ticking over when lots of children live on the road.

The street prior to the Street scheme being in places was a twice daily, dangerous rat run especially due to residential cars being parked on both sides and the high speeds cars went up and down the road. We would be in favour of even extending both the morning and afternoon start time by 20-30 minutes as still quite a significant amount of cars still come very early and park on the street. With a family with children we strongly support the retention in the scheme as not only does it reduce significantly the danger to children it dramatically reduces the amount of pollution exposure to children which is especially important at a child's developmental stage.

Unless the scheme is extended to include Hayes Wood Avenue, it simply pushes the initial problem into neighbouring roads.

We have seen a significant increase in traffic, have been frequently blocked in (and subsequently verbally abused) by parents and have received no acknowledgment or support from the school when raising these concerns.

The reduction in traffic, noise and damage to property along with a reduction in litter has been very, very welcome.

As a resident of Hayes Wood Avenue the problem has just been moved to our road. Its grid locked, people park over drive ways, 3 point turns are dangerous to pedestrians and people leave engines running. Hayes Wood Avenue needs to be a school street in addition if George lane becomes permanent.

By creating this School Street and no access to George Lane you have removed the problem to Georgian Close, This is due to the fact that the school street commences at the bottom of Hayeswood Avenue and as a result the parking by school parents in Georgian Close is far from acceptable due to the congestion of very large motor vehicles. At times there is over parking and the motor vehicle take no heed to how they park and on occasions they are parking on part of the pavement and roadway. They are two adjacent garages in Georgian Close and access to them is consistently blocked by vehicles. As a resident of Georgian Close, my driveway has been blocked and have had to go out and inform the parent they should not be doing this and one occasion received verbal abuse from a parent advising me to mind my own business. Also, when the close is congested with vehicles the parents do not hesitate to drive on to the resident's driveway which should not be happening. Any emergency vehicle trying to access the close would have great difficulty. I thought the purpose of school streets was for the parents to be walking their child to school but this is not the case with this trial. The amount of traffic and the size of the motor cars that come to park will cause damage to the surface of the roads and will Bromley be responsible for any repairs. We have not seen any enforcement officers in Georgian Close and I am not aware of them contacting any residents of Georgian Close asking if their have been any problems. As you will see from this feedback wo strongly oppose any further continuation of this scheme.

Initially I was ambivalent to the scheme but I've really seen an increase in the air quality and the general atmosphere during drop off and pick up on the street. Also, my concern for those who lived

outside the street (difficulty in the school run) has been allayed, as all the parents I've spoken to have adapted well and don't feel additional pressure due to the school street.

There is an increasing number of parents who drop children off from their cars at the junction of George lane and Hayes wood avenue, causing congestion.

I live right by the school main gates, where cars used to congregate at about 2.30 pm before the gates were opened at about 3 pm, and where, despite signs asking them to switch off to reduce emissions most drivers would not comply, especially in cold weather. I therefore notice two good outcomes from George Lane becoming a school street 1) noticeably cleaner air and 2) much less traffic and parking in the street as a whole. Given that George Lane is not a through road it would be even better if the school street times were extended were extended to 8am - 5pm

Only serves to push the problem out to the other nearby roads and causes more chaos at the junction of Hayes Wood Avenue and George Lane

Unfortunately unless a way of stopping the excessively increased traffic and inconsiderate parking in Hayes wood avenue can be established I would find it impossible to support the scheme. adding said road to the scheme is a maybe .parents have been parking across residents drives in some cases leaving engines running for 15-20 minutes and when asked to desist become abusive, this selfish behaviour is totally unacceptable I look forward to your response kind regards.

Yes. I'd like to know why the school car park could not be used for people coming outside the local area. Or Childminders /Nannie's who may bring a few children to school.

It is annoying that people still drive that do not need to and clog up my road (Chatham avenue), and the access to the farm (hayes lane) where we have a horse - BUT it is better for the kids and residents of George lane for it to remain pedestrianised.

Vehicles speeding up and down Hayes Wood Avenue and parking on both sides of the road and often parking in front of houses and partially blocking drives and making it difficult to enter and leave the house due to the road being rather narrow. At times there is no parking space in the road. Maybe speed humps would slow the traffic down. Feel sorry for any vehicles that are trying to make a delivery as it would be impossible.

All it has done is cause chaos in Hayes Street, Hayeswood Ave and Chatham Ave when there is a school car park.

It has been nicer and safer to live here without the school run congestion on a twice daily basis. The system works well from my point of view as a resident and it has been refreshing to be able to drive in and out of the road without waiting for school run traffic to clear. It has returned George Lane to a normal, residential road

It's been a blessing, first time in 6 months I can get out of my drive morning and afternoon, however cars now are parking up in the road much earlier before the barriers are in use so road getting busy again

The junction with George Lane and Hayes wood Ave is now an extremely dangerous crossing point due to parents dropping off and stopping on yellow line outside of our property during the school Street closure time. I have witnessed 3 or 4 close misses of children being knocked over due to this terrible parking, something must be done about it when the street closure is made permanent it is an accident waiting to happen. We have CCTV outside of our house so please contact us if you need evidence of this. Thanks

School pedestrians must be aware that residents use the road to drive in and out - They are constantly walking or scooting in middle of road work no care for Permit drivers cars driving in and out of the area .

Parents coming ahead of the restricted timings to park in the road still - not an issue if they didn't obstruct driveways which they continue to do and sit with car engines on. George Lane ahead of the restricted area plus hayeswood Avenue is continually blocked with cars, parents trying to park just outside the restricted area. Instructing the road. Impact to traffic and the amount of cars remains a huge issue

Unfair on parent's with babies Having to take them out of the car when they could previously just open the door and let them out nearer the school

This scheme has caused chaos in Hayes Wood Avenue it has pushed the problem into another residential road where parking is already limited. Parents park over drives on corners where traffic cannot pass, the amount of cars now in the road along with the speeding is not sustainable. Trying to leave the road from 8.15am is impossible and from 2.30pm. The surrounding area at school time grinds to a standstill. An absolutely terrible idea you have just pushed all the traffic into another residential road and caused more problems with parking. Please rethink this, it is not working.

You have just moved the problem from George Lane to Hayes Wood Ave as I said would happen in the first place when you first asked for fee back they now park over drives and on the corner of the road with no consideration for people who live her my parents o
Are elderly and if they want to go out can not at school time as to dngous

Could you please enforce the yellow line restriction (no parking between 15.00 and 16.00) on George Lane at the junction with Hayes Street. Parents and/or shoppers are continuing to park there between these times causing queues. Many thanks

I live in Hayes Wood Avenue, the scheme has not stopped anyone driving they just park in my street instead.

Hours need to be pulled forward 15 mins at both AM and PM slots.

Parents still park on George Lane before barrier in place awaiting school opening/closing and it would appear they're let through the barrier without challenge.

All this scheme has done is push traffic and parking out on to the main road causing more disruption and possible road accidents than keeping it contained in George Lane

In it's current form I wouldn't support it's continuation because the road has arguably become more dangerous - fewer cars but going at a higher speed. This is because a high number of parents now park in the road just before 0830 and leave around 0845. This means pedestrians can't use the road and have to take a lot more care when they do. This is because the start time is too close to school opening times (08:40 and equivalent afternoon time). If the school street operating time was adjusted to 08:15 and equivalent afternoon time, this might reduce people parking early. There also needs to be permanent traffic enforcement officers around the site to discourage dangerous parking in the immediate surrounding area. I would support the school street's continuation if these changes were made.

Causing more traffic problems in other roads such as HAYES Wood avenue

Have had a few issues with deliveries not being allowed through the barrier (furniture etc would delivery vehicles be allowed through if the 'school street' becomes permanent? It is sometimes difficult to work around delivery 'window times' when drivers are coming from a distance and have traffic problems en route. Apart from this I personally find the system is very beneficial

Yes i do RESIDENTS live here there whole lifes and family you do not give us full rights to the road we live in and pay our council taxes family members friends should be allowed in this road workmen deliveries as that man on gates argumentative rude we live here i have 30 years and witnessed the horrendous way once beautiful school got massive beyond anything in a no through road with absolutely no care of its area we cannot take the trafgc my car £1800 worth of damage on 3 seperate ocassions plus 5 wing mirrors disgusting school has one of the biggest car parks we take two way carnage and why do staff park and take any space for residents the council should really give us that dont have driveways numbered parking bays outside our homes with permits to just let us live normally your hours on gates are wrong those oarents get here 8am or earlier and 2pm but i live near that disgusting car park so staff parents ram there cars down here iv many times had to park far away just disgraceful we need parking bays two way carnage twiceca day or gates still really causes real problems for innocent people who have lived here me and many more for many years you again have mot thought properly how to do this school street uv a strong dis respect for hayes primary or academy thats sad as my daughter attended in 1994 but yet when needs her mum cant get here either from horrendous traffic in no through road or niw gates im disgusted with school the running

of it all of it my savings gone on sorting my only car out abused by hayes primary outside my own home just horrific all of it so hope you sort it properly we live here nothing to do with that awful school

Need more parking enforcement and make the time start from 8 am not 830am

We do not live on George Lane itself but we live in the cul-de-sac Georgian Close off George Lane and we have all the parents cars parking every morning and afternoon in our close without due care and attention of how these parents park their cars sometimes blocking entrances to the private houses there in Georgian Close. They sometimes park across driveways without due consideration to the house owners. There are several elderly people living in the close who have carers that need to come to their houses and park their cars so during these times when the parents are parking in the close there is no parking or easy access for emergency ambulances or fire engines to enter the close or park.

Since the trial has started it has been nice to be able to walk to school without the volume of traffic on George lane, children have been cycling on George lane to and from school which is great for all concerned. Unfortunately there are still parents that will park in the road just before the school street time starts knowing that they will not be stopped getting out again.

George Lane is safer, quieter and better access for all vehicles.

Access is still being given to non residents during the restricted hours, on a regular basis cars are allowed through the barriers and the occupants park up and take their children to school.

I was indifferent about the trial before it began. Now it has been running for a little while I am strongly against it continuing. The congestion on Hayes Wood Avenue has increased significantly and I believe it's only a matter of time before there's an accident. Parents are not choosing to walk instead of drive, they're attempting to park as close to the school as humanly possible. Moving the George Lane problem to Hayes Wood Avenue. Before, idling was monitored and fined given out, cars now park up and wait along Hayes Wood Avenue with their engines often running. Cars still park on George Lane, they just get there early before the barriers are up. Cars still drive on George Lane which is dangerous as pathways are busier and pedestrians are now having to walk their children on the road. If the school road is agreed and continues, I would be advocating for a one way system along the pavements on George Lane to alleviate congestion and make it a safer place for children to walk. Before this, I would've felt confident for my school age children to walk to school, sadly this is no longer the case.

The school street has had a significant negative impact on the residents of Hayes Wood Avenue and Burwood Avenue. With parents parking cars using the limited on-street parking, or in some cases leaving cars parked across residents drives and preventing access or egress, then walking to George lane. Additionally, the volume and speed of traffic passing through Hayes Wood Avenue and Burwood Avenue has increased since it's deployment.

I am fully in support of the concept of the school street given the local catchment area of the school, I cannot understand why any student, with the exception of students with a recognised disability and mobility difficulties outlined within an EHCP, requires travel to the school by car where walking, cycling or buses are all available and all have a much more positive impact on student and pedestrian safety, local air and noise pollution, and overall environmental emissions. The school street in it's current configuration does little to reduce car use, merely moving the preferred location of parking for parents by 10-500m. I would strongly suggest that Hayes Primary considers extending the school street to the point George Lane meets Hayes Street, and includes the length of Hayes Wood Avenue, and Burwood Avenue until it meets Baston Road. By preventing access from either end, this will reduce any negative impacts for local residents and disincentivise getting to Hayes School by car.

There is noticeable increase of traffic up and down Hayes Wood Avenue who already suffer from inconsiderate parking problems due to staff and students from Hayes Secondary at Burwood Ave/Hayes Wood Avenue. The parents drive much too fast up and down the street for residents who have reverse from their driveways where there are cars and vans parked either side of their drive and

their view is restricted. The parking is also causing residents problems elsewhere like Georgian Close. I thought the idea was the the pupils and parents to walk not to clog up the side roads and cause problems for other residents.

The school Street does not resolve the issue as it moves the traffic to busier roads. You should either make a one way traffic, when the cars exit via farm, or check if the pupils do really leave in the catchment area.

Some people are still getting through the barrier who appear not to have a permit during School Street stated times.

The school street trial on George Lane has merely pushed school traffic and the resultant pollution from George Lane onto Hayes Wood Avenue and Burwood Avenue. These roads already have heavy traffic at school time being loser to the secondary school on Baston Road. This makes driving, or crossing roads, around the Burwood Avenue/Baston Road junction more dangerous at school times. Living nearer the Burwood Avenue end of Hayes Wood Avenue, getting in and out of our road during school times is now much harder. People dropping to Hayes Primary park regularly in every available part of the road, including across drop curb.

Many people need to drive their children to school as it is the only practical way to get there in time, especially if they have jobs. It is unrealistic to think that closing a road will mean that people no longer drive to drop their children - they will simply find the next-easiest option. While additionally closing the whole of George Lane and the end of Burwood road would help us, this would only push the heavier traffic elsewhere.

While having sympathy with people on George Lane who have had to put up with school traffic over several years, they would all have bought their houses knowing it was a school road. The overwhelmingly positive responses of residents on George Lane to the trial proposal was to be expected but should therefore not be counted as reflecting a genuine cost/benefit analysis of the effects of the change on the whole area.

It is noticeable that systems have been put in place at times to measure traffic on George Lane and Hayes Wood Avenue. Much of this time has been during school holidays when traffic is of course light. I hope that sufficient analysis of the term-time situation will be collected and considered. The results of these surveys and the dates during which they were carried out should be published in full as part of this consultation period.

The responses to the consultation ahead of the trial period were not published in line with the council's own guidance on such consultations. Again I hope that the results of this consultation will be published in a full and timely manner so that residents can if necessary communicate further with their ward councillors on the matter.

My preference considering not only our own situation but that of parents of Hayes Primary is that the school street scheme here is scrapped in its entirety. If it is not, the council needs to find an additional way to reduce the negative effects on residents of neighbouring roads, in particular Hayes Wood Avenue, Glebe House Drive and Burwood Avenue.

Thank you.

We live on Hayes Wood Avenue, so are experiencing more traffic and parking on our road, as we expected. However, we think it is worth it for the benefit of the school grounds being car free and the children being able to have a less fume-filled walk to school

It would be nice not to have your driveway blocked.

It has been a fantastic success. It is absolutely lovely seeing parents and children walk, run, cycle and skate freely down the road. As well as horses and riders enjoying the now safe street.

I would further ask that speed restrictors of any type are installed the full length of George Lane as the after-school club attendees and delivery drivers, drive dangerously and too fast.

Many thanks for your considerations.
And well done

George lane has become much safer for parents, children and residents during the Hayes Primary school start and finish times. I have noticed a significant drop in noise, pollution and arguments between drivers and residents when they block access to George Lane properties with their inconsiderate parking. Overall, I believe the School Street implementation has had a substantial positive effect on the George Lane community and I would very much like to see the arrangements made permanent.

George Lane is free of congestion now but Hayes Wood Avenue is now affected. We recently changed school from Hayes Primary School to Highfield Junior and it is often very busy and we are unable to move the car. Can the scheme be applied to Hayes Wood Avenue. It is getting busier and busier causing much pollution.

It has been so much better environmentally since this scheme was started apart from those parents who try to come in earlier than the time frame and just sit with their engines running. It is a shame they do not seem to be aware or concerned about pollution in the area that their children are breathing in. It also helps the traffic congestion that used to happen before around school times. I do understand some parents have valid reasons to drive into the school. I do hope the scheme continues.

I live on George Lane and the pollution from the cars is AWFUL. The road is a dead end street and with drop offs being allowed there have been endless times when I have not been able to get out of the road. I also had people parking over my drive at least 3 times a week. Since having the school street, it is such a nice environment.

I feel it could be extended from 8.30 to 9.30 to 8 to 9.30 as quite a number of parents seem to be prepared to slip in before 8.30 and wait. Can you also remind the lady traffic warden that it was agreed the barrier was operated by a school staff member and is NOT within her remit. Many thanks

The knock-on effect in Hayes Wood Avenue has been a nitemare. There are traffic jams at school drop off and pick up time. Drivers are stressed, rude and confrontational. We have people parking across our drive every day and have suffered abuse if we have asked them to move so we can park our car on the drive. We feel that if this scheme continues the only way would be to make Hayes Wood avenue a one way street. While this would not be great for residents it might help reduce the level of angry drivers and pollution in our road caused by the traffic jams

Though in principal it is a good idea there are a number of factors that were not taken in to consideration. The points listed in the councils letter of 16th June 2021 giving all the positive reasons for this scheme is only to the advantage of George Lane, however, it was coincidentally not to the advantage of Georgian Close, a small cul de sac off George Lane which now takes all the brunt of the the traffic which can now not go down George Lane. In the morning we now have car after car during school times, which the council was trying to avoid, driving down Georgian Close and parking wherever they can fit it, even if it blocks the residents of the close getting out their cars when they are trying to get to work. The influx of cars has made it very difficult for the residents of Georgian Close, including myself, to get out of our driveways in the morning, especially as on some days there are cars parked on both side of the narrow close making it almost impossible to back out. Consequently, in closing off George Lane, the cars have now been pushed back to Georgian Close, negatively impacting our close.

Furthermore, the majority of cars that come down are also large cars and subsequently, once reaching the bottom of our small close and finding no spaces to park, have to then try and manoeuvre to turn their car round, causing them to have to back up onto our driveways, our lawns and pavements which over time is causing damage. It will then be the residents of the property to have to pay to have it repaired. Additionally, another car then drives down and then they have to try and manoeuvre past each other causing a congestion, an advantage of the scheme you were trying to avoid down George Lane, which now happens in Georgian Close. The road is starting to wear and is

developing an even more uneven surface. A new surface is needed but unfortunately Georgian Close tends to be forgotten when the budget for maintenance is given to resurface the larger roads. Moreover, before, the school cars were able to park in The George Pub, yet this has changed to a car park solely for pub users, initiating a payment scheme which therefore means those cars, who originally parked in there, also have to find somewhere else leading them to Georgian Close.

We also have a number of elderly people who live down Georgian Close and at these times it has made it impossible for ambulances, other emergency services and carers to drive down at these times and park.

Though I understand the reasonings behind the scheme, perhaps Georgian Close should have been thought of and maybe it should also be enabled that our close is part of the scheme and therefore closed off at these times too.

when the school classes were increased it was agreed that the school car park would deal with some of the traffic. its complete chaos in Hayes Wood Ave

All I can see that the scheme has achieved is to push the parking problem on to other roads. I live in Hayes Wood Avenue and trying to get in or out of my road during school drop off and pick up times is mayhem. There is little consideration for residents as parents park across drives, sometimes in the middle of the road or at strange angles so that it is difficult to drive safely. The road is narrow with blind bends. I dread to think what would happen if an emergency vehicle/refuse lorry tried to access the street during these times. Hayes Lane can also be difficult to negotiate with parents parking and pulling out.

The safe zone had led to increased illegal parking outside the George pub during the peak school run periods, this needs to be policed better to ensure no accidents occur.

Living in Hayes Wood Avenue this trial has been horrendous at the times of drop off and pick up for school children. The chaos caused by drivers trying to stop, park and get to the school adds significant time to leave the road if I need to at the peak periods which can last up to an hour either side of school times. Hayes Wood has become a difficult place to try and drive at these times and due to the volume of cars could be dangerous.

I live in Hayes Wood Avenue and the traffic in the last six months has been horrendous and very dangerous as it has been diverted down it. Cars have been blocking driveways, it's been gridlocked most mornings with cars not being able to move in either direction causing absolute chaos. I now have to leave earlier or later to go to work and it's become very frustrating not being able to access my drive on quite a few occasions or being able to exit the drive. Every time I try to exit my drive I literally put myself at risk of an accident as, living near one of the bends, with cars either sides of the drive and opposite it it's near impossible to see any oncoming traffic. Cars have been forced to enter drives in order to allow other cars to pass and accidents have already happened. It maybe lovely to live down George Lane now but you have only moved the problem to Hayes Wood Avenue and not solved it! Unless you make Hayes Wood Avenue a school road as well then this scheme must be scrapped and a better solution found like putting double yellow lines near the George Pub in George Lane with the correct road signs which are currently missing for the single yellow line. If double yellow lines were in place at the entrance of George Lane, traffic would flow more easily and there would be less congestion along the whole of George lane. Something has to be done about the wild parking too as it's like the Wild West now. Parents are arriving over an hour early to have a prime parking spot often leaving the engine on and thus polluting the area even more than when parking was spread between the two roads. Whoever thought of this trial has had no consideration for the residents of Hayes Wood Avenue. Please think again.

Fully support the school street scheme, more than happy with the trial and would like it to continue. There has been an increase in cars parking in the street before afternoon pick up.

The traffic has dramatically reduced on George Lane. Whilst drivers are still coming to the surrounding areas I believe over time as people applying for the school know there is no longer a car

park, they will choose more carefully to ensure they find a school they can get to on foot or via public transport.

It not has bad has I was expecting.

Whilst the scheme worked very well, there, are and were, many people with cars that still enter the road during the closure periods. I do not understand how they achieve this. Many people seem to come earlier, park with engines running for long periods, before the closure time. There needs to be, in my opinion, more stringent invigilation at the entry point.

The parents are dropping the children off earlier in the morning and entering George Lane before the afternoon cut off as it seems they don't need a pass to get back out of the street so the problem has just shifted to a different time. Only residents with a pass should be able to enter and leave during those times.

Parents of school children are entering George Lane outside the vehicle banned time slots. In the morning the volume of traffic has now moved from 9am to 8.30am and in the afternoon vehicles park up at 2.30pm (mostly with engines running) to wait for end of school.

I feel the scheme causes congestion in the surrounding area, particularly in adjoining roads. Parents park in Georgian Close, often well before school drop off and pick up times, blocking access/ability to exit properties for residents. The parents seem to have no regard to the suitability of their parking, often double parking causing severe problems.

It would also prove problematic in the event emergency services needed access to the houses/area...I have needed an ambulance at my home on several occasions.

This trial has made my street (Hayes Wood Ave) a parking lot which is very difficult to get out of and go to work from during the morning school rush. On wet days, parents drive onto our street, park in the middle of the road (blocking traffic) to unload their kids as close to school as possible. Parents dropping off kids also park across the entrance to our driveway regularly and if approached just say "I'll be back in a few minutes"

On a daily basis I see parents parking on the corner of George Lane and Hayes Wood Ave (on double yellow lines) because they are either late or unable to find alternative parking.

The increased amount of traffic on our road worsens the air quality noticeably during those school drop-off and pick-up times.

The Primary school already has a decent sized car park and I would suggest investment from the council in improving that further would be a much better longer-term solution to the problem.

We have had increased pressure on parking in our road, including cars being parked over the exits from drives onto the road. Some cars have even parked in a position not adjacent to the curb. There have been some instances of arguments with residents.

The junction between Hayes Wood Avenue and George Lane is a lot more dangerous now as cars park too close to the crossing meaning that children and adults can't see properly when they are trying to cross. You also get a lot people trying to do three point turns on that junction. I have seen quite a few near misses with with people almost getting hit. It may be safer from a pollution pov but I don't think it has made walking to school any safer. Quite the opposite infection.

As a resident of George Lane I can confirm that I have had no further damage to my car since the school street started, and large SUVs stopped queueing and trying to pass each other up the road. I would urge the exclusion times to be extended by a further half an hour earlier, both in the morning and afternoon. Many parents have taken to arriving earlier and just sitting in their cars until they can go into the school. Either that, or require the permit to be shown to exit the road as well as to enter it.

I live in Hayes Wood Avenue. The net effect of restricting vehicle access to George Lane is that traffic congestion and inconsiderate behaviour of drivers has moved to Hayes Wood Avenue. There is significant congestion when pupils leave school every afternoon at the junction between Hayes Wood Avenue and George Lane, and it is exacerbated by irresponsible and inconsiderate parking by SUV drivers trying to negotiate the narrow road and tight corners.

I would be in favour of the George Lane trial becoming permanent if Hayes Wood Avenue could be protected in the same way as George Lane has been, ie that is is closed to non-residents for short periods (school opening and closing times).

We are of the opinion that the times the street is closed is wrong. In the morning there is an increasing number of parents who speed along George Lane to deliver their children before the barrier is erected at 8.30am. The road has become busy again before 8.30 and parents are parking in inappropriate positions, which we had hoped this scheme would stop. As the school day starts at 8.40am the road should be closed earlier, at least no later than 8.15am. The afternoon has become laughable. Parents are now arriving as early as 2.00pm to sit and wait for their children to emerge over one hour later. All because they do not want to walk! Parking on the bend before Hayes Wood Avenue creates a bottleneck as the width only allows one car to pass at a time and this causes congestion. Perhaps thought should be given to having double yellow lines here as it would be impossible for any emergency vehicles to negotiate a way through at these times. Parents seem to park wherever they find a space!

The road has felt safer and cleaner since the restrictions and is a much nicer environment for children. However, I think the timings need to be amended slightly. Currently people arrive early and wait in their cars on the road for the school gates to open, particularly at school pick up. Many of them cause no issues other than road congestion but some of them still idle. To try to avoid this, the restrictions could start at 2.30pm.

I live on Hayes Wood Avenue. Since the trial was enforced 6 months ago, I have experienced nothing but stress and chaos. Drivers, park across my dropped kerb and I can never safely and securely exit and arrive at my driveway when I pick my son up from nursery. This has resulted in conflict and upset on many occasions. Further, there is a large red sign mounted on a street light outside my property, which is nothing but an eyesore. I contacted the Borough about this and was told that it could be reduced to a much smaller sign, if not removed altogether. I really do not want the current situation to continue.

There has been a significant improvement to the traffic and congestion down George Lane.

Causes traffic chaos in George Lane, Hayes Wood Avenue and Hayes Lane.

Significant increase speed and flow of traffic up Hayes Wood Ave and Burwood Ave end.

More pollution in Hayes Lane where more vehicles are parked so commuters and buses are stationary due to congestion caused by this scheme.

This scheme does not make it any safer for children travelling to school.

More encroaching over drive both sides. Usually happens when weather bad.

I observe parents and children more relaxed and carefree and some older children walking or cycling unaccompanied. The level of air pollution must be lower and I now feel happy to open my front windows each morning, so you have my grateful thanks, although the road closure has possibly come too late for one neighbour, that I know of.

Breakdown of responses by road:

Of the 85 responses, 79 were from inside the catchment area (George Lane, Hayes Wood Ave, Burwood Ave, Glebe House Drive, Georgian Drive), and 6 were from outside.

The 79 inside the catchment area were 46 were in favour of the School Street staying if funding is available and 33 were against it staying.

The break down by road:

George Lane – 37 responses – All in favour of the School Street staying if funding is available.

Hayes Wood Ave – 37 responses – 8 in favour of it staying, 29 against.

Glebe House Drive – 1 response – Against it staying

Georgian Close – 4 responses – 1 in favour, 3 against.

ECS PDS Special Meeting—Oral Questions from Councillors

15th July 2022

1) Question from Cllr Rebecca Wiffen:

As more young families move into Bromley, what measures are the Council going to take to encourage healthy, active lifestyles and active travel if they are ending School Streets

2) Question from Cllr Rebecca Wiffen:

If School Streets is permanently decommissioned, how will the Council work with Schools to improve active travel and healthy lifestyles?

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15th July 2022

1) Question from Anne-Marie Conneally:

Can the committee explain its decision not to support School Streets given that the main issues seemed to be a small group of complaints and some associated costs which could potentially be met elsewhere?

Bromley currently has 6 school streets identified (<https://www.bromley.gov.uk/cycling-walking-school/school-streets>) for 82 primary schools. Our neighbours in Croydon have 14 permanent and 21 under consideration across 72 primary schools.

1. Why is Bromley unable to support this if other boroughs can?
2. What other measure for our children does the council intend to take that focus on hub areas like schools rather than borough wide initiatives?

Response to Question 1:

At the committee meeting I made the following statement

School Streets – A Statement by Cllr Nicholas Bennett JP, Executive Member for Transport, Highways and Road Safety

The premise of the Call ins and the questions are incorrect, School Streets are not ending and remain one option as the Council continues to support active travel and road safety outside our schools. Whilst not being actively promoted each application will continue to be assessed in its merits.

By their nature most primary schools recruit from a relatively small catchment area. In most cases children live within walking distance and this is the primary form of active travel in School Travel Plans. Some faith schools and those in rural areas have wider catchment areas and therefore these children may have to travel by public transport or in some cases by car. Children in Years 5 and 6 are encouraged, wherever possible, to walk to school without parental support, to develop their independence and confidence and prepare for transition to secondary education.

Every school in Bromley is encouraged to produce a Travel Plan and the Council's School Travel team assists each school to ensure that their plan is tailored to the school's circumstances. In 2019, when the last accreditation took place Bromley had amongst the highest number of Gold or Silver accreditations, for increases in the number of children walking to school. TfL is currently conducting a fresh accreditation. Changes in the way children travel to school are measured, and this allows the Council to determine the efficiency and effectiveness of the various measures used to promote active travel in the Borough.

There are several measures available to the Council to promote active school travel, School Streets being one of them. The cost benefit of each measure must be considered, along with the resource implications. The Council supports an anti-idling campaign for schools; cycle and scooter training; active travel campaigns to support walking, scooting, and cycling; road safety education and the introduction of pedestrian crossing facilities on routes to school; the Junior Travel Ambassadors Scheme; as well as supporting School Crossing Patrols at schools that want them.

The Council does not support the introduction of ANPR cameras. Each camera costs around £25,000 with annual running costs of £5,000 a year. Enquiries with other councils has not produced any evidence that enough PCNs would be issued to pay for their cost. For a school with two cameras a 1,000 PCNs would have to be issued to match the cost of the cameras and in any event, it is not the purpose of such cameras to be used for income generation. Income from PCNs is not ring fenced and is subsumed in the general council income. Even if the revenue generated were ring fenced to the School Travel budget, the expenditure of an average of two cameras per school street at £60,000 for around 90 minutes a day for 190 school days a year would be poor value for money.

School Streets at some schools help in the promotion of active travel, but they are not a panacea and are not suitable at all schools. Experience has shown that schools which were considering introducing them decided not to when they realised the commitment which would be required by the staff. Again, it is impractical to expect residents within a school street to take on the commitment as, inevitably, the burden would rest on the retired or those working from home to operate barriers, in all weathers, twice a day for 190 school days. Should residents, under the auspices of a school, wish to support a school with their travel plan in this way then the Council would clearly have no objection provided there were no reasons why such a School Street would be impracticable.

At the pilot School Street in Hayes, the consultation exercise showed that most residents of the streets just outside of the School Street itself were not in favour of the School Street continuing, with 79% being against the School Street, primarily due to the displacement of traffic and other nuisance.

2) Question from Louise Clark:

In the Review of School Streets presented to the Environment Committee on 21 June the Council stated that one of the reasons they have not remained active is that no funding has been “allocated for the considerable cost of installing and maintaining cameras.” What calculations have the Council made on the extent to which ANPR revenues could offset the cost of installation and maintenance?

Response to Question 2:

I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.

3) Question from Helen Brookfield:

School Streets are proven to reduce car journeys to school. Bromley Council's Local Implementation Plan (LIP3) agreed it would "focus initiatives to reduce the impact of air pollution... where vulnerable people may spend significant amounts of time- e.g. schools " and that a "key focus " would be to "shift switchable short local trips away from the car" stating, "it will be necessary to reduce the impact of the school run by shifting school trips from cars to other modes". If Bromley Council is not going to support School Streets then what are they going to do to reduce the number of car journeys to school?

Response to Question 3:

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

4) Question from Laura Vogel:

Councillor Simon Fawthrop has asked the Portfolio Holder to list the costs of holding this additional meeting of the PDS committee. Could the Council also list the costs of not providing proper scrutiny, good governance and supporting a robust democracy on the Council?

Response to Question 4:

[The committee discussed, at some length, the matter at its meeting on June 21st. Two opposition parties have abused, in my view, the 'call in' procedure to have a second meeting on the subject by either misunderstanding or wilfully misrepresenting the amended recommendations by the PDS Committee, which I accepted in full. It has been further exacerbated by a politically motivated campaign to flood the agenda with 41 very similar questions again based on a false premise. These questions have taken up the valuable time of senior staff when they could be engaged in more productive work.](#)

[I have referred the matter to the Constitution Working Party with a view to tightening the rules on 'call ins' and on questions to meetings called to do with 'call ins'.](#)

5) Question from Laura Vogel:

Will the council state the increase in the number of cars on Bromley roads that we all endure during school run hours? What does the council propose to reduce school run traffic if it does not support school streets?

Response to Question 5:

[The Council does not hold data to show traffic volume by hour of the day.](#)

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

6) Question from Euan Pyle:

Does the council recognise that one of the best ways to reduce motor traffic is to make other forms of (more road space efficient) transport (ie cycling and walking) safer? And that School Streets actively make these modes of transport safer?

Response to Question 6:

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

7) Question from John Blakely:

Please explain how the decision not to proceed with the School Streets programme will enable Bromley Council to reduce car use (currently the highest of all London Boroughs), reduce air pollution and increase road safety especially for children and vulnerable residents?

Response to Question 7:

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

8) Question from Oje Egwaoje:

With the increasing number of families with young children moving into Bromley, what does the Council propose to support children travelling independently to school if they stop the roll-out of school streets?

Response to Question 8:

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

9) Question from Steve Baynes:

Given the cessation of School Streets, what measure is the Council proposing to combat increases in pollution around schools? Given that childhood obesity is around 30%, ending School Streets appears to double down on harm to children, for the sake of removing minor inconveniences to drivers.

Response to Question 9:

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

10) Question from Tara and Paul Kunert:

Will the council reject the recommendations of the report and instead resolve to roll-out school streets in the Borough for the benefit – improved health and wellbeing, better air quality, lower emissions – for all; in accordance with the wishes of the majority of residents, parents and children who voted in favour of the schemes; and in accordance with Bromley's stated policy of promoting active travel?

Response to Question 10:

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

11) Question from Alessandro Giordo:

Bromley has the highest % of trips made by car in the whole of London at 53%, and a target within the Mayor's Transport Strategy to reduce this to 40%. Given the School Streets decision, can the Portfolio Holder now provide an indication of how this target will be reached?"

Response to Question 11:

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

12)Question from Sian Stickings:

With child obesity levels rising, what specific steps will the Council take to encourage active travel to school if the roll-out of school streets is halted?

Response to Question 12:

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

13)Question from Sian Stickings:

What pro-active measures is the Council taking to reduce children's exposure to health-endangering air pollution on their way to & from school?

Response to Question 13:

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

14)Question from Rajeev Thacker:

A 2018 report noted the percentage of obese Bromley children doubled between first and last years of primary education. Has Bromley's Health and Wellbeing Board had sight of the school streets decision?

Response to Question 14:

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

15)Question from Rajeev Thacker:

Air pollution at the school gates can lead to lifelong health implications. Has this been factored into the cost-benefit analysis of rolling out school streets in Bromley?

Response to Question 15:

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

16)Question from Patricia Morgan:

What is the cost per household, say council tax Bill (Band D), of the annual running cost of each School Streets ANPR installation (Assuming the one-off set up costs are funded from reserves)? What percentage increase in council tax does this equate to?

Response to Question 16:

[This a pointless question, the Council does not hypothecate expenditure.](#)

17)Question from Patricia Morgan:

TfL serves Bromley residents who depend on the service to move around the Borough and London for work and pleasure. With the Government removing

grants to support TfL, what revenue creation ideas would the Council support instead of ULEZ charges?

Response to Question 17:

The Council receives the second lowest central government grant in London, a fifth of the highest grant, and it continues to lobby for a Fair Funding Formula to be introduced by the Government.

18) Question from Carolyn Heitmeyer:

At the Environment Committee meeting discussing the review of School Streets, the committee discussed £1m allocated to parks from Bromley's reserves. Why can Bromley Council find £1m for parks but no money to make journeys to school healthier and safer, and to give our children the chance to travel independently?

Response to Question 18:

The premise of the question is incorrect, the Council funds a wide-ranging School Travel Plan programme.

19) Question from Carolyn Heitmeyer:

The School Streets review notes that "a number of methods" were used to evaluate the temporary school streets. The review also refers to a survey of parents in Hayes. What external (i.e. from outside the borough) evidence did Bromley Council review?

Response to Question 19:

I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.

20) Question from Jen McArthur:

The decision 'Review of School Streets' (21st June), recommends that School Streets are not actively rolled out due to resource implications. Why does Bromley Council choose not to use its sound financial position for the benefit of the borough's children, since School Streets are an efficient way to reduce air pollution and road danger?

Response to Question 20:

I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.

21) Question from Jamie Devine:

The World Health Organisation (WHO) informs us that children and babies are more vulnerable to air pollutants from combustion vehicles than adults because 'They inhale more air per unit of bodyweight' and 'Their brains are still developing, and neurotoxic compounds in air pollution can affect children's cognitive development.' Why won't the Council introduce this reasonable measure (School Streets) to protect its most vulnerable residents?

Reference: <https://www.who.int/news-room/spotlight/how-air-pollution-is-destroying-our-health/children-and-air-pollution>

Response to Question 21:

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

22)Question from Valerie Crowdy:

ANPR camera enforcement is used for all School Streets in Islington (where 49% of schools have School Streets), Hackney (45%) and Bromley's neighbour, Lewisham. Bromley hasn't trialled ANPR for School Streets, on the grounds of cost, but elsewhere ANPR cameras generate revenue. Will Bromley Council now trial ANPR for School Streets.?

Response to Question 22:

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

23)Question from Judith Ralphs:

I would like to ask the committee what robust evidence they have that more local residents do not want school streets rather than they support them? As a resident of Bromley can you tell me what factors they take into account and take particular heed of when balancing improved air quality, safety of children, encouragement of healthy lifestyles such as walking with the inconvenience for drivers and cost to council when looking at the impact of school streets. What data do they use for this decision? Have some sort of impact assessment been undertaken be it environmental, health or financial or a balance of all these, if so please share with the meeting?

Response to Question 23:

[I refer you to the statement I made at the meeting which is included in the reply to Anne-Marie Conneally above.](#)

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15th July 2022

1) Question from James Hamilton:

You consulted local residents on whether they would favour a permanent School Street on George Lane. 58% of residents responded that they are in favour. Is it Council policy to ignore the express wishes of the majority of local residents in all areas of decision-making?

Response to Question 1:

I refer you to the statement that I have just made.

Supplementary Question from James Hamilton:

Can you confirm that the figure that you quoted in your opening statement of 73% is correct? That is not the figure I have.

Response:

I can confirm that that is the figure I have been given as a result of the survey.

(Note: The figure quoted in the statement from Cllr Bennett was 79% and not 73%)

2) Question from Will Conway:

At the June 21st Environment PDS meeting officers said that they had consulted other councils regarding their school streets.

Could the Portfolio Holder please list all other Councils consulted, how many of them are continuing to run School Streets and how many of those are using ANPR cameras?

Response to Question 2:

If Mr Conway attends this meeting, information will be provided to him in writing.

The information is as follows:

The boroughs that were contacted in August 2021 were Sutton, Camden, Lambeth, Haringay, Harrow, Havering, Brent, Hillingdon, Southwark, Hounslow, Kingston, Lewisham, Merton, Richmond and Wandsworth, Croydon, Ealing, Bexley, Hammersmith and Fulham, Redbridge, Waltham Forest, Westminster, Islington, Kensington and Chelsea. London Councils also sent Bromley's request for

information to all London boroughs on our behalf of. Responses received gave officers the following information:

- Redbridge used ANPR
- Enfield use manned barriers
- Harrow have both ANPR and barriers
- Waltham Forest use ANPR
- Havering use ANPR
- Brent use barriers
- Croydon use ANPR
- Bexley don't have any School Streets
- Lambeth have 2 ANPR and 20 barrier schemes
- Merton use ANPR
- Sutton were reviewing the use of ANPR schemes

Supplementary Question:

What is the Council's income from ANPR cameras over the last five years?

Response:

We don't have any ANPR cameras outside of schools.

3) Question from Brendan Donegan:

The School Streets review document states ANPR camera enforcement for School Streets is not Bromley Council policy. Why is this?

Response to Question 3:

I refer you to the statement I have just made.

4) Question from Brendan Donegan:

ANPR cameras used in School Streets elsewhere in London generate revenue, yet the Council's review document is silent on this point. Surely this information is vital for making this decision.

Response to Question 4:

I refer you to the statement I have just made.

Supplementary Question:

I don't think that you have answered my question.

Response to the Supplementary Question

ANPR cameras would need to cover the cost.

5) Question from Jane Dutton:

6.6% of Bromley deaths are attributable to human made air pollution so far this year. (CleanAir in Cities App). School Streets are proven to reduce air pollution, improve learning outcomes and enable active travel for children. Without them, how do you plan to protect little lungs from air pollution?

Response to Question 5:

Public Health do not recognise this statistic for Bromley.

6) Question from Parisa Wright:

Please will the council reconsider its focus on the negative minority and ensure "School Streets" remain an active part of Bromley's efforts to improve quality of life for all, e.g. school road safety, air pollution, active travel, and our asthma, obesity & diabetes crisis', and in turn safeguard our future by cutting carbon emissions.

Response to Question 6:

I refer you to the statement I have just made.

7) Question from Mandy James:

On what grounds does Bromley Council think its results in the TfL STARS programme mean modal shift is taking place on the school run?

Response to Question 7:

I refer you to the statement I have just made.

8) Question from Many James

What evidence can Bromley Council provide to show that its 'anti idling' campaign around schools has had an impact on air pollution at the school gates?

Response to Question 8:

Warnings issued by civil enforcement officers to idling motorists at participating schools always lead to drivers either switching off their engines or leaving the location.

Bromley does not take air samples at the school gates.

Supplementary Question:

Does Bromley have any intention of checking air quality outside of schools?

Response:

It is not Bromley's intention to air monitoring outside of schools. We did look at having them with the Civil Enforcement Officers, but all they would pick up

would be the fumes from the cars that they were dealing with on the anti-idling campaign. We do have 32 air monitoring positions. They are there in the locations where the information can be collected and they are quite expensive. There is no money for new ones and they are sited in accordance with advice from Public Health and Public Protection.

9) Question from Thomas Morton:

Given the overwhelming support for School Streets from local residents and the support of several Conservative Councillors, could the Council list the negative impacts that School Streets would have on children.

Response to Question 9:

[I refer you to the statement I have just made. .](#)

10) Question from Thomas Morton:

How is the Council going to help schools that want to have a School Street without the installation of ANPR cameras, and can the Council provide evidence of School Streets being successful without ANPR cameras.

Response to Question 10:

[I refer you to the statement I have just made.](#)

Supplementary Question:

I would like to ask for some clarification on one of the questions. Can you list some of the negative impacts on children of School Streets?

Response:

[That question does not arise from your original question which was regarding ANPR cameras.](#)

11) Question from Ben Harvey:

Why is Bromley Council deciding not to support School Streets without having tried ANPR camera enforcement, and without detailed information about how ANPR camera enforcement worked in other boroughs?

Response to Question 11:

[I refer you to the statement I have just made.](#)

12) Question from Ben Harvey

If Bromley Council is not going to actively support School Streets, what measures will Bromley Council commit to introducing to tackle air pollution and road safety on the school run, congestion caused by the school run, and childhood obesity?

Response to Question 12:

[I refer you to the statement I have just made.](#)

13) Question from Richard Garvey

With the suspension of support for school streets, which measures is the Portfolio Holder proposing to reduce car trips and can they provide evidence that such measures are at least as effective as School Streets.

Response to Question 13:

[I refer you to the statement I have just made.](#)

14) Question from Richard Gibbons:

LB Bromley Transport Strategy 2019 (LIP3), page 8

“The Council will focus initiatives to reduce the impact of air pollution in the areas of highest exceedance, primarily within the Air Quality Management Area (AQMA) or where vulnerable people may spend significant amounts of time, for example, schools.”

Q1. The Portfolio Holder has praised the Council’s Transport Strategy which states that it will focus on initiatives to reduce the impact of air pollution outside schools. Evidence shows that Schools Streets are such an initiative. What alternatives to School Streets can the Portfolio Holder offer that reduce road danger and toxic emissions from vehicles outside schools?

Response to Question 14:

[I refer you to the statement I have just made.](#)

Supplementary Question:

There are about 40 TfL Gold Star accredited schools in the Borough, the air pollution in all cases exceeds WHO guidelines. Some of those schools have the worst air pollution in the borough. What has the Council done to reduce air pollution outside of those schools?

Response:

[I will send you a list of the schools.](#)

15) Question from Richard Gibbons:

Please list all schools in LB Bromley, their current TfL STARS status, i.e., Gold, Silver, Bronze, Engaged, Not Engaged; and indicate (a) if schools are on through or non-through roads; and (b) if road conditioned outside school entrance would allow a School Street intervention, i.e., not on bus route?

Response to Question 15:

[I refer you to the statement I have just made.](#)

Supplementary Question:

Can I be provided with a written response in answer to this question.

Response:

Yes, a written answer will be provided

16) Question from Sarah Gill-Schmitz:

Please will the council reconsider its focus on the negative minority and ensure School Streets remain an active part of Bromley's efforts to improve school road safety, reduce air pollution, increase active travel and in turn safeguard our future by cutting carbon emissions--as has been stated as a key climate goal by Bromley Council in the LBB Net Zero Carbon Action Plan, September 2021.

Response to Question 16:

I refer you to the statement I have just made.

Supplementary Question

Bromley Council actively supports active travel for secondary school children, however being a parent of a child that attends a school by a very busy junction near Chislehurst War Memorial, most secondary school parents say that they cannot allow their children to walk to school because the junction is so busy that the children that are walking are rushing across the road to cross the junction without a safe crossing. So active travel is not the number one thing on their minds. Could you please say how the Council could support these parents to encourage their children to walk safely to school?

Response:

I have two answers to that. First of all on that specific crossing, I have had meetings with Councillor Alison Stammers and the other Chislehurst Matters Councillors to discuss how we can improve it. Secondly, we have an active road safety programme for young people to encourage them to walk safely.

Question 17 from Jamie Devine:

The World Health Organisation informs us the children and babies are more vulnerable to air pollutants from combustion vehicles than adults because 'They inhale more air per unit of body weight and their brains are still developing and neuro toxic compounds in air pollution can affect children's cognitive development'. Why wont the Council introduce this reasonable measure (School Streets) to protect its most vulnerable residents?

Response:

We have School Streets and we are not getting rid of them.

Supplementary Question:

In your statement there is no recognition or acknowledgement of the damage that air pollution can cause to children or babies. What is Bromley Council going to do to mitigate against air pollutants?

Response:

We have a very comprehensive Air Quality Programme on the website and I encourage you to read it.

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