

<p>Non-Executive Report to the:</p> <p>Air Quality Partnership Board</p> <p>5th March 2019</p>	 <p>TOWER HAMLETS</p>
<p>Report of: Tom McCourt, Strategic Director</p>	<p>Classification: Unrestricted</p>
<p>School Streets</p>	

<p>Originating Officer(s)</p>	<p>Margaret Cooper, Head of Engineering</p>
<p>Wards affected</p>	<p>All</p>

Executive Summary

This report seeks to define the School Streets project committed in the Mayor's Manifesto.

It sets out the objectives for a programme to introduce school streets at 50 primary schools in the borough, outlining a proposed prioritisation methodology and identifying the first schools to be included in the programme for 2019/10.

The report also outlines the site-specific tools which could be applied to deliver air quality improvements outside schools after detailed feasibility studies. Each school identified will have a bespoke solution and the involvement of the school community will be vital to successful delivery to achieve behaviour change.

Recommendations:

Air Quality Partnership Board are requested to :

1. Note the report and comment on the objectives set out;
2. Comment on the prioritisation process and the 15 schools to be addressed in 2019/20;
3. Note the variety of tools available to deliver improvements in air quality at these schools which will be selected subject to feasibility studies of each location;
4. Comment on the draft proposal for John Scurr School prior to formal public consultation.

1. REASONS FOR THE DECISIONS

1.1 To deliver one of the key commitments in the Strategic Plan

2. ALTERNATIVE OPTIONS

2.1 Do nothing will not achieve the objectives of improving air quality and changing travel behaviour.

3. DETAILS OF THE REPORT

3.1 There is currently no design guidance from Central Government or Transport for London on School Streets, but given the number of local authorities already testing the use of new traffic regulations to deliver school streets, it is likely that guidance will be forthcoming during the lifetime of this project.

3.1 School Travel data from those which participate in the School Travel Planning process, indicates that the borough's schools already achieve a high level of walking to school (average 80%), but it is often those few parents who insist on dropping children at the school gate who cause problems of congestion, safety risks and poor air quality which affects everyone entering the school. It will be vital to have the school's support in encouraging further modal shift by parents if real behaviour change is to be achieved, hence the Travel Plan is essential.

3.2 OBJECTIVES

- The primary objective of School Streets is to improve air quality at the school gate, particularly at entry /exit times, in order to improve the health of the pupils.
- Secondary objectives would include improving road safety for vulnerable pedestrians, reducing congestion, encouraging walking and cycling and thus facilitating behavioural change in travel choices and increased physical activity.

3.3 PRIORITISATION METHODOLOGY

3.3.1 A number of factors will determine how soon a school can be brought into the programme :-

Air Quality ranking
Air Quality Audits
School Travel Plan status
Potential for mode shift
Risk Assessment for School Crossing Patrols
Current complaints
In target area for Low Traffic Neighbourhood (47 primaries)
In target area for Public Health Schools Superzones
Ringfenced funding availability

Participation in Cycle Training / Bikeability
School readiness to participate

- 3.3.2 The table in Appendix A has been used to gather data from all interested parties within the Council on their own strategies for working with schools in order to take account of these issues in the prioritisation process.
- 3.3.3 It is recommended that Air Quality status is weighted more highly due to its importance in meeting the primary objective.
- 3.3.4 Based on the table in the Appendix, and the Strategic Plan target for delivery of 50 School Streets at Primary Schools by 2022, it is recommended that 15 schools are prioritised for treatment in 2019/20 and these would be :-

Marner P
John Scurr P
Cayley P
Blue Gate Fields P
English Martyrs RC P
Bonner (Bethnal Green) P
Columbia Market N
Cubitt Town P
Old Palace P
Ben Jonson P
Malmesbury P
Mayflower P
Culloden P
St Peter's (London Docks) CE P
Columbia P
Harry Gosling P

- 3.3.5 Appendix 2 includes an outline plan for John Scurr School which has been cleared for public consultation by the Mayor. Comments on this would be welcome prior to it being issued to the public.

3.4 **TOOLS**

The majority of trials in neighbouring boroughs are focussed on the low cost option of introducing a timed restriction on traffic using the street at school entry / exit times. These are in some cases enforced by school staff raising and lowering bollards in the carriageway, or they could be covered by ANPR camera monitoring issuing FPN's for violation of the traffic sign.

If there are residential properties in the street, some provision would need to be made for their essential access and egress even during these times. This could be accommodated by registering vehicles on the relevant ANPR White List and service vehicles (such as refuse trucks) would be exempt.

A feasibility study for each school would need to determine the consequences of closing the street on traffic flow in other streets in the vicinity as a Statutory Network Management requirement. Consequently, other solutions might be

more appropriate depending on the nature of the conditions at the school gate e.g. congestion and U –turning.

Often problems of conflict between vehicles dropping off children occur causing congestion: idling and U-turns contribute to great confusion and add to road safety risks as well as poor air quality. It may be that more permanent, 24/7 solutions would be more effective e.g. full closure of a street to traffic (e.g. as has taken place at Salmon St at Sir William Burrough); kerb buildouts to reduce crossing space; one-way streets to reduce conflicting traffic movement; new crossings and footprints ; etc.

Fig 1: Sir William Burrough road closure treatment



It has also been noted that some Council operations often conflict with school arrival times (ie. Domestic refuse collections) so the potential for adjustment of collection route timings could be considered where appropriate.

3.5 CONCLUSION

In conclusion, every identified school will need school gate surveys, traffic assessments and the production of a bespoke design prior to consultation with parents and local residents.

With approval of the list of the first 15 schools, a work programme will be drawn up for the year identifying required resourcing and funding available. A budget of £100k per annum has been ringfenced in the LIP Delivery plan 2019/20 with the intention of continuing this into future years and supplementing this with Council Capital funds

4. EQUALITIES IMPLICATIONS

- 4.1 The proposals seek to protect vulnerable road users, especially children, and improve air quality for all residents.

5. OTHER STATUTORY IMPLICATIONS

- 5.1 Environmental (including air quality):
The aim of the project is to improve air quality and health.

Appendices

Appendix One : School Streets Preliminary Assessment

Officer contact details for documents:

Appendix One : School Streets Preliminary Assessment

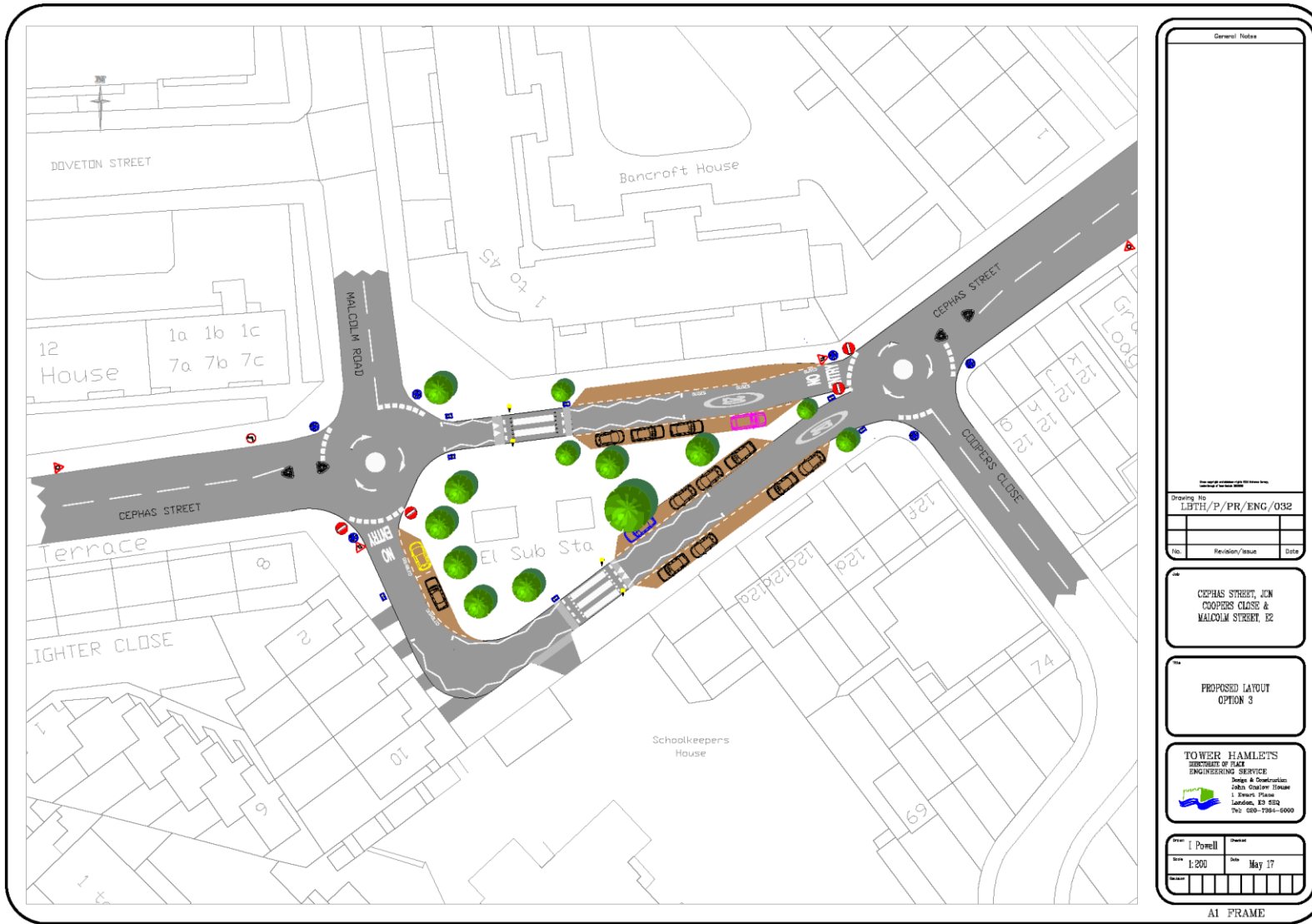
Comments please from :	Nick Marks	Nick Marks	Jack Ettinger	Donovan Thomas	Abi Knight	Parking	Tom Rawlings	All	Jack Ettinger	Terry Green
School (N/P/S)	Air Quality RAG	Air Quality Audit	School Travel Plan	RAG for School Crossing Patrol	School Superzone	Special Enforcement Action	Low Traffic Neighbourhood timing	Ringfenced funding	Cycle Training / Bikeability	Schools in Primary Review
Alice Model N	46.3 (rank 10 th)	Y	Bronze	Not justified			-			
Columbia Market N	46.8 (rank 9 th)	Y		Not justified			1			
Arnhem Wharf P				Not justified		S.E. 3	2			
Bangabandhu P				Not justified		S.E.13	2			
Ben Jonson P				Staffed		S.E.11	-			
Bigland Green P				Staffed but Vacant			2			
Blue Gate Fields P	50.3 (rank 6 th)		Bronze	Staffed			2			
Bonner (Bethnal Green) P		Yes		Not justified		S.E. 8	2			
Bonner (Mile End) P		Yes		Not justified			3			
Bygrove P			Bronze	Not justified			-			
Canary Wharf College (Eastferry) P			Bronze	Not justified			4			
Canary Wharf College (Glenworth) P			Bronze	Not justified			4			
Canon Barnett P	57.2 (rank 1 st)			Not justified			2			Yes

Cayley P			Gold	Staffed		S.E. 4	-		
Children's House N/P			Gold	Not justified			-		
Chisenhale P			Bronze	Not justified			1		
Christ Church CE P				Not justified			2		Yes
Columbia P			Bronze	Not justified	Complaint		1		
Cubitt Town P			Silver	Staffed			2		
Culloden P	52.1 (rank 3 rd)			Not justified			4		
Cyril Jackson P				Staffed		Cllr request	-		
Elizabeth Selby & Lawdale P			Bronze	Staffed - vacant			1		Yes
English Martyrs RC P	55.9 (rank 2 nd)		Gold	Not justified			-		
Globe P			Bronze	Not justified		S.E. 2	2		
Guardian Angels RC P	48.1 (rank 8 th)		Bronze	Not justified			2		
Hague P			Gold	Not justified			4		Yes
Halley P				Not justified			-		
Harbinger P			Bronze	Staffed			4		
Harry Gosling P				Not justified			-	110k	
Harry Roberts N/P			Gold	Not justified			-		
Hermitage P			Bronze	Staffed			1		Yes
John Scurr P			Bronze	Staffed		S.E. 5	3	10k	
Kobi Nazrul P			Bronze	Not justified	Complaint		4		
Lansbury Lawrence P				Not justified			-		
Malmesbury P			Bronze	Staffed			1		
Manorfield P			Bronze	Not justified			3		
Marion Richardson P				Not justified		S.E. 6	-		
Marner P	48.9 (rank 7 th)	Yes	Silver	Staffed			-		
Mayflower P				Staffed		S.E. 7	-		

Mowlem P				Not justified			2			
Old Church N/P			Bronze	Not justified			-			
Old Ford P				Not justified			1			
Old Palace P			Bronze	Staffed - vacant		S.E. 9	-			
Olga P			Bronze	Not justified			11			
Osmani P				Not justified			2			Yes
Our Lady & St Joseph P			Bronze	Not justified			-			
Rachel Keeling N/P			Bronze	Not justified			2			
Redlands P			Bronze	Staffed - vacant			-			Yes
Seven Mills P				Not justified			2			Yes
Shapla P	51.6 (rank =4 th)		Bronze	Not justified			-			
Sir William Burrough P				Staffed		S.E. 1	Done			
Smithy Street P			Bronze	Staffed		S.E.10	Part complete			Yes
Solebay Primary				Not justified		S.E.12	-			Yes
St Agnes RC P			Bronze	Not justified			-			
St Anne's RC P			Gold	Not justified			2			Yes
St Edmund's RC P				Staffed			4			
St Elizabeth's RC P			Gold	Not justified			2			
St John's CE P				Not justified			2			
St Luke's CE P				Staffed			4			
St Mary & St Michael RC P				Not justified			2			
St Matthias CE P				Not justified			1			Yes
St Paul's With St Luke's CE P	51.6 (rank =4 th)			Not justified			3			
St Paul's Way Foundation P				Not justified			3			
St Paul's Whitechapel CE P				Not justified			-			
St Peter's (London Docks) CE P				Staffed			1			

St Saviours CE P			Bronze	Not justified			-			
Stebon P				Not justified			3			
Stepney Greencoat CE P			Bronze	Not justified			3			
Stewart Headlam P			Bronze	Not justified			4			Yes
The Clara Grant P				Not justified			-			
Thomas Buxton P				Not justified			2			Yes
Virginia P			Bronze	Not justified			1			
Wellington P			Bronze	Not justified			-			
William Davis P			Bronze	Not justified			1			Yes
Woolmore P	42.5 (rank 11 th)			Not justified			-			

Appendix Two : Draft Scheme for John Scurr School



General Notes

Drawing No: LEITH/P/PR/ENG/032

No.	Revision/Issue	Date

CEPHAS STREET, JCN COOPERS CLOSE & MALCOLM STREET, E2

PROPOSED LAYOUT OPTION 3

TOWER HAMLETS DEPARTMENT OF PLACE ENGINEERING SERVICE
 Design & Construction:
 John Coulson (Owner)
 I. Evans (Plan)
 London, E9 6HQ
 Tel: 020-7581-6000

Drawn: Powell	Checked:
Scale: 1:200	Date: May 17

A1 FRAME