



## Executive Director Housing, Regeneration & Public Realm

### Report title: School Street Programme

**Date:** 5 March 2021

**Key decision:** Yes.

**Class:** 1.

**Ward(s) affected:** New Cross, Bellingham, Ladywell, Crofton Park, Lewisham Central, Blackheath, Grove Park, Telegraph Hill, Whitefoot, Downham, Catford South and Forest Hill

**Contributors:** Louise McBride, Head of Highways & Transport

### Outline and recommendations

This report provides the detail and background for delivery of the next phase of the School Street programme. The primary aim of these measures is to improve the environment and the feeling of safety around the school gates at the start and end of the school day, which should in turn encourage more trips to be made to school on foot and by bicycle, reducing congestion and improving air quality.

The Executive Director for Housing, Regeneration & Public Realm is recommended to:

- Approve the implementation of the next tranches of School Streets as set out in this report.
- Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
  - Finalising designs
  - Undertaking the required Councillors/ Schools/public/stakeholder engagement on schemes
  - Making the necessary traffic orders,
  - Implementing the necessary amendments on street including (but not limited to): signing/lining, relocation/removal of parking, implementation of traffic management measures such as planters, bollards, build outs, one way systems and the installation of Automatic Number Plate Recognition (ANPR) enforcement cameras.

## Timeline of engagement and decision-making

The decision report relating to the borough's plans to implement temporary measures to support walking and cycling in response to the COVID 19 pandemic, including a first tranche of school streets, was agreed on 2 June 2020.

The proposals were presented to the Overview & Scrutiny Business Panel, for comment, on 26<sup>th</sup> May 2020, with updates provided in September and November 2020.

All measures outlined in this report are consistent with the longer term objectives of the borough's Transport Strategy and Local Implementation Plan 2019-2041, which was agreed by Mayor & Cabinet in January 2019 (see Background Paper 1).

Engagement will shortly commence with Ward members, schools and residents on the tranche of schools outlined in this report, prior to implementation.

## 1. Summary

- 1.1 This report provides the detail and background for implementation of the next tranches of School Streets. School Streets are streets or parts of streets that are closed to vehicular traffic for part of the day at school pick up and drop off times, when schools are open. This provides a safer, calmer and healthier environment for children entering or leaving the school during these periods, supporting parents and children choosing to walk and cycle to school and encouraging more trips to be made using active and sustainable forms of travel.

## 2. Recommendations

- 2.1 The Executive Director for Housing, Regeneration & Public Realm is recommended to:
- Approve the implementation of the next tranches of School Streets as set out in this report.
  - Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
    - Finalising designs
    - Undertaking the required Councillors/ Schools/public/stakeholder engagement on schemes
    - Making the necessary traffic orders,
    - Implementing the necessary amendments on street including (but not limited to): signing/lining, relocation/removal of parking, implementation of traffic management measures such as planters, bollards, build outs, one way systems and the installation of enforcement cameras.

## 3. Policy Context

- 3.1 The primary aim of this programme is to support parents and children choosing to walk and cycle to school by creating a safer, calmer and cleaner environment near to the school gates, thereby improving the health and well-being of residents.
- 3.2 The Council's over-arching policies can be found in the Corporate Strategy 2018-2022 (see Background Document 1). The Council's transport policy objectives can be found in the Lewisham Transport Strategy & Local Implementation Plan 2019-2041 (LIP3) and are summarised below (see Background Document 2). The school streets programme

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contributes to each of these objectives.

- Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham
- Lewisham's streets will be safe, secure and accessible to all
- Lewisham's streets will be healthy, clean and green with less motor traffic
- Lewisham's transport network will support new development whilst providing for existing demand.

3.2 The School Street programmes offers opportunities to help meet LIP3 targets around sustainable travel and improving health and well-being, specifically:

- Increasing sustainable mode share (by walking/cycling/public transport)
- Increasing the numbers of Lewisham residents doing at least 2 x 10 minutes of active travel a day
- Support making the roads safe and secure, with the aiming of achieving 'Vision Zero', i.e. no-one killed or seriously injured on Lewisham's roads
- Reduce the volume of traffic in Lewisham (in terms of vehicle kilometres driven)
- Reduce harmful air pollutants from road transport

## 4. Background

4.1 School Streets are streets or parts of streets that are closed to vehicular traffic for part of the day at school pick up and drop off times, when schools are open. This provides a safer area for children entering or leaving the school during these periods, and also facilitates the ability to socially distance at the school gates for the duration of the COVID pandemic.

4.2 A number of London Boroughs have been delivering school streets schemes for a number of years, which provides evidence of benefits. For example, in the London Borough of Camden 'In almost all cases of School Streets monitored in a comprehensive evidence review, the total number of cars around the school and neighbouring streets reduced. Existing schemes in Camden reduced traffic across the whole area by 7-8%, and not just outside the school. In other words, School Streets do not just displace traffic, but reduce it overall. This will include traffic reductions on main roads in the vicinity of the school.' (School Streets - Reducing children's exposure to toxic air pollution and road danger (January 2021))

4.3 At the start of Lewisham's programme in April 2020, schools were prioritised based on a range of criteria, with highest priority given to those with school support for the programme, footway widths below 3m, higher traffic volumes and higher pupil numbers. Within the budget available School Streets were delivered at all schools who had registered an interest at the time.

4.4 Officers are now in the final stages of completing these schemes, with some to be operational for when schools return on 8 March 2021, and the remainder to follow in the new term after the Easter holidays where camera enforcement or more complex civils works are required.

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- 4.5 The 26 schools in the first phase of the programme are: Prendergast Ladywell, Tidemill, John Ball, All Saints, Coopers Lane, Rushey Green, Holy Cross, Eliot Bank, Adamsrill, Holbeach, Brindishe Green, Deptford Green, Kelvin Grove, Conisborough College, Ashmead, Gordonbrock, Haseltine, Kilmorie, Athelney, Rathfern, Myatt Garden, St William of York, St John the Baptist. Measures to allow more space for social distancing were introduced at Sandhurst and Torridon Schools.
- 4.6 Feedback on the initial tranche of school streets has been broadly positive. The charts in Appendix 1 show feedback from Commonplace. Before the ANPR cameras become operational, some teachers were using temporary signs to close the street outside the school in the mornings and afternoons. One of those schools was All Saints Primary School in Blackheath. When the Headteacher for the school was asked about the benefits of having a School Street, she responded by saying:
- ‘The school is at the end of cul-de-sac and driving down the road is hazardous. We did have a voluntary ban and many families adhered to it however, for those that didn’t the school and community would be constantly telling them not to do it which was very bad for our relationships. They would also park in the bays as they have permits to do. Obviously they are able to do this but it proved difficult for residents and caused arguments. Having the restrictions has meant that no one drives down and the school community is not in conflict with each other. The reversing and turning around in a small road was also hazardous and we have had many near misses so this too has been eradicated. Residents love it although they are concerned about their own movement in and out of the Vale during these times.’
- 4.7 Another school in that area is John Ball Primary School. The school’s deputy Headteacher gave some feedback about the School Street there:
- ‘School Streets has supported the health and safety of our young people whilst directly outside the school site. Historically, we had a problem with parents parking on double yellow lines along the street. This got increasingly challenging as our school crossing warden retired and was not replaced. It meant that the leadership team had to spend time engaging with parents who were illegally parking and causing danger to our pupils. The School Street programme has allowed a significant part of the road to be closed directly outside our busiest entrances. This has served a dual purpose of road safety, but also one of air quality around the school site. A hidden reward has also been that it is extremely supportive of social distancing during the C-19 pandemic. I would encourage all schools to support their involvement in the programme.’
- 4.8 Following the progression of the School Streets listed above, there have been enquiries from other schools and parents who are now realising the benefits of an enforced road closure to support the general environment at the school gate during the busy drop off and pick up times. This report details the next phase of school streets to be progressed.

## 5. Next phase of school streets

- 5.1 Due to the increased interest in the School Street programme, the criteria has been reviewed to establish a robust priority list based on the following; - the need to amend an existing school street, school support, school travel plan accreditation level, commonplace comments, deliverability, collision data, pupil numbers, pavement width, and proximity to the Ultra-Low Emission Zone expansion (ULEX).
- 5.2 The schools have been divided into a further two tranches (Tranche 3 and Tranche 4).

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These tranches include all those schools that have expressed support, with more points given to those who have confirmed this support more recently.

- 5.3 First priority has been given to the schools who already have a partial School Street but would benefit from expanding the restrictions, and where this is considered to be feasible. This group includes the following four schools, which will be progressed as part of Tranche 3:
- Gordonbrock: to include Gordonbrock Road,
  - Prendergast Ladywell: to include Sinclair Place,
  - Brindishe Green: to include Adrmere Cottages,
  - Sandhurst: to liaise with TfL to investigate options available. It should be noted that although feasibility and design work on Sandhurst will be progressed alongside Tranche 3 schools, implementation is likely to be as part of Tranche 4 due to the complexity of the scheme and proximity to the TfL road network (TLRN) which will require further liaison with TfL.
- 5.4 It is proposed that a further seven schools will be designed and implemented as part of Tranche 3, subject to further feasibility and engagement work, with implementation expected to follow by summer 2021. This includes: Fairlawn, Dalmain, Baring, Kender, Hatcham Temple Grove, St Margaret's Lee CofE and Forster Park. However, it should be noted that although design work on Baring Road will be progressed alongside Tranche 3 schools, implementation is likely to be as part of Tranche 4/5 due to the complexity of the scheme and proximity to the TLRN, which will require further liaison with TfL.
- 5.5 It is proposed that a further eleven schools will be designed and implemented as part of Tranche 4, subject to further feasibility and engagement work, with implementation expected to follow by autumn 2021. These schools include Marvels Lane, St Mary's Lewisham, Elfrida, Hatcham Temple Grove (Hunsdon Rd), Stillness, Beecroft, Childeric, Rangefield, Grinling Gibbons, St Bartholomews and H.A Knights Temple Grove. There are then the additional two schools that will have design work undertaken in Tranche 3, but where implementation will need to follow as part of Tranche 4 or 5, subject to funding (Sandhurst and Baring).
- 5.6 A table showing the proposed extent of the school street and how it will be managed is included in Appendix 2, which will be subject to further feasibility work and the delegated approval processes described in the recommendations of this report.
- 5.7 Assuming that traffic conditions have returned closer to normal conditions in advance of implementation, the current expectation is that this tranche of school streets will be implemented using permanent Traffic Orders, which will include the appropriate level of pre-consultation engagement and consultation. However, if there are any contentious sites where the scheme needs to be trialled first, an Experimental Traffic Order could be used which would allow the scheme to be trialled for 6-18 months, during which period a consultation will run concurrently, before a decision is made on whether to make the scheme permanent. Some pre-engagement would also be undertaken prior to progressing the scheme.
- 5.8 A number of these schools are unlikely to be suitable for a full School Street. In these cases we are looking at the possibility of trialling a School Safety Zone, to highlight the need for drivers to slow down. This will create a greater awareness of our expectations of drivers to drive with care and consideration near Lewisham schools that cannot benefit from a full School Street.
- 5.9 Looking beyond this next tranche, there are approximately a further 10-15 primary schools and 11 secondary schools in the borough where a school street may be viable

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but where the school has not yet expressed interest. In the new financial year, officers will seek to engage with these schools with a view to bringing these forward later in the 2021/22 or 2022/23 financial year, subject to further funding being identified.

## **6. Financial implications**

- 6.1 This report is seeking approval for the next tranches of the schools street programme.
- 6.2 The majority of the equipment and works needed to deliver Tranche 3 of the school streets (estimated cost of £260,390) will be funded from the 2020/21 Local Implementation Plan (LIP) funding allocation.
- 6.3 There will also be ongoing revenue costs associated with the enforcement of the School Streets, such as power supply and maintenance of the cameras, and the flipping of the signage at the beginning/end of term. There are ongoing discussions with Parking Services in relation to covering any maintenance costs associated with the scheme with revenue from any PCNs issued.
- 6.4 Tranche 4 (estimated cost of £274,640) will be funded from next year's LIP allocation. However, if further funding becomes available during 2020/21, then consideration will be given to moving onto the Tranche 4 schemes.
- 6.5 At present, TfL has advised that it expects next year's LIP settlement to return to pre COVID levels, however this is subject to confirmation from DfT. In the absence of this funding, alternative sources will need to be found, otherwise any Tranche 4 schemes not funded through the 2020/21 programme will not be delivered.

## **7. Legal implications**

- 7.1 The Road Traffic Regulation Act 1984 (RTRA) sets out the legal framework for traffic management orders.
- 7.2 Section 122 of the Act imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (2)) to 'secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway'.
- 7.3 The matters set out in S122(2) are:-
  - a) the desirability of securing and maintaining reasonable access to premises;
  - b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
  - c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
  - d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
  - e) any other matters appearing to the local authority to be relevant.
- 7.4 The procedures for making permanent and experimental traffic management orders (ETOs) and the form that they should take are set out within Schedule 9 to the RTRA

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and in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be followed. The results of any traffic order process are to be reported separately through the existing delegated approval process and the Council is legally obliged to take account of any representations made during the statutory consultation period before deciding whether or not to make the TMO. These objections must be addressed and formally resolved or over-ruled before the TMO can be advertised as made and parking restrictions installed.

7.5 The Traffic Management Act 2004 (TMA) is the primary legislation for the management of parking in England. It reinforces the legal duty under the RTRA to ensure the expeditious movement of traffic. Part 6 of the TMA affects parking and is accompanied by statutory and operational guidance documents. Councils are legally obliged to 'have regard to' the former, while the latter sets out the principles underlying good parking management and recommends how this can be achieved.

7.6 The main principles advocated in the TMA statutory guidance are:

1. managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty
2. improving road safety
3. improving the local environment
4. improving the quality and accessibility of public transport
5. meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car
6. managing and reconciling the competing demands for kerb space.

7.7 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

7.8 In summary, the Council must, in the exercise of its function, have due regard to the need to:

- a) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
- b) advance equality of opportunity between people who share a protected characteristic and those who do not;
- c) Foster good relations between people who share a protected characteristic and persons who do not share it.

7.9 The duty continues to be a "have regard duty", and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.

7.10 The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled "Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice". The Council must have

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regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at: <https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>.

7.11 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

1. The essential guide to the public sector equality duty
2. Meeting the equality duty in policy and decision-making
3. Engagement and the equality duty
4. Equality objectives and the equality duty
5. Equality information and the equality duty

7.12 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>.

## 8. Equalities implications

8.1 All staff are trained to meet their responsibilities as outlined in the Equality Act 2010.

8.2 Section 149 of the Equality Act 2010 (“the Act”) imposes a duty that the Council must, in the exercise of its functions, have due regard to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and those who do not;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.3 The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

8.4 The duty is a “have regard duty” and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality.

8.5 A full Equalities Analysis Assessment (EAA) was undertaken as part of the Council’s Transport Strategy and Local Implementation Plan 2019-2041 (LIP3). The proposals set out in this report align with the objectives set out in LIP3

8.6 Table 1 provides an overall assessment of the current proposals as a whole. The analysis that follows then considers in more detail the protected characteristics where it is considered that there is an impact, and the reasons for this.

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Protected Characteristic	Overall Assessed Impact of Proposals
Age	Minor Positive
Disability	Neutral
Gender reassignment	N/A
Marriage and civil partnership	N/A
Pregnancy and Maternity	Minor positive
Race	N/A
Religion or Belief	N/A
Sex	N/A
Sexual Orientation	N/A

*Table 1 – Overall assessment of proposals*

- 8.7 Age – school children attending the school site will benefit from the proposals in terms of an improved environment in the vicinity of the school. It is recognised that older people may be more dependent on private transport (both those living within the zone and receiving care or those normally travelling along the street). However, due to the limited hours of operation of the majority of the restrictions and the exemptions that will apply, this is considered to have minimal impact and will be outweighed by the positive impacts on school children.
- 8.8 Disability – residents living within the School Street and those within the school community who are in possession of a blue badge will be entitled to an exemption from the scheme, so will not be impacted. Those travelling through the area by private transport will be impacted, but those who do not own a car will benefit from the school street. The overall impact is therefore considered to be neutral.
- 8.9 Pregnancy and maternity - Pregnant women are more likely to benefit from air quality improvements associated with projects that aim to reduce traffic volumes and congestion, along with young children and older people.

## 9. Climate change and environmental implications

- 9.1 There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. Encouraging more journeys to be made by walking, cycling and public transport rather than private transport will help to protect against a car based recovery from the COVID-19 pandemic, and the negative impacts associated with vehicular traffic. Keeping traffic levels and congestion to a minimum will help maintain the improved air quality that has been experienced under lockdown conditions. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan and Climate Action Plan.

## 10. Crime and disorder implications

- 10.1 All school street scheme restrictions are to be enforced through either physical features such as demountable bollards, or cameras. If these were not in place, a high level of non-compliance would be expected. There is a risk the features may be subject to vandalism, but these schemes are expected to be less controversial than low traffic neighbourhood (LTN) measures. Protective spiked collars are being mounted on the lamp columns that hold the cameras to deter people from climbing up the lamp columns to vandalise them. Officers will also work closely with the police to report any

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incidents that occur.

## 11. Health and wellbeing implications

11.1 Many residents have had reason to adapt their daily routines as a result of the COVID-19 pandemic. Looking back at the 3 years to 2017/18, on average only 35% of residents were walking or cycling for at least 10 minutes twice a day (or a single block of at least 20 minutes). Over half of the adult Lewisham population, and 37% of 10-11 year old and 21% of 4-5 year olds are overweight or obese. Road Transport is also the biggest contributor to NOx and PM10 emissions, contributing 64% and 55% of total emissions respectively. As a result of the COVID-19 pandemic an increase in walking and cycling trips has been observed, particularly given the current fears over public transport use and limited capacity. The currently lower traffic volumes are also giving people greater confidence to cycle, that they may not otherwise have. School streets have the potential to increase the number of walking and cycling trips made to schools, Emerging evidence from other London Boroughs shows that more pupils are now using other modes of transport such as walking, cycling and public transport since the introduction of school streets.

## 12. Background papers

1. Lewisham Corporate Strategy - <https://lewisham.gov.uk/mayorandcouncil/corporate-strategy>
2. Transport Strategy and Local Implementation Plan 2019-2041 (LIP3)  
<https://lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/local-implementation-plan>

## 13. Glossary

The table below includes a glossary of terms, abbreviations and acronyms used in this report

Term	Definition
COVID-19	Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus
DfT	Department for Transport
EHRC	Equality and Human Rights Commission
EAA	An Equalities Analysis Assessment (EAA) is undertaken when making changes to the way a service is being delivered to ensure that the Council is meeting its obligations in relation to the Equality Act 2010 and the Council's equality objectives
Equality Act 2010	The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society.

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Term	Definition
ETO	An Experimental Traffic Management Order is a legal order made by a Local Authority which manages the behaviour of all road user where consultation is carried out after the order becomes live, with the restrictions already in place. This type of order may be in place for up to 18 months.
Highways Act 1980	An Act of the Parliament of the United Kingdom dealing with the management and operation of the road network in England and Wales
LLW	London Living Wage
Modal filter	a road closure that stops motor vehicles, but which still allows pedestrians and cyclists (including electric cargo cycles) and powered two wheelers through
Modal shift	The change from one mode of transport to another, such as from car to bicycle or public transport.
NHS	National Health Service
RTRA 1984	The Road Traffic Regulation Act 1984 is an Act of Parliament in the United Kingdom, which provides powers to regulate or restrict traffic on UK roads, in the interest of safety
School street	Streets or parts of streets that are closed to vehicular traffic for part of the day at school pick up and drop off, while schools are open
TfL	Transport for London
TLRN	Transport for London Road Network – a network of roads for which Transport for London is the Highway Authority
TMA	The Traffic Management Act 2004 (TMA) is an act of parliament <b>that</b> was introduced to tackle congestion and disruption on the road network. The TMA places a duty on local authorities to make sure <b>traffic</b> moves freely and quickly on their roads and the roads of nearby authorities
TMO	A Traffic Management Order (TMO) is a legal order made by a Local Authority which manages the behaviour of all road users and which is consulted on prior to restriction being made live
TTO	A Temporary Traffic Order (TTO) is an order made by a Local Authority to restrict or prohibit traffic on the road for road

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Term	Definition
	works, where there is a likelihood of danger to the public or to allow litter and cleaning duties to be carried out. Normally requires a notice of intent for at least 7 days before
TTRN	A Temporary Traffic Regulation Notice (TTN) is a notice which may be use to immediately put into effect a TTO where it appears to a Local Authority that the restriction or prohibition should come into force without delay
Zero carbon	Achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon removal or simply eliminating carbon emissions altogether

#### 14. Report author and contact

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#### 15. I approve the recommendations in this report

Signed:



**Kevin Sheehan**

**Executive Director for Housing, Regeneration and Public Realm**

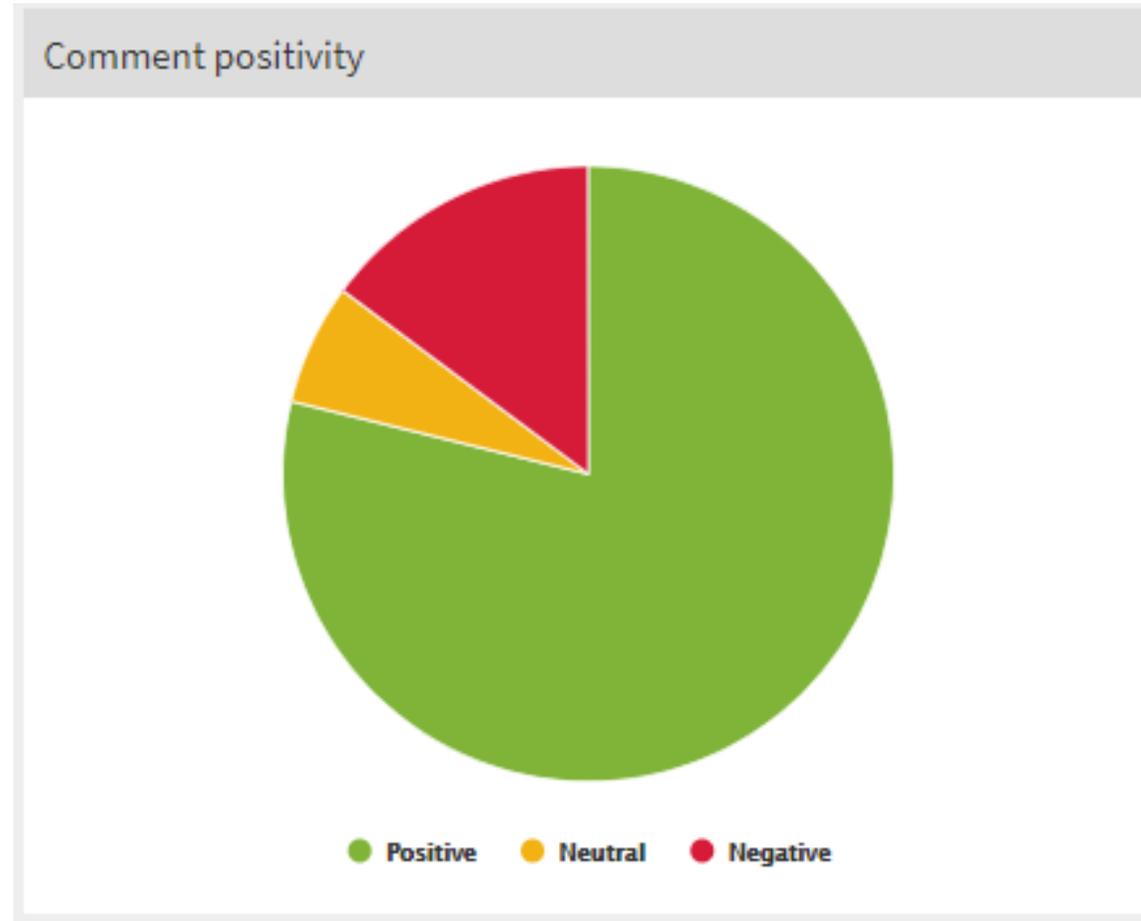
**8<sup>th</sup> March 2021**

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**Appendix 1 – School Street feedback on Commonplace from first tranche**



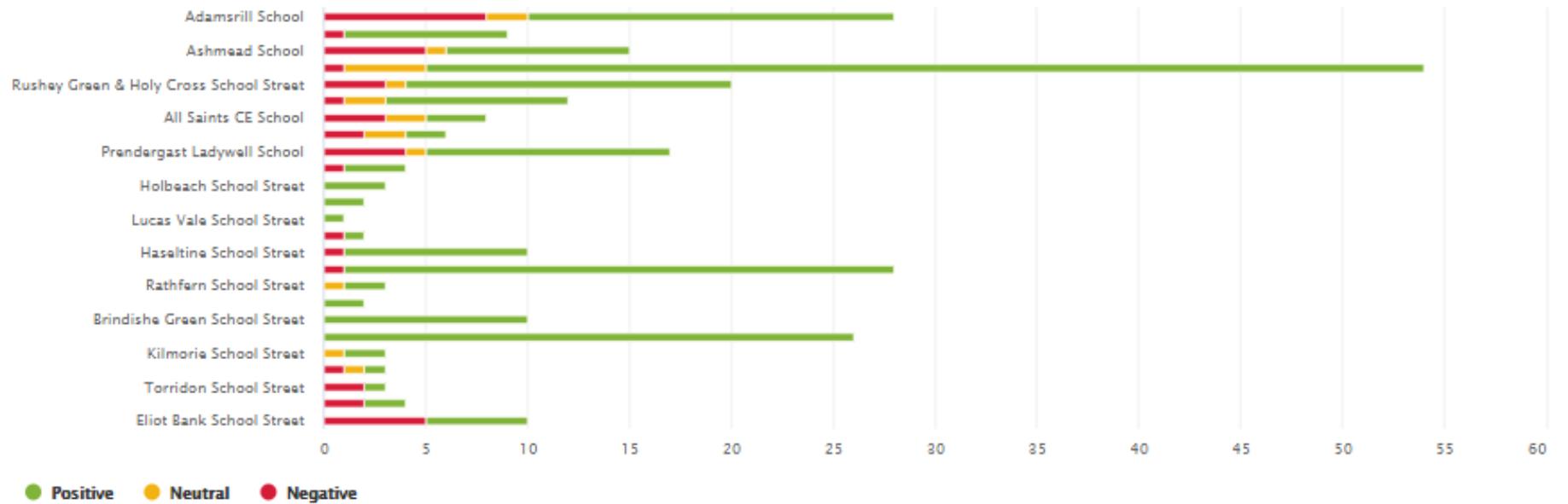
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## Comment distribution

proposals (283)



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## Appendix 2 - Summary of school street proposals

Site	Street	Operation times	Design	Total
<b><u>TRANCHE 3:</u></b>				
<b>Sandhurst</b>	Minard Road, Ardgowan Road	tbc	Feasibility Only: Zone & changes to False one way & Traffic Signals on Red Route which requires TfL agreement.	£13,000
<b>Brindishe Green</b>	Beacon Road	M-F 8.30-9.30 & 2.45-3.45	Zone - Camera Enforced	£26,000
<b>Gordonbrock Extension</b>		M-F 8.30-9.30 & 2.45-3.45	Zone - Camera Enforced	£32,890
<b>Prendergast Ladywell Sinclair Place</b>	Sinclair Place	M-F 8.00-9.15 & 2.45-3.45	Zone - camera enforced.	£28,015
<b>Fairlawn</b>	Honor Oak Road	n/a	Feasibility on options for school safety zone: Located on main road & entrance by Zebra.	£6,500
<b>Dalmain</b>	Grove Cl	M-F 8.30-9.30 & 2.45-3.45	Frontage on main road - Zone for Grove Close?	£24,115
<b>Baring Primary</b>	Linchmere Road	tbc	Feasibility Only: Side Road cannot be treated without changing junction at opposite end on red route requiring TfL agreement	£13,000

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<b>Kender</b>	Faulkner St	M-F 8.30-9.30 & 2.45-3.45	Zone on Faulkner St. False One Way & coffin bollard	£15,665
<b>Hatcham Temple Grove (Junior) Free School</b>	Pepys Road	M-F 8.30-9.30 & 2.45-3.45	Zone - camera enforced. Requires exemption for Buses? Already Bus Gate on Pepys Road?	£41,990
<b>St Margaret's Lee CofE</b>	Lee Church Street	M-F 8.30-9.30 & 2.45-3.45	Signs on Red Route. TfL approval & TRO required.	£26,715
<b>Forster Park</b>	Boundfield Rd	M-F 8.30-9.30 & 2.45-3.45	2 Entrances - 1 opposite shops other opposite numerous parking driveways?	£32,500
<b>TRANCHE 3 TOTAL</b>				<b>260,390</b>
<b><u>TRANCHE 4</u></b>				
<b>Marvels Lane</b>	Riddons Rd	M-F 8.30-9.30 & 2.45-3.45	Zone - camera enforced.	£36,400
<b>St Mary's Lewisham</b>	Romborough way	M-F 8.30-9.30 & 2.45-3.45	Signs on Red Route. TfL approval & TRO required.	£28,990
<b>Elfrida</b>	Playgreen Way	M-F 8.30-9.30 & 2.45-4.00	Zone - coffin bollards	£11,950
<b>Hatcham Temple Grove</b>	Hunsdon Rd	M-F 8.30-9.30 & 2.45-3.45	Zone on one way section Hunsdon Rd - Extensive area for consultation required	£22,950

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<b>Stillness</b>	Brockley Rise	M-F 8.30-9.30 & 2.45-3.45	Zone on One Way of Brockley Rise. Introduce with Cycle Contra-flow. Additional advance signing & changes to markings at jtn with Honor Oak Park.	£27,750
<b>Beecroft</b>	Beecroft Rd	M-F 8.30-9.30 & 2.45-3.45	Zone on one way - camera enforced. Introduce with Cycle one way contra-flow.	£22,550
<b>Childeric</b>	Childeric Rd	M-F 8.30-9.30 & 2.45-3.45	Coloured Crossing & Zone - Camera Enforced	£23,400
<b>Rangefield</b>	Glenbow Road	M-F 8.30-9.30 & 2.45-3.45	Decision on Glenbow Road Modal Filter required before progressing	£31,050
<b>Grinling Gibbons</b>	Clyde St	M-F 8.30-9.30 & 2.45-3.45	Zone - camera enforced.	£19,550
<b>St Barholomews</b>	The Peak	M-F 8.30-9.30 & 2.45-3.45	Zone - camera enforced.	£18,550
<b>H.A Knights Temple Grove</b>	Ballamore Rd	M-F 8.30-9.30 & 2.45-3.45	Zone - camera enforced.	£31,500
<b>TRANCHE 4 TOTAL</b>				<b>£274,640</b>

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