



City of Westminster

Cabinet Member Report

Meeting or Decision Maker:	Cabinet Member for City Management and Air Quality
Date:	13 April 2023
Classification:	General Release
Title:	School Streets Programme
Wards Affected:	All Wards
Policy Context:	It is proposed that the trial School Streets locations be made permanent in line with the Fairer Environment ambitions set out in the Fairer Westminster Delivery Plan.
Key Decision:	Yes
Financial Summary:	The expanded School Streets programme will cost £2.7m from 2023/24 to 2025/26. The expansion will be funded through the Capital Programme.
Report of:	Director of City Highways

1. Executive Summary

- 1.1 The Fairer Westminster Delivery Plan outlines the Council's commitment to make it easier for our children to walk, cycle or scoot to school by installing school streets.
- 1.2 This report seeks approval from the Cabinet Member to make all current School Streets (available in Appendix 1) in the trial programme permanent.
- 1.3 Approval is also sought to progress with a year-on-year programme to install up to five School Streets per financial year to meet the strategic objectives of increasing safer and more active travel in and around Westminster.

2. Recommendations

2.1 That the Cabinet Member for City Management and Air Quality approves:

1. That the 11 trial School Street locations be made permanent with immediate effect and that these sites are equipped with CCTV camera enforcement to support compliance, where deemed appropriate.
2. That CCTV camera enforcement is prioritised for deployment where compliance is reducing and/ or where a higher baseline threshold set for each location has been exceeded.
3. Continued monitoring of the programme for the remaining duration of the trial and that a similar level of monitoring is introduced for any future sites thereafter; and
4. A three-year programme of up to five School Streets per year be installed at sites to be recommended to the Cabinet Member at appropriate intervals and in consultation with stakeholders such as ward councillors, residents, schools and businesses.

3. Reasons for Decision

- 3.1 To provide a formal conclusion to the trial programme via Experimental Traffic Orders which end on 1 May 2023.
- 3.2 The trial has been subjected to a thorough evaluation over its full 18-month period. This evaluation has concluded that all 11 sites have been successful in removing non-essential motorised traffic during the morning and afternoon periods when school children and their parents and/or their carers enter or leave the site.
- 3.3 The proposed way forward not only contributes towards the Council's objectives to increase Active Travel but to assist with our Climate Emergency targets and matching the World Health Organization guidelines to limit residents' and visitors' exposure to air pollution.

4. Background, including Policy Context

- 4.1 The City Council's Active Streets Programme officially launched in August 2019. The Fairer Westminster Delivery Plan recognises the importance of sustainable and active modes of transport for residents, workers and visitors. Work is ongoing to refresh the Council's current strategies around active travel and open spaces.
- 4.2 A 'School Street' is defined as a designated pedestrian and cycle zones ([Section 6, Road Traffic Regulation Act 1984](#)) outside school main entrances, usually in operation at school drop-off and collection times, Monday to Friday term-time only. The times are specific to each school's location and potential staggered start/finish times.
- 4.3 The objective of the School Street Programme across Westminster was to provide new and additional space around schools primarily for walking, scootering and cycling, and for children and families to be and stay active.
- 4.4 The first Westminster School Street was installed on Enford Street off Marylebone Road (A40) on 23 April 2019. At that time the plan was to have a School Street in each ward, where feasible and appropriate.
- 4.5 By early 2020 the pandemic caused the programme to be altered and accelerated into a Temporary School Street model to support the then necessary social distancing and any uncertainties such as the impact on travel patterns and movements up until early 2021.
- 4.6 Therefore, in July 2021, the programme went through an internal review to capture the transition from responding to the pandemic into a business-as-usual programme that was fit for purpose at the time. Consequently, 11 School Streets were implemented across the borough as referenced in **Appendix 1**. These were implemented under Experimental Traffic Orders (ETO) legislation, for up to 18 months and installed from January 2022.
- 4.7 Across London, School Streets had increased exponentially, and Transport for London (TfL) started to evaluate the impact of the schemes along with awareness, attitudes and travel behaviours; first via a [School Streets Intervention Sites vs. Control Sites Full Report](#) in January 2021. Of this TfL evaluation Westminster had two schools; Hampden Gurney CE Primary School and St Mary's of the Angel's RC Primary School participate and feature in the research.
- 4.8 By March 2022, TfL advised that over 500 School Streets have been installed in every London Borough bar two, with Westminster accounting for 3% installed. Please refer to **Appendix 2** for a London wide map.

School Street Criteria

4.9 Westminster City Council used the London Borough of Hackney's School Street Toolkit for Professionals for guidance on what criteria to select when choosing a School Street.

4.10 In 2019, Westminster's first School Street had to meet the following criteria in order to be installed.

- A level of TfL STARS Accreditation for schools had to be held – Bronze, Silver or Gold. This scheme is the basis of a travel plan which encourages safe, responsible and active travel.
- Large pedestrian movements
- Air Quality Levels above the EU limit of 40µg/m³ Nitrogen Dioxide
- Not within 200m of an A road or Strategic Network (SRN).
- Be within 200 metres of a 'hotspot' location i.e., high levels of vehicle collisions and/or road casualties

4.11 During 2020 it became evident that baseline data was required in order to measure not only the changes in travel behaviour so that there could be flexibility in delivery, but whether there was a marked improvement in having them on Westminster road networks and supporting active travel for the school communities.

4.12 Baseline data was established for each of the 11 School Street locations as set out later in this report.

4.13 This then allowed for the monitoring of each location and whether the schemes had reduced vehicle movements as well as improved nitrogen dioxide levels.










Monitoring plan results: Pedestrian and traffic movements

4.13 From January 2022 to December 2022, [VivaCity](#) sensors were installed at all 11 School Street locations to collect data with regards to traffic counts and movements on motorised vehicles, pedestrians and cyclists on a 24/7 basis.

4.14 Nine locations collected data from January 2022 whilst the other three started in December 2022.

4.15 The first graphic reflects the threshold levels for each of the nine monitored locations and the second graphic reflects the motorised vehicle amounts in comparison to their threshold levels.

Overview of School Streets data and thresholds

School	Road	Data from	Times of operation	Daily traffic counts ¹	Hourly tolerance level
All Souls CE Primary School	Riding House Street	25/01/2022	8.30-17:30	 7,691	48
ARK Atwood Academy Primary School	Amberley Road	25/01/2022 ⁴	8:15-9:00 ² ; 15:15-15:45	 12,589	79
George Eliot Primary School	Marlborough Hill	01/04/2022	8:30-9:30; 14:45-15:45	 11,160	70
Barrow Hill Junior School	Bridgeman Street	26/05/2022	8:30-9:00; 15:15-15:45	 18,889	118
Queens Park Primary School	Droop Street	26/05/2022	8:30-9:00; 15:00-15:45 ³	 14,239	89
St Matthew's CE Primary School	St Ann's Street	26/05/2022	8:30-9:30; 15:00-16:00	 10,161	63
Hampden Gurney CE Primary School	Forset Street	09/09/2022	8:45-9:30; 15:15-16:00	 10,543	66
St Mary Magdalene's CE Primary School	Rowington Close	09/09/2022	8:15-9:15; 15:00-16:00	 1,972	12
St Peter's Eaton Square CE Primary School	Lower Belgrave Street	09/09/2022	8:30-9:30; 15:00-16:00	 32,800	205

¹ Historic data | ² Adjusted from 8:25-8:50 | ³ Adjusted from 15:00-15:40 | ⁴ Data excluded from July

Overview of traffic volumes during restricted times by site

Average hourly counts and comparison against threshold (tolerance level)

School	Restricted times	Motorised vehicles	Diff to threshold		Pedestrians	Active Travel Share
			↗ above	↘ below		
ARK Atwood Academy Primary School	8:15-9:00; 15:15-15:45	89	↗	10 (13%)	464	84%
George Eliot Primary School	8:30-9:30; 14:45-15:45	44	↘	26 (-37%)	159	79%
St Mary Magdalene's CE Primary School	8:15-9:15; 15:00-16:00	38	↗	26 (209%)	172	83%
Queens Park Primary School	8:30-9:00; 15:00-15:45	27	↘	62 (-70%)	252	91%
St Peter's Eaton Square CE Primary School	8:30-9:30; 15:00-16:00	25	↘	180 (-88%)	884	97%
All Souls CE Primary School	8.30-17:30	12	↘	36 (-75%)	111	99%
St Matthew's CE Primary School	8:30-9:30; 15:00-16:00	9	↘	54 (-86%)	173	96%
Barrow Hill Junior School	8:30-9:00; 15:15-15:45	5	↘	113 (-96%)	312	98%
Hampden Gurney CE Primary School	8:45-9:30; 15:15-16:00	4	↘	62 (-94%)	200	98%

- 4.16 After analysing the traffic volumes data sets against tolerance thresholds, two locations; ARK Atwood Academy Primary, Amberley Road and St Magdalene's CE Primary School, Rowington Close had an increase in motorised traffic volumes. This indicates that a form of enforcement is required to support better compliance and many peers believed that CCTV cameras appear to be the most effective to be in a School Street.¹
- 4.17 From the beginning of the trial all Westminster sites had entry and exit DfT approved signs only when the data was collected. Overall, the data shows that the approach of 'signs alone' had worked successfully to a point.
- 4.18 To reduce through motorised traffic even further, The Leader of the Council and Cabinet Member sought the highest possible compliance. So, in September 2022 they requested that funding and additional resourcing be deployed to the introduction of full CCTV camera enforcement to some of the sites on a temporary or permanent basis, after review. To this end full CCTV camera enforcement was implemented at seven sites from January 2023.
- 4.19 Also its advised that active travel modes (walking or cycling) made up **more than 79% of all road users** across all School Streets which contributes to the

¹ [hackney-school-streets-toolkit-for-professionals.pdf - Google Drive](#) page 21

strategic objective of increasing sustainable modes of travel journeys across the borough.

4.20 Westminster’s full VivaCity evaluation report can be viewed in **Appendix 3**.

Monitoring plan results: Hands Up Surveys

4.21 Another measure to see if the schools had increased their active travel modes was to review their hands up survey data before they had a School Street installed and then subsequently afterwards.

4.22 Hands up surveys are conducted by a school voluntarily and they collect data on what mode of transport their pupils take to get to school and how would they prefer to travel to school.

4.23 The table below shows the travel data for academic year 2019/21² compared with 2021/22. Data was collected prior to there being CCTV camera enforcement in place at any of the School Street locations.

School	Academic year 2019/21							Academic year 2021/22					
	Modes of Transport							Modes of Transport					
	Walking		Cycling		Car			Walking		Cycling		Car	
No.	%	No.	%	No.	%	No.	%	No.	%	No.	%		
All Souls CE Primary School	108	53%	10	5%	12	6%	204	94%	13	6%	1	0%	
ARK Atwood Academy Primary School	208	62%	14	4%	71	21%	284	65%	25	6%	72	17%	
Barrow Hill Juniors	81	42%	4	2%	33	17%	90	42%	20	9%	45	22%	
George Eliot Primary School	110	57%	8	4%	46	24%	111	47%	16	7%	61	26%	
Hampden Gurney CE Primary School	-	-	-	-	-	-	-	-	-	-	-	-	
Queens Park Primary School	150	61%	21	9%	21	9%	133	58%	9	4%	41	18%	
St James and St Johns CE Primary School	98	58%	10	6%	30	18%	-	-	-	-	-	-	
St Mary Magdalene's RC Primary School	-	-	-	-	-	-	77	46%	2	1%	27	16%	
St Mary's of the Angel RC Primary School	-	-	-	-	-	-	97	39%	19	8%	55	22%	
St Matthew's CE Primary School	-	-	-	-	-	-	82	56%	0	0%	5	3%	
St Peter's Eaton Square CE Primary School	-	-	-	-	-	-	58	31%	5	3%	36	19%	

4.24 There needs to be further hands up surveys conducted academic year 2022/2023 in order to establish if each school has seen an increase in active travel modes of transport i.e., walking, cycling and scootering.

² TfL combined academic years due to national lockdowns during the pandemic which affected data collection periods. Number of pupils surveyed each year also needs to be considered as well.

Monitoring: Air quality levels

- 4.25 It is known that Westminster has some of the worst air quality in London. That being said there has been a huge commitment to reduce carbon emissions by becoming next zero by 2040.
- 4.26 As discovered by a [GLA study](#) in March 2021, nitrogen dioxide was significantly reduced by up to 23% during morning drop off during the times of operation of School Streets across London.
- 4.27 When reviewing data collected via Zephyr sensors for Westminster School Street locations, there has been a downward trend in further reducing Nitrogen dioxide and remaining under the EU limit of 40 µg/m3.

Below reflects some of the schools' data collected from early 2022 to February 2023³.

School	Baseline Nitrogen Dioxide (NOX - µg/m3)	08:00 - 09:00	AM NOX reduction (%)	15:00 - 16:00	PM NOX reduction (%)
Barrow Hill Juniors	29.52	18.4	38%	9.8	67%
Queen's Park Primary School	32.12	19.6	39%	11.6	64%
St Mary's of the Angel RC Primary School	34.19	21.4	37%	11.2	67%
St Mary's Magdalene CE Primary School	26.73	17.8	33%	12.8	52%
St Matthew's CE Primary School	32.03	25.9	19%	14.1	56%
			<u>33%</u>		<u>61%</u>

- 4.28 Westminster School Street locations have seen more than a 23% decrease in NOX at each of the locations, bar St Matthew's CE Primary which fell slightly below the London average at a reduction of 19%. Overall, air quality improved significantly at each location, especially the PM pick up.

Please refer to **Appendix 4** for report summaries for each location in the table above.

5. Financial Implications

- 5.1 The report seeks approval of £2.726m for the implementation of the proposals identified in this report and capital funding has been approved through the Capital Programme for 2023-24 onwards.
- 5.2 Budget provision of £2.726m exists in the current approved Capital Programme as below:

³ Some locations omitted due to intermittent data readings from the sensors.

Financial Year	£ 000
2023/24	£0.976m
2024/25	£0.875m
2025/26	£0.875m
Total	£2.726m

- 5.3 Associated staffing costs for this scheme will be covered from the Highways approved revenue budgets with staffing allocated as shown below.

Financial Year	£ 000
2023/24	£55,000
2024/25	£55,000
2025/26	£55,000
Total	£165,000

- 5.3 Risk and uncertainty to the programme is a real concern because it is not possible to accurately project the number of Penalty Charge Notices that would be issued across those sites with CCTV enforcement, over the next three years.
- 5.4 According to data Hackney Council collected, there will be a steady decrease in the amount of Penalty Charge Notices issued over such a time at any given location. Given this fact, it is advised a review of enforcement costs and scheme effectiveness is to be undertaken in January 2024 and thereafter over subsequent years.

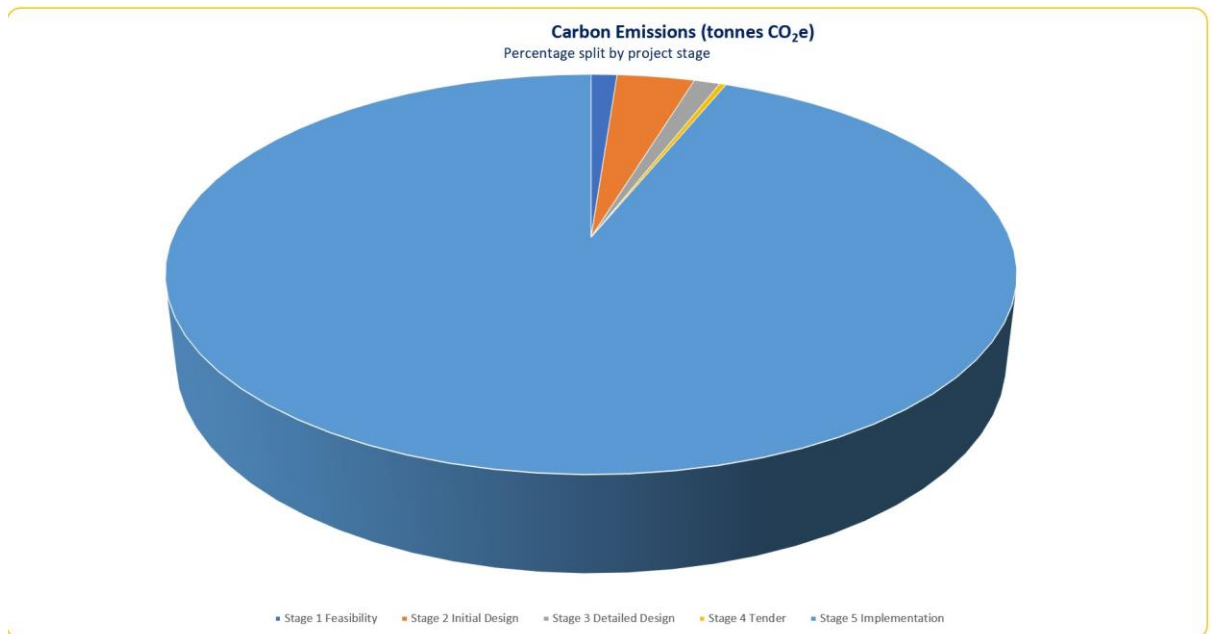
6. Legal Implications

- 6.1 Under section 17 of the [Traffic Management Act 2004 \(the Act\)](#) a local highway authority has a statutory duty to make such arrangements as it considers appropriate to deliver network management in accordance with the requirements of the Act.
- 6.2 The City Council pays particular attention to [Gear Change](#), which sets out the vision to make England a better place to walk and cycle under the following four themes.
- better streets for cycling and people,
 - cycling and walking at the heart of decision-making,
 - empowering and encouraging local authorities, and
 - enabling people to cycle and protecting them when they do.
- 6.3 Legal Services has reviewed this report and is satisfied that the proposed measures are consistent with the City Council's statutory duty set out in 6.1 above.

7. Carbon Impact

- 7.1 Westminster City Council declared a Climate Emergency and has committed to becoming a carbon neutral council by 2030 and carbon neutral city by 2040.

7.2 The infrastructure of building each School Street location has been assessed using Westminster’s Carbon Impact Assessment Tool. To this end Stage five, the implementation, which is building on the highway, is the main area that produces high amounts of carbon emissions. A snapshot of the greatest distribution of carbon at the scheme build project stage is illustrated below. At the same time, the long term and much wider impact of the programme’s ability to reduce the number of fossil fuelled vehicle journeys by parents and visitors to the areas over the years to come will be significant.



7.3 FM Conway, Westminster’s highway contractor, are also committed to reducing carbon and have been making deliveries and covering/uncovering School Street signage by using electric assist cargo bikes and vehicles which assist in mitigating the Stage 5 project carbon emissions from increasing.

8. Equalities Impact

8.1 In line with Equalities Act 2010, the Council has a ‘public sector equality duty’. An initial EQIA assessment was conducted to make sure that the following protected characteristics were considered through the assessment if implementing the programme as proposed.

- age
- disability
- gender reassignment
- marriage and civil partnership (but only in respect of eliminating unlawful discrimination)
- pregnancy and maternity
- race – this includes ethnic or national origins, colour or nationality
- religion or belief – this includes lack of belief
- sex
- sexual orientation

The assessment can be viewed in **Appendix 6**.

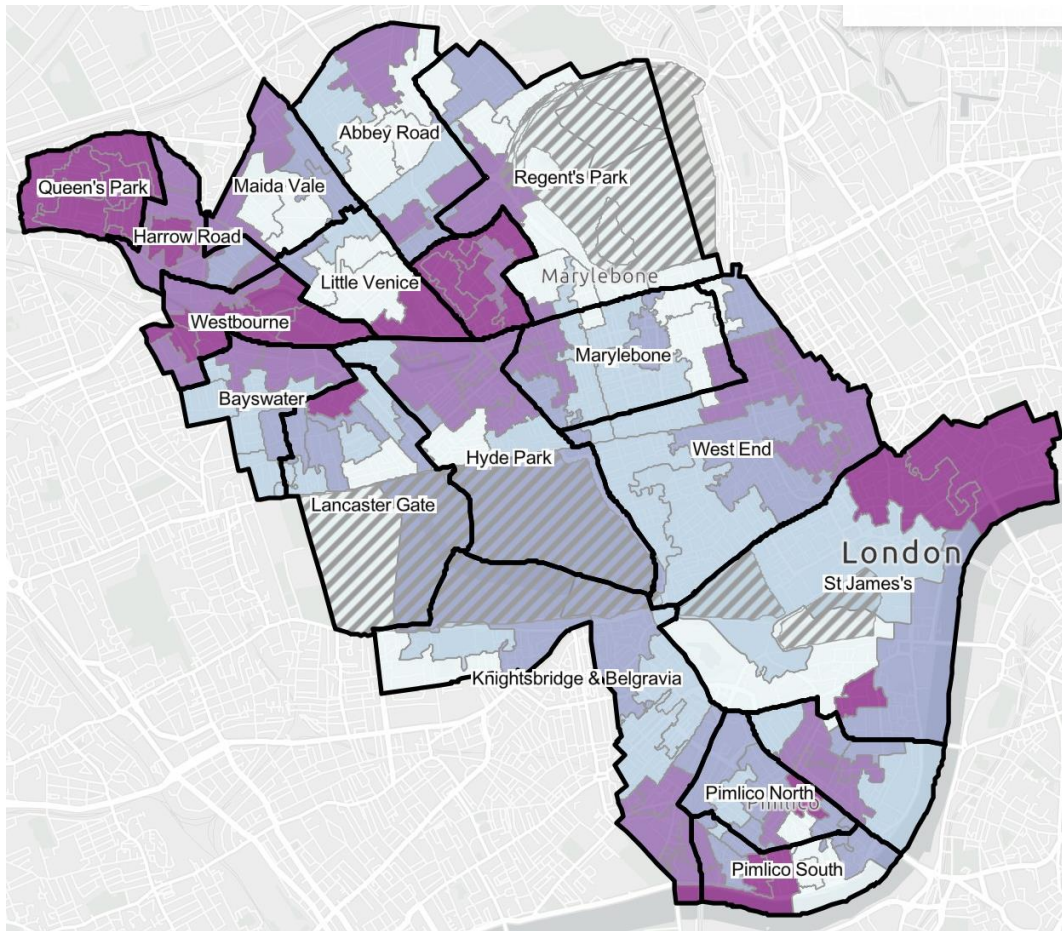
8.2 [Healthy Street](#) Audits is an evaluation process that TfL urges Boroughs to undertake for each highways scheme. There have been conducted at each School Street location in January 2022 to establish whether they enhanced the health of the street for pedestrians and cyclists. The scores can be viewed below.

Ref	School	Ward	Street	Healthy Street Audit Scores	
				Before School Street	After School Street
1	All Souls CE Primary School	West End	Riding House Street between Cleveland Street and Nassau Street	78	78
2	ARK Atwood Academy Primary School	Westbourne	Amberley Road between Foscoate Mews and Downfield Close/Aldsworth Close	69	77
3	Barrow Hill Juniors	Regent's Park	Bridgeman Street between Allitsen Road and Barrow Hill Road/Greenberry Street	56	78
4	George Eliot Primary School	Abbey Road	Marlborough Hill between Marlborough Place and Carlton Hill	75	79
5	Hampden Gurney CE Primary School	Marylebone	Forest Street between Nutford Place and Harrowby Street	69	75
6	Queens Park Primary School	Queen's Park	Droop Street (between Third Avenue and Fourth Avenue)	73	79
7	St James and St Johns CE Primary School	Lancaster Gate	Craven Terrace between Craven Road and Brook Mews North & Lancaster Mews	68	75
8	St Mary Magdalene's RC Primary School	Westbourne	Rowington Close (western arm only)	78	78
9	St Mary's of the Angel RC Primary School	Westbourne	Shrewsbury Road between Talbot Road and St Stephen's Gardens (south)	73	76
10	St Matthew's CE Primary School	St James's	St Ann's Street between Old Pye Street and Great Peter Street	58	65
11	St Peter's Eaton Square CE Primary School	Knightsbridge and Belgravia	Lower Belgrave Street between Ebury Street and Buckingham Palace Road	To be conducted	To be conducted

8.3 This assessment model is recognised and used by Transport for London as well as the Department for Transport for areas outside of London. The closer the score is to 100, the healthier the street.

- 8.3 If the score falls between 75 and 100 then the location will be monitored. However, any scores remain lower than 75 after the School Street was installed, then a further review of the location is required in order to implement a supporting highway scheme.
- 8.4 In addition, Westminster's commitment to a Fairer Westminster has meant that an [Environmental Justice Measure](#) (EJM) data tool has been created to highlight the.
- differences in how people are impacted by their environment and climate change,
 - distribution of green, sustainable resources and spaces across the City,
 - empowerment of residents with information they need to reduce negative environmental impacts and
 - inform us about where and how we invest in the local environment.
- 8.5 An overview of the amount of people walking and cycling is shown in the ['Sustainable Transport'](#) indicator below.

Map overview: % of people commuting by bike or walking per ward.



Wards

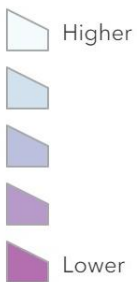


Royal Parks



% Of people commuting by bike or walking

Score



- 8.6 Other EJM indicators such as Open Spaces and Tree Canopy and Environmental Risk will be considered for future School Streets assessment so that the current holistic approach is cast wider in assessing the benefits of safer and active travel. Deprivation has been captured in the Equality Impact Assessment. It is advised that our School Streets trial programme and recommendation for permanence and expansion fully aligns with the objectives of the Westminster EJM.

9. Consultation

- 9.1 Throughout the trial, there was the opportunity for stakeholders to provide continuous feedback in line with the formal DfT Experimental Traffic Order process for the School Streets.
- 9.2 30 different resident groups and other organisations provided responses to the Experimental Traffic Order. The two most common issues raised appeared to be 'vehicular access for residents' and 'lack of enforcement'.
- 9.3 From November 2021 until 20 March 2023, 268 feedback questionnaire responses were received.

Please refer to **Appendix 7** for a full report.

The objectives of the stakeholder engagement were.

- To continue to create awareness about School Streets
- To receive responses from a wide variety of stakeholders (not just schools)
- To ensure stakeholders are aware of the introduction of CCTV enforcement to some School Streets
- To demonstrate the benefit to parents, pupils and teachers to walk, cycle and scooter on school journeys.

- 9.4 Key stakeholders of School Streets were:

- Cabinet Members
- Ward Councillors
- Schools
- Residents
- Businesses

- 9.5 Ward Councillors were consulted through a combination of email, teams meetings, briefing notes and in-person meetings. Currently, ward councillors are given weekly opportunities to provide feedback and be updated with regards to any scheme highlights.
- 9.6 External stakeholders have been able to provide feedback via the following communication outlets.

- Website [School Streets | Westminster City Council](#)
- Social media –Twitter, Facebook and LinkedIn
- MyWestminster
- Westminster’s Environment newsletter
- Westminster’s Local authority schools newsletters
- Westminster’s E-Business newsletters
- Emails
- Letters
- Briefing notes
- Leaflets
- On street signage (Correx boards)

9.7 To illustrate the findings of our consultation, digital communication consisted of the following together with received response outputs:

Visits to the website - 1,847 total from 1 September 2022 to 1 March 2023

- September 2022: 107
- October 2022: 187
- November 2022: 213 – letters went to schools
- December 2022: 330 – flyers went to residents, schools & parents 2 December 2022. Please refer to **Appendix 8**
- January 2023: 705 – paid social media campaign. Feedback form had the highest number of page views
- February 2023: 305 (big spike on 22 Feb, 65 views on that one day – possibly due to school streets conference in Lambeth the day before)

Mostly parents have responded, followed by residents on the streets rather than teachers.

- Nov 2022 – 2 responses
- Dec 2022 - 20 responses
- Jan 2023 – 82 responses
- Feb 2023 – 20 responses
- Mar 2023 – 9 responses

Engagement on **social media**:

- **Twitter**: 44 link clicks, 23,600 post views, 3,043 views of the GIF, 21 Retweets, 12 comments and 55 likes
- **Facebook**: 560 link clicks, 6,100 post views, 15,336 reach, 4 comments and 6 reactions (4 likes, 1 love, 1 angry face)

‘Click throughs’ from MyWestminster – 145 in total

- 13 January: 73 (1.1% of total link clicks)
- 20 January: 72

Business newsletter – 150 clicks

Westminster Internal Newsletters

- **Environment newsletter** – 10 clicks
- **ECM newsletter** – sent to up to 400 staff members at a time.
- **Schools e-bulletin** – sent to all local authority and free schools in Westminster.

If you have any queries about this Report or wish to inspect any of the Background Papers, please contact:

Carla Leowe, Road Safety Officer

Email: cleowe@Westminster.gov.uk

APPENDICES

LIST APPENDICES ABOVE BACKGROUND PAPERS

Appendix 1 – List of School Street locations

Appendix 2 – Transport for London School Street Map

Appendix 3 – School Streets Evaluation: Assessing the impact of School Street interventions across Westminster – VivaCity, December 2022

Appendix 4 – EarthSense Zephyr Data Reports: Barrow Hill Juniors, Queen's Park Primary School, St Mary's of the Angel RC Primary School, St Mary's Magdalene CE Primary School and St Matthew's CE Primary School

Appendix 5 – CCTV School Street Installation Timeline

Appendix 6 – Westminster Equality Impact Assessment – School Street Programme

Appendix 7 – Westminster Stakeholder Engagement Reports – Questionnaires

Appendix 8 – Westminster School Street Flyer – CCTV Update

BACKGROUND PAPERS

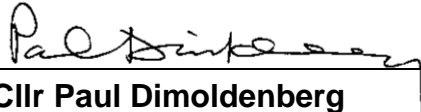
- Transport for London Quantitative [School Streets Intervention Sites vs. Control Sites Full Report](#)
- Greater London Authority - [GLA - New studies show School Streets improve air quality - Transport for London \(tfl.gov.uk\)](#)
- Gear Change - [Cycling and walking plan for England - GOV.UK \(www.gov.uk\)](#)
- Transport for London Healthy Street Toolkit - [Healthy Streets - Transport for London \(tfl.gov.uk\)](#)
- Westminster's Environmental Justice Measure - [Westminster's Environmental Justice Measure \(arccgis.com\)](#)

For completion by the **Cabinet Member for City Management and Air Quality**

Declaration of Interest

I have no interest to declare in respect of this report

Signed:



Date: 13 April 2023

NAME:

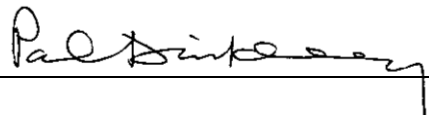
Cllr Paul Dimoldenberg

State nature of interest if any:

(N.B: If you have an interest, you should seek advice as to whether it is appropriate to make a decision in relation to this matter)

For the reasons set out above, I agree the recommendation(s) in the report entitled **School Street Programme** and reject any alternative options which are referred to but not recommended.

Signed:



Cabinet Member for City Management and Air Quality

Date:

13 April 2023

If you have any additional comment which you would want actioned in connection with your decision you should discuss this with the report author and then set out your comment below before the report and this pro-forma is returned to the Secretariat for processing.

Additional comment:

If you do not wish to approve the recommendations, or wish to make an alternative decision, it is important that you consult the report author, the Director of Law, City Treasurer and, if there are resources implications, the Director of People Services (or their representatives) so that (1) you can be made aware of any further relevant considerations that you should take into account before making the decision and (2) your reasons for the decision can be properly identified and recorded, as required by law.

Note to Cabinet Member: Your decision will now be published and copied to the Members of the relevant Policy & Scrutiny Committee. If the decision falls within the criteria for call-in, it will not be implemented until five working days have elapsed from publication to allow the Policy and Scrutiny Committee to decide whether it wishes to call the matter in.