

REVIEW BY THE FORMER PROPERTY, HIGHWAYS & TRANSPORT SELECT COMMITTEE: A REVIEW OF THE COUNCIL'S ROAD SAFETY INITIATIVES AND ACTIVITIES AROUND SCHOOLS"

Cabinet Member(s)	Councillor Jonathan Bianco Councillor Eddie Lavery
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport Cabinet Member for Residents' Services
Officer Contact(s)	Anisha Teji, Democratic Services
Papers with report	None

HEADLINES

Summary	Cabinet is asked to consider the findings, conclusions and recommendations made by the former Property, Highways and Transport Select Committee after its review into road safety around schools, which has been subsequently submitted to Cabinet via its successor, the Corporate Resources & Infrastructure Select Committee.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: Be / feel safe from harm This report supports our commitments to residents of: Safe and Strong Communities
Financial Cost	Whilst there are no direct financial implications arising from the recommendations to this report, should any further activity from the review agreed by the Cabinet Member indicate a requirement for the implementation of new road safety initiatives/schemes, funding sources (notably within the Council's TfL/LIP allocation) will need to be identified.
Relevant Select Committee	Corporate Resources and Infrastructure Select Committee
Relevant Ward(s)	All

RECOMMENDATIONS

That Cabinet:

- 1) Welcomes the conclusions and findings from the former Property, Highways and Transport Committee's review into road safety initiatives and activities around schools, as set out in this report.
- 2) Agrees that officers, in consultation with the Cabinet Member for Property, Highways and Transport, consider how to best take forward the following specific recommendations from the Committee set out below (a-g):
 - a) Promote projects and events throughout the year through social media highlighting the Youth Travel Ambassador programmes and the Dragons' Den event.
 - b) Explore ways on how communications can be better developed with schools that do not engage. This may include introducing working groups amongst schools, encouraging Ward Councillors to highlight the benefits of working with the Transport team and issuing advisories for schools to be shared with parents at the start of the academic year about safe drop-off and pick-ups.
 - c) With the improvement in technology in CCTV cameras, the Committee recommends that Cabinet reviews the current cameras used outside schools and looks at improving the cameras as an ongoing programme of works to ensure pupils and the public remain safe outside schools where there are restricted parking areas and/or consider other enforcement options.
 - d) Cabinet instructs officers to continue making relevant applications to Transport for London for funding to improve road safety across the Borough, ensuring that the roads across Hillingdon are safe for all users and that there is appropriate signage and road markings outside schools.
 - e) Cabinet reviews the feasibility of parking enforcement officers attending the schools on a reasonable rotational basis.
 - f) Cabinet instructs officers to investigate those schools that could benefit from 20mph speed limits, where appropriate, and to work with schools to identify safer crossing routes if appropriate.
 - g) Cabinet requests officers to investigate, where feasible, raising pavements and installing bollards outside schools to improve safety.

Cabinet Member recommendation

- 3) Notwithstanding recommendation 2(f) from the Committee's review, Cabinet confirms that the London Borough of Hillingdon, in considering whether to introduce a 20 mile per hour speed restriction, will, as Council policy, adopt the

approach set out in statutory guidance issued by the Secretary of State for Transport pursuant to section 18 of the Traffic Management Act 2004. In exercising this, Cabinet and/or the responsible Cabinet Member will expect to be provided with evidence that introducing a lower speed limit will have a beneficial effect on community safety (for example, outside schools) and that the proposals are supported by residents.

Reasons for recommendations

The former Property, Highways and Transport Select Committee undertook a review into the Council's Road Safety Initiatives and activities around the Borough's schools. Its successor Committee, the Corporate Resources and Infrastructure Committee finalised the recommendations and completed the review.

The Committee undertook a number of witness sessions hearing from a variety of stakeholders and, most importantly, residents, schools and young people. The Committee has made a number of positive conclusions and findings regarding the partnerships work in support of road safety outside schools. Despite the proactive initiatives in place, Members noted that it was difficult to engage with some secondary schools and the levels of enforcement varied across different school sites. However, the Committee has proposed some practical recommendations to support the Council in strengthening its partnership approach to road safety, infrastructure improvements, education programs and effective communication and enforcement measures.

The Cabinet Member for Property, Highways and Transport has also included within this report, due to the relevance, an additional recommendation to clarify the Council's policy in respect of 20mph speed limits.

Alternative options considered / risk management

The Cabinet could decide to reject some, or all, of the Committee's recommendations or pursue alternative routes by which to progress the objectives of the review.

SUPPORTING INFORMATION

Overview of the review and its purpose

At its meeting on 20 September 2023, the former Property, Highways & Transport Select Committee formally agreed to commence a scrutiny review into the Council's road safety initiatives and activities around the Borough's schools.

The purpose of the review was to make a broad assessment of road safety in Hillingdon and to make recommendations to Cabinet for ways in which the Council could enhance its activities for the safety of the Borough's residents. By looking at the local context within Hillingdon, the London-wide setting, and the national picture, Members considered that they would be in a position to offer their findings and recommendations to the decision-making Cabinet.

Terms of reference

The Terms of Reference for the review were agreed as follows:

1. To understand the Council's current position and procedures regarding road safety initiatives.
2. To explore the national legislative setting and initiatives undertaken by other London Boroughs and local authorities in relation to road safety, particularly outer London Boroughs.
3. To explore road safety trends both locally and nationally.
4. To assess the Council's approach to road safety within the vicinity of schools.
5. To influence any emerging Council plans with respect to road safety and traffic calming.
6. Subject to the Committee's findings, to make any conclusions, propose actions, service and policy recommendations to the decision-making Cabinet.

To take these objectives forward, during 2023/24, Members held witness sessions hearing testimonies from officers, the Cabinet Member for Property, Highways and Transport, school representatives as well as witness testimonies from a local resident, schools and Youth Travel Ambassadors (YTA).

Background

The Council's School Travel and Road Safety Team (STaRS) in Hillingdon comprises 41 employees, including STaRS officers, practical pedestrian trainers, cycle instructors and school crossing patrol officers. Their primary objective is to ensure the safety and well-being of students on their journeys to and from school. The STaRS team works closely with schools, parents and local communities to promote safer and more sustainable travel options for students.

The STaRS team provides assistance and guidance to schools in developing their School Travel Plans through the Transport for London (TfL) Accreditation Scheme. They offer projects, campaigns and booster packs to schools to showcase their work. Regular meetings are held with School Travel Leads and their Junior and Youth Travel Ambassadors to keep Travel Plans up to date.

Different training initiatives in place include:

Practical Pedestrian Training	This scheme is offered to all primary school children in the Borough. The training focuses on developing awareness of the road and teaching pedestrians about safe crossing practices. Since its introduction, there has been a significant increase in the number of children trained (a 154% uplift over the past nine years).
Cycle Training	Also known as Bikeability, this training is provided to primary and secondary school students. It has been designed to improve cycling skills and takes trainees from the basics of balance and control to making independent journeys on busier roads. Free Adult Cycle Training to residents in Hillingdon and regular maintenance services are offered to residents through the pop-up Dr Bike sessions.

Moving On	This is an initiative delivered to Year 6 pupils to assist them with their transition to secondary school. It focuses on walking, behaviour on public transport and being a respectable car passenger. The importance of route planning and safe crossing practices are also highlighted to students.
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The STaRS team has worked on various projects including school street initiatives, 20mph zones outside schools, banner competitions and theatre in education programs. They formulated a plan of events for 2023/24 including a Walk to School Month and Hillingdon’s Active Travel Campaign. The Transport & Projects team supports schools by implementing engineering measures to ensure road safety and create more sustainable travel routes.

Relevant legislation

There is a raft of legislation (The Highways Act 1980, The Road Traffic Act 1988 and 1991 and the Road Traffic Regulation Act 1984) that covers management of the highway both in terms of how the roads and footways are looked after and used.

Local authorities are the main delivery agents of tangible road safety schemes. Local authorities have a statutory duty under **section 39 of the 1988 Road Traffic Act** to “take steps both to reduce and prevent accidents”.

Information Gathering

Members were keen to hear first-hand from the residents and road users most impacted by safety issues near schools, and those that worked on the frontline. A variety of witnesses were therefore invited to provide their perspectives and experiences to the Committee.

A breakdown of each witness session with the attendees and themes of discussion are detailed below.

Witness Session 1

Members heard from the following:

- Councillor Jonathan Bianco: Deputy Leader of the Council and Cabinet Member for Property, Highways, and Transport.
- David Knowles: Head of Transportation and Town Centre Projects.
- Sophie Wilmot: Senior Transport Planner.
- Lisa Mayo: Road Safety and School Travel Manager.
- Steve Austin: Traffic, Parking, Road Safety, and School Travel Team Manager.

During this session, the Committee understood the importance of partnership between the Council and schools, emphasising the needs of different schools. Witnesses detailed the School Travel and Road Safety Team’s efforts, highlighting collaboration with Transport for London (TfL). Additionally, discussions covered adult cycle training and the impact of electric bikes. The Committee praised efforts in Practical Pedestrian Training and discussed changes in TfL funded safety programs.

Witness Session 2

Members heard from the following:

- Lisa Mayo: Road Safety and School Travel Manager
- Danielle Stanley-Watts: STaRS Officer
- Rayna Ramtohol-Butler: Representative from Grange Park Junior School (School Travel Plan Lead)
- Leo Harrington: Representative from St Helen's College (School Travel Plan Lead)
- Sharon Cargill: Representative from St Helen's College
- Charlee Green: Junior Travel Ambassador, St Helen's College
- Raiden Bhabara: Junior Travel Ambassador, St Helen's College

The second witness session focussed on exploring levels of engagement with schools. Members heard from St Helen's College, who presented their Junior Travel Ambassador (JTA) program's achievements. Highlighted projects included funding applications, a road safety comic strip competition, and proposals for a Blue Peter road safety badge. Suggestions to improve road safety included encouraging proper drop-off/pick-up locations and addressing inconsiderate parking. The importance of school engagement was also emphasised.

Witness Session 3

Members heard from the following:

- Rakesh Kumar: Local Resident
- Jaskamal Sidhu: Guru Nanak Sikh Academy head teacher
- Marina Batros: Teacher at Guru Nanak Sikh Academy
- X5 Youth Travel Ambassadors

In witness session three, the Committee focused on the resident experience and a local resident explained their experience of traffic and safety issues near schools. Members heard about chaotic conditions during peak times, parking enforcement issues, difficult parent behaviour and lack of awareness of road safety. Witness testimonies from Guru Nanak Sikh Academy representatives discussed ongoing efforts to promote road safety such as staggered drop-offs and pick-ups and engagement with local businesses. The Academy's Headteacher discussed initiatives such as alternative parking arrangements and educational efforts targeting parents and students. Concerns about safety, including abandoned vehicles and parental behaviour, were raised, with a focus on collaboration and education to address them.

Witness session 4

At the conclusion of witness session 3 and after hearing first-hand resident experiences, Members felt that it would be useful to hear further information on emergency accident data and traffic offences to formulate a complete picture of the road safety concerns in Hillingdon.

Although representation and data information had been requested from parking services, the Committee was advised that it had not been possible to obtain this information due to various reasons.

Members heard again from:

- Lisa Mayo: Road Safety and School Travel Manager
- Danielle Stanley-Watts: School Travel and Road Safety (STaRS) Officer

At this session key statistics were highlighted to Members regarding accident data, traffic offences and the number of road safety initiatives. It was also emphasised that collaborating with schools and parents to enhance safety measures around schools was essential. The Committee noted that officers were receptive to discussing safety measures with schools or parents and were consistently willing to engage in dialogue.

Key information highlighted to Members

The Committee was presented with key incident and accident data relating to child safety around schools in Hillingdon between 2019 and 2023 and the number of serious collisions around schools. Subsequently, officers have clarified, for the purposes of this Cabinet report, that between 2019-2023 there had been 4 serious collisions on school roads involving children aged 0-15 on school days between the hours of 8:00-9:00am and 15:00-16:00pm. 2 of the collisions were on 20mph roads and 2 were on 30mph roads.

In terms of any correlation between accident data and schools engaging well with road safety initiatives, the Committee was advised that by 2025 all schools would need to have a Climate Change Sustainability Lead in place who would be responsible for providing data for active travel. Some schools tended to engage with the team more than others.

Members acknowledged that collaborating with schools and parents to enhance safety measures around schools was essential. The STaRS team liaises closely with engineers and is aware of engineering measures implemented in schools. Officers were open to discussing safety measures with schools or parents and were always willing to engage in dialogue. Fostering communication and transparency remained a priority in promoting safer routes to school.

Analysis of information gathering sessions

Based on the evidence heard, the Committee identified the key themes that emerged from the investigation into the Council's road safety initiatives and activities around the Borough's schools. These are summarised below:

- *Importance of collaboration:* The Council has worked with a variety of stakeholders including TfL to encourage sustainable methods for school drop-offs and pick-ups. The witness sessions highlighted the importance of collaboration between the Council, schools, parents and local communities in promoting road safety.
- *Role of the STaRS team:* As described earlier in the report, The STaRS Team play an important role in ensuring the safety and well-being of students on their journeys to and from school. The team provides many projects, activities, events and support to all schools in the borough which provide education, training and publicity around road safety and sustainable travel. The team assists the schools in developing their school travel plans through the TfL Travel for Life Accreditation Scheme enabling them to gain recognition in

either bronze, silver or gold accreditations. accreditation scheme. There are currently 21 Gold, 5 Silver, 10 bronze and 10 Engaged accredited schools.

- *Successful initiatives:* Members recognised the success of the different initiatives in place including the Practical Pedestrian Training in increasing engagement and communication between officers and schools. Hillingdon was highly regarded for delivering these types of sessions in-house. Additionally, Junior and Youth Travel Ambassadors have played an active role in promoting road safety within their schools. They engage in various projects and activities such as submitting pitches for funding, running competitions, and proposing initiatives to raise awareness.
- *Need for improved traffic management and safety measures:* Local residents had expressed concerns regarding traffic congestion, chaotic road conditions and safety issues caused by school-related activities. There was a need for improved traffic management and safety measures such as better signage, staggered drop-offs and pick-ups and engagement with local businesses to manage congestion. Members acknowledged that implementing these improvements could be challenging due to budget constraints and coordination with relevant authorities. Furthermore, the Committee considered the witness evidence that the funding for certain programmes, such as 'Safe Drive Stay Alive', had impacted the delivery of road safety education.
- *20mph speed limits:* 20mph speed limit zones around schools aim to prioritise the safety of children and other vulnerable road users. Members considered that 20mph zones were beneficial as they enhanced safety and lowered the risk of accidents and the severity of injuries.
- *Engagement with secondary schools:* There were challenges in engaging with secondary schools, as their willingness to participate in road safety initiatives varied. Efforts had been made to encourage their involvement, but it remained a challenge. Members understood that secondary schools were generally harder to engage with for a number of reasons along with having varying priorities.
- *Recruitment of School Crossing Patrol Officers (SCPOs):* Members heard how it had been difficult in the past recruiting SCPOs due to the unusual working hours and the need for dedicated personnel. Along with a review into such roles, Members noted there had been a reduction in the number of SCPOs in recent years.
- *Enforcement of parking restrictions:* Although parking restrictions have been implemented outside schools, the level of enforcement varied. The Committee agreed with the evidence from witnesses that when there was a lack of enforcement, residents were more likely to disregard the restrictions and park illegally.

Members formed the view that the investigation on road safety around schools highlighted key themes such as collaboration, stakeholder involvement, infrastructure improvements, and behavioural change. The challenges highlight the complex nature of ensuring safety, emphasising shared responsibility among schools, parents, and the Council. In the Members' view, addressing these issues required ongoing efforts and a comprehensive approach.

Conclusions and key findings

Through its analysis, the Committee ultimately found that:

The Committee concluded:

- 1. There was excellent partnership working between the Transport team, schools and local communities and it was recognised that each school had unique characteristics, including student demographics, school location and traffic patterns.**
- 2. There were effective communications between the Council and schools, and this was demonstrated through the proactive Transport team that contacted schools regularly, conducted site visits and created different engagement workshops.**
- 3. The Transport team had an extensive list of engineering works planned as part of its programme to increase road safety and this included providing zebra crossings, improving the condition of footway and carriageways, and improving signage.**
- 4. The Transport team monitored accident data and near miss incidents to help inform ways of working with schools and local community organisations.**

The Committee found that:

- 1. Although the Transport team was proactive in fostering proactive partnership working with different schools, it was difficult to engage with some secondary schools.**
- 2. Whilst schools often had good initiatives in place to implement road safety measures, parents often caused issues during drop-offs and pick-ups as they parked inconsiderably, and levels of enforcement varied which caused further disorder at school gates.**

Committee reflections

The Committee believed that whilst some challenges remained, the testimonies demonstrated the dedication and passion of individuals and organisations working towards creating safer environments for children, residents, and the community as a whole. The review highlighted the significance of a comprehensive and strategic approach to road safety, encompassing infrastructure improvements, education programs, effective communication and enforcement measures. Members reached the conclusion that by continuing to prioritise road safety and fostering partnerships between schools and the community, the Council would work towards creating safer and more sustainable environments for neighbourhoods across the Borough.

Select Committee recommendations & their implementation

To this endeavour, the Committee proposed some practical recommendations to enhance the initiatives already in place, which officers have also given their views on the best or most appropriate way they could be implemented in consultation with the relevant Cabinet Member:

a) **Promote projects and events throughout the year through social media highlighting the Youth Travel Ambassador programmes and the Dragons' Den event:**

The Committee considered that using social media in an enhanced manner will reach out to a wider audience to reinforce the significance of road safety. It is hoped to encourage more people to get involved in the initiatives in place such as YTA programmes and the Dragons' Den event.

In terms of implementing this, officers advise that the STaRS Team maintains a comprehensive communication plan and collaborates closely with the Comms team to promote events and projects through Hillingdon's communications channels, including increased use of social media. They regularly issue termly news bulletins to schools, highlighting upcoming activities. All these efforts contribute to school travel plans, facilitating TfL accreditation. The team actively encourages engagement with schools that have not yet participated, promptly addressing any concerns raised by residents or Members by reaching out to the relevant schools. Additionally, schools are incentivised to participate in annual Dragons' Den events via the Youth and Junior Travel Ambassador programmes, securing funding for safety and sustainability campaigns within their school communities.

b) **Explore how communications can be better developed with schools that do not engage. This may include introducing working groups amongst schools, encouraging Ward Councillors to highlight the benefits of working with the Transport team and issuing advisories for schools to be shared with parents at the start of the academic year regarding safe-drop off and pick-ups:**

The Committee were pleased to see the partnerships in place; however, those schools that did not engage missed out on vital information and the support offered by officers. It was recommended to explore different ways to develop this such as working groups and encouraging Ward Councillors to get involved.

In terms of implementation, officers have reported that the STaRS team is actively team is actively exploring ways to enhance support for schools that may not be fully engaged. One initiative involves creating working groups, potentially organised by Wards, where teachers can collaborate and address common issues. Additionally, the team is in discussions with TfL to improve the Travel for Life school travel plan website, tailoring it to the unique needs of each London Borough.

To promote safe and sustainable travel, the STaRS team encourages schools to emphasise travel expectations through initiatives such as the Parent Parking Pledge. They are also considering sending a standard letter to schools at the start of each term, introducing the team and outlining steps to address concerns. These steps include reaching out to the STaRS team directly, developing School Travel Plans via the TfL

website, exploring soft measures (such as Youth and Junior Travel Ambassador programmes), and identifying potential engineering solutions.

- c) **With the improvement in technology in CCTV cameras, the Committee recommends that Cabinet reviews the current cameras used outside schools and considers improving the cameras as an ongoing programme of works to ensure pupils and the public remain safe outside schools where there are restricted parking areas and/or consider other enforcement options:**

In the Committee's view, CCTV enforcement cameras can aid the monitoring of the school premises and surrounding areas for traffic violations. Members considered that they acted as useful aids in incident investigations and traffic management and provide parent and community reassurance. Members recommended that Cabinet reviews the current cameras used outside schools and considers improvements as an ongoing programme of works to ensure that pupils and public are and remain safe outside schools where there are restricted parking areas and/or consider other enforcement options. This could act as a deterrent to parents who choose not to follow school guidelines on dropping off children.

In respect of the use of CCTV cameras for parking enforcement outside schools and on School Keep Clear yellow areas, Cabinet may wish to review this as part of any planned renewal or replacement programme. It is also noted that Cabinet may wish to explore new ways of enforcement activity outside schools, such as the use of ANPR mobile enforcement, which is currently being trialled.

- d) **Cabinet instructs officers to continue making relevant applications to Transport for London for funding to continue improving road safety throughout the Borough, ensuring that roads across Hillingdon are safe for all users and that there is appropriate signage and road markings outside schools:**

The Committee considered that it was clear from the evidence that officers made relevant applications to TfL for funding to continue to improve road safety across the Borough ensuring that Hillingdon's roads are safe for all users and that there is appropriate signage and road markings outside schools. The Committee urged officers to continue to support and provide the best possible support to local residents.

To this effect, the Transport and Projects Team has advised that it would continue to lobby TfL for funding for a wide range of projects that focus on 'putting residents first'. The allocation for 2024/25 is tabulated below.

2024/25 LIP Scheme Headings	Total Budget £000
Safer Corridors and Neighbourhoods	1,192
Borough Cycle Training	76
Cycle Parking	30
Cycleways Network Development	400
Bus Priority	210
Bridge Assessment and Strengthening	30
Principal Road Renewal	200
Grand Total	2,138

e) Cabinet reviews the feasibility of parking enforcement officers attending schools on a reasonable rotational basis:

The Committee determined that the need for parking enforcement officers around schools arose from the aim to maintain order, safety and accessibility in the vicinity of educational institutions. Parking officers play a key role in traffic management and pedestrian safety, ensuring the legal and efficient use of parking spaces which helps maintain the safety in school zones, with overall community support.

In terms of taking this recommendation forward, the Cabinet Member may wish to ask officers to look into parking enforcement officer rotas around schools to ensure they continually match any issues identified by the Transport team, parents and school staff. Furthermore, the Cabinet Member may wish to explore new ways of enforcement activity such as the use of ANPR mobile enforcement, which is currently being trialled.

f) Cabinet instructs officers to investigate those schools that could benefit from 20 mph speed limits, where appropriate, and work with schools to identify safer crossing routes if appropriate:

While there was some discussion by the Committee on the implementation of 20mph zones generally, it was noted that exceptions could be made for school areas where there were road safety concerns. It was important to recognise and prioritise the safety of children, young people and all users around schools to create safer neighbourhoods. However, the implementation of 20mph zones needed to be accompanied by effective enforcement, education and awareness campaigns.

g) Cabinet requests officers to investigate, where feasible, raising pavements and installing bollards outside schools to improve safety:

Members explored considered that bollards, and other infrastructure changes, could aid traffic management and help designate drop-off and pick-ups. The Committee considered that bollards serve as visual cues for drivers, indicating areas where they need to exercise caution and slow down. By blocking off certain areas, bollards discourage drivers from parking inappropriately, ensuring clear sightlines and safe passage for pedestrians. Regular maintenance and monitoring of bollards are also necessary to ensure their

continued effectiveness in promoting road safety around schools. It is therefore recommended that officers investigate whether these would be a suitable option outside relevant schools.

In respect of any implementation, that Cabinet Member would consider each case on its own merit with the input from officers in the Highway Delivery Team, other specialists and the Council's Principal Accessibility Officer.

Cabinet Member additional recommendation 3

In March 2024 the Department for Transport issued its Plan for Drivers. This proposed strengthening the guidance on the introduction of new 20mph speed limits to appropriate areas such as schools, with safety and significant local support at the heart of the decision. Recommendation 3 ensures that Council policy reflects the guidance. This additional recommendation, notwithstanding the Select Committee's review, is proposed by the Cabinet Member for Property, Highways and Transport to clarify the Council's policy in this regard.

Financial Implications

The costs associated with the recommendations to this report, mostly focused on enhancing communications and engagement between officers and schools, are expected to be managed within the Transportation team's existing budget resources. Should officers' investigations identify a requirement for the implementation of additional road safety schemes, then use of the Council's TfL/LIP funding allocation will be considered, subject to the usual approval process and capital release protocols.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities

The recommendations in this report are designed with the purpose of improving road safety around the Borough particularly around schools.

Consultation Carried Out or Required

Witness testimony from the Committee as outlined in this report.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance have reviewed this report and concur with the Financial Implications set out above, noting that there are no direct financial impacts associated with the recommendations within this report, with any consequential costs to be contained within the service area's approved budget.

Furthermore, it is noted that if further Road Safety Schemes are required to be implemented, following officers' investigations, suitable funding will be identified within the Transport for London Grant Local Implementation Plan Allocation of £2,138k.

Legal

The Borough Solicitor confirms that the legal implications are included in the body of the report.

BACKGROUND PAPERS

- [Government Guidance on 20mph speed limits – March 2024](#)
- [Select Committee witness sessions, reports, evidence and minutes](#)