

Notice of Non-key Executive Decision

Subject Heading:	School Streets Phase 3. Approve implementation of experimental traffic order(s) to support operation of Phase 3 of the School Streets Scheme
Decision Maker	Cabinet Member for Environment, Cllr Barry Mugglestone
Cabinet Member:	Cabinet Member for Environment, Cllr Barry Mugglestone
SLT Lead:	Tony Galloway, Assistant Director Public Realm
Report Author and contact details:	Ildefonso Cases Highways Engineer ildefonso.cases@havering.gov.uk
Policy context:	<p>Havering Local Plan 2016 – 2031 (2021) (2008)</p> <p>Havering Air Quality Action Plan (2018)</p> <p>Havering Climate Change Action Plan (2021)</p> <p>Havering Local Implementation Plan (2019)</p> <p>Havering Obesity Strategy (2019)</p> <p>Mayor’s Transport Strategy 2018</p> <p>The Havering Plan - Connections – Making life easier delivering a consistent and sustainable approach to parking to meet the needs of residents, businesses and all borough users.</p>
Financial summary:	The estimated cost of introducing the schemes experimentally would be £0.257m which would be met from Environment Moving Traffic Contravention Capital budget C38000.

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Relevant OSC:	Places
Is this decision exempt from being called-in?	No

The subject matter of this report deals with the following Council Objectives

People - Things that matter for residents

Place - A great place to live, work and enjoy

Resources - A well run Council that delivers for People and Place.

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Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

To support operation of Phase 3 of the School Streets Scheme and approve implementation of experimental traffic order(s) as detailed on the drawings in Appendix D and in the table below:

<i>School name</i>	<i>Roads included</i>	<i>Times of operation AM</i>	<i>Times of operation PM</i>
Mead Primary School	Amersham Close Amersham Drive Amersham Road Amersham Walk Harlesden Close Harlesden Road Waltham Close	7.45-9.15	2.15-3.30
Oasis Academy Pinewood	Carter Drive Clockhouse Lane Lulworth Drive St Johns Road	8.00-9.00	2.30-3.30
Harrow Lodge Primary School	Barton Road Mansard Close Rainsford Way Saunton Road Strathmore Gardens	7.45-9.15	2.30-3.30

AUTHORITY UNDER WHICH DECISION IS MADE

Part 3, Section 2.5, paragraph (q) To agree minor matters and urgent or routine policy matters.
Part 3, Section 2.6, paragraph (y) Portfolios to be assigned to individual Cabinet Members - Highways & Traffic Schemes

STATEMENT OF THE REASONS FOR THE DECISION

School streets can provide a range of benefits. This report seeks approval to initiate experimental traffic orders, creating new school street zones, under section 9 of the Road Traffic Regulation Act 1984 in roads in the vicinity of the following schools as detailed on the plans in Appendix D.

Background

A School Street is a street (or streets) surrounding a school that is closed to general motorised traffic for a period of time at the start and end of the school day. They are implemented with the aim of creating a safer environment for everyone by reducing traffic and improving local air quality.

The restrictions, which are enforced during term time only with CCTV, have the following benefits for the school community and residents:

- Improved road safety for all road users
- A reduction in anti-social behaviour from thoughtless parking and dangerous vehicle movements
- Less vehicles on the school run, reducing traffic and making it easier for pupils, parents, carers and staff to walk, scoot and cycle to school – with physical and mental health benefits
- Increased physical activity levels in children by enabling confidence in parents to let their children walk, scoot or cycle to and from school.
- Contributes towards positive modal shift and less reliance on motorised vehicles.
- Improved air quality around the school gate due to reduced vehicles (and idling).

Cameras are placed at the entrance of roads within the School Streets zone. Any vehicles that are not exempt but travel into the zone are issued with a Penalty Charge Notice (PCN).

School Streets are initially introduced as a “trial” using the Experimental Traffic Management Order (ETO) process. A statutory consultation is open for the first six month period. During this time the school street ETO can be amended, retained as is or removed. After six months, but not later than 18 months, a decision needs to be taken as to remove the ETO or make it permanent. Accordingly, a further decision will be made setting out the feedback and outcomes from the trial and a recommended way forward within 18 months.

Exemptions, allowing authorised or certain vehicles to enter the School Street are included in the traffic order. The exemptions are in place in order to ensure that the right balance is achieved between maintaining the integrity of the zone and not causing too much disruption to the school or residents in the zone.

There are now 10 schools with School Streets, covering 21 streets in Havering. A list of School Streets in Havering is shown in Appendix A and a summary of the exemptions is shown in Appendix B.

Transport for London (TfL) supports the expansion of School Streets through the Mayor’s Healthy Streets Initiative. The first School Street was launched in Camden in 2017. There are now more than 500 School Streets in London (including nearly 1 in 4 primary schools).

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In March 2021 TfL released the results of a survey of School Streets and stated:

- Interventions outside schools such as School Streets are popular with parents/carers.
- Schools Streets reduced nitrogen dioxide by up to 23 per cent during morning drop off
- 81% of those surveyed at schools where measures had been implemented believed a School Street is suitable for their school
- School Streets were supporting social distancing during the Covid19 Pandemic
- Over 70% supported School Streets for the long term
- Since the pandemic, parents and carers reported walking to school more, and driving less
- At schools with School Streets, parents and carers reported driving to school less as a result of both the coronavirus pandemic and the School Street. The School Street had a greater impact (-18%) on reducing car travel to school compared to the impact of coronavirus (-12%).

TfL has also released the results of an in depth analysis of five School Streets in London (not Havering). The findings are:

- The number of motorised vehicles per hour reduced by between 70% and 90% during the closure period across the five School Street case studies
- There was reduction in vehicle speed of vehicles travelling through the School Street of 6.3mph during the closure period compared to outside it.
- There was an increase in the number of people cycling per hour during the closure period compared to outside the closure period
- The low traffic environments enabled parents and children to access the school in a safe and comfortable environment
- The small number of interactions observed between vehicles, people walking and people cycling were generally positive.
- Over half of all people cycling recorded in the School Street zone approached the school using the carriageway as opposed to the pavement. Typically primary school aged children would cycle on the pavement.

Detail

The process adopted to implement new School Street zones is as follows:

1. Initial screening and assessment of all primary and secondary schools for suitability for a School Street.
 - a) For a school/street to be suitable for a School Street scheme the entrance must not be located on, or share a junction with, an A or B Classified Road, serve a bus route or be on road where displacement / closure would have unacceptable disruption or other consequences on other roads
2. Suitable schools contacted and their support sought
3. Those schools that support the principle are prioritised and taken forward and the local area consulted
4. Results of the consultation assessed
5. Recommendations made

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Exemptions to the scheme will match exemptions from School Streets Phase 2, as shown in Appendix B.

Phase 3

Residents consultation

Following the initial screening and assessment, possible future schools for School Streets were consulted between 18 and 31 March 2023. 18 schools responded positively and 3 negatively. After further investigation and analysis of the School Street layout, seven potential Schools Streets presented difficulties due to layout design or enforcement requirements and will be looked at for future phases.

As a result the Council consulted residents and businesses in the areas surrounding 12 schools between 3 April 2023 and 30 April 2023, as detailed below:

- 1) Benhurst Primary School
- 2) Concordia Academy
- 3) Elm Park Primary School
- 4) Engayne Primary School
- 5) Gaynes School
- 6) Gidea Park Primary School
- 7) Harrow Lodge Primary School
- 8) Mead Primary School
- 9) Oasis Academy Pinewood
- 10) Scotts Primary School
- 11) St Peter's Catholic Primary School
- 12) Hylands Primary School – Granger Way

The survey was open to all members of the public to respond, and properties within the potential zone received a letter through the post. The consultation was facilitated through the Council's website.

The questionnaire sought responses to two questions which were:

- a) Do you think there's a problem with parking around the school? And
- b) Do you support the School Streets scheme?

Consultation Results

Whilst letters were sent to all properties within a potential new School Street zone anyone who wanted to reply to the consultation could. Inevitably this led to responses from residents who live both close to and further away from the zone.

Accordingly, the analysis needed to consider the number of those who responded compared to the number of people who live in the zone. Those who were immediately affected needed to be differentiated between those that live very close to the proposed zone and also those who live further afield and may be concerned about school travel arrangements if the zone was implemented.

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It should be noted that the decision to recommend supporting a School Street scheme is not based purely on majority resident support but is also due to consideration of a broader set of factors which are as follows:

- The school supports the proposed zone
- There are a number of benefits, as highlighted above, created by School Streets
- The level of response from within the zones was low overall
- Petitions are not included in the assessment due to risk of double counting
- Where there is slightly more than 50% opposition a recommendation in the schools favour is made
- Where more than one response from a household was received it is counted as one.

The table in Appendix C provides the full consultation results of all schools classified by the location of the responses.

Ward members who have affected schools in their wards have been consulted and, where they replied, support the recommendations relating to their areas.

The below table shows number of responses per location:

School	# Letters sent	Inside zone			Within 500m of zone			Further afield			Total		
		Support	Neutral	Object	Support	Neutral	Object	Support	Neutral	Object	Support	Neutral	Object
Benhurst Primary School	292	24	5	24	8	0	29	3	1	25	35	6	78
Concordia Academy	1133	11	4	28	0	0	0	1	0	1	12	4	29
Elm Park Primary School	235	21	4	26	0	0	2	3	0	1	24	4	29

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Engayne	186	22	2	25	10	0	33	4	1	25	36	3	83
Gaynes School	148	6	0	79	0	1	83	6	1	29	13	2	200
Gidea Park Primary School	267	32	3	43	12	3	39	14	1	43	58	7	125
Harrow Lodge Primary School	227	23	4	29	2	0	1	2	0	1	27	4	31
Mead Primary School	216	21	2	11	0	0	0	2	0	3	23	2	14
Oasis Academy Pinewood	126	13	2	11	0	0	2	2	0	0	15	2	13
Scotts Primary School	172	15	2	33	4	1	24	3	0	1	22	3	58
St Peter's Catholic Primary School	170	19	2	35	3	1	88	5	1	11	27	4	134
Hyands Primary - Granger Way	29	0	0	5	1	1	6	0	0	0	1	1	11

Way Forward

The above consultation analysis has been presented at Themed Board and approval was been agreed to progress with the following schemes:

- Harrow Lodge Primary School
- Mead Primary School
- Oasis Academy Pinewood

The following will be deferred subject to further engineering assessment:

- Benhurst Primary School
- Concordia Academy

The following will not be progressed:

- Elm Park Primary School

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- Engayne
- Gaynes School
- Gida Park Primary School
- Scotts Primary School
- St Peter's Catholic Primary School
- Hylands Primary School – Granger Way

If agreed officers would ensure that all affected schools, residents and businesses would receive an information pack at least one month prior to the implementation of the scheme to enable them time to register their vehicles for exemption from the scheme.

The scheme would be implemented experimentally. This means statutory consultation is open for 6 months from the date the scheme goes live. Responses will be monitored and a repeat engagement will be completed between 6 and 18 months after implementation in order that a decision as to whether to amend, remove or retain the School Street zone permanently can be made.

A warning period of two weeks will be in place from when the scheme goes live, following statutory guidance. All motorists will be issued one warning before a PCN is issued.

OTHER OPTIONS CONSIDERED AND REJECTED

Alternative option 1: Do nothing Not considered viable as a number of schools were suitable for School Streets.

Option 2: Implement all zones / few / less than stated in the recommendations – The Council does have the legal power to do this but this decision would be going against the majority of resident's wishes in some areas or would result in schemes that would be hard to enforce effectively.

PRE-DECISION CONSULTATION

The engagement and consultation arrangement have been explained in the body of the report.

Ward members who have affected schools in their wards have been consulted and support the recommendations relating to their areas.

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: Ildefonso Cases

Designation: Highways Engineer

Signature: *Ildefonso Cases*

Date: 17.08.2023

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

The Council has powers under Section 9(1) of the Road Traffic Regulation Act 1984 (“RTRA 1984”) to regulate or control vehicular traffic on roads as set out in Part 1 of the RTRA 1984 or to create a controlled parking zone as set out in Part IV of the RTRA 1984.

Before an experimental order is made the Council should ensure that the statutory procedures set out in section 22 of the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with.

If the experimental order is to be made permanent, Section 23 of the Regulations must be considered. The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

The Council must allow a 6-months objections period to lapse before a decision can be taken on whether or not the order is made permanent and such a decision must be taken within 18-months of the order coming into force. Section 9 RTRA 1984 (3) provides that an experimental order shall not continue in force for longer than 18 months.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, 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. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

FINANCIAL IMPLICATIONS AND RISKS

The estimated cost of £0.25m will be met from Environment Moving Traffic Contravention Capital budget C38000. The breakdown of which, is as follows:

<u>Item</u>	<u>£m</u>
10 CCTV cameras @ £0.025m each	0.250
TMO legal work	0.003
Traffic Signs	0.002
Lining works	0.002
Total Value	0.257

The costs shown are an estimate of the full cost of the schemes, should all recommended proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Cabinet Member for Public Realm in 2023

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with regards to actual implementation and scheme detail. Therefore, final costs are subject to change.

The council currently has two contracts with suppliers Openview and Chipside LTD to aid with the implementation of both School Street and Moving Traffic Contravention (MTCs) schemes using CCTV. Both contracts are prescriptive in their requirements and allow little flexibility for future growth or expansion of the infrastructure for MTC cameras. This means that we must deliver current requirements within the parameters of the existing contracts.

The Council is looking to procure a new MTC camera contract that will provide future proofing for the service, but this procurement is at concept stage and will not be finalised in time to deliver the aforementioned projects.

Due to the fact enforcement would be undertaken using cameras, there will be an associated PCN income generated by these schemes, although the value of this revenue cannot be estimated in advance. Ideally, the council wants full compliance which will mean income will be negligible.

This is a standard project for Environment and there is no expectation that the works cannot be contained within the cost estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Environment budget.

HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

The enforcement of School Streets is an automated process using CCTV. Reviewing of moving traffic footage for all existing cameras throughout the borough is administered by Highways, Traffic and Parking Control's Operations team who review 37 enforcement cameras.

School streets operate for no more than 3-4 hours a day per site during term time only. The additional footage recorded for all the proposed schemes is expected to be no more than 2,000 clips per week. To put this in perspective, 1 existing camera out of the existing 37, which monitors Tangent Link records approximately 1,500 clips per week needing review.

The Operations team has the current capacity for the additional reviewing. This is not a change to their job description needing evaluation and will not require recruitment to cover the work.

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

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The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

This scheme represents an opportunity to deliver a range of positive impacts, safe streets and improved driver behaviours on London Borough of Havering roads for everyone. Following consideration of any likely impacts and the development of appropriate mitigations, no negative impacts on prescribed impact groups with protected characteristics have been identified that have not been addressed by the proposed mitigations.

Restricting vehicular access to schools during pick-up and drop-off time will encourage walking and cycling for parents / guardians and children would contribute to improving their health. This will also reduce the pollution caused by traffic and idling vehicles which will benefit all those living in close proximity, and those travelling to and from, the schools.

An equalities impact assessment was conducted on 24 August 2020 and reviewed again on 17 November 2021.

HEALTH AND WELLBEING IMPLICATIONS AND RISKS

Considering the number of cars, lorries, vans and trucks that frequent our roads, the air can be harmful and unpleasant due to the tonnes of CO₂ emitted. In addition, height can affect the levels of toxins entering the body. Children walk closer to the exhausts of idle vehicles on their way to school. By removing these vehicles from our school gates, children will benefit from cleaner air.

Restricting vehicular access to schools during pick-up and drop-off time will also encourage walking and cycling for parents / guardians and children which will contribute to improving their health and tackle obesity.

This will also benefit all those living in close proximity, and those travelling to and from, the schools

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ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS

Reducing congestion around schools and promoting a modal shift to more sustainable transport delivers in part on the environmental corporate aims of the council and the mayor of London's healthy streets approach as part of London's transport strategy

There are well documented huge individual and societal co-benefits from supporting a shift to low-carbon transport. Some of them are improvement in air quality and reduction in noise pollution. These benefits are particularly notable when shifting trips from traditional diesel- and petrol-powered private vehicles to public transport and active travel modes.

BACKGROUND PAPERS

The following background material has been utilized in the development of this document:

- Mayoral of London's School Air Quality Audit Programme.
- Delegated Approval Report - School Streets Phase 1.
- Havering's Air Quality Action Plan 2018-2023

APPENDICIES

Appendix A	EXISTING SCHOOL STREETS IN HAVERING
Appendix B	EXEMPTIONS TO THE RESTRICTION
Appendix C	SUMMARY TABLES OF CONSULTATION RESULTS
Appendix D	SCHOOL STREETS PROPOSED LAYOUTS

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Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal agreed

Delete as applicable

Details of decision maker

Signed

Barry Mugglestone

Name: Barry Mugglestone

Cabinet Portfolio held:

CMT Member title:

Head of Service title

Other manager title:

Date: 20/09/2023

Lodging this notice

The signed decision notice must be delivered to the proper officer, Debra Marlow, Principal Committee Officer in Democratic Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on _____

Signed _____

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APPENDIX A. EXISTING SCHOOL STREETS IN HAVERING

School	Ward	AM restriction times (Monday to Friday only)	PM restriction times (Monday to Friday only)
Branfil Primary	Upminster	8am to 9.30am	2pm to 3.30pm
Hylands Primary	St Albans	8am to 9.30am	2.30pm to 4pm
Squirrels Heath Infant and Junior	Squirrels Heath	8am to 9.30am	2.30pm to 4pm
Drapers Academy Drapers Maylands Lime Academy	Gooshays	8am to 9am	2.30pm to 3.30pm
Drapers Pyrgo Priory School	Gooshays	8am to 9am	2.30pm to 3.30pm
Emerson Park Academy	Emerson Park	8.20am to 9.15am	3pm to 3.30pm
James Oglethorpe School	Upminster	8am to 9am	2.30pm to 3.30pm
Parsonage Farm School	Rainham & Wennington	8.30am to 9.15am	2.30pm to 3.30pm
Harrold Wood Primary Redden Court School	Harold Wood	8.15am to 9am	2.30pm to 3.30pm
RJ Mitchell School	Elm Park	8.20am to 9.05am	2.30pm to 3.25pm

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APPENDIX B. EXEMPTIONS TO THE RESTRICTION

Exemptions to the school scheme

Exemption permits are free of charge and the following are exempt in the school street zones.

- Residents.
- School staff with a requirement to park onsite.
- Local business staff within the school street area with a requirement to park onsite.
- Disabled Blue Badge holders whether pupils, parents, carers, teachers and other staff at the school where the restriction is present.
- Registered healthcare workers and NHS staff attending patients whom reside in the school street zone.
- Emergency service vehicles and other public service vehicles such as waste collection.
- Hackney Carriage taxis, School Transport Vehicles, Dial-a-Ride and other specialist public passenger transport services.
- Marked delivery vans registered as commercial vehicles such as Royal Mail, UPS and DPD.

Because children and families may be using the space in the road, we encourage eligible vehicles to enter and exit school streets with caution and only where absolutely necessary to maintain safety, ensuring that vehicle volume and speed is kept to a minimum.

Examples of where exemptions will not be granted

The following will not be granted exemptions for their vehicle to arrive at the times of the school street and may be issued a PCN if entering the area during the operational times.

- Residents living outside the school street.
- Parents/carers dropping off/collecting children at the school. (A person providing childcare, similar to that of a childminder - whether it's a family member or a paid person/organisation, is deemed as visitor and will not be eligible to apply).
- Friends and relatives of residents in the school street (visitors).
- Tradespeople.
- Unmarked delivery vehicles.

Instead, it is advised that any planned visitor either chooses to walk or cycle their journey, park their car in a nearby street and walk the short distance to the school, or arrive outside of the hours of the school street zone.

APPENDIX C. SUMMARY TABLES OF CONSULTATION RESULTS

Question: Do you oppose or support a school street scheme?

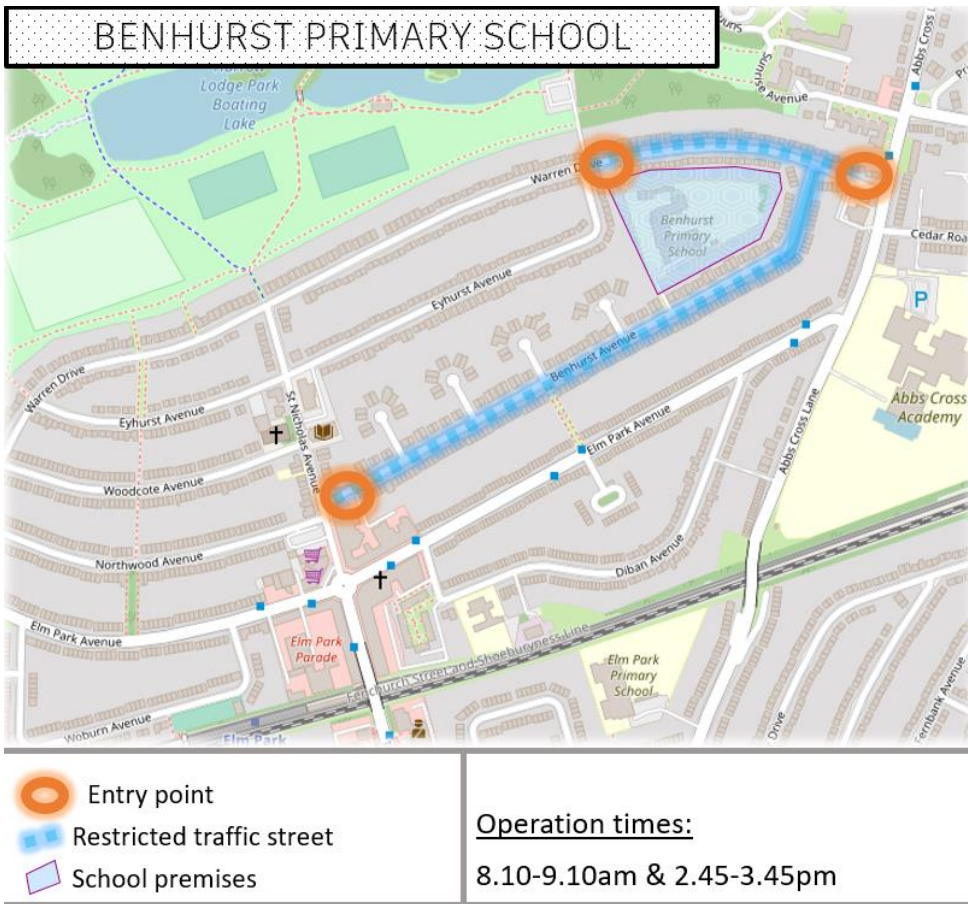
School	Faith School?		Support	Neither Support or Oppose	Oppose	Positive+Neutral vs Negatives		
Benhurst Primary School	No	Responses inside Zone: 53/292	45.3%	9.4%	45.3%	54.7%	vs	45.3%
		Responses around Zone: 37	21.6%	0.0%	78.4%	21.6%	vs	78.4%
		Inside+Around Zone together: 90	35.6%	5.6%	58.9%	41.1%	vs	58.9%
		Responses from further afield: 29	10.3%	3.4%	86.2%	13.8%	vs	86.2%
		All responses: 119	29.4%	5.0%	65.5%	34.5%	vs	65.5%
Concordia Academy	No	Responses inside Zone: 43/1133	25.6%	9.3%	65.1%	34.9%	vs	65.1%
		No responses around Zone: 0	-	-	-	-	vs	-
		Responses from further afield: 2	50.0%	0.0%	50.0%	50.0%	vs	50.0%
		All responses: 45	26.7%	8.9%	64.4%	35.6%	vs	64.4%
Elm Park Primary School	No	Responses inside Zone: 51/235	41.2%	7.8%	51.0%	49.0%	vs	51.0%
		Responses around Zone: 2	0.0%	0.0%	100.0%	0.0%	vs	100.0%
		Inside+Around Zone together: 53	39.62%	7.55%	52.83%	47.2%	vs	52.8%
		Responses from further afield: 4	75.0%	0.0%	25.0%	75.0%	vs	25.0%
		All responses: 57	42.1%	7.0%	50.9%	49.1%	vs	50.9%
Engayne	No	Responses inside Zone: 49/186	44.9%	4.1%	51.0%	49.0%	vs	51.0%
		Responses around Zone: 43	23.3%	0.0%	76.7%	23.3%	vs	76.7%
		Inside+Around Zone together: 92	34.8%	2.2%	63.0%	37.0%	vs	63.0%
		Responses from further afield: 30	13.3%	3.3%	83.3%	16.7%	vs	83.3%
		All responses: 122	29.5%	2.5%	68.0%	32.0%	vs	68.0%
Gaynes School	No	Responses inside Zone: 85	7.1%	0.0%	92.9%	7.1%	vs	92.9%
		Responses around Zone: 84	0.0%	2.4%	97.6%	2.4%	vs	97.6%
		Inside+Around Zone together: 169	3.6%	0.6%	95.9%	4.1%	vs	95.9%
		Responses from further afield: 46	15.2%	2.2%	82.6%	17.4%	vs	82.6%
		All responses: 215	6.0%	0.9%	93.0%	7.0%	vs	93.0%
Gidea Park Primary School	No	Responses inside Zone: 78/267	41.0%	3.8%	55.1%	44.9%	vs	55.1%
		Responses around Zone: 54	22.2%	5.6%	72.2%	27.8%	vs	72.2%
		Inside+Around Zone together: 132	33.3%	4.5%	62.1%	37.9%	vs	62.1%
		Responses from further afield: 58	24.1%	1.7%	74.1%	25.9%	vs	74.1%
		All responses: 190	30.5%	3.7%	65.8%	34.2%	vs	65.8%
Harrow Lodge Primary School	No	Responses inside Zone: 56	41.1%	7.1%	51.8%	48.2%	vs	51.8%
		Responses around Zone: 3	66.7%	0.0%	33.3%	66.7%	vs	33.3%
		Inside+Around Zone together: 59	42.4%	6.8%	50.8%	49.2%	vs	50.8%
		Responses from further afield: 3	66.7%	0.0%	33.3%	66.7%	vs	33.3%
		All responses: 62	43.5%	6.5%	50.0%	50.0%	vs	50.0%
Mead Primary School	No	Responses inside Zone: 34	61.8%	5.9%	32.4%	67.6%	vs	32.4%
		No responses around SS Zone: 0	-	-	-	-	-	-
		Responses from further afield: 5	40.0%	0.0%	60.0%	40.0%	vs	60.0%
		All responses: 39	59.0%	5.1%	35.9%	64.1%	vs	35.9%
Oasis Academy Pinewood	No	Responses inside Zone: 26	50.0%	7.7%	42.3%	57.7%	vs	42.3%
		Responses around Zone: 2	0.0%	0.0%	100.0%	0.0%	vs	100.0%
		Inside+Around Zone together: 28	46.4%	7.1%	46.4%	53.6%	vs	46.4%
		Responses from further afield: 2	100.0%	0.0%	0.0%	100.0%	vs	0.0%
		All responses: 30	50.0%	6.7%	43.3%	56.7%	vs	43.3%
Scotts Primary School	No	Responses inside Zone: 50	30.0%	4.0%	66.0%	34.0%	vs	66.0%
		Responses around Zone: 29	13.8%	3.4%	82.8%	17.2%	vs	82.8%
		Inside+Around Zone together: 79	24.1%	3.8%	72.2%	27.8%	vs	72.2%
		Responses from further afield: 4	75.0%	0.0%	25.0%	75.0%	vs	25.0%
		All together: 83	26.5%	3.6%	69.9%	30.1%	vs	69.9%
St Peter's Catholic Primary School	Yes	Responses inside Zone: 56	33.9%	3.6%	62.5%	37.5%	vs	62.5%
		Responses around Zone: 92	3.3%	1.1%	95.7%	4.3%	vs	95.7%
		Inside+Around Zone together: 148	14.9%	2.0%	83.1%	16.9%	vs	83.1%
		Responses from further afield: 17	29.4%	5.9%	64.7%	35.3%	vs	64.7%
		All together: 165	16.4%	2.4%	81.2%	18.8%	vs	81.2%

Key Executive Decision

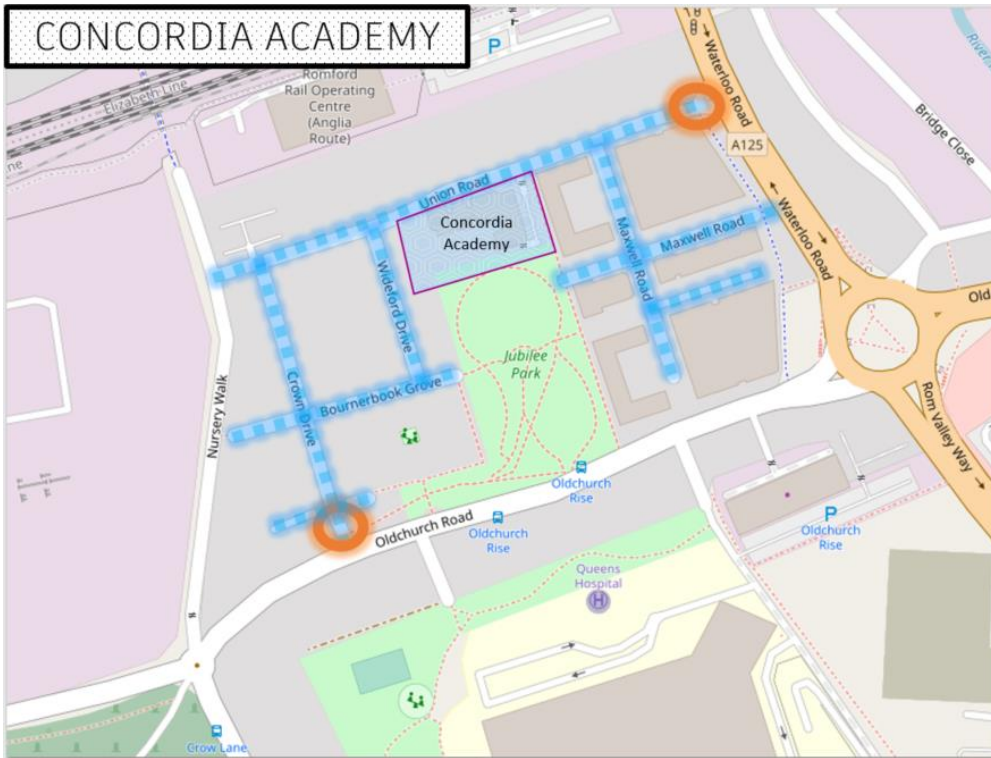
Question: Do you think there is a problem with traffic and parking around the school?




School	Faith School?		Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
Benhurst Primary School	No	Responses inside Zone: 53	28.3%	22.6%	1.9%	17.0%	30.2%
		Responses around Zone: 37	18.9%	5.4%	18.9%	40.5%	16.2%
		Inside+Around Zone together: 90	24.4%	15.6%	8.9%	26.7%	24.4%
		Responses from further afield: 29	17.2%	17.2%	20.7%	17.2%	27.6%
		All responses: 119	22.7%	16.0%	11.8%	24.4%	25.2%
Concordia Academy	No	Responses inside Zone: 43	23.3%	11.6%	20.9%	16.3%	27.9%
		No responses around Zone: 0	-	-	-	-	-
		Responses from further afield: 2	50.0%	50.0%	0.0%	0.0%	0.0%
		All responses: 45	24.4%	13.3%	20.0%	15.6%	26.7%
Elm Park Primary School	No	Responses inside Zone: 51	31.4%	15.7%	5.9%	21.6%	25.5%
		Responses around Zone: 2	0.0%	0.0%	100.0%	0.0%	0.0%
		Inside+Around Zone together: 53	30.19%	15.09%	9.43%	20.8%	24.5%
		Responses from further afield: 4	50.0%	50.0%	0.0%	0.0%	0.0%
		All responses: 57	31.6%	17.5%	8.8%	19.3%	22.8%
Engayne	No	Responses inside Zone: 49	46.9%	22.4%	4.1%	8.2%	18.4%
		Responses around Zone: 43	18.6%	25.6%	14.0%	23.3%	18.6%
		Inside+Around Zone together: 92	33.7%	23.9%	8.7%	15.2%	18.5%
		Responses from further afield: 30	13.3%	23.3%	20.0%	20.0%	20.0%
		All responses: 122	28.7%	23.8%	11.5%	16.4%	18.9%
Gaynes School	No	Responses inside Zone: 85	4.7%	1.2%	3.5%	28.2%	62.4%
		Responses around Zone: 84	2.4%	4.8%	14.3%	20.2%	57.1%
		Inside+Around Zone together: 170	3.6%	3.0%	8.9%	24.3%	59.8%
		Responses from further afield: 46	50.0%	50.0%	0.0%	0.0%	0.0%
		All responses: 215	4.2%	3.7%	9.8%	23.7%	58.1%
Gidea Park Primary School	No	Responses inside Zone: 78	34.6%	15.4%	15.4%	12.8%	21.8%
		Responses around Zone: 54	14.8%	20.4%	16.7%	20.4%	27.8%
		Inside+Around Zone together: 132	26.5%	17.4%	15.9%	15.9%	24.2%
		Responses from further afield: 58	15.5%	13.8%	27.6%	17.2%	24.1%
		All responses: 190	23.2%	16.3%	19.5%	16.3%	24.2%
Harrow Lodge Primary School	No	Responses inside Zone: 56	39.3%	12.5%	10.7%	17.9%	19.6%
		Responses around Zone: 3	66.7%	0.0%	0.0%	33.3%	0.0%
		Inside+Around Zone together: 59	66.7%	0.0%	0.0%	33.3%	0.0%
		Responses from further afield: 3	40.7%	11.9%	10.2%	18.6%	18.6%
		All responses: 62	33.3%	33.3%	0.0%	0.0%	33.3%
Mead Primary School	No	Responses inside Zone: 34	58.8%	11.8%	0.0%	8.8%	20.6%
		No responses around SS Zone: 0	-	-	-	-	-
		Responses from further afield: 5	20.0%	60.0%	0.0%	0.0%	20.0%
		All responses: 39	53.8%	17.9%	0.0%	7.7%	20.5%
Oasis Academy Pinewood	No	Responses inside Zone: 26	38.5%	19.2%	0.0%	11.5%	30.8%
		Responses around Zone: 2	0.0%	0.0%	0.0%	0	100.0%
		Inside+Around Zone together: 28	35.7%	17.9%	0.0%	10.7%	35.7%
		Responses from further afield: 2	50.0%	50.0%	0.0%	0.0%	0.0%
		All responses: 30	36.7%	20.0%	0.0%	10.0%	33.3%
Scotts Primary School	No	Responses inside Zone: 50	32.0%	10.0%	4.0%	12.0%	42.0%
		Responses around Zone: 29	17.2%	6.9%	13.8%	27.6%	31.0%
		Inside+Around Zone together: 79	26.6%	8.9%	7.6%	17.7%	38.0%
		Responses from further afield: 4	50.0%	25.0%	0.0%	0.0%	25.0%
		All together: 83	27.7%	9.6%	7.2%	16.9%	37.3%
St Peter's Catholic Primary School	Yes	Responses inside Zone: 56	41.1%	21.4%	8.9%	5.4%	23.2%
		Responses around Zone: 92	15.2%	25.0%	29.3%	15.2%	15.2%
		Inside+Around Zone together: 148	25.0%	23.6%	21.6%	11.5%	18.2%
		Responses from further afield: 17	41.2%	17.6%	5.9%	23.5%	11.8%
		All together: 165	26.7%	23.0%	20.0%	12.7%	17.6%

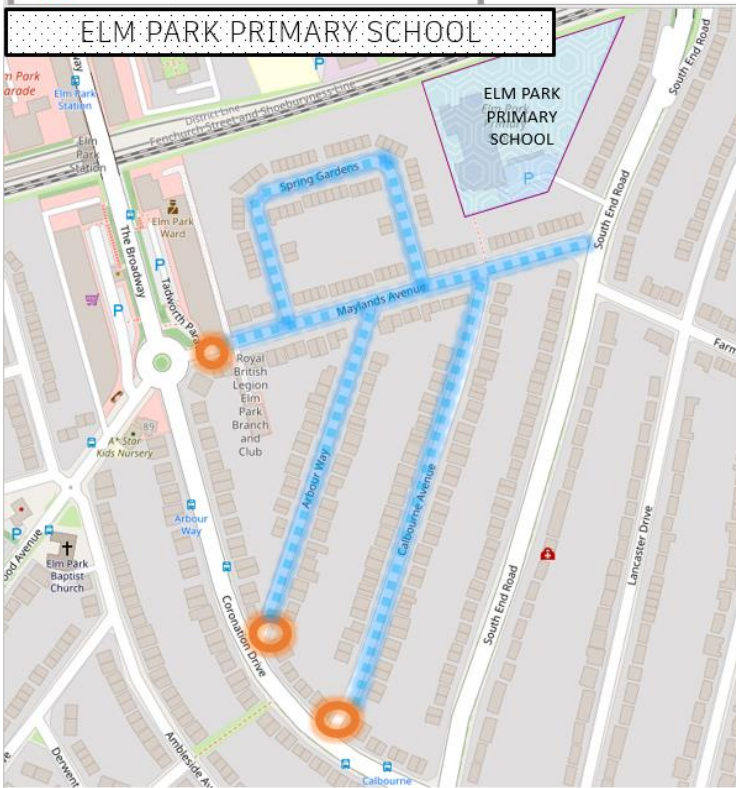
APPENDIX D. SCHOOL STREETS PROPOSED LAYOUTS




Key Executive Decision

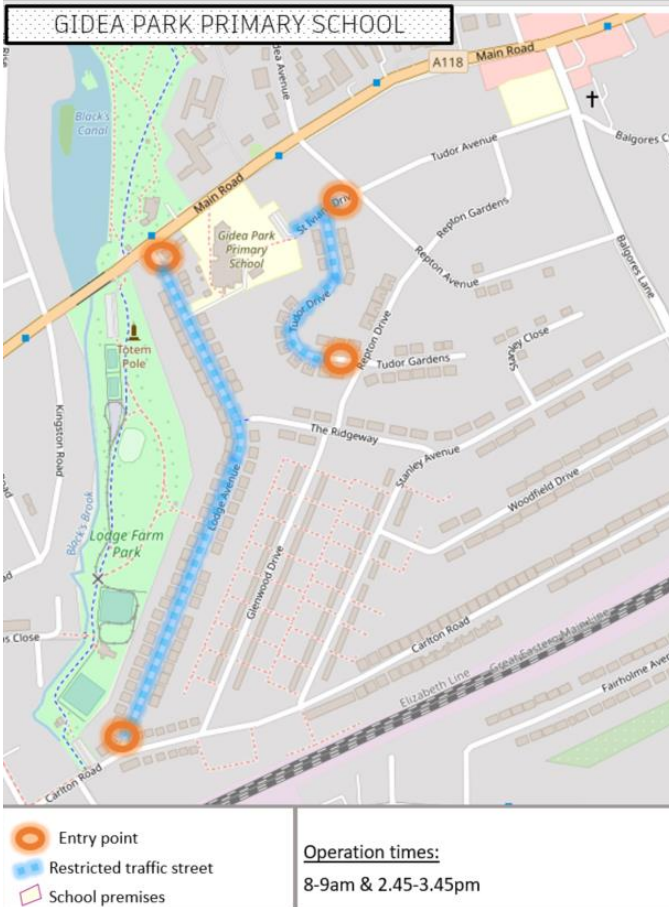
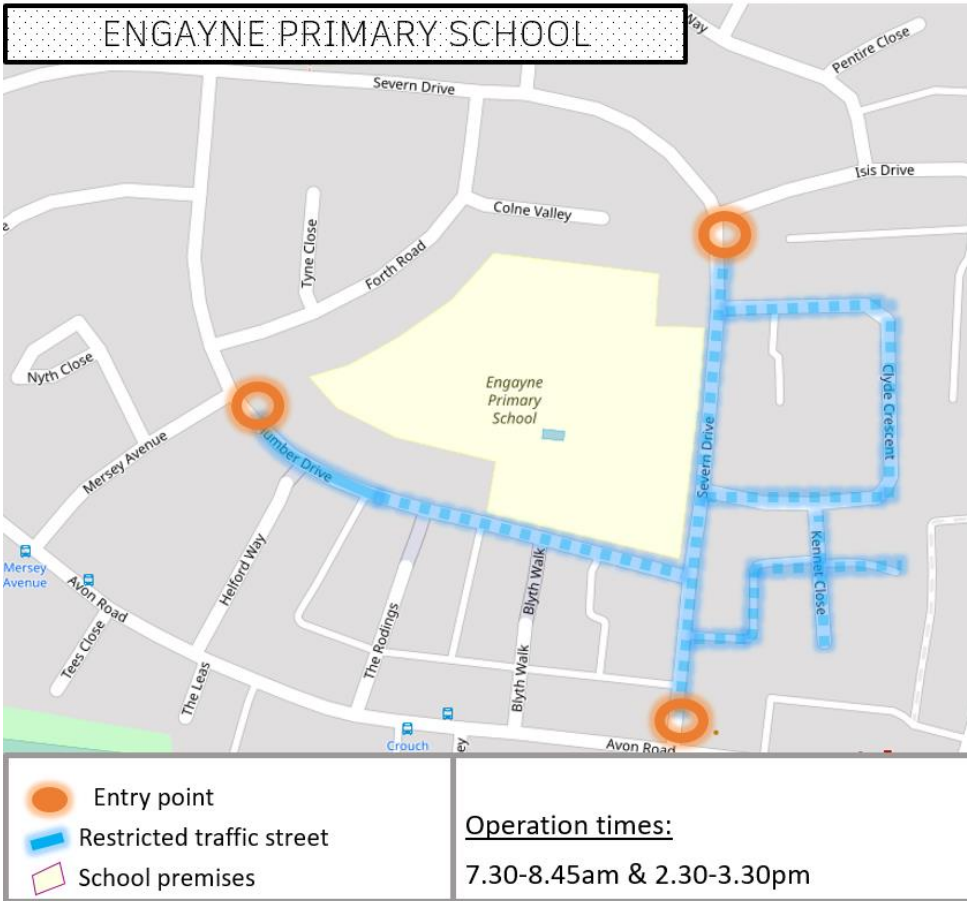


<ul style="list-style-type: none">  Entry point  Restricted traffic street  School premises 	<p><u>Operation times:</u> 8.00-9.00am & 2.30-3.45pm</p>
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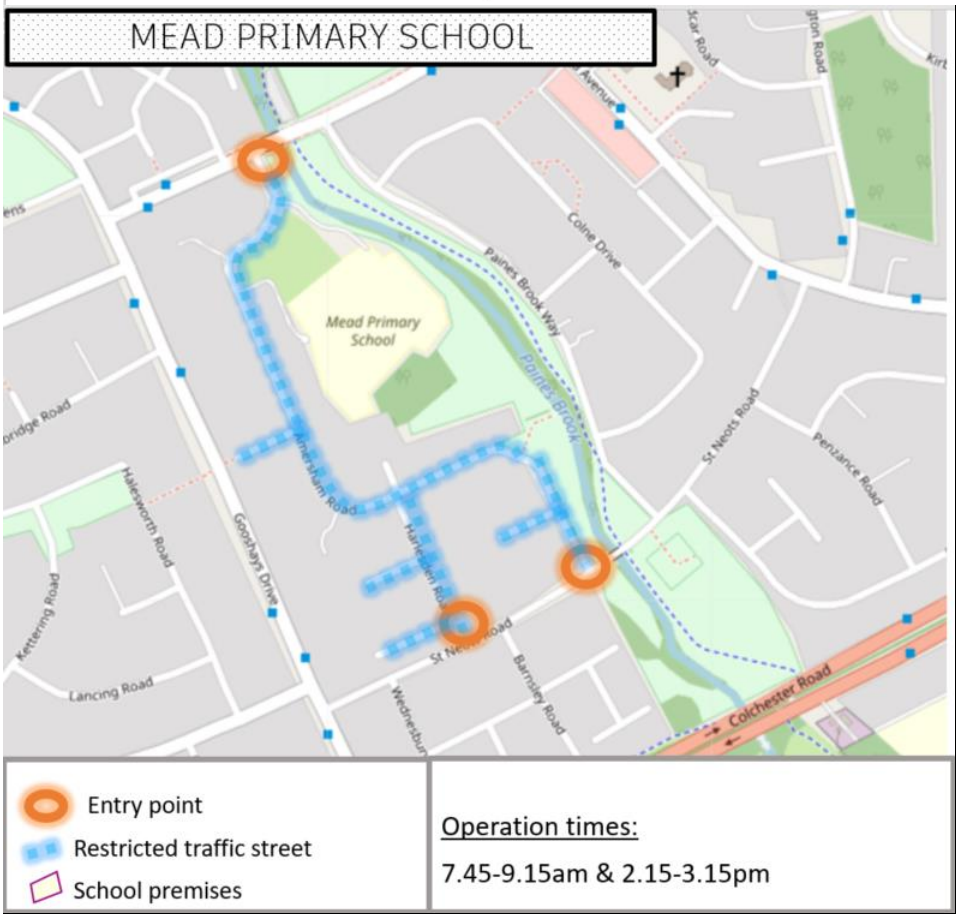
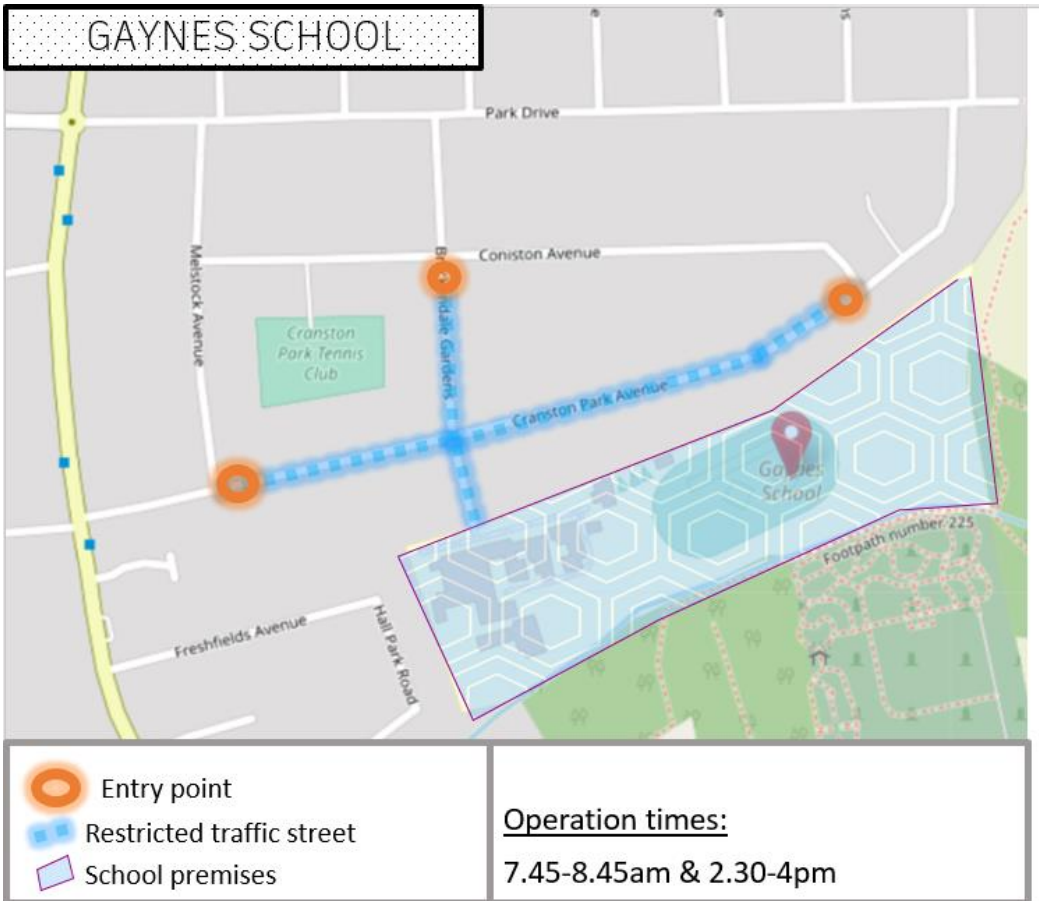


<ul style="list-style-type: none">  Entry point  Restricted traffic street  School premises 	<p><u>Operation times:</u> 8-9am & 2.30-3.40pm</p>
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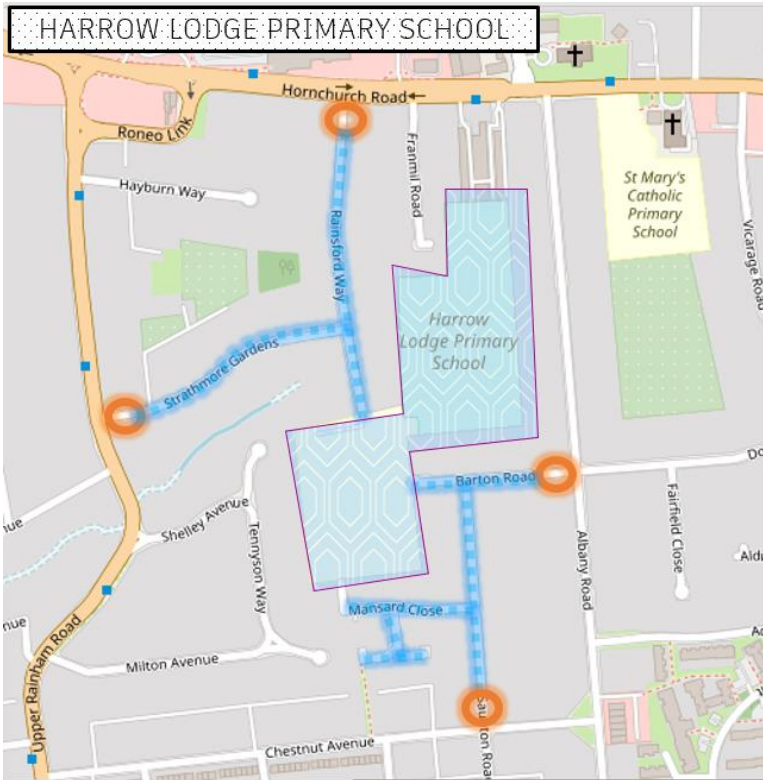
Key Executive Decision






Key Executive Decision

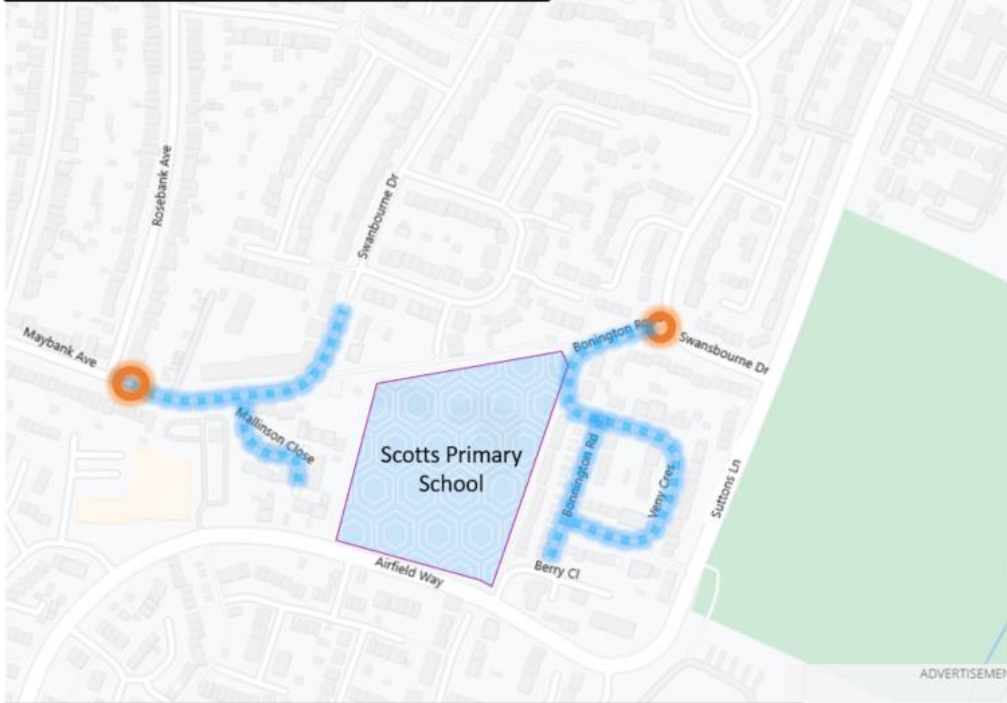





Key Executive Decision



<ul style="list-style-type: none">  Entry point  Restricted traffic street  School premises 	<p><u>Operation times:</u> 7.45-9am & 2.30-3.30pm</p>
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SCOTTS PRIMARY SCHOOL

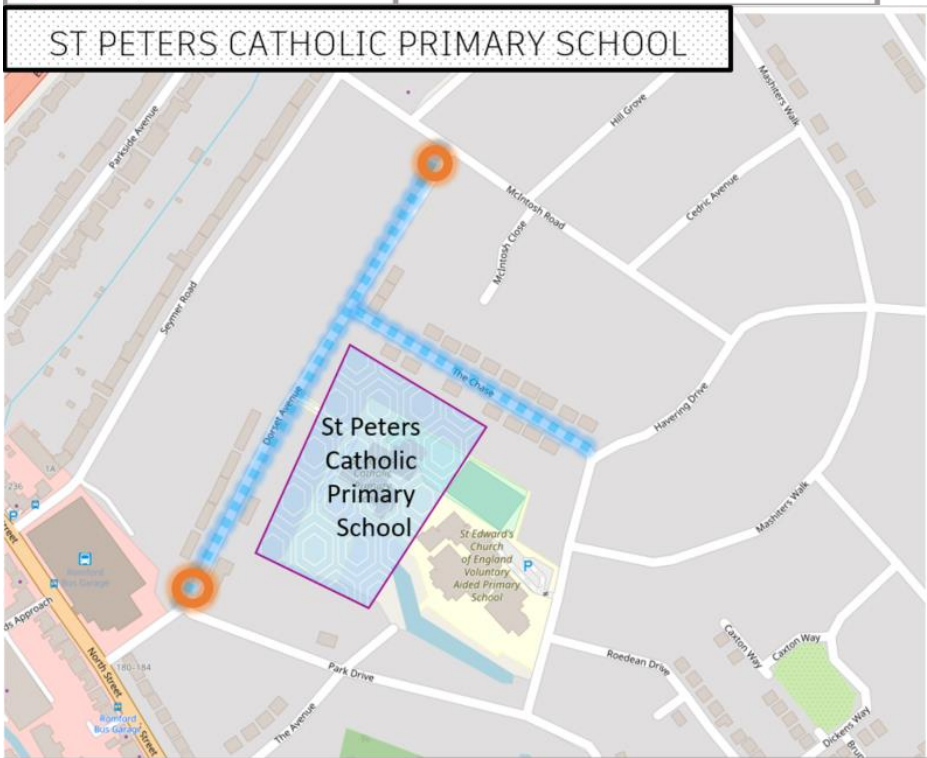


<ul style="list-style-type: none">  Entry point  Restricted traffic street  School premises 	<p><u>Operation times:</u> 7.50-8.50am & 2.40-3.40pm</p>
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Key Executive Decision



<ul style="list-style-type: none">  Entry point  Restricted traffic street  School premises 	<p><u>Operation times:</u> 8-9am & 2.30-3.30pm</p>
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<ul style="list-style-type: none">  Entry point  Restricted traffic street  School premises 	<p><u>Operation times:</u> 8-9.10am & 2.40-3.40pm</p>
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Key Executive Decision

Key Executive Decision

Key Executive Decision

Key Executive Decision