

Notice of Non-key Executive Decision

Subject Heading:	School Streets Phase 2. Approve the implementation of Permanent Traffic Orders from the existing Experimental Orders to support the operation of Phase 2 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, Interim Assistant Director Environment
Report Author and contact details:	Ildefonso Cases Highways Engineer ildefonso.cases@havering.gov.uk
Policy context:	Havering Local Plan 2016 – 2031 (2021) (2008) Havering Air Quality Action Plan (2018) Havering Climate Change Action Plan (2021) Havering Local Implementation Plan (2019) Havering Obesity Strategy (2019) Mayor’s Transport Strategy 2018 The Havering Plan - Connections – Making life easier delivering a

Non-key Executive Decision

	consistent and sustainable approach to parking to meet the needs of residents, businesses and all borough users.
Financial summary:	The estimated cost of £0.001m to be funded from C38000.
Relevant Overview & Scrutiny Sub Committee:	Environment
Is this decision exempt from being called-in?	Yes

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

[x] People - Things that matter for residents

[x] Place - A great place to live, work and enjoy

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

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION				
1. Purpose of Report				
<p>Following the introduction of a number of Experimental Traffic Management Orders (ETMOs) to implement seven School Street schemes in Havering in September 2022 and subsequent monitoring of scheme outcomes, this report seeks approval to make the seven schemes permanent and to align with the required statutory duties to convert the Experimental Traffic Orders to Permanent Traffic Management Orders (TMO).</p>				
2. Recommendations:				
<p>Approve that officers make the seven experimental schemes (listed in the table below) permanent progressing the legal process to convert the experimental traffic orders to permanent orders under sections 6 and 124 of the Road Traffic Regulation Act 1984:</p>				
School name	Scheme reference	Roads Included in the 'Pedestrian and Cycle only' zone (School Street)	Times of operation (AM)	Times of operation (PM)
Drapers Academy Drapers Maylands Lime Academy	S4	Settle Road Oakley Drive Sheffield Drive and Sheffield Gardens Mawbery Grove	*8am-9.15am	2pm-3.30pm
Drapers Pyrgo Priory School	S5	Sedgefield Crescent Sedgefield Close	*8am-9.15am	2pm-3.30pm
Emerson Park Academy	S6	Wych Elm Road Wych Elm Close Bourne End	*8am to 9am	2.30pm to 3.30pm
James Oglethorpe School	S7	Westbury Terrace Ashvale Drive and Ashvale Gardens	8am to 9am	2.30pm to 3.30pm
Parsonage Farm School	S8	Farm Road Shade Mews	8.30am to 9.15am	2.30pm to 3.30pm
Harrold Wood Primary Redden Court School	S9	Cotswold Road Upland Court Road Recreation Avenue Beltinge Road Coombe Road Ravensbourne Crescent	8.15am to 9am	2.30pm to 3.30pm

Non-key Executive Decision

RJ Mitchell School	S10	Hawkinge Way Tangmere Crescent Duxford Close Stansted Close Bradwell Close Fairlop Close Manston Way Rochford Close Debden Close	*8am-9.15am	2pm-3.30pm
--------------------	-----	--	-------------	------------

* It should be noted that under the Traffic Management Regulations it is only possible to convert an Experimental Traffic Management Order (ETMO) to a permanent order under the same conditions as the experimental order or revoke the experimental order. Analysis of the schemes has indicated that the restrictions for Emerson Park School, RJ Mitchell School and Drapers Schools and Lime Academy restriction times are proposed to be changed through separate decision making. This decision will follow the decision outlined in this report on the permanency of the experimental traffic management orders.

Officers will also continue to monitor and review the experimental schemes following a decision on their permanency.

AUTHORITY UNDER WHICH DECISION IS MADE

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

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.

Non-key Executive Decision

- 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 enabling confidence to 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).

In Havering, up to now, School Streets have been initially introduced as a “trial” using the Experimental Traffic Management Order (ETMO) 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 ETMO or make it permanent. Therefore a further decision needs to be made setting out the feedback and outcomes from the trial and a recommended way forward within 18 months.

Given the success of previous schemes and following residents’ consultation, currently there are three School Streets zones in the Borough operating under a permanent Traffic Management Order (TMO) as follows: Branfil Primary School, Hylands Primary and Squirrels Heath Infant and Junior.

This Decision Report seeks approval to implement on a permanent TMO the seven school streets for which the experimental traffic order period is about to conclude in February 2024.

There are additionally three school street zones in the Borough implemented on October 30th 2023 under an ETMO (Phase 3 of the programme).

A list of School Streets in Havering is shown in Appendix A and a summary of the exemptions is shown in Appendix B.

Process

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

- Initial screening and assessment of all primary and secondary schools for suitability for a School Street.
- 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, or be on road where displacement / closure would have unacceptable disruption or other consequences on other roads.
- Suitable schools contacted and their support sought.
- Those schools that support the principle are prioritised and taken forward and the local area consulted.
- Results of the consultation assessed.
- Recommendations made to implement the school under an Experimental Traffic Order.

Non-key Executive Decision

- Scheme implementation during 18 months under ETMO.
- Scheme monitoring and feedback gathering.
- Decision to implement the scheme on a permanent TMO.

Traffic Order Consultation

From 9th June until August 4th 2023 an online consultation on LB Havering's Citizen Space website was carried out for the seven school street zones asking for feedback on various questions as well as allowing for comments. These were the questions of the consultation:

- *My relationship with the school is (tick all that apply):*
 - Parent / Guardian*
 - Carer*
 - Teacher*
 - Other member of staff*
 - Governor*
 - Resident*
 - Business*
- *I think the school street scheme has reduced traffic outside of the school entrance*
- *I think the school street scheme has reduced vehicle pollution outside the school entrance*
- *I think the school street scheme has encouraged people to be more active*
- *I think the roads within the school street zone are now safer for pedestrians*
- *I think the school street scheme has reduced noise pollution outside the school entrance*
- *I think the school street scheme has been a success*

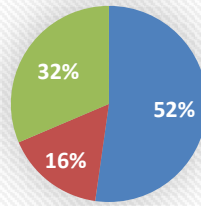
Results analysis

The responses have been collated and analysed globally, per school street zone and also per type of respondent. A detailed breakdown of the analysis can be found in Appendix B of this report.

The overall impression across all of the school street zones from all of the responses is that the scheme is meeting its objectives of increasing road safety around schools, reducing traffic and pollution.

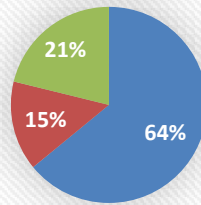
Non-key Executive Decision

I think the roads within the school street zone are now safer for pedestrians



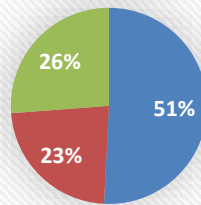
■ Overall agree ■ Neutral/NR ■ Overall disagree

I think the school street scheme has reduced traffic outside of the school entrance



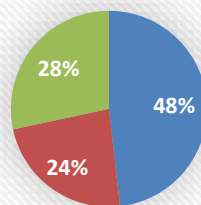
■ Overall agree ■ Neutral/NR ■ Overall disagree

I think the school street scheme has reduced vehicle pollution outside the school entrance



■ Overall agree ■ Neutral/NR ■ Overall disagree

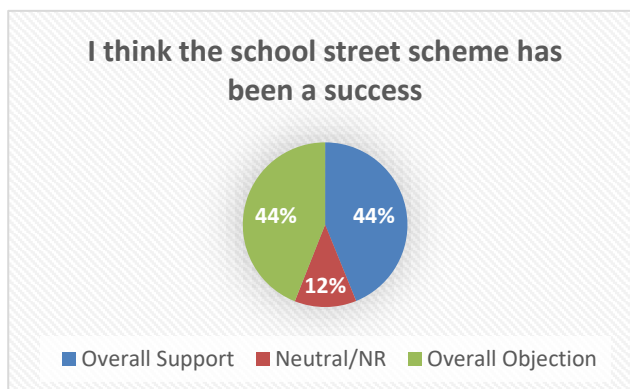
I think the school street scheme has reduced noise pollution outside the school entrance



■ Overall agree ■ Neutral/NR ■ Overall disagree

Non-key Executive Decision

Despite the overall acceptance of the scheme achieving its objectives, there are mixed results about the success of the scheme over the seven zones:



A breakdown of responses per school and type of respondent can be found in Appendix B.

Despite the majority of residents stating that traffic, noise and pollution have all improved as a result of the school streets the overall split feeling of whether these have been successful or not is split due to localised displacement issues with parking and anti-social driver behaviour just outside of each of the zones. There are a number of common reasons that residents have cited for being against the success of the scheme common to all school street zones. These are:

Visitors: Among the objection responses, there is some dissatisfaction regarding the restriction of visitors on the school street zone, especially those in need of registered or unregistered carers. Officers suggest that these concerns are already being managed effectively as registered carers can apply for exemption and over time, with increasing familiarity, residents will find the process easier. Officers would further add that if restrictions were further relaxed this would dilute the effectiveness of the scheme in achieving its objectives.

Traffic and parking displacement: The main issue that residents have highlighted centres around on street parking and traffic just outside of each of the zones. Generally School Streets would not simply shift traffic from one place to another, but lead to an overall reduction in the numbers of motor vehicles due to some visitors choosing alternative means of transport or walking (See below monitoring of modal shift). Despite this it would be appropriate to say that there is evidence and consensus of some displacement parking and additional traffic. As stated above, the only decisions available are to either make the experimental orders permanent or to revoke. As problems have been acknowledged however a number of localised additional parking measures are recommended as part of each scheme but subject to separate traffic orders. These are detailed below in *Recommendations*.

Inconsiderate parking on driveways: A number of respondents have indicated that driver's park inconsiderately across driveways outside of the school street zones. In order to resolve this it will be proposed to launch a driver education campaign and increase targeted enforcement, if the schemes are made permanent. There is also a system in place to report inconsiderate parking to the Parking team.

Non-key Executive Decision

Information about school term: Many responses from outside of the school street zone claim that the signs should state that the restrictions apply only during school term. However, it is not recommended stating “During School Term” on the school street signs because not all drivers are familiar with term times and these are interchangeable. This would therefore likely cause issues with enforcement and the appeals process.

Monitoring

Further to the residents’ consultation, behavioural change has been monitored in some schools through pupil *Hands Up* surveys-

Results show a positive modal shift from the use of private vehicles (one driver/one child) to the school gates, to active and sustainable modes of transport.

- In Drapers Academy and Drapers Maylands Primary School car use decreased by 6% and 7% respectively
- In Harold Wood Primary School and Redden Court School car use has decreased by 20% and 21% respectively
- In Parsonage Farm Primary School car use has decreased by 7%.

This supports the positive impact of the school street in the behavioural change towards active travel.

Officers have been on site and scrutinised all school street zones before, during and after its implementation, and gathered observations in order to make the recommendations below.

Ward Member Consultation

After the resident consultation was carried out all Ward Members were engaged in December 2023. Officers presented the results of the resident engagement exercise for individual schools and were also advised on the collective / strategic benefits that School Streets bring. Ward Members were asked to provide their comments and support for each of the School Streets.

A number of Ward Members did respond with further comments and questions to the results. These Ward Members also stated concerns regarding the traffic and parking displacement issues that are highlighted above. Officers responded to these questions and concerns and the resulting displacement concerns have been factored in to the recommendations below.

Recommendations

As a result of the analysis of the responses to the consultation, the behavioural change data, the support from the school and the views from respective Ward Members, it is considered that the impact on the reduction in traffic, reduction of

Non-key Executive Decision

erroneous and dangerous parking and the benefits to the safety and health of residents and attendees to the school outweigh the oppositions raised to the scheme.

It is also considered that residents and parents have become accustomed to the operation of School Streets, as number of contraventions have decreased over time (See Appendix C for evolution of contraventions) and where objections have been made these are on very localised issues that the Council will seek to resolve and address. Furthermore all Schools are supportive of School Streets and the Council's position as a whole is to support the implementation of School Streets across the Borough.

It is therefore recommended to make the all the schemes permanent.

Further to the above Officers also recommend the following localised interventions:

Drapers Academy, Maylands, Pyrgo Priory and Lime Academy:

- Stricter parking rules on Dagnam Park Drive and Lessington Avenue
- Update restriction times to 8-9am and 2.30-3.30pm.
- Increase targeted enforcement.
- Anti-idling and drivers educational campaign to decrease number of instances of inconsiderate parking.

Emerson Park Academy

- Update the restriction times to 8-9am and 2.30-3.30pm.
- Introduction of Double Yellow Lines on the junction between Wingletye Lane and Parkstone Avenue to avoid dangerous parking on the surroundings of the mini-roundabout.
- Anti-idling and drivers educational campaign to decrease number of instances of inconsiderate parking.

James Oglethorpe

- Anti-idling and drivers educational campaign to decrease number of instances of inconsiderate parking.

Parsonage Farm

- Increased targeted enforcement on Farm Road junctions with Allen Road and Briscoe Lane
- Improvement of pedestrian dropped crossing facilities at the above junctions.
- Anti-idling and drivers educational campaign to decrease number of instances of inconsiderate parking.

Redden Court School

- Stricter parking rules on Rosslyn Avenue
- Increase targeted enforcement on Rosslyn Avenue and Redden Court Road
- Relocation of the camera at the Coombe Road junction with Beltinge Road to the Coombe Road junction with Redden Court Road.
- Anti-idling and drivers educational campaign to decrease number of instances of inconsiderate parking.

Non-key Executive Decision

The RJ Mitchell

- Update restriction times to 8-9am and 2-3.30pm.
- Increase targeted enforcement on South End Road.
- Introduce double yellow lines on the Cavendish Avenue junction with South End Road.
- Anti-idling and drivers educational campaign to decrease number of instances of inconsiderate parking.

It has also been observed that there is a pattern of consultation comments regarding some confusion about some aspects of enforcement, restrictions and exemptions. Therefore, an informative letter will be posted to residents neighbouring all school street areas informing about these aspects in detail.

OTHER OPTIONS CONSIDERED AND REJECTED

Alternative option 1: Remove the schemes. Not considered for the reasons mentioned above.

Alternative option 2: Implement all few / less than stated in the recommendations. Not considered for the reasons mentioned above.

PRE-DECISION CONSULTATION

Online consultation on Citizen Space was carried out between 9th June until August 4th 2023 asking members of the public for feedback about the scheme.

'Ward members with affected schools in their wards were informed of the consultation and asked for their views. Officers provided responses to their objections/comments.

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

Name: Ildefonso Cases

Designation: Highways Engineer

Signature:



Date:31.01.2024

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 £0.001m for the labour costs to make the traffic order permanent and associated soft measures (update of restriction times, letter dropping, signs upgrade) will be met from the Environment Moving Traffic Contravention Capital budget C38000.

This is a standard project for Highways Traffic and Parking 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.

Non-key Executive Decision

School streets operate for no more than 2-4 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.

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.

Non-key Executive Decision

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

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
- KED School Streets Phase 2 February 2022. Recommendations to formally consult on implementing schools using the experimental traffic order process.

APPENDICES

Appendix A	School Street Zone Layouts
Appendix B	Consultation results analysis
Appendix C.	Evolution of contraventions

Non-key Executive Decision

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

Cabinet Member for Environment,
Cllr Barry Mugglestone

Signed

Barry Mugglestone

Name: Cllr Barry Mugglestone

Cabinet Portfolio held:

CMT Member title:

Head of Service title

Other manager title:

Date: 16/02/2024

Lodging this notice

The signed decision notice must be delivered to Committee Services, in the Town Hall.

For use by Committee Administration

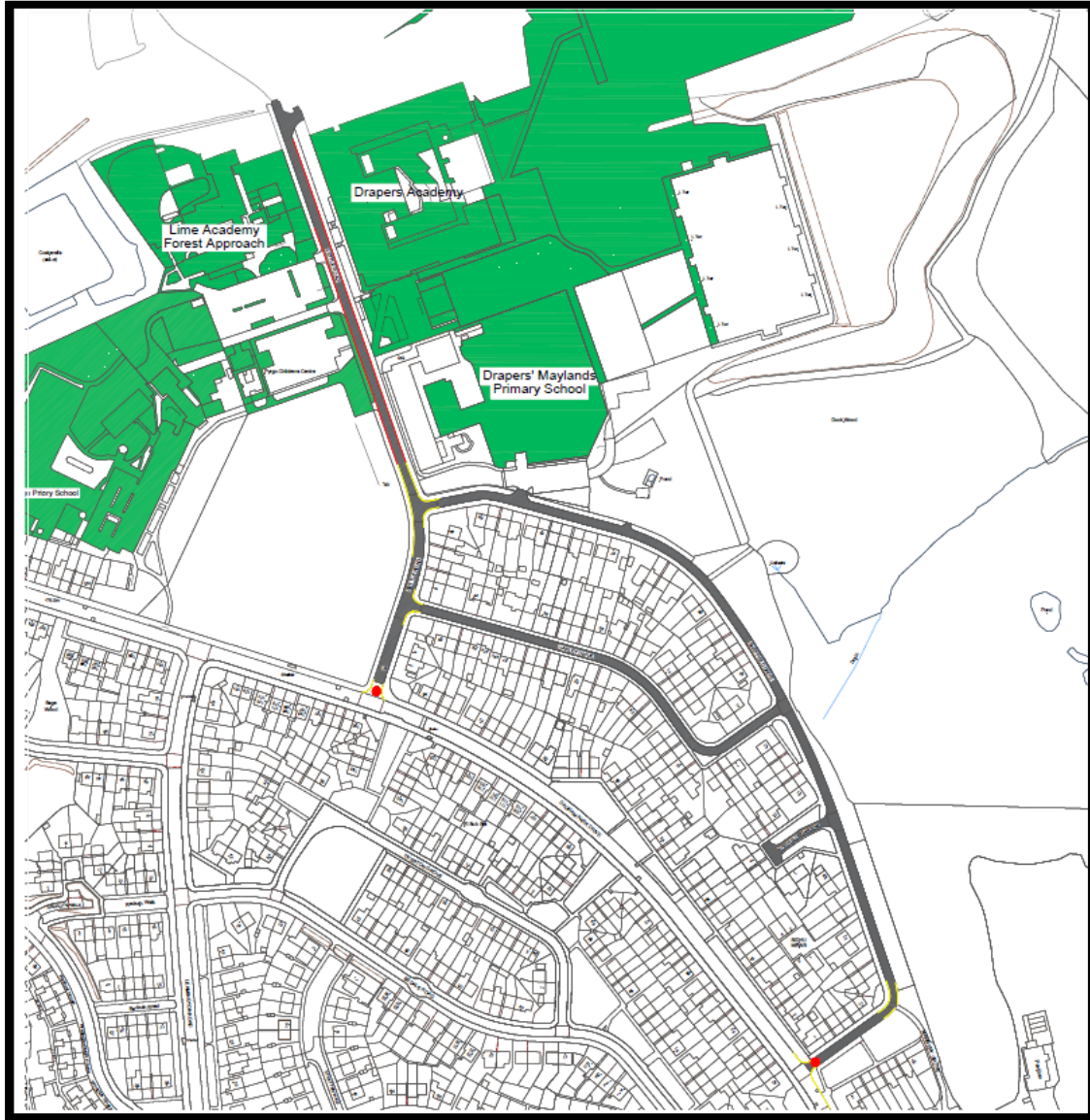
This notice was lodged with me on _____

Signed _____

Non-key Executive Decision

Appendix A School Street Zone Layouts

Drapers Academy, Maylands and Lime Academy:

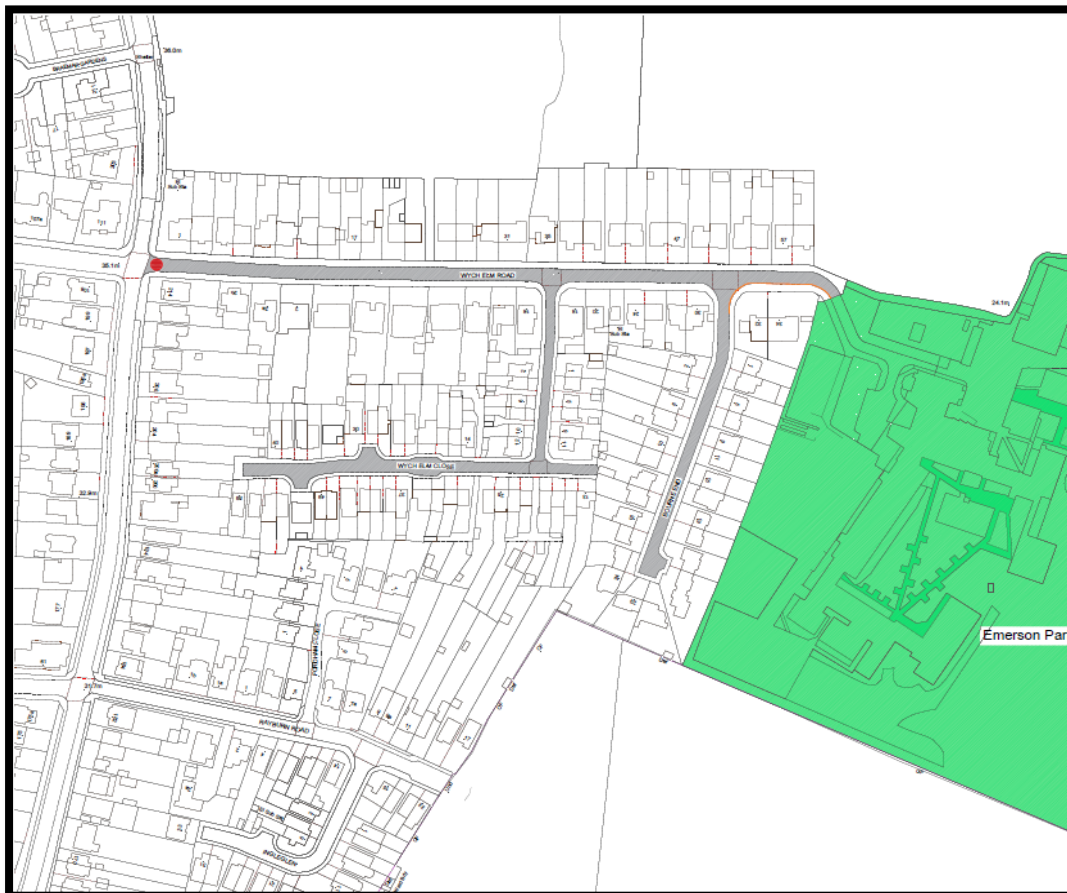


Non-key Executive Decision

Drapers Pyrgo in Sedgfield Crescent:

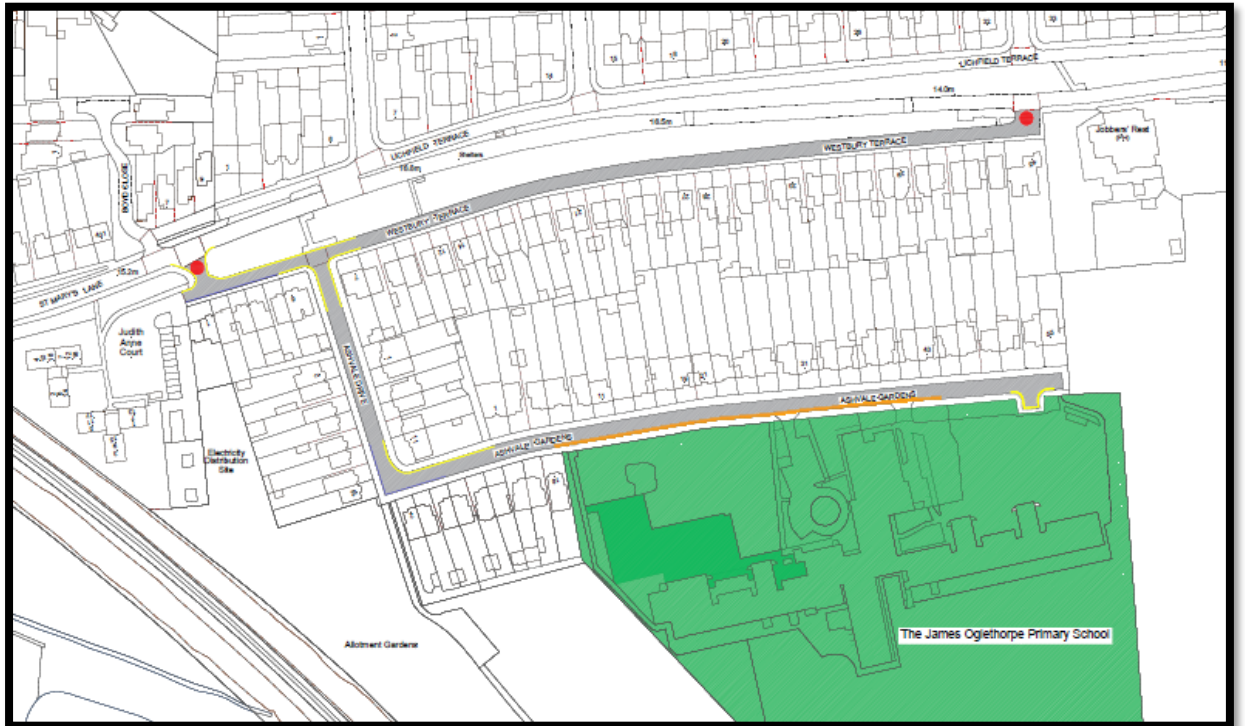


Emerson Park Academy:



Non-key Executive Decision

James Oglethorpe Primary School:



Parsonage Farm School:



Non-key Executive Decision

Redden Court and Harold Wood schools:



Non-key Executive Decision

The RJ Mitchell school:



Non-key Executive Decision

Appendix B. Consultation results analysis

Count of I think the school street scheme has been a success

Drapers Academy, Maylands and Lime Academy:

	Resident		Parent / Carer		Teacher/Staff		Grand Total	
Agree	5	13.5%	7	19.4%	7	19.4%	19	17.4%
Strongly agree	9	24.3%	14	38.9%	22	61.1%	45	41.3%
Neither agree nor disagree	7	18.9%	2	5.6%	2	5.6%	11	10.1%
Disagree	4	10.8%	5	13.9%	3	8.3%	12	11.0%
Strongly disagree	12	32.4%	8	22.2%	2	5.6%	22	20.2%
Grand Total	37	100.0%	36	100.0%	36	100.0%	109	100.0%

Consultation letters sent: 142

Drapers Pyrgo in Sedgefield Crescent:

	Resident		Parent / Carer		Teacher/Staff		Grand Total	
Agree	3	13.0%		0.0%	2	8.7%	5	10.4%
Strongly agree	7	30.4%	1	50.0%	2	8.7%	10	20.8%
Neither agree nor disagree	2	8.7%		0.0%	2	8.7%	4	8.3%
Disagree	4	17.4%		0.0%	6	26.1%	10	20.8%
Strongly disagree	7	30.4%	1	50.0%	11	47.8%	19	39.6%
Grand Total	23	100.0%	2	100.0%	23	100.0%	48	100.0%

Consultation letters sent: 122

Emerson Park Academy:

	Resident		Parent / Carer		Grand Total	
Agree	6	11.1%		0.0%	6	10.7%
Strongly agree	34	63.0%	1	50.0%	35	62.5%
Neither agree nor disagree	6	11.1%	1	50.0%	7	12.5%
Disagree	4	7.4%		0.0%	4	7.1%
Strongly disagree	4	7.4%		0.0%	4	7.1%
Grand Total	54	100.0%	2	100.0%	56	100.0%

Consultation letters sent: 125

James Oglethorpe Primary School:

	Resident		Parent / Carer		Teacher/Staff		Grand Total	
Agree	9	14.1%	4	44.4%	5	45.5%	18	21.4%
Strongly agree	12	18.8%	3	33.3%	5	45.5%	20	23.8%
Neither agree nor disagree	13	20.3%	2	22.2%		0.0%	15	17.9%
Disagree	12	18.8%		0.0%	1	9.1%	13	15.5%

Non-key Executive Decision

Strongly disagree	18	28.1%		0.0%		0.0%	18	21.4%
Grand Total	64	100.0%	9	100.0%	11	100.0%	84	100.0%

Consultation letters sent: 120

Parsonage Farm School:

	Resident		Parent / Carer		Teacher/Staff		Grand Total	
Agree	2	7.1%	2	13.3%	1	50.0%	5	11.1%
Strongly agree	11	39.3%	10	66.7%	1	50.0%	22	48.9%
Neither agree nor disagree	2	7.1%		0.0%		0.0%	2	4.4%
Disagree	2	7.1%	1	6.7%		0.0%	3	6.7%
Strongly disagree	11	39.3%	2	13.3%		0.0%	13	28.9%
Grand Total	28	100.0%	15	100.0%	2	100.0%	45	100.0%

Consultation letters sent: 97

Redden Court and Harold Wood schools:

	Business		Parent / Carer		Resident		Teacher		Grand Total	
Agree		0.0%	4	9.5%	14	9.3%	3	25.0%	21	10.2%
Strongly agree		0.0%	5	11.9%	46	30.5%	8	66.7%	59	28.6%
Neither agree nor disagree		0.0%	5	11.9%	14	9.3%		0.0%	19	9.2%
Disagree		0.0%	10	23.8%	21	13.9%	1	8.3%	32	15.5%
Strongly disagree	1	100.0%	18	42.9%	56	37.1%		0.0%	75	36.4%
Grand Total	1	100.0%	42	100.0%	151	100.0%	12	100.0%	206	100.0%

Consultation letters sent: 297

The RJ Mitchell school:

	Resident		Parent / Carer		Teacher/Staff		Grand Total	
Agree	13	11.2%	5	20.8%		0.0%	18	12.6%
Strongly agree	19	16.4%	1	4.2%		0.0%	20	14.0%
Neither agree nor disagree	19	16.4%	6	25.0%	1	33.3%	26	18.2%
Disagree	20	17.2%	4	16.7%	2	66.7%	26	18.2%
Strongly disagree	45	38.8%	8	33.3%		0.0%	53	37.1%
Grand Total	116	100.0%	24	100.0%	3	100.0%	143	100.0%

Consultation letters sent: 316

Appendix B. Consultation results analysis

Count of I think the school street scheme has reduced vehicle pollution outside the school entrance

	Redden Court	Drapers Pyrgo	Drapers Settle	Emerson Park	James Oglethorpe	Parsonage Farm	RJ Mitchell	Grand total	
Agree	37	4	15	9	16	8	20	109	15.8%
Strongly agree	71	9	58	34	25	21	24	242	35.0%
Neither agree nor disagree	45	9	15	9	28	10	40	156	22.6%
Disagree	27	13	9	4	8	1	26	88	12.7%
Strongly disagree	26	13	12		5	5	32	93	13.5%
Not answered					2		1	3	0.4%
Grand Total	206	48	109	56	84	45	143	691	100.0%

Count of I think the school street scheme has reduced traffic outside of the school entrance

	Redden Court	Drapers Pyrgo	Drapers Settle	Emerson Park	James Oglethorpe	Parsonage Farm	RJ Mitchell	Grand total	
Agree	56	7	18	10	24	10	33	158	22.9%
Strongly agree	81	12	64	40	30	26	31	284	41.2%
Neither agree nor disagree	36	6	9	5	18	6	20	100	14.5%
Disagree	17	10	8		6	2	30	73	10.6%
Strongly disagree	15	13	10	1	4	1	29	73	10.6%
Not answered					2			2	0.3%
Grand Total	205	48	109	56	84	45	143	690	100.0%

Non-key Executive Decision

Count of I think the roads within the school street zone are now safer for pedestrians

	Redden Court	Drapers Pyrgo	Drapers Settle	Emerson Park	James Oglethorpe	Parsonage Farm	RJ Mitchell	Grand total	
Agree	40	4	19	11	23	8	24	129	18.7%
Strongly agree	68	11	55	31	24	23	20	232	33.6%
Neither agree nor disagree	36	10	9	11	16	4	26	112	16.2%
Disagree	29	14	11	2	7	3	36	102	14.8%
Strongly disagree	33	9	15	1	14	7	36	115	16.6%
Not answered							1	1	0.1%
Grand Total	206	48	109	56	84	45	143	691	100.0%

Count of I think the school street scheme has reduced noise pollution outside the school entrance

	Redden Court	Drapers Pyrgo	Drapers Settle	Emerson Park	James Oglethorpe	Parsonage Farm	RJ Mitchell	Grand total	
Agree	40	6	21	9	15	7	20	118	17.1%
Strongly agree	61	8	46	34	22	23	21	215	31.1%
Neither agree nor disagree	58	9	18	5	30	7	33	160	23.2%
Disagree	23	16	11	6	7	3	34	100	14.5%
Strongly disagree	24	9	13	2	8	5	35	96	13.9%
Not answered					2			2	0.3%
Grand Total	206	48	109	56	84	45	143	691	100.0%

Appendix C. Evolution of Contraventions

