

## Notice of Non-Key Executive Decision

<b>Subject Heading:</b>	School Streets Phase 3. Approve the implementation of Permanent Traffic Orders from the existing Experimental Orders to support the operation of Phase 3 of the School Streets Scheme
<b>Decision Maker:</b>	Cabinet Member for Environment, Cllr Barry Mugglestone
<b>Cabinet Member:</b>	Cabinet Member for Environment, Cllr Barry Mugglestone
<b>ELT Lead:</b>	Imran Kazalbash, Director of Environment
<b>Report Author and contact details:</b>	Craig Waites Highways Engineer <a href="mailto:Craig.Waites@havering.gov.uk">Craig.Waites@havering.gov.uk</a>
<b>Policy context:</b>	<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</p>

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	residents, businesses and all borough users.
<b>Financial summary:</b>	The estimated cost of £0.001m to complete the conversion of phase three Experimental Traffic Management Orders to permanent Traffic Management Orders will be met from Environment Moving Traffic Contravention Capital budget C38000.
<b>Relevant Overview &amp; Scrutiny Sub Committee:</b>	Places
<b>Is this decision exempt from being called-in?</b>	<i>The decision will be exempt from call in as it is a Non key Decision</i>

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

[X] People - Supporting our residents to stay safe and well

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

[X] Resources - Enabling a resident-focused and resilient Council

## **Part A – Report seeking decision**

### **DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION**

Following the introduction of a number of Experimental Traffic Management Orders (ETMOs) to implement three School Street schemes in Havering in October 2023 and subsequent monitoring of scheme outcomes, this report seeks approval to make the three schemes (previous estimated total value £0.500m) permanent and to align with the required statutory duties to convert the ETMO to Permanent Traffic Management Orders (TMO).

Approve that officers make the three experimental schemes (listed in the table below) permanent progressing the legal process to convert the ETMOs to permanent TMOs under sections 6 and 124 of the Road Traffic Regulation Act 1984:

<b><i>School name</i></b>	<b><i>Roads included</i></b>	<b><i>Times of operation AM</i></b>	<b><i>Times of operation PM</i></b>
Harrow Lodge Primary School	Barton Road Mansard Close Rainsford Way Saunton Road Strathmore Gardens	7.45-9.15	2.30-3.30
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

### **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**

### **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).

In Havering up to now, School Streets are initially introduced as a “trial” using the ETMO process. A statutory consultation is open for the first six month period. During this time the school street ETMO 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. 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 TMO . 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.

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Given the success of previous schemes and following residents' consultation, currently there are now 13 School Streets zones in the Borough operating under a permanent TMO. A list of School Streets in Havering is shown in Appendix A and a summary of the exemptions is shown in Appendix B.

This Decision Report seeks approval to implement a permanent TMO at the three school streets for which the ETMO period is about to conclude in April 2025.

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).

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.
- School 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.

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In Havering alone, car use has decreased an average of 13% on schools with a school street in the period from 2016-2017 to 2023-2024 and from 19% to 16% on average on all TfL Travel for Life accredited schools. \*

As part of the evaluation School Streets implemented across the London Borough of Havering, child and adult online surveys were run from 4th December 2023 to 31st January 2024 to gather qualitative and quantitative feedback:

- Over 1 in 5 adult respondents said the school street has seen them walk to school more
- 66% of adult respondents said it feels safer for children to walk/cycle/scoot on the street at drop-off and pick-up
- 63% of adult respondents said the street feels more pleasant at drop-off and pick-up
- 91% of child respondents said it feels safe\* to walk, cycle or scoot on the street outside the school gate
- 21% of respondents said the school street has seen them walk to school more
- 11% of respondents said the school street has seen them park and stride to school more

### **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.
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 to implement the school under an ETMO.
6. Scheme implementation during 18 months under ETMO.
7. Scheme monitoring and feedback gathering.
8. Decision to implement the scheme on a permanent TMO.

Exemptions to the scheme will match exemptions from School Streets Phase 2 and 3, as shown in Appendix B.

### **Traffic Management Order Consultation**

From 3<sup>rd</sup> February until 23<sup>rd</sup> February 2025 an online consultation on LB Havering's Citizen Space website was carried out for the three school street zones asking for feedback on various questions as well as allowing for comments. These were the questions of the consultation:

- What is your relationship with the school? (select all that apply)
  - I live within the proposed school street
  - I live within the streets adjacent to the proposed school street

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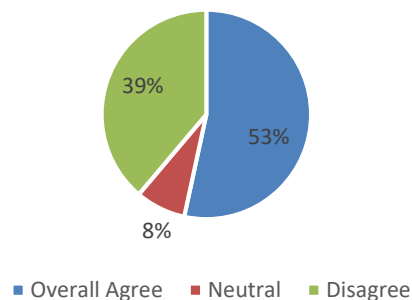
- I am a resident but do not live in the proposed school street or in an adjacent street
  - I operate a business near the school
  - I am a member of school staff
- School streets are installed following local engagement with the aim of improving road safety, air quality and making it safer for children and their parents to walk and cycle to school. To what extent do you think these objectives have been met?
- Do you think the school street has improved pedestrian/pupil safety since implementation?
- Do you think that the school street restriction hours need to change in the morning?
- Do you think that the school street restriction hours need to change in the afternoon?
- Do you think the school street has resulted in reduced anti-social behaviour, thoughtless parking and less traffic inside the school street zone?

### **Results analysis**

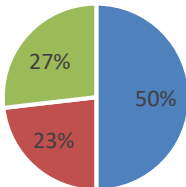
The responses have been collated and analysed globally, per school street zone and also per type of respondent. A detailed breakdown of the analysis can be found in Appendix C of this report.

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.

School streets are installed with the aim of improving road safety, air quality and making it safer for children and their parents to walk and cycle to school. To what extent do you think these objectives have been met?



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	<p>Do you think the school street has improved pedestrian/pupil safety since implementation?</p>  <table><tr><th>Response</th><th>Percentage</th></tr><tr><td>Overall Agree</td><td>49%</td></tr><tr><td>Neutral</td><td>9%</td></tr><tr><td>Disagree</td><td>42%</td></tr></table>	Response	Percentage	Overall Agree	49%	Neutral	9%	Disagree	42%	
Response	Percentage									
Overall Agree	49%									
Neutral	9%									
Disagree	42%									
	<p>Do you think the school street has resulted in reduced anti-social behaviour, thoughtless parking and less traffic inside the school street zone?</p>  <table><tr><th>Response</th><th>Percentage</th></tr><tr><td>Overall Agree</td><td>50%</td></tr><tr><td>Neutral</td><td>23%</td></tr><tr><td>Disagree</td><td>27%</td></tr></table>	Response	Percentage	Overall Agree	50%	Neutral	23%	Disagree	27%	
Response	Percentage									
Overall Agree	50%									
Neutral	23%									
Disagree	27%									

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

The results from the consultation show the majority of residents agree that the objectives of the schemes have been met, pedestrian/pupil safety has improved and there is overall less anti-social behaviour and thoughtless parking within the school streets. However, 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: A significant portion (24%) of the objections raised pertained to the restrictions placed on visitors within the school street zone. This was particularly highlighted by those individuals who require the assistance of carers. While this is acknowledged the current system has been designed to allow exemptions for registered carers, is functional and will become even smoother as residents become more familiar with it. Additional easing of the restrictions could potentially undermine the primary objectives of the school street scheme.

Traffic and parking displacement: The primary concern among 39% of objections raised regarding the proposed School Streets initiative is the potential impact on on-street parking and traffic in the surrounding areas. While School Streets generally decrease overall traffic volume by encouraging alternative transportation and walking, some displacement of parking and traffic is acknowledged.



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The current decision is limited to either making the experimental orders permanent or revoking them entirely. In light of the identified issues, localized additional parking measures are recommended as part of each scheme, subject to separate traffic orders. These are detailed below in *Recommendations*.

### **Recommendations**

As a result of the analysis of the responses to the consultation, and the support from the school, it is considered that the impact on the reduction in traffic, reduction of anti-social behaviour and inconsiderate 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 the number of contraventions have decreased over time (See Appendix D 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 the consulted 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 all the schemes permanent.

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

#### **Harrow Lodge Primary School:**

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

#### **Mead Primary School:**

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

#### **Oasis Academy Pinewood:**

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

## **OTHER OPTIONS CONSIDERED AND REJECTED**

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

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

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**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: Craig Waites

Designation: Highways Engineer

Signature: *Craig Waites*

Date: 21/03/2025

## **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 management order permanent and associated soft measures including letter dropping 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 89 enforcement cameras.

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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 89, 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 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) The need to foster good relations between those who have protected characteristics and those who do not.

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

The Council is committed to all of the above in the provision, procurement, and commissioning of its services, and the employment of its workforce. Additionally, the Council is dedicated to enhancing the quality of life and wellbeing for all Havering residents with regard to socio-economic and health determinants.

An EHIA (Equality and Health Impact Assessment) has been completed and is required for this decision.

The Council seeks to ensure equality, inclusion, and dignity for all. There are not equalities and social inclusion implications and risks associated with this decision.

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

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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.

### **ENVIRONMENTAL AND CLIMATE CHANGE 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.

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

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**APPENDICES**

- Appendix A** School Street Zone Layouts
- Appendix B** Exemptions To The Restrictions
- Appendix C** Consultation Results Analysis
- Appendix D** Evolution Of Contraventions

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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

**Details of decision maker**

*Barry Mugglestone*  
Signed

Name: Barry Mugglestone

Cabinet Portfolio held:  
CMT Member title:  
Head of Service title:  
Other manager title:

Date: 15/04/2025

**Lodging this notice**

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

**For use by Committee Administration**

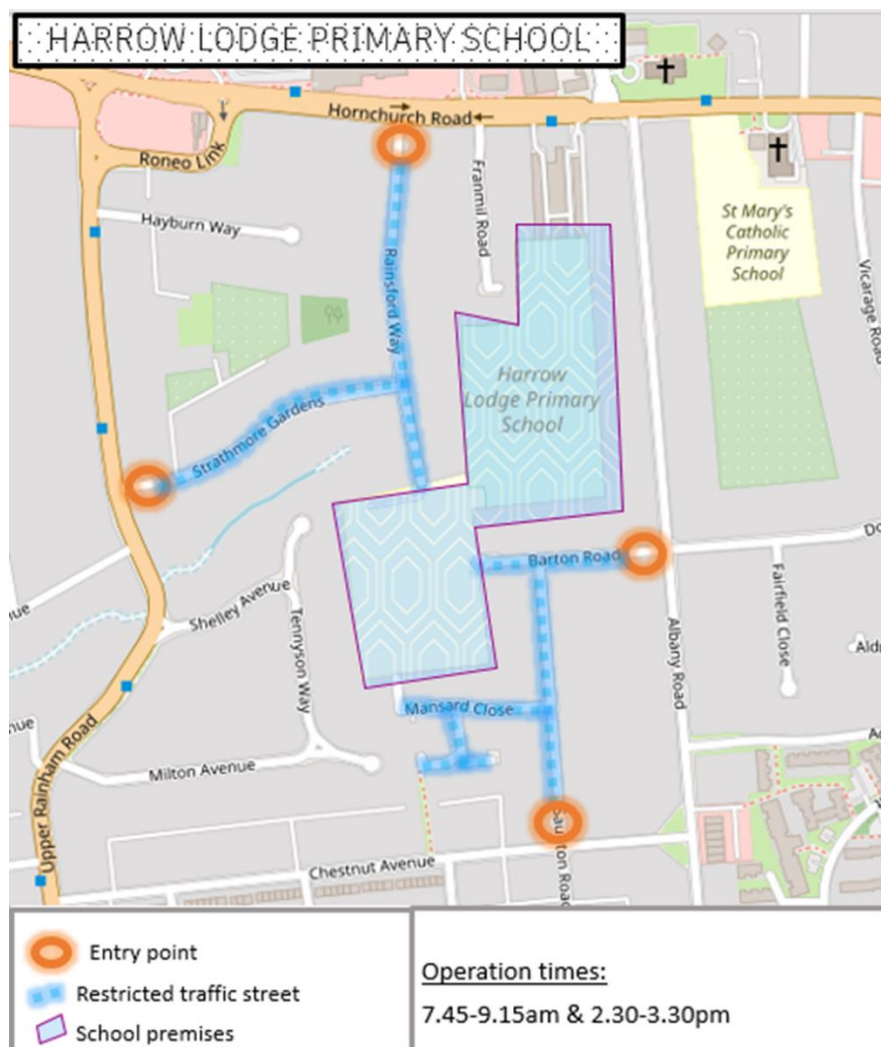
This notice was lodged with me on \_\_\_\_\_

Signed \_\_\_\_\_

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### APPENDIX A - School Street Zone Layouts

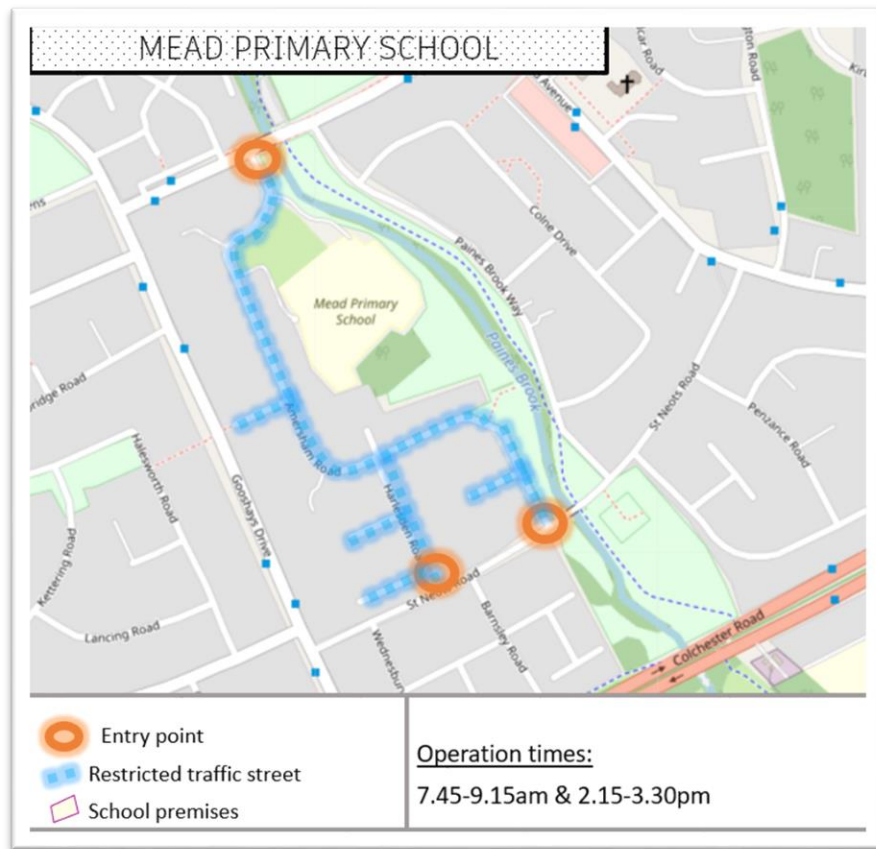
#### Harrow Lodge Primary School





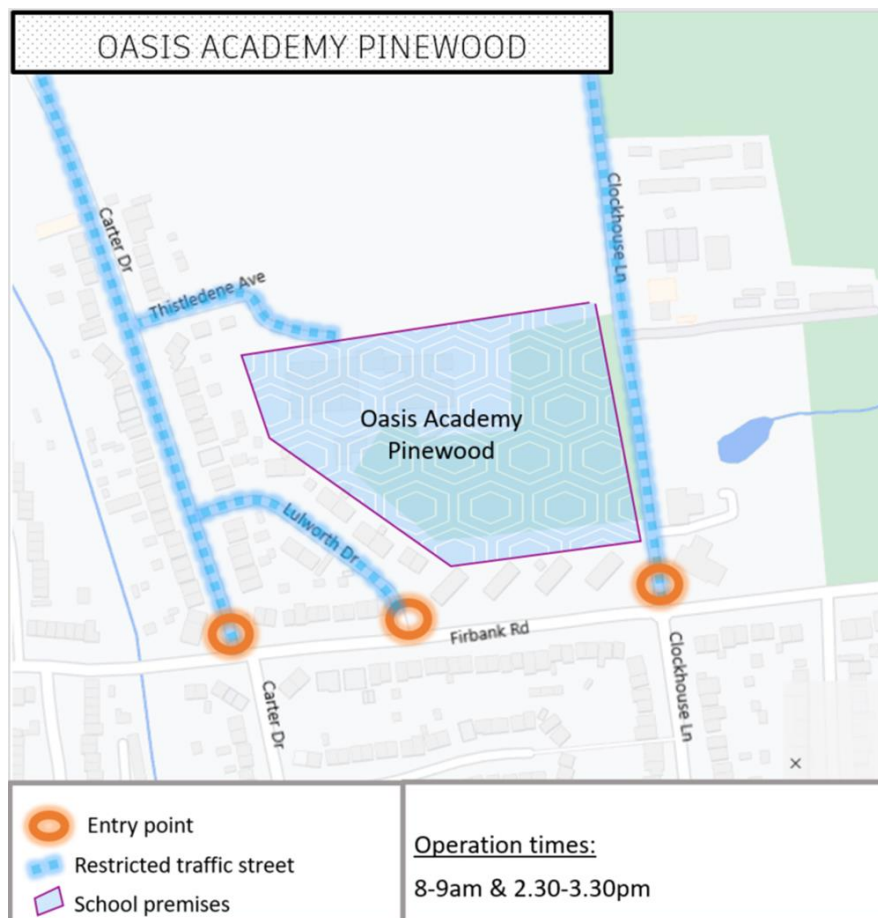
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### Mead Primary School



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### Oasis Academy Pinewood



## **APPENDIX B - Exemptions To The Restrictions**

### **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.

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### **APPENDIX C - Consultation Results Analysis**

#### **Harrow Lodge Primary**

School streets are installed following local engagement with the aim of improving road safety, air quality and making it safer for children and their parents to walk and cycle to school. To what extent do you think these objectives have been met?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		I am member of school staff or operates a business near the school		Total	
Completely	6	15.8%	1	20.0%	0		0		7	16.3%
Mostly	9	23.7%	0	0.0%	0		0		9	20.9%
Neutral	4	10.5%	1	20.0%	0		0		5	11.6%
Partly	3	7.9%	1	20.0%	0		0		4	9.3%
Not at all	16	42.1%	2	40.0%	0		0		18	41.9%
not answered			0	0.0%			0		0	0.0%
TOTAL	38	100.0%	5	100.0%	0		0		43	100.0%

Do you think the school street has improved pedestrian/pupil safety since implementation?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		I am member of school staff or operates a business near the school		Total	
Completely	8	21.1%	1	20.0%	0		0		9	20.9%
Mostly	7	18.4%	0	0.0%	0		0		7	16.3%
Neutral	3	7.9%	1	20.0%	0		0		4	9.3%
Partly	4	10.5%	1	20.0%	0		0		5	11.6%
Not at all	16	42.1%	2	40.0%					18	41.9%
TOTAL	38	100.0%	5	100.0%	0		0		43	100.0%

Do you think the school street has resulted in reduced anti-social behaviour, thoughtless parking and less traffic inside the school street zone?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		I am member of school staff or operates a business near the school		Total	
Completely	10	26.3%	1	20.0%	0		0		11	25.6%
Mostly	7	18.4%	0	0.0%	0		0		7	16.3%
Neutral	6	15.8%	1	20.0%	0		0		7	16.3%
Partly	2	5.3%	0	0.0%	0		0		2	4.7%
Not at all	13	34.2%	2	40.0%	0		0		15	34.9%
Not answered	0	0.0%	1	20.0%	0		0		1	2.3%
TOTAL	38	100.0%	5	100.0%	0		0		43	100.0%

Do you think that the school street restriction hours need to change in the morning?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		I am member of school staff or operates a business near the school		Total	
They are ok as they are	15	39.5%	1	20.0%	0		0		16	37.2%
They need to start earlier	0	0.0%	0	0.0%	0		0		0	0.0%
They need to start later	13	34.2%	2	40.0%	0		0		15	34.9%
Not answered	10	26.3%	2	40.0%	0		0		12	27.9%
TOTAL	38	100.0%	5	100.0%	0		0		43	100.0%

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Do you think that the school street restriction hours need to change in the afternoon?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		I am member of school staff or operates a business near the school		Total	
They are ok as they are	22	57.9%	1	20.0%	0		0		23	53.5%
They need to start earlier	1	2.6%	0	0.0%	0		0		1	2.3%
They need to start later	5	13.2%	2	40.0%	0		0		7	16.3%
Not answered	10	26.3%	2	40.0%	0		0		12	27.9%
TOTAL	38	100.0%	5	100.0%	0		0		43	100.0%

## Mead Primary School

School streets are installed following local engagement with the aim of improving road safety, air quality and making it safer for children and their parents to walk and cycle to school. To what extent do you think these objectives have been met?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		I am member of school staff or operates a business near the school		Total	
Completely	3	12.5%	2	22.2%	0		0		5	15.2%
Mostly	7	29.2%	1	11.1%	0		0		8	24.2%
Neutral	2	8.3%	0	0.0%	0		0		2	6.1%
Partly	8	33.3%	1	11.1%	0		0		9	27.3%
Not at all	4	16.7%	5	55.6%	0		0		9	27.3%
not answered			0	0.0%			0		0	0.0%
TOTAL	24	100.0%	9	100.0%	0		0		33	100.0%

Do you think the school street has improved pedestrian/pupil safety since implementation?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		I am member of school staff or operates a business near the school		Total	
Completely	3	12.5%	2	22.2%	0		0		5	15.2%
Mostly	7	29.2%	1	11.1%	0		0		8	24.2%
Neutral	4	16.7%	0	0.0%	0		0		4	12.1%
Partly	5	20.8%	0	0.0%	0		0		5	15.2%
Not at all	5	20.8%	5	55.6%	0		0		10	30.3%
Not answered	0	0.0%	1	11.1%	0		0		1	3.0%
TOTAL	24	100.0%	9	100.0%	0		0		33	100.0%

Do you think the school street has resulted in reduced anti-social behaviour, thoughtless parking and less traffic inside the school street zone?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		I am member of school staff or operates a business near the school		Total	
Completely	3	12.5%	2	22.2%	0		0		5	15.2%
Mostly	7	29.2%	1	11.1%	0		0		8	24.2%
Neutral	4	16.7%	2	22.2%	0		0		6	18.2%
Partly	5	20.8%	0	0.0%	0		0		5	15.2%
Not at all	5	20.8%	4	44.4%	0		0		9	27.3%
Not answered	0	0.0%	0	0.0%	0		0		0	0.0%
TOTAL	24	100.0%	9	100.0%	0		0		33	100.0%

## Non-key Executive Decision

Do you think that the school street restriction hours need to change in the morning?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		I am member of school staff or operates a business near the school		Total	
They are ok as they are	10	41.7%	2	22.2%	0		0		12	36.4%
They need to start earlier	5	20.8%	2	22.2%	0		0		7	21.2%
They need to start later	5	20.8%	1	11.1%	0		0		6	18.2%
Not answered	4	16.7%	4	44.4%	0		0		8	24.2%
TOTAL	24	100.0%	9	100.0%	0		0		33	100.0%

Do you think that the school street restriction hours need to change in the afternoon?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		I am member of school staff or operates a business near the school		Total	
They are ok as they are	11	45.8%	3	33.3%	0		0		14	42.4%
They need to start earlier	6	25.0%	1	11.1%	0		0		7	21.2%
They need to start later	3	12.5%	1	11.1%	0		0		4	12.1%
Not answered	4	16.7%	4	44.4%	0		0		8	24.2%
TOTAL	24	100.0%	9	100.0%	0		0		33	100.0%

## Oasis Academy Pinewood

School streets are installed following local engagement with the aim of improving road safety, air quality and making it safer for children and their parents to walk and cycle to school. To what extent do you think these objectives have been met?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		Total	
Completely	7	33.3%	0	0.0%	0		7	25.9%
Mostly	4	19.0%	1	16.7%	0		5	18.5%
Neutral	1	4.8%	0	0.0%	0		1	3.7%
Partly	1	4.8%	0	0.0%	0		1	3.7%
Not at all	8	38.1%	5	83.3%	0		13	48.1%
not answered				0.0%			0	0.0%
TOTAL	21	100.0%	6	100.0%	0		27	100.0%

Do you think the school street has improved pedestrian/pupil safety since implementation?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		Total	
Completely	8	38.1%	1	16.7%	0		9	33.3%
Mostly	2	9.5%	0	0.0%	0		2	7.4%
Neutral	1	4.8%	0	0.0%	0		1	3.7%
Partly	0	0.0%	0	0.0%	0		0	0.0%
Not at all	10	47.6%	5	83.3%	0		15	55.6%
Not answered	0	0.0%	0	0.0%	0		0	0.0%
TOTAL	21	100.0%	6	100.0%	0		27	100.0%

## **Non-key Executive Decision**

Do you think the school street has resulted in reduced anti-social behaviour, thoughtless parking and less traffic inside the school street zone?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		Total	
Completely	4	19.0%	1	16.7%	0		5	18.5%
Mostly	4	19.0%	0	0.0%	0		4	14.8%
Neutral	4	19.0%	1	16.7%	0		5	18.5%
Partly	2	9.5%	0	0.0%	0		2	7.4%
Not at all	7	33.3%	4	66.7%	0		11	40.7%
Not answered	0	0.0%	0	0.0%	0		0	0.0%
TOTAL	21	100.0%	6	100.0%	0		27	100.0%

Do you think that the school street restriction hours need to change in the morning?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		Total	
They are ok as they are	16	76.2%	2	33.3%	0		18	66.7%
They need to start earlier	0	0.0%	0	0.0%	0		0	0.0%
They need to start later	1	4.8%	1	16.7%	0		2	7.4%
Not answered	4	19.0%	3	50.0%	0		7	25.9%
TOTAL	21	100.0%	6	100.0%	0		27	100.0%

Do you think that the school street restriction hours need to change in the afternoon?

	I live within the proposed school street		I live within the streets adjacent to the proposed school street		I am a resident but do not live in the proposed school street or in an adjacent street		Total	
They are ok as they are	15	71.4%	2	33.3%	0		17	63.0%
They need to start earlier	0	0.0%	0	0.0%	0		0	0.0%
They need to start later	2	9.5%	1	16.7%	0		3	11.1%
Not answered	4	19.0%	3	50.0%	0		7	25.9%
TOTAL	21	100.0%	6	100.0%	0		27	100.0%

**APPENDIX D - Evolution of Contraventions**

