

Cabinet

Background Papers

Date: **Monday 24 January 2022**

Agenda - Part I

KEY 9. Recommendation from the Traffic and Road Safety Advisory Panel - "School Streets Programme" (Pages 3 - 80)

Background papers to the recommendation from the Traffic and Road Safety Advisory Panel (TARSAP).

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Report for:	TRAFFIC & ROAD SAFETY ADVISORY PANEL
Date of Meeting:	7 th December 2021
Subject:	School Street Schemes
Key Decision:	Yes, recommendations will be referred to Cabinet for decision
Responsible Officer:	Dipti Patel – Corporate Director, Community
Portfolio Holder:	Varsha Parmar - Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	Yes, recommendations will be referred to Cabinet for decision
Wards affected:	Belmont, Hatch End, Marlborough, Rayners Lane
Enclosures:	Appendix A – Traffic monitoring data Appendix B – Results of public engagement during trials Appendix C – Public consultation documents Appendix D – Schools questionnaire Appendix E – Public consultation results Appendix F – School questionnaire results

Section 1 – Summary and Recommendations

This report gives details about the six-month extension of the four school streets schemes trials in the London Streetspace Programme following the special TARSAP meeting on 22nd April 2021 and the results of a recent public consultation to consider the future of the schemes.

Recommendations:

The Panel is requested to recommend to Cabinet whether:

1. the school street scheme by Grimsdyke School be removed or made permanent,
2. the school street scheme by Marlborough School be removed or made permanent,
3. the school street scheme by Newton Farm School be removed or made permanent,
4. the school street scheme by Park High School be removed or made permanent

The Panel is requested to recommend to Cabinet that any school street schemes made permanent are subject to a review of the traffic signing and any necessary improvements made.

Reason: (For recommendations)

The maximum 18-month experimental period allowed for the school streets traffic management orders under current legislation ends on 27th March 2022 and a decision is required on whether to remove the schemes or make them permanent.

Section 2 – Report

Introduction

- 2.1 The Covid-19 health emergency has significantly affected the way we use public transport, and the ways in which we travel. The social distancing restrictions introduced by the Government since March last year to control the spread of the virus and rate of infection also had a severe impact on the use of public transport and on the way we travel.

- 2.2 The government issued statutory guidance under Section 18 of the Traffic Management Act 2004 to all highway authorities in England requiring local authorities in areas with high levels of public transport use to take measures to reallocate road space to people walking and cycling to encourage active travel and enable social distancing. In response to this the GLA / TfL developed the London Streetspace Programme (LSP) and invited London Boroughs to promote suitable streetspace schemes in accordance with TfL’s guidance. Harrow participated in the programme and subsequently made funding applications and secured funding for four school streets.
- 2.3 The purpose of the programme was to encourage the public to walk or cycle to school where previously they may have used the car and these improvements aimed to support those that are able to walk where distances are less than 2 km (a 10 minute walk) or cycle if the journey less than 5 km. Active travel avoids use of the car for short journeys, is often cheaper and quicker for the public, and helps improve air quality and public health.
- 2.4 TfL’s “Healthy streets for London” guidance is a key part of the Mayor’s Transport Strategy and highlights the following facts about travel and transport in the capital highlighting the potential for switchable trips.



- 2.5 The schemes can also allow the Council to make longer lasting changes in travel to improve the environment by tackling the causes of climate change and adapting our networks to changing travel patterns and to further increase the level of walking and cycling in accordance with the Council’s Transport Local Implementation Plan.

Options considered

- 2.6 The four school streets trials have been implemented using an experimental traffic management order which allows schemes to be reviewed for a maximum period of up to 18 months before a firm decision needs to be made about their future. The schemes have been operating for approximately 15 months to date.
- 2.7 The 18 month period ends in March 2022 and so this report sets out the two options available for each scheme:

- Remove the scheme
- Make the scheme permanent

School streets schemes

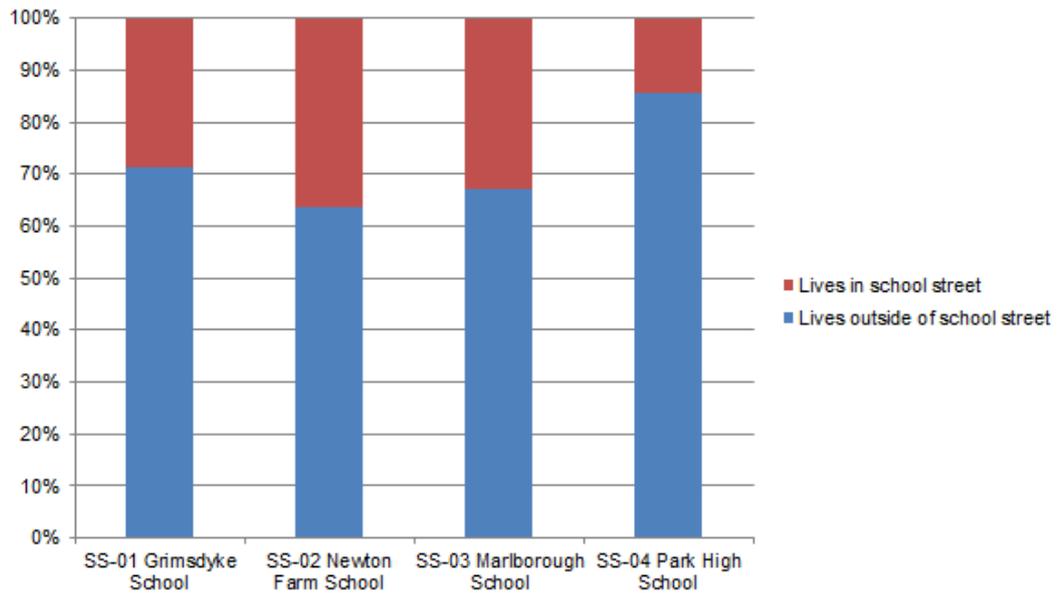
- 2.8 Detailed guidance for the London Streetspace Programme was released to the London boroughs by TfL in mid May and can be found at <http://content.tfl.gov.uk/lsp-interim-borough-guidance-main-doc.pdf>
- 2.9 Proposals were submitted against the school streets programme and an allocation of £135,000.00 was allocated to Harrow to deliver four school streets schemes in 2020/21.
- 2.10 The proposals for school streets measures were developed taking account of the severity of congestion and access problems at schools, impact on road safety, active travel and air pollution and also the receptiveness of the schools to work with the Council to implement and operate these types of schemes.
- 2.11 Three primary schools and one secondary school were implemented as shown in the list below.

Ref	Scheme	Budget
SS-01	Grimsdyke Primary School, Hatch End	£30,000
SS-02	Newton Farm Primary School, Rayners Lane	£30,000
SS-03	Marlborough Primary School, Wealdstone	£30,000
SS-04	Park High School, Stanmore, Middx.	£45,000
	Total	£135,000

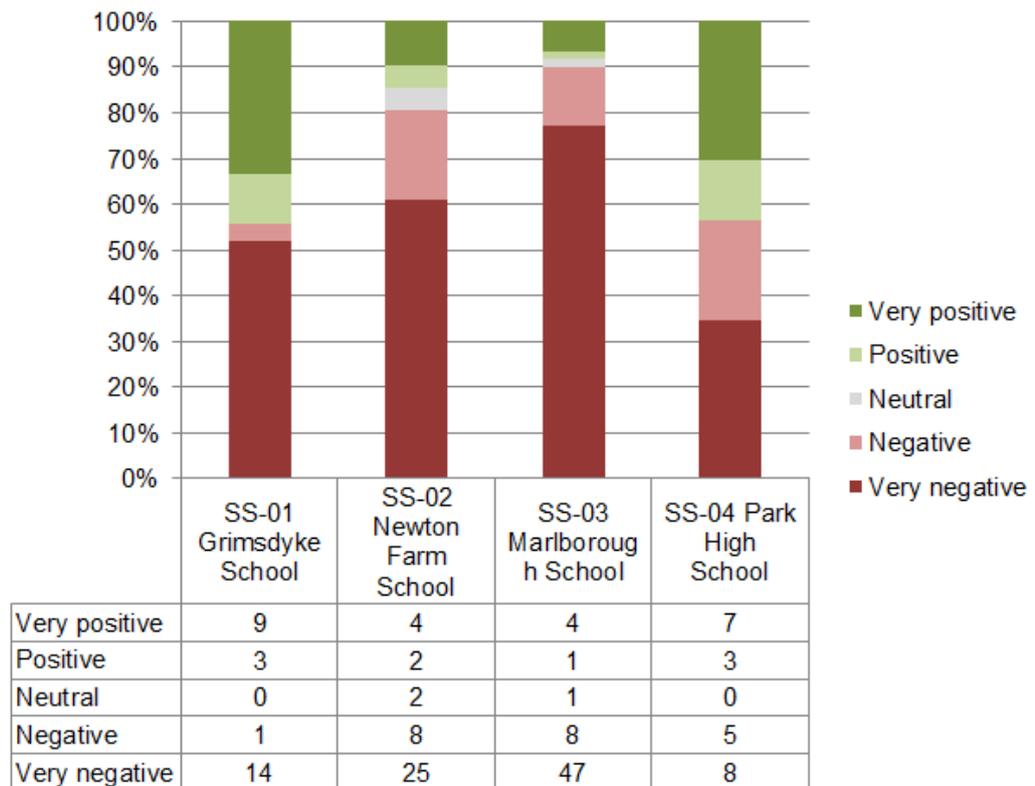
- 2.12 School streets operate on the principle that the streets surrounding a school are restricted to vehicular traffic at opening and closing times except for local residents living in the street. They improve air quality, reduce congestion and improve safety and encourage more active travel. The restrictions are enforced by using either fixed or mobile CCTV cameras with automatic number plate recognition systems.
- 2.13 The school streets were introduced in October 2020 and initially subject to a six-month trial which was monitored by undertaking traffic surveys and through reviewing feedback from a wide variety of stakeholders including residents, schools, parents, ward councillors and the emergency services. The first six months of operation of the experimental traffic management is also a statutory consultation period and details of representations received were also collated during the review.
- 2.14 TARSAP received a report in April 2021 and decided that the school streets scheme trials should be extended for another 6 months to allow the schemes to be evaluated further.

Review of six-month trial extension (Apr – Oct 2021)

- 2.15 The review is an important part of helping us understand the impact of the schemes and monitoring of traffic and stakeholder opinions has been undertaken.
- 2.16 Traffic surveys have been undertaken periodically to monitor any changes in walking, cycling and vehicle activity during the school street trials. A detailed summary of the surveys can be seen in **Appendix A**. To summarise the key findings are:
- There has been an increase in walking at the schools, particularly the three primary schools.
 - There has been a reduction in vehicle traffic at the schools.
 - Cycling activity has not changed significantly except at Grimsdyke School during the most recent survey in July 2021.
- 2.17 Feedback from a wide variety of stakeholders including residents, schools, parents and students is an important part of helping us understand the impact of the schemes. An engagement portal on the commonplace web platform was used to receive details of their experiences of the schemes during the trial period.
- 2.18 The detailed feedback received from the school streets trials extension between April and October 2021 can be seen in **Appendix B**. To summarise the findings are as follows:
- The number of responses was low with 152 received over the 6 month extension.
 - The majority of respondents to the survey lived outside of the school street scheme areas (question 1).



- The general sentiments shown about the schemes during the trial from the wider community were more negative than positive (question 6).



- The reasons for these sentiments (question 7) are shown in the table below and the top four reasons are highlighted.

	SS-01 Grimsdyke School	SS-02 Newton Farm School	SS-03 Marlborough School	SS-04 Park High School
Traffic / parking on	12	17	33	15

surrounding roads	(15.4%)	(15.9%)	(19.4%)	(25.4%)
Road safety / speeding vehicles	12 (15.4%)	15 (14.0%)	11 (6.5%)	10 (16.9%)
CCTV and enforcement	9 (11.5%)	12 (11.2%)	21 (12.4%)	6 (10.2%)
Air quality / public health	13 (16.7%)	10 (9.3%)	16 (9.4%)	9 (15.3%)
Access for deliveries / visitors	6 (7.7%)	14 (13.1%)	26 (15.3%)	5 (8.5%)
Inconvenience	6 (7.7%)	20 (18.7%)	33 (19.4%)	4 (6.8%)
Safety of cyclists	7 (9.0%)	8 (7.5%)	4 (2.4%)	3 (5.1%)
Pedestrian crossing points	5 (6.4%)	3 (2.8%)	6 (3.5%)	3 (5.1%)
Other	5 (6.4%)	5 (4.7%)	11 (6.5%)	3 (5.1%)
Access for disabled drivers	3 (3.8%)	3 (2.8%)	9 (5.3%)	1 (1.7%)

- The main concerns by respondents are shown as Traffic / parking on surrounding roads, Road safety / speeding vehicles, CCTV and enforcement, Air quality / public health, Access for deliveries / visitors and Inconvenience.

2.19 On 19th October the Council received a petition from residents living close to the Marlborough school area opposed to the school street scheme. The petition states:

We the residents of Marlborough ward, the undersigned, are opposed to School streets scheme and double yellow lines in the adjacent roads near Marlborough Primary School. We call on Harrow Council to:

- 1. To get rid of the School Streets Scheme and double yellow lines from the relevant roads*
- 2. to fully consult with local residents on any future proposals regarding these two aspects.*

2.20 The petition is signed by 45 residents living in Ranmoor Gardens, Ranmoor Close, Leys Close, Marlborough Hill, Rugby Close and Badminton Close.

2.21 The petitioner's reasons for requesting the removal of the school street scheme are not provided but the engagement survey during the trial does highlight that the most reasons are to do with inconvenience, traffic / parking on surrounding roads and access for visitors.

2.22 The yellow lines are not part of the school street scheme but are part of the wider controlled parking zone that includes Marlborough Hill. This specific issue will therefore be reported to the March 2022 TARSAP meeting separately when an officer report will be provided for members to review.

2.23 The view of the school community is more supportive of the schemes and the Head Teachers of the schools were asked to provide feedback which is summarised as follows:

- Grimsdyke School – the introduction of the scheme was initially positive providing a clearer pathway for the students to enter and leave the school, however, problems with parents continuing to drive to school and parking and has been displaced to other locations in the vicinity so the issues need to be reviewed.
- Marlborough School – the school is fully supportive of the scheme and there are visibly more children walking to school, the enforcement needs to be improved and there are some issues for deliveries and visitors to the school that need to be reviewed, the scheme improves safety for children and the community generally.
- Newton Farm School – the scheme has increased the number of children who walk, cycle or park and stride to school and there is a reduction in car use, educationally this has been a success to improve dialogue with parents and children regarding the school travel plan, additional enforcement should be provided to improve the scheme, we are supportive of continuing the scheme.
- Park High School – it is essential that the scheme is maintained to keep safer roads for students and residents, there are less conflicts and abusive encounters between residents and parents caused by parking, there are no complaints from the parents, this has been a positive health and safety improvement for the students and fosters improved relationships with neighbouring residents, the scheme should be made permanent.

2.24 The review of the traffic data indicates that there are positive impacts on walking and reduced vehicle use demonstrating that the schemes are achieving the aims and objectives. However, in terms of stakeholder opinions the local community remains negative about the schemes whilst the school community is mainly positive.

Public consultation (Nov / Dec 2021)

2.25 At the end of the trial extension a public consultation to determine the future of the schemes was undertaken which ran from Monday 18th October to Sunday 7th November. The consultation was aimed at:

- Residents in the School Streets
- Residents in the surrounding areas of each School Street
- Headteachers and school community

2.26 The Commonplace engagement portal used during the trial extension was closed and information was sent to all residents, businesses, schools and

school communities to advise them of the public consultation and give details of how they can participate online or request a hardcopy of the consultation via Access Harrow. The consultations were intended to seek participants views on the future of the schemes. Details of the consultation leaflets distributed, and the questionnaire used online can be seen in **Appendix C**. The consultation was available online at www.harrow.gov.uk/schoolstreetsconsultation

2.27 A separate consultation within the school communities was also organised. Headteachers were contacted directly and staff in the Travel Planning team worked with them to engage with their school communities through the relevant channels. The ‘voice of the child’ is considered a critical part of this engagement and we worked closely with the schools to capture this. A questionnaire was developed for this purpose which can be seen in **Appendix D**.

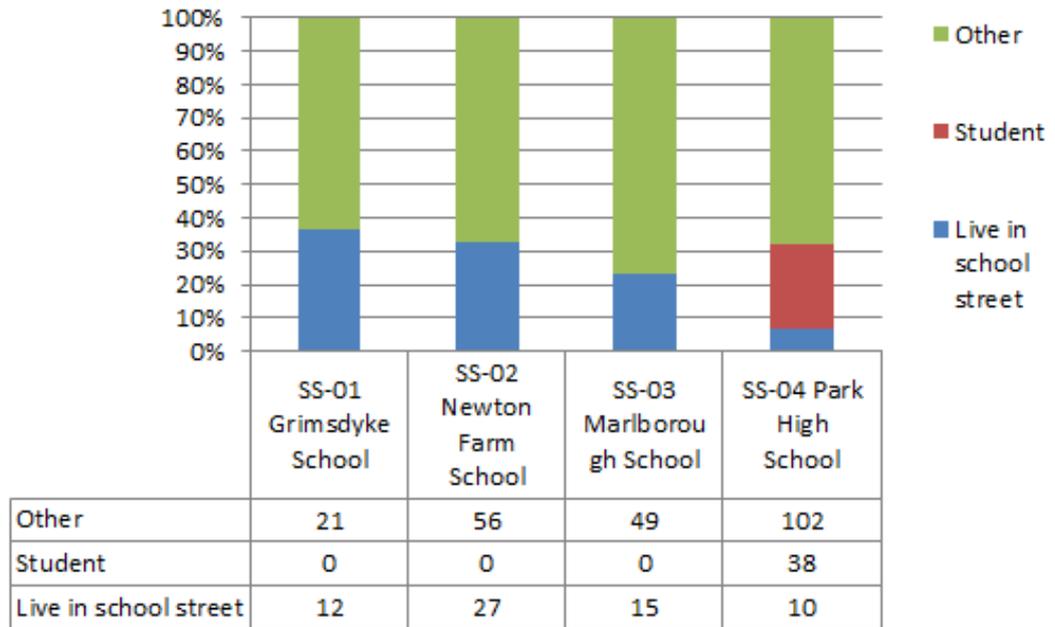
2.28 All responses received during both consultation exercises have been analysed and the results of the public consultation can be seen in **Appendix E** and the results of the consultation with the school community can be seen in **Appendix F**.

2.29 The findings of the public consultation are summarised as follows:

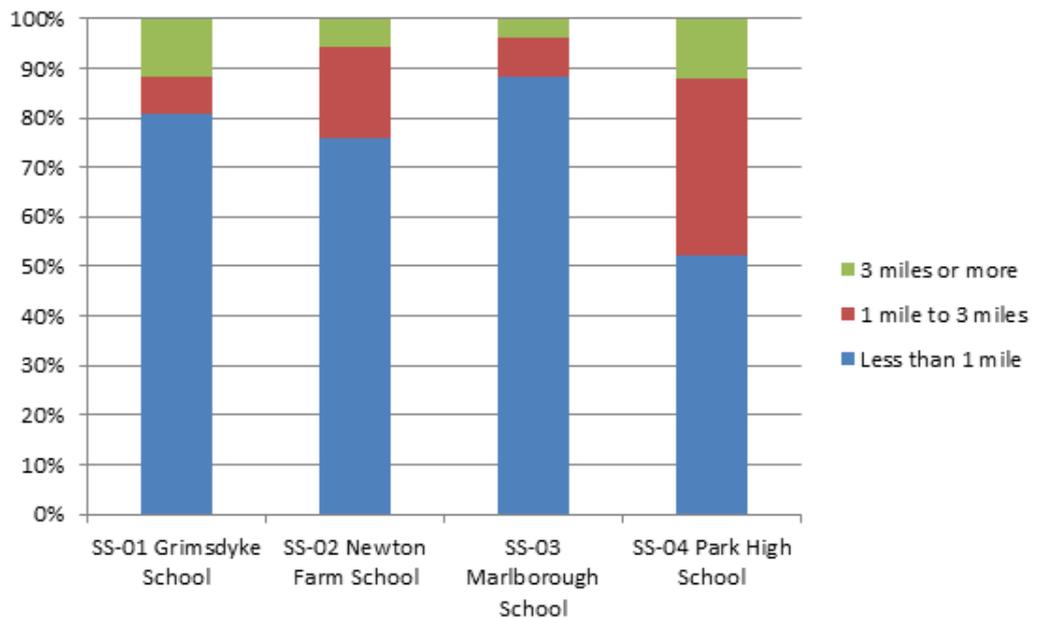
- The number of responses was relatively low with 249 received. This represents only a 4% response rate from the local community.

School	Leaflets distributed	Responses received	Percentage response
SS-01 Grimsdyke School	573	26	5%
SS-02cNewton Farm School	1618	54	3%
SS-03 Marlborough School	1971	52	3%
SS-04 Park High School	1749	117	7%
Total	5911	249	4%

- Most respondents lived outside of the school street area as shown in the graph below (Question 2). Park High school also received responses from students directly.



- The proximity of respondent to the school is shown in the graph below (Question 3). Over 75 % of respondents live less than 1 mile from the primary schools whilst for Park High School it is approximately 50% with 50% travelling further than 1 mile.



- The change in mode of transport (questions 4 and 5) before and after the school street schemes were introduced is shown in the table below. This shows that respondents indicated an increase in walking / cycling journeys and a reduction in car journeys to the school (highlighted) and demonstrates the positive impact on modal shift.

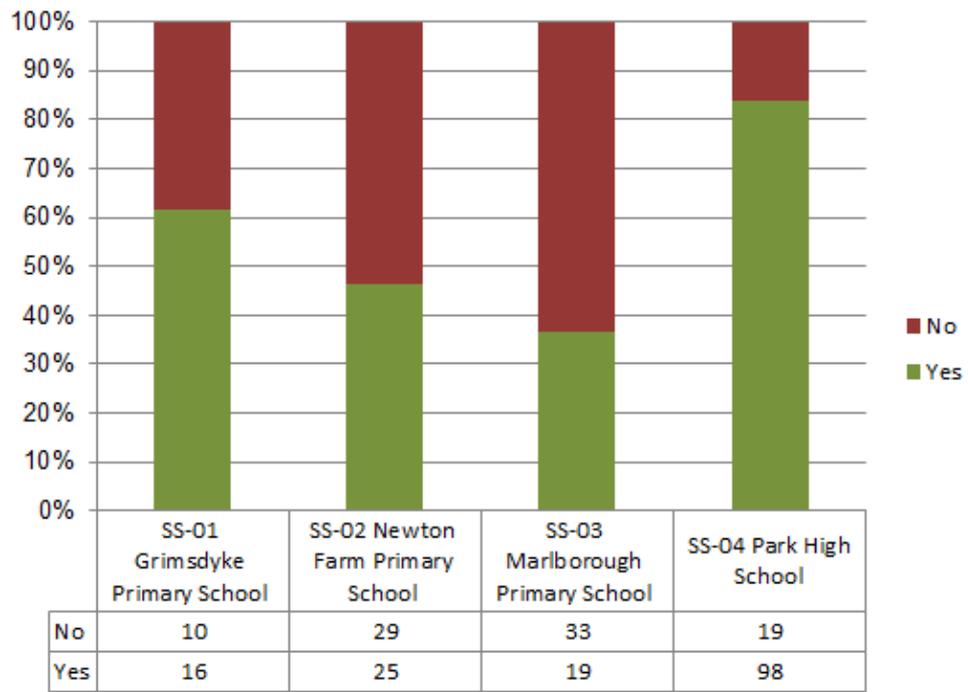
	SS-01 Grimsdyke School	SS-02 Newton Farm School	SS-03 Marlborough	SS-04 Park High School

					School			
	Before	After	Before	After	Before	After	Before	After
Walking	3	3	23	26	13	15	58	65
Cycling	2	3	3	3	3	6	0	2
Car / motorbike	16	15	21	17	26	22	28	24
Public transport	0	0	0	1	3	3	19	18
Not applicable	5	5	7	7	7	6	12	8

- The aims of the school street schemes were considered important to a high proportion of respondents (question 9) as shown in the table below. This highlights agreement with the purpose and ambition of the school street schemes.

	SS-01 Grimsdyke School		SS-02 Newton Farm School		SS-03 Marlborough School		SS-04 Park High School	
(I) Important (NI) Not very important	I	NI	I	NI	I	NI	I	NI
Improving general health and wellbeing	24	2	45	9	40	12	107	10
Encouraging more families and individuals to walk and cycle to school or in the local area	21	5	39	15	39	13	103	14
Making it safer to cross the road on foot	21	5	48	6	40	12	115	2
Making it safer to walk in the local area	21	5	47	7	41	11	111	6
Improving air quality	20	6	45	9	47	5	110	7
Providing a more pleasant and calm atmosphere at school drop-off and pick-up	19	7	44	10	32	20	104	13
Making it safer to cycle in the local area	17	9	41	13	32	20	101	16

- The respondents indicated a higher level of support overall for retaining the schemes (question 10) than the previous engagement during the trials as shown in the graph below. Grimsdyke school and Park High school showed support, Newton Farm school showed marginal opposition and Marlborough school showed a higher level of opposition.



- The main reasons for the responses to the question about retaining the schemes are shown in the table below (question 11). All of the schools show road safety as important. However, where respondents showed more support for the schemes the safety of pupils, active travel and air quality was important but where there was more opposition to the schemes access for deliveries / visitors and the impact of displaced traffic was more important.

	SS-01 Grimsdyke School	SS-02 Newton Farm School	SS-03 Marlborough School	SS-04 Park High School
Road safety / speeding vehicles	15	26	22	78
Safety of pupils	13	27	10	72
Impact of displaced traffic / parking congestion on surrounding roads	12	35	32	44
Air quality / public health	10	14	22	52
Active travel – cycling, walking, scooting	8	18	18	54
CCTV and enforcement	7	14	4	34
Access for deliveries / visitors	7	20	25	4
Access for disabled drivers	2	4	14	12
Pedestrian crossing points	2	6	7	26

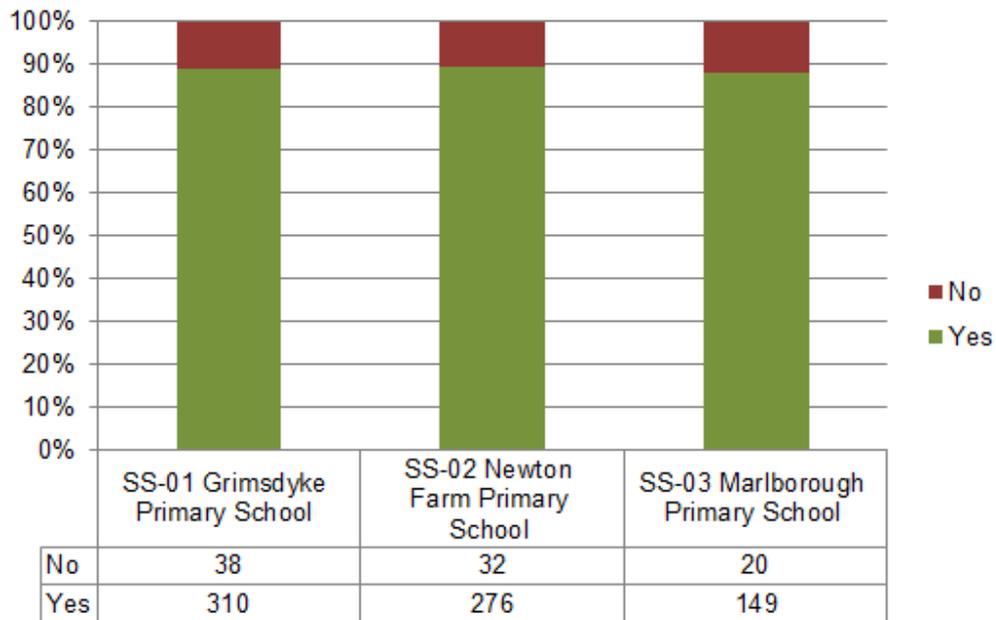
- It should also be noted that the two schemes with permanent CCTV camera enforcement at Park High School and Grimsdyke School have demonstrated public support whilst the schemes that rely on more infrequent mobile CCTV camera enforcement at Newton Farm School and Marlborough School have less support. The comments and feedback consistently indicate that better enforcement is needed at these particular sites due to a higher level of non-compliance with the restrictions observed by residents and this may be a factor in the results. If members were considering retaining these particular schemes, then installing permanent CCTV cameras would be an important consideration to address those concerns.

2.30 The findings of the school pupil consultation are summarised as follows:

- It can be seen that there were no responses to the school pupil questionnaire for Park High School and this is because students responded to the main public consultation instead as shown previously. However, all the views of students have been collated across both consultations. The response rate at the three primary schools was very high with 823 responses received.
- The questions concerning current and future travel preferences (questions 4 and 5) showed the high proportion of walking and park & stride currently and an interest in more scooting and cycling to school in the future.
- Respondents were asked if they had noticed any changes since the schemes were introduced (questions 6, 7, 8 & 9). The table below shows all the responses were positive towards the impact of the schemes.

Question	SS-01 Grimsdyke Primary School		SS-02 Newton Farm Primary School		SS-03 Marlborough Primary School	
	No	Yes	No	Yes	No	Yes
I see more of my friends walking, cycling or scooting to school	120	228	49	258	51	117
I feel safer on my journey to school	26	322	14	293	29	139
It is easier to cross the road outside my school	66	282	73	234	53	115
I can smell car fumes outside my school	251	97	230	77	125	43
The street outside my school feels calmer	98	250	65	242	61	107

- The respondents indicated a high level of support overall for retaining the schemes at all schools. This shows that the schemes have had a very beneficial impact on the school community (question 11).



2.31 The consultations indicate very strong support from the school community for all the schemes.

Summary of the consultation and conclusions

2.32 There has been a lot of public engagement and consultation on the school street schemes since April and there is a lot of information for members to consider. Taking account of all the feedback received the main findings are as follows:

- The largest number of respondents were from the school community (823 no.) who were overwhelmingly positive about the schemes and would like them retained.
- All the Head Teachers have showed support for the schemes and highlighted benefits and some issues for consideration, but generally they would like the schemes retained.
- The number of responses from the local community has been comparatively low (249 no.) and has been only a third of that from the school community. There is support shown for the Park High school and Grimsdyke school schemes to be retained but more opposition to retaining Marlborough school and Newton Farm School.
- The traffic data and opinion surveys show that the schemes have delivered more walking and cycling and less car use and this modal shift will help to improve public health, road safety and more sustainable transport in accordance with the Council's transport aims.

2.33 There is therefore a strong case for retaining the four schemes on this basis.

- 2.34 The recommendations seek members views on whether to retain or remove each individual scheme based on the evidence provided.
- 2.35 Should members decide to retain schemes then it is recommended that the traffic signing arrangements be reviewed and improved to ensure that motorists are aware of the restrictions.

Staffing/workforce

- 2.36 The monitoring and enforcement of the schemes will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team and Parking & Network Management team.

Ward Councillors' comments

- 2.37 Ward councillors' comments have not been sought for this report because all members are receiving a regular update on progress with the programme through a regular programme of reviews during the scheme trials.

Performance Issues

- 2.38 The implementation of schemes in the programme will be monitored including the traffic levels of different travel modes, the operational performance of the road network and public opinion.

Environmental Implications

- 2.39 There are environmental and health benefits from delivering the school street schemes. The main benefits are in improving air quality, road safety and public health.
- 2.40 The benefits identified were achieved by reducing car travel, reducing congestion, reducing casualties, encouraging active travel and from reduced vehicle emissions.

Data Protection Implications

- 2.41 There are no data protection implications

Risk Management Implications

- 2.42 A design risk assessment has been undertaken during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.
- 2.43 The delivery of each scheme in the programme has been subject to separate risk assessments.

Procurement Implications

- 2.44 Where needed, consultants and contractors have been procured to investigate, develop and deliver some proposals. This is business as usual. The work has been procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal implications

- 2.45 The Traffic Management Act 2004 places an obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 2.46 The Statutory guidance "Traffic Management Act 2004: network management in response to COVID-19" is an additional statutory guidance issued by the Secretary of State for Transport. It sets out high-level principles to help local authorities to manage their roads and what actions they should take. Local authorities in areas with high levels of public transport are required to take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing.
- 2.47 The traffic and parking restrictions in the schemes have been given effect by the making of experimental traffic management orders in accordance with section 9 and 10 of the Road Traffic Regulations Act 1984. The orders came into operation on 28th September 2020. The first 6 months of operation is a period in which to consider any representations made about the introduction of the scheme. All the representations and comments made during this statutory consultation period were considered at the special meeting of TARSAP on 22nd April.
- 2.48 The maximum length of time that an experimental traffic management order can operate is 18 months and the current orders are due to expire on 27th March 2022. It is therefore necessary before the expiry of the experimental orders to determine if the schemes should be removed, and the orders revoked, or the schemes made permanent and the orders confirmed as permanent orders.

Financial Implications

- 2.49 TfL awarded funding of £135,000 in 2020/21 to introduce the four school street schemes. The cost of monitoring and enforcement during the extension period has been met from existing budgets within the relevant service areas.
- 2.50 If members decide to make the schemes permanent, they can continue to be maintained in the future under the current operational arrangements from existing budgets within the relevant service areas.
- 2.51 If permanent CCTV equipment is required for Newton Farm School and Marlborough School, instead of relying on mobile CCTV enforcement, then

the cost of installing this would be approximately £80k. There would be some on-going revenue costs associated with these cameras as well. Both costs would need to be met from within the budget of the Parking Service.

- 2.52 If members decide to remove the schemes completely then the cost of removal would be approximately £20k. This cost would need to be met from Highway revenue budget. Camera equipment would be reused for other purposes.

Equalities Implications / Public Sector Equality Duty

- 2.53 The measures proposed in the programme accord with the Council's Transport Local Implementation Plan 3 (LIP). The LIP underwent an Equalities Impact Assessment and had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.
- 2.54 TfL have highlighted the need to assess the impacts of schemes on all protected characteristics and the schemes have been subject to a separate EqIA. The schemes do have positive benefits for the groups in the table below:

Protected characteristic	Benefit
Sex	Parents with young children will generally benefit most from schemes that prioritise walking and cycling because improved road layouts and public realm provide improved safety, security and convenience. Mothers are more likely to have full time care of young children and are therefore more likely to be positively impacted by these proposals.
Disability	<p>People with physical and visual impairment generally benefit most from schemes that prioritise walking because improved road layouts and public realm provide ease of access with fewer obstructions, improved safety, security and convenience to access the town centre and facilities.</p> <p>The wider benefits of active travel and more healthy lifestyles can reduce or prevent the affects of health conditions that affect mobility such as diabetes or heart disease and these proposals could in the long term reduce people developing disabilities.</p>

Age	<p>Young children and elderly people generally benefit most from schemes that prioritise walking and cycling because improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities. A reduction in the influx of traffic into an area will reduce particulate emissions and air pollution, to which children are particularly sensitive.</p> <p>Older children may benefit from enhanced cycling schemes as they provide a safer means of cycling to school and other activities.</p> <p>The schemes form part of wider school travel planning objectives , which should see longer term health impacts for children and young people.</p>
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Council Priorities

- 2.55 The proposed programme detailed in the report supports the Harrow Ambition Plan and will contribute to achieving the administration’s priorities:

Corporate priority	Impact
Building homes and infrastructure Improving the environment and addressing climate change	<p>Measures to control the level of traffic will reduce pollution from vehicle emissions and encourage a greater uptake of walking and cycling with wider public health benefits.</p> <p>Measures to control the level of traffic will also benefit more vulnerable residents in residential estates by reducing air pollution and improving road safety and accessibility.</p>
Addressing health and social care inequality Tackling poverty and inequality Thriving economy	<p>An improvement in public health will reduce pressure on health services particularly during the current health crisis.</p> <p>Measures to support social distancing will help to reduce fear of the risk of infection and encourage more people to make local journeys by walking and cycling .</p> <p>More walking journeys can encourage people to shop locally and thereby support the local economy.</p>

Section 3 - Statutory Officer Clearance

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 24/11/2021

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 25/11/2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 22/11/2021

Section 3 – Corporate Director Clearance

Statutory Officer: Dipti Patel

Signed by the Corporate Director - Community

Date: 29/11/2021

Mandatory Checks

Ward Councillors notified: **YES**

EqIA carried out: **YES**

EqIA cleared by: **Dave Corby, Community - Equality Task Group (DETG) Chair**

Section 4 - Contact Details and Background Papers

Contact:

David Eaglesham – Head of Traffic, Highways & Asset Management

E- mail David.Eaglesham@harrow.gov.uk

Background Papers:

TfL Streetspace for London guidance - <http://content.tfl.gov.uk/lsp-interim-borough-guidance-main-doc.pdf>

TfL Healthy Streets for London - <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

Transport Local Implementation Plan 3 –
<https://www.harrow.gov.uk/downloads/file/26428/harrow-transport-local-implementation-plan>

Walking, Cycling & Sustainable Transport Strategy -
<https://www.harrow.gov.uk/downloads/file/26432/harrow-walking-cycling-and-sustainable-transport-strategy>

Call-In Waived by the Chair of Overview and Scrutiny Committee	YES/ NO / NOT APPLICABLE*
<i>(for completion by Democratic Services staff only)</i>	<i>* Delete as appropriate If No, set out why the decision is urgent with reference to 4b - Rule 47 of the Constitution.</i>

APPENDIX A

School Streets trials Traffic Monitoring Pedestrian / cycling / vehicle activity (measured by counts)

Pedestrian and cycle activity counts and vehicle volume counts are being regularly undertaken at the sites. The pedestrian and cycle counts are taken at a mid-point in the scheme and repeat counts are undertaken at the same points for consistency. Both a weekday and weekend day are surveyed between 7am and 7pm to cover the busy periods. Surveys are undertaken by recording CCTV footage during the period of observation and later analysed by the survey company at their premises. Automatic traffic counters have also been used at each site to monitor traffic flows over the period of a week and calculate the average volume of daily vehicular traffic flow. The dates for data collection are as follows:

- | | |
|--|---|
| <p><u>CCTV counts</u></p> <ul style="list-style-type: none"> • 19th August 2020 • 16th September 2020 • 14th October 2020 • 11th November 2020 • 9th December 2020 • 20th January 2021 • 7th July 2021 | <p><u>Automatic traffic counters</u></p> <ul style="list-style-type: none"> • 8th – 14th July 2020 • 16th – 22nd September 2020 • 12th – 18th October 2020 • 7th – 13th November 2020 • 6th – 12th December 2020 • 18th – 24th January 2021 • 5th – 11th July 2021 |
|--|---|

The surveys were undertaken at the following locations as follows:

- Sylvia Avenue - east of Lyndon Avenue (SS-01)
- Sylvia avenue – north of Colburn Avenue (SS-01)
- Drake Road – east of Kings Road (SS-02)
- Drake Road – west of Alexandra Avenue (SS-02)
- Ravenswood Crescent – east of Kings Road (SS-02)
- Marlborough Hill – west of Badminton Close (SS-03)
- Marlborough Hill – east of Harrow View (SS-03)
- Burnell Gardens – south of Crowshott Avenue (SS-04)
- Thistlecroft Gardens – south of Crowshott Avenue (SS-04)

The table below gives details of the pedestrian, cycle and vehicle counts undertaken at the survey points. The shaded rows indicate when a lockdown was in force.

Morning	SS-01 Grimsdyke School			SS-02 Newton Farm School			SS-03 Marlborough School			SS-04 Park High School		
	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles
July / August	12	5	125	35	1	161	175	11	306	11	0	74
September	874	3	159	398	15	254	1003	23	605	315	5	113
October	983	3	88	600	18	153	1087	13	365	48	2	77
November	1019	8	70	604	16	201	1113	12	258	297	7	68

December	961	8	71	584	10	195	994	10	337	192	3	78
January	143	3	76	88	2	95	205	3	256	33	0	56
July	1022	13	82	678	25	276	1129	20	417	230	4	66

Afternoon	SS-01 Grimsdyke School			SS-02 Newton Farm School			SS-03 Marlborough School			SS-04 Park High School		
	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles
July / August	3	1	80	5	3	153	69	4	269	5	0	80
September	713	2	104	343	14	226	896	10	569	284	5	58
October	938	1	47	511	20	116	1060	6	299	32	4	49
November	963	3	65	531	11	171	1070	11	268	232	4	47
December	896	6	52	533	9	151	1063	7	283	161	6	43
January	196	2	34	87	1	80	181	3	250	21	2	55
July	1046	19	82	535	13	380	990	11	369	139	4	81

The counts in July / August reflect conditions prior to the schools opening, in September the conditions when the schools opened without a school streets scheme and thereafter the conditions with a school streets scheme operating up to December. The figures in the table that are shaded represent when the schools were open in the autumn term. The most recent survey was undertaken in July 2021.

The impact of the government restrictions on traffic levels were initially low in September with fewer restrictions in force, and became moderate in October under the three tier system and high during the second lockdown in November and then reduced to moderate again in December when the lockdown was eased.

The vehicle flows at all sites clearly show an increase in September when the schools opened with schemes in place and then a reduction from October when the school streets scheme were introduced. Significantly the volume of pedestrians has increased at primary school sites in conjunction with a reduction in vehicles since September. This is likely to be as a consequence of more local walking to school.

The impact on pedestrians has been less significant for the High school and it is likely that this is because a higher proportion of older students may already walk to school and there is less modal shift. It should be noted that in October not many pedestrians were recorded for Park High School because the school was not open to students on that particular survey date.

The volume of cyclists has remained low at all sites despite the introduction of the school streets. This is probably due to the schemes only improving conditions in the immediate vicinity of the school rather than over the whole of the route being used by cyclists between home and school. It is important to improve the whole journey experience in order to achieve a significant uptake in cycling. The weather conditions during autumn were also not favourable for cycling with more wet weather. This has changed in the summer (July 2021) at Grimsdyke school.

APPENDIX B

SCHOOL STREETS TRIALS (6 MONTHS EXTENSION) APRIL - OCTOBER 2021 COMMONPLACE ENGAGEMENT PORTAL FEEDBACK

SS-01 Grimsdyke School

Q1. Do you live / work in the school street?

No	14
Yes - I live there	8
Yes - I work there	1
Yes - my child goes to school here	3
Yes - I have a business there	0
Yes - I work at the school there	0
Yes - I work at a GP surgery /health centre	0
Yes - I run/attend a place of worship	0
Other	2

Q2. If No, what is your connection to the school street?

Live locally	13
Have a child that attends the school	1
Commute through the school streets	2
Live in Harrow	6
Work in Harrow	3
Work at a GP surgery / Health Centre	0
Run/attend a place of worship	0
Other	0

Q3. If you have a child at the school, what was your main mode of travel to school before the school street scheme?

Walking	2
Cycling	0
Car / motorbike	1
Public transport	1
Not applicable	4
Other	0

Q4. What is your main mode of travel to school now?

Walking	2
Cycling	0
Car / motorbike	2
Public transport	1
Not applicable	4
Other	0

Q5. If you travel to school by motor vehicle what is your reason for this?

Convenience	1
-------------	---

My journey also goes to other destinations	0
I have a mobility disability	0
I live a long distance away from the school	0
No convenient public transport services	1
I don't feel safe cycling	1
I don't feel safe walking	0
I don't feel safe on public transport	0
Other	1

Q6. How do you feel about the scheme? (required)

Very negative	14
Negative	1
Neutral	0
Positive	3
Very positive	9

Q7. Why do you feel this way? (please select your top three reasons)

Traffic / parking on surrounding roads	12
CCTV and enforcement	9
Inconvenience	6
Road safety / speeding vehicles	12
Air quality / public health	13
Safety of cyclists	7
Access for deliveries / visitors	6
Access for disabled drivers	3
Pedestrian crossing points	5
Other	5

Q8. Please tell us about any locations where improvements can be made to the scheme and surrounding streets

Sylvia Avenue	6
Newland Close	2
Lyndon Avenue	5
Derwent Avenue	5
Colborn Avenue	8
Hillview Close	6
Hillview Road	9
Hallam Gardens	6
Grimsdyke Road	10
Other	1

Q9. Please say why

Parents dropping off children from cars outside the school street area causing congestion / disruption	5
Inconvenient for residents and visitors – family / deliveries	2
More enforcement to ensure safe parking / dropping off / better compliance with restrictions	1
Extend yellow lines in the area	1

Ban all cars	1
Introduce 20mph limit in area	1
Scheme will not improve air quality	1
More parking restrictions required	1
Make scheme permanent	1
Extend scheme in area	1
Miscellaneous / Unrelated to school streets	1

Q10. Do you have any other comments?

Remove scheme / consider alternative scheme	5
Supports scheme	4
Consider one way system	3
Issue with PCNs issued	2
Plans poorly thought out	2
Consider walking buses	1
Opposed to CCTV	1
Critical of school expansion / wider catchment area / causes more car traffic	1
Allow taxis to have access	1
Widen scheme to all schools	1
Scheme causes congestion / inconvenience	1
Traffic volumes have reduced	1
Make the area an LTN	1

SS-02 Newton Farm School

Q1. Do you live / work in the school street?

No	12
Yes - I live there	16
Yes - I work there	1
Yes - my child goes to school here	13
Yes - I have a business there	0
Yes - I work at the school there	0
Yes - I work at a GP surgery /health centre	0
Yes - I run/attend a place of worship	0
Other	2

Q2. If No, what is your connection to the school street?

Live locally	14
Have a child that attends the school	5
Commute through the school streets	2
Live in Harrow	6
Work in Harrow	2
Work at a GP surgery / Health Centre	0
Run/attend a place of worship	0
Other	1

Q3. If you have a child at the school, what was your main mode of travel to school before the school street scheme?

Not applicable	7
Public transport	0
Car / motorbike	9
Walking	10
Cycling	1
Other	0

Q4. What is your main mode of travel to school now?

Not applicable	5
Public transport	0
Walking	13
Cycling	1
Car / motorbike	9
Other	5

Q5. If you travel to school by motor vehicle what is your reason for this?

I don't feel safe cycling	1
I don't feel safe on public transport	0
I have a mobility disability	0
I don't feel safe walking	0
My journey also goes to other destinations	3
I live a long distance away from the school	6

Convenience	1
No convenient public transport services	1
Other	1

Q6. How do you feel about the scheme? (required)

Very negative	25
Negative	8
Neutral	2
Positive	2
Very positive	4

Q7. Why do you feel this way? (please select your top three reasons)

Road safety / speeding vehicles	15
CCTV and enforcement	12
Access for disabled drivers	3
Air quality / public health	10
Inconvenience	20
Safety of cyclists	8
Access for deliveries / visitors	14
Pedestrian crossing points	3
Traffic / parking on surrounding roads	17
Other	5

Q8. Please tell us about any locations where improvements can be made to the scheme and surrounding streets

Drake Road	17
Kings Road	11
Alexandra Avenue	5
Ravenswood Crescent	11
Malvern Avenue	4
Other	3

Q9. Please say why

Road congestion caused by school run away from school street / Kings Road has a lot of congestion	5
Lack of enforcement / More enforcement to ensure safe parking / dropping off / better compliance with restrictions	4
Inconvenient for residents and visitors – family / deliveries	3
Remove scheme	3
Streets need to be 20mph	2
Parents dropping off children from cars outside the school street area causing congestion / disruption	2
Miscellaneous / Unrelated to school streets	2
Pedestrian crossing by school needed	1
Ban all cars	1
Use DVLA database for issuing permits automatically	1
Detrimental impact on parking	1
Provide more yellow lines	1

Scheme will not improve air quality	1
Better signing of restrictions needed	1

Q10. Do you have any other comments?

Causes inconvenience to parents dropping off children	5
Unhappy with rationale for scheme	3
More enforcement required	3
Remove scheme / consider alternative scheme	2
Drivers ignoring the scheme	2
Scheme not needed	2
General comments	2
Discourage parents in cars and also commuters	1
Doesn't want more parking restrictions in area	1
Widen scheme to all schools	1
Opposed to CCTV	1
Scheme doesn't encourage parents to change travel mode	1
Large number of parents still dropping off by car	1
Generally unhappy with area	1
School traffic marshals required	1
Provide more incentives for children / parents to change travel modes	1
Parking congestion in area	1
Speeding vehicles in area	1
Plans poorly thought out	1
Issues with process of getting a permit	1

SS-03 Marlborough School

Q1. Do you live / work in the school street?

No	30
Yes - I live there	19
Yes - I work there	2
Yes - my child goes to school here	0
Yes - I have a business there	1
Yes - I work at the school there	0
Yes - I work at a GP surgery /health centre	0
Yes - I run/attend a place of worship	1
Other	5

Q2. If No, what is your connection to the school street?

Live locally	30
Have a child that attends the school	0
Commute through the school streets	17
Live in Harrow	22
Work in Harrow	5
Work at a GP surgery / Health Centre	0
Run/attend a place of worship	2
Other	6

Q3. If you have a child at the school, what was your main mode of travel to school before the school street scheme?

Not applicable	22
Public transport	0
Car / motorbike	4
Walking	2
Cycling	0

Q4. What is your main mode of travel to school now?

Not applicable	17
Walking	2
Cycling	0
Public transport	0
Car / motorbike	7
Other	2

Q5. If you travel to school by motor vehicle what is your reason for this?

I don't feel safe cycling	1
I don't feel safe on public transport	1
I have a mobility disability	0
I don't feel safe walking	0
My journey also goes to other destinations	7
Convenience	0
No convenient public transport services	1

I live a long distance away from the school	2
Other	3

Q6. How do you feel about the scheme? (required)

Very negative	47
Negative	8
Neutral	1
Positive	1
Very positive	4

Q7. Why do you feel this way? (please select your top three reasons)

Road safety / speeding vehicles	11
CCTV and enforcement	21
Access for disabled drivers	9
Air quality / public health	16
Inconvenience	33
Safety of cyclists	4
Access for deliveries / visitors	26
Pedestrian crossing points	6
Traffic / parking on surrounding roads	33
Other	11

Q8. Please tell us about any locations where improvements can be made to the scheme and surrounding streets

Marlborough Hill	24
Rusland Park Road	11
Harrow View	12
Leys Close	6
Rugby Close	7
Badminton Close	11
Ranmoor Gardens	9
Walton Drive	8
Ranmoor Close	7
Queens Walk	7
Other	6

Q9. Please say why

Parents dropping off children from cars outside the school street area causing congestion / disruption	11
Miscellaneous / Unrelated to school streets	8
Traffic / pollution has been diverted onto alternative routes	7
Inconvenient for residents and visitors – family / deliveries	5
More enforcement to ensure safe parking / dropping off / better compliance with restrictions	4
Discriminates against disabled people from outside of school street area	2
Extend CPZ restrictions	2
Remove scheme	2
Provide permits for school	1

Duration of school streets is too long	1
Not enough exemptions to restrictions	1
Only problem before was parents vehicles blocking the road	1
Congestion at school opening / closing times is a problem	1
Consider putting in a 20mph zone	1
Get rid of all traffic street programs	1
Provide better signing for scheme to make it more noticeable	1
Scheme will not reduce vehicle emissions	1
Support scheme / better for walking and cycling	1

Q10. Do you have any other comments?

Scheme causes congestion / inconvenience / pollution	6
Does not support scheme / remove scheme	5
Unhappy with rationale for scheme	4
Problem with taxis and deliveries	4
Opposed to CCTV	3
General comments	4
Scheme not enforced properly / more enforcement	3
Parents parking in neighbouring streets	2
Address attitudes of parents through education / other measures	2
Widen scheme to all schools / more schools	2
Doesn't agree with timing of restrictions	2
Extend area of scheme	2
Concerns about legality of scheme	1
Install width restrictions	1
Road network already congested	1
School traffic marshals / patrols required	1
Placing children in their local schools will negate the need for travel by car	1
Scheme not required post Covid	1
Encourage motorists to use non-polluting / green vehicles	1
Parking on surrounding roads is worse	1
Supports scheme	1
Poorly thought out scheme	1
Doesn't provide disabled people with access	1
Concerned about legality of scheme	1
Install pedestrian crossing	1
Extend parking restrictions	1

SS-04 Park High School

Q1. Do you live / work in the school street?

No	14
Yes - I live there	3
Yes - I work there	1
Yes - my child goes to school here	0
Yes - I have a business there	0
Yes - I work at the school there	0
Yes - I work at a GP surgery /health centre	0
Yes - I run/attend a place of worship	0
Other	3

Q2. If No, what is your connection to the school street?

Live locally	16
Have a child that attends the school	1
Commute through the school streets	2
Live in Harrow	8
Work in Harrow	2
Work at a GP surgery / Health Centre	
Run/attend a place of worship	
Other	2

Q3. If you have a child at the school, what was your main mode of travel to school before the school street scheme?

Not applicable	10
Public transport	0
Car / motorbike	0
Walking	3
Cycling	0
Other	0

Q4. What is your main mode of travel to school now?

Not applicable	8
Walking	5
Cycling	0
Public transport	0
Car / motorbike	1
Other	0

Q5. If you travel to school by motor vehicle what is your reason for this?

I don't feel safe cycling	0
I don't feel safe on public transport	0
I have a mobility disability	0
I don't feel safe walking	0
My journey also goes to other destinations	1
Convenience	2

I live a long distance away from the school	0
No convenient public transport services	0
Other	1

Q6. How do you feel about the scheme? (required)

Very negative	8
Negative	5
Neutral	0
Positive	3
Very positive	7

Q7. Why do you feel this way? (please select your top three reasons)

Road safety / speeding vehicles	10
CCTV and enforcement	6
Access for disabled drivers	1
Air quality / public health	9
Inconvenience	4
Safety of cyclists	3
Access for deliveries / visitors	5
Pedestrian crossing points	3
Traffic / parking on surrounding roads	15
Other	3

Q8. Please tell us about any locations where improvements can be made to the scheme and surrounding streets

Thistlecroft Gardens	4
Burnell Gardens	3
Crowshott Avenue	12
Culver Grove	5
Other	7

Q9. Please say why

Parents dropping off children from cars outside the school street area causing congestion / disruption	10
Introduce 20mph limit in area	3
Traffic / pollution has been diverted onto alternative routes	2
Ban all cars	1
Extend parking restrictions in the area to improve road safety	1
Concerns with Honeypt Ln / Crowshott Ave junction	1
Scheme will not improve air quality	1
Provide cycle lanes on main routes	1

Q10. Do you have any other comments?

Put in place additional measures	1
Widen scheme to all schools	1
More enforcement required	1
Issue with PCNs issued	1

Opposed to CCTV	1
Supports scheme	1
Problem with parents parking outside of school street	1
Remove scheme / consider alternative scheme	1
Reduce speed limits in area	1
School traffic marshals required	1
Plans poorly thought out	1
Does not support scheme	1

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HARROW STREETSPACE PROGRAMME



School Streets GRIMSDYKE SCHOOL

HAVE YOUR SAY ON THE FUTURE OF SCHOOL STREETS

School Streets were developed in Harrow to create safer and more pleasant environments outside schools, as well as safe spaces to help social distancing during the pandemic.

School Streets create vehicle-restricted zones near or around schools during drop-off and pick-up times. Traffic signs at the start of the School Streets inform drivers of the restrictions.

School Streets are part of wider school travel plans, which aim to improve the health of Harrow's children and young people. The main objectives of School Streets are:

- Make it easier and safer to walk, scooter or cycle to school
- Create more space outside schools
- Provide a safer, more pleasant and calm atmosphere at school drop-off and pick-up
- Keep the air around the school cleaner.

School Streets help reduce congestion and the risk of casualties. Less traffic in the area also means less emissions and air pollution, which children are particularly sensitive to.

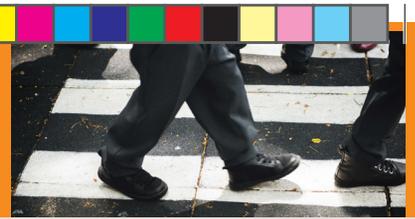
Why Grimsdyke School was chosen for a School Street

The roads around Grimsdyke School were often clogged with traffic at the beginning and end of the school day. Limited parking around the school, meant drivers often parked in the most dangerous places right outside the school gates or even stopped in the middle of the road, putting themselves and children arriving at school at risk. Local residents were also often inconvenienced by inconsiderate parking and poor driving.

The high number, movement, and speed of vehicles at school opening and closing times, made it dangerous for those walking, cycling or scooting and discouraged families from choosing these active ways of traveling to school.

This has a knock-on effect for children's activity levels as well as creating dangerous levels of air pollution in the vicinity of the school.

Harrow School Streets: Grimsdyke School



The story so far

The Grimsdyke School Street was introduced in October 2020 and has been operating under an Experimental Traffic Regulation Order (ETRO).

Under the ETRO process, the scheme can be modified and can remain in place for up to 18 months.

There have been several disruptions to schools due to Covid-19 which impacted the trial scheme and so a decision was made by Harrow Council's

Cabinet in April 2021, to extend the trial period of the School Street for a further 6 months.

During the extended trial period, we have regularly monitored the scheme and gathered the views of residents, ward councillors and key stakeholders, including schools.

With the scheme in place over a full school term, we would like your views about the Grimsdyke School Street and if it should be made permanent or removed.

OVERVIEW OF THE PROPOSAL

Our proposal

To make the experimental School Street for Grimsdyke School permanent. This would mean the scheme would continue to operate during school term-times.

Location and hours of operation

The roads on the map highlighted in pink, make up the 'School Street' area where the restrictions apply.

Sylvia Avenue – between Colburn Avenue and Lyndon Avenue will be closed to vehicles without permits:

Monday to Friday, term-time only:
8.15am to 9.15am
2.45pm to 3.45pm

Accessing the School Street

Permit holders will continue to be exempt from restrictions – the free virtual permit allows unrestricted access to the School Street at any time.

Virtual permits are available for the following groups:

- residents and businesses of the restricted section of the street(s)

- carers to residents of the restricted section of the street(s)
- blue badge holders accessing the school
- taxis servicing the school
- school buses
- emergency vehicles
- council waste vehicles
- statutory undertakers (such as water and gas companies)
- certain staff at schools.

If the scheme is made permanent and you already have a permit, you would not need to take any further action.

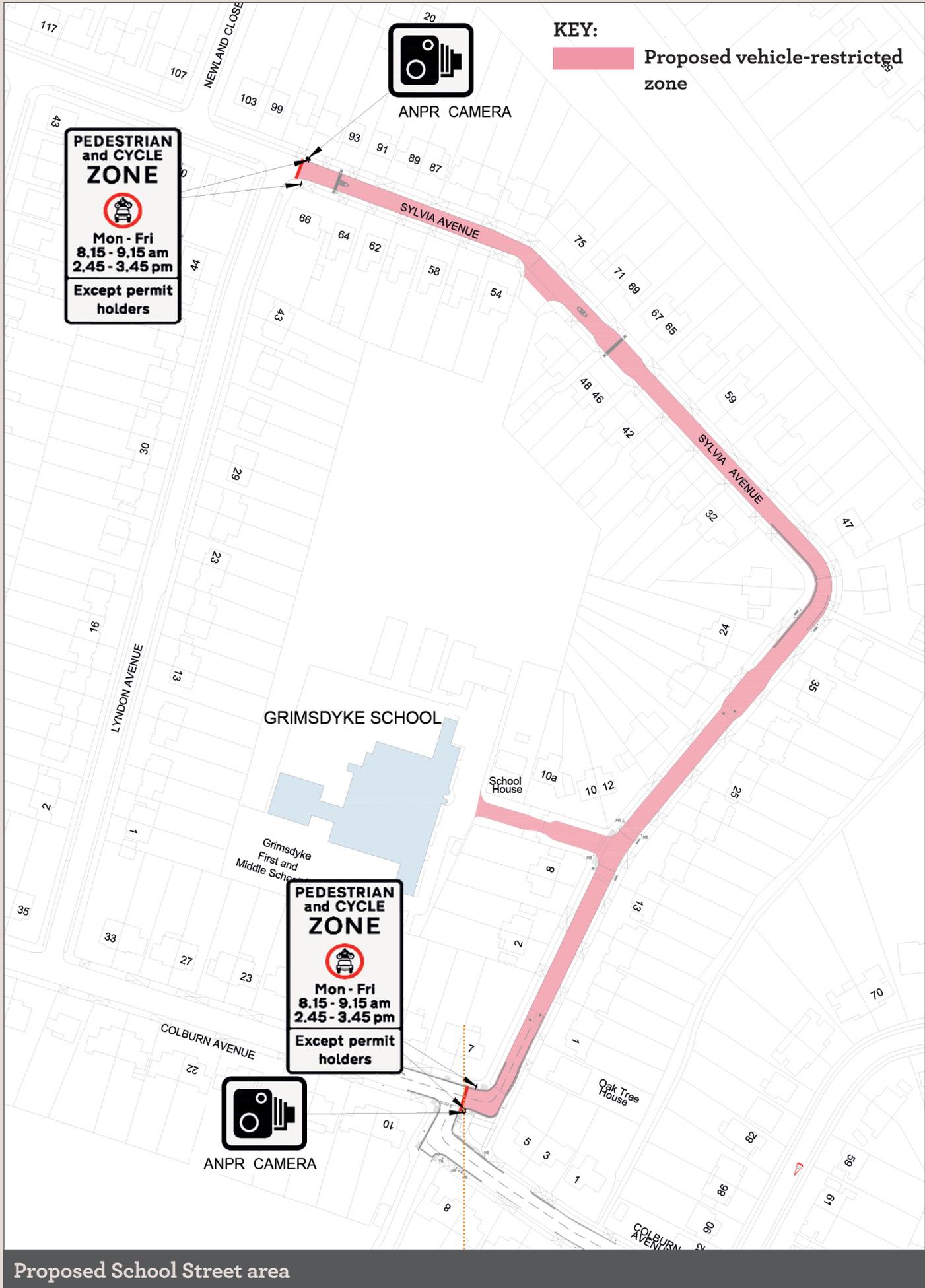
To check eligibility for a School Street permit and for details on how to apply if you are eligible, see harrow.gov.uk/schoolstreetsfaqs

Enforcement

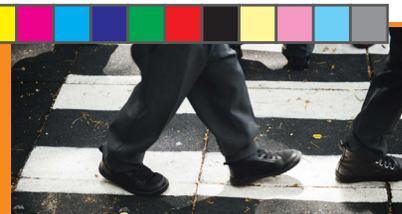
The School Street would continue to be enforced by Automatic Number Plate Recognition (ANPR) cameras or CCTV enforcement vehicles. The cameras read number plates of vehicles driving through the School Street, during the restricted hours, checking them against our database of virtual permits.

Motorists without a virtual permit could receive a Penalty Charge Notice (PCN).

Harrow School Streets: Grimsdyke School



Harrow School Streets: Grimsdyke School



What do you need to do now?

It is important that you share your views with us. Tell us if you want to keep the School Street scheme in place or remove the School Street.

To do this, you can either:

1) Complete the consultation online
harrow.gov.uk/schoolstreetsconsultation

Or

2) Request a hardcopy of the questionnaire by calling 020 8863 5611 and follow the prompts for School Streets.

All responses must be received **no later than 7 November 2021**.

Due to the large number of responses we expect to receive, it is not possible to reply to each individual separately.

Who is being consulted?

We welcome the views from local residents living in and around the Grimsdyke School Street.

We continue to engage with local ward councillors and the school to help inform

the decision-making process, as well as local businesses and representative groups – disability, public transport operators, places of worship, and health providers – within the School Street zone, so we can hear their views.

All views submitted as part of this consultation and the online engagement throughout the trial, will be considered. Feedback will be balanced against Harrow's Transport Local Implementation Plan, and the Council's climate emergency and health equality priorities as set out in the Borough Plan.

What happens next?

All responses received during the consultation process will be analysed and recommendations presented in a summary report.

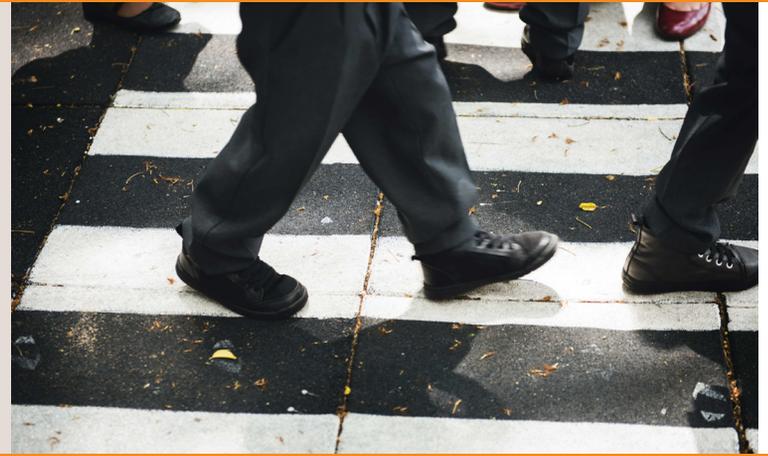
The results will form part of the formal review of the current School Streets programme and will be presented at the Traffic and Road Safety Advisory Panel (TARSAP) meeting on 7 December 2021.

TARSAP will make a recommendation to Cabinet on the next steps for the School Street.

Residents will be written to following the meeting about the outcome and next steps.

**For further information visit harrow.gov.uk/schoolstreets
Thank you for taking part**

HARROW STREETSPACE PROGRAMME



School Streets MARLBOROUGH SCHOOL

HAVE YOUR SAY ON THE FUTURE OF SCHOOL STREETS

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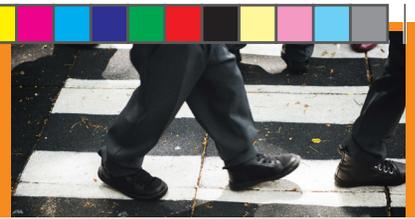
Why Marlborough School was chosen for a School Street

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Harrow School Streets: Marlborough School



The story so far

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Cabinet in April 2021, to extend the trial period of the School Street for a further 6 months.

During the extended trial period, we have regularly monitored the scheme and gathered the views of residents, ward councillors and key stakeholders, including schools.

With the scheme in place over a full school term, we would like your views about the Marlborough School Street and if it should be made permanent or removed.

OVERVIEW OF THE PROPOSAL

Our proposal

To make the experimental School Street for Marlborough School permanent. This would mean the scheme would continue to operate during school term-times.

Location and hours of operation

The roads on the map highlighted in pink, make up the 'School Street' area where the restrictions apply.

Marlborough Hill (between Rusland Park Road and Harrow View), Leys Close, Rugby Close, Ranmoor Gardens and Badminton Close

Monday to Friday, term-time only:
8.00am to 9.30am
2.30pm to 4.00pm

Accessing the School Street

Permit holders will continue to be exempt from restrictions – the free virtual permit allows unrestricted access to the School Street at any time.

Virtual permits are available for the following groups:

- residents and businesses of the restricted section of the street(s)

- carers to residents of the restricted section of the street(s)
- blue badge holders accessing the school
- taxis servicing the school
- school buses
- emergency vehicles
- council waste vehicles
- statutory undertakers (such as water and gas companies)
- certain staff at schools.

If the scheme is made permanent and you already have a permit, you would not need to take any further action.

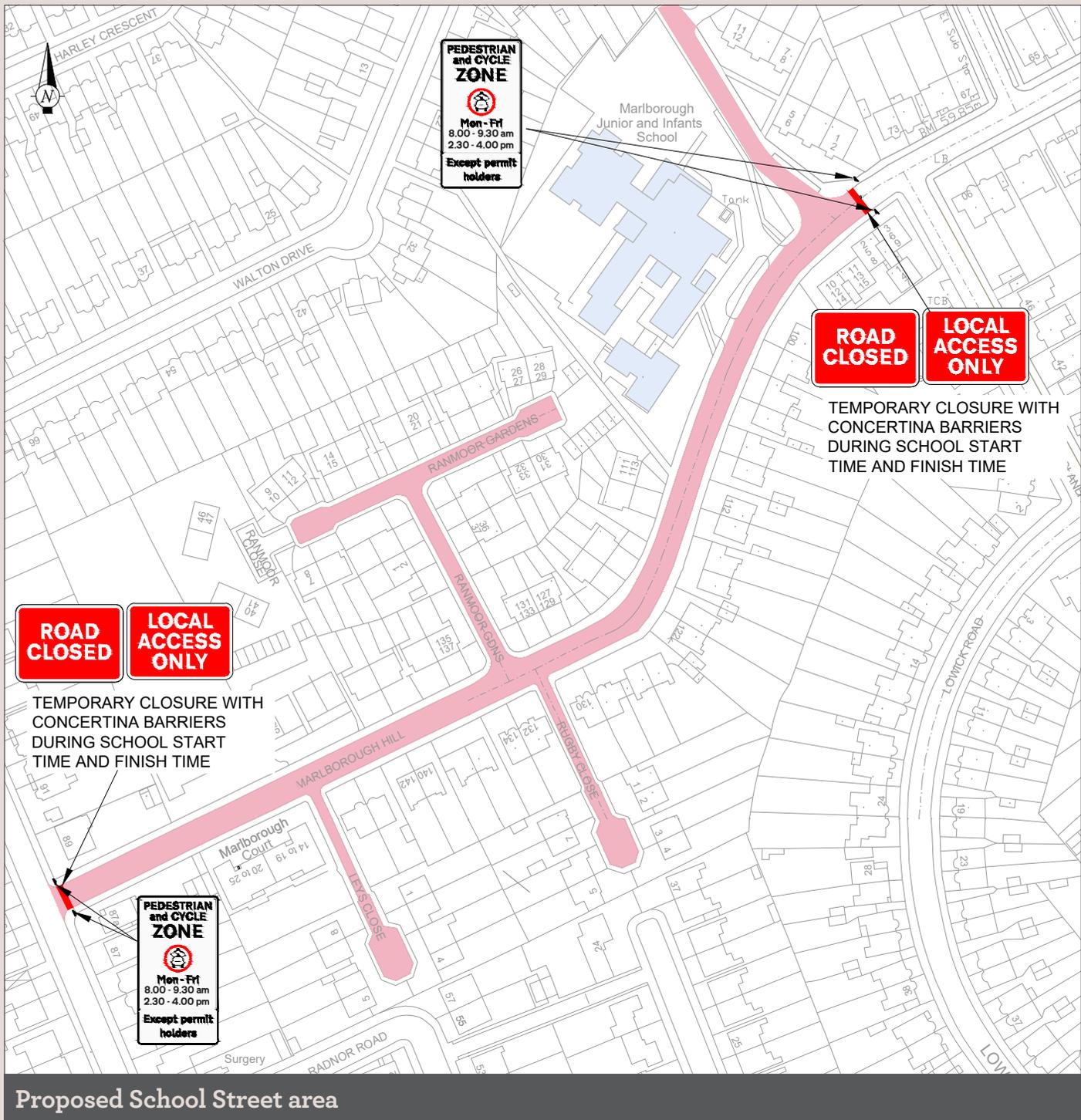
To check eligibility for a School Street permit and for details on how to apply if you are eligible, see harrow.gov.uk/schoolstreetsfaqs

Enforcement

The School Street would continue to be enforced by Automatic Number Plate Recognition (ANPR) cameras or CCTV enforcement vehicles. The cameras read number plates of vehicles driving through the School Street, during the restricted hours, checking them against our database of virtual permits.

Motorists without a virtual permit could receive a Penalty Charge Notice (PCN).

Harrow School Streets: Marlborough School

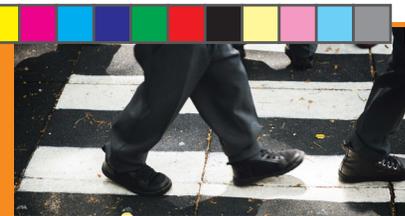


Proposed School Street area

KEY:

Proposed vehicle-restricted zone

Harrow School Streets: Marlborough School



What do you need to do now?

It is important that you share your views with us. Tell us if you want to keep the School Street scheme in place or remove the School Street.

To do this, you can either:

1) Complete the consultation online
harrow.gov.uk/schoolstreetsconsultation

Or

2) Request a hardcopy of the questionnaire by calling 020 8863 5611 and follow the prompts for School Streets.

All responses must be received **no later than 7 November 2021**.

Due to the large number of responses we expect to receive, it is not possible to reply to each individual separately.

Who is being consulted?

We welcome the views from local residents living in and around the Marlborough School Street.

We continue to engage with local ward councillors and the school to help inform

the decision-making process, as well as local businesses and representative groups – disability, public transport operators, places of worship, and health providers – within the School Street zone, so we can hear their views.

All views submitted as part of this consultation and the online engagement throughout the trial, will be considered. Feedback will be balanced against Harrow's Transport Local Implementation Plan, and the Council's climate emergency and health equality priorities as set out in the Borough Plan.

What happens next?

All responses received during the consultation process will be analysed and recommendations presented in a summary report.

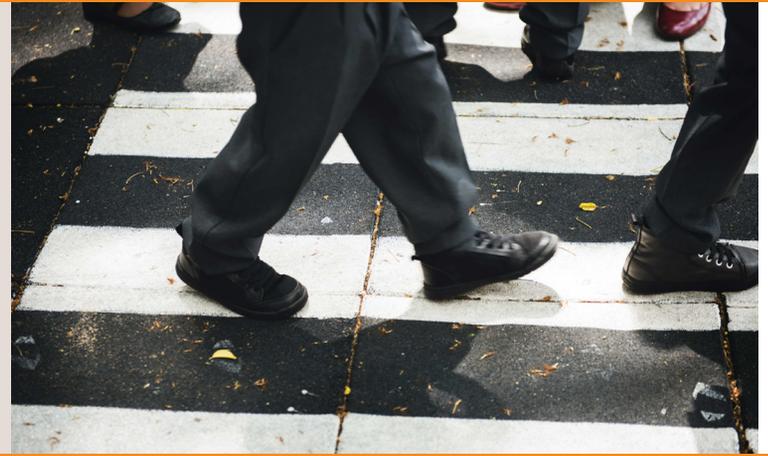
The results will form part of the formal review of the current School Streets programme and will be presented at the Traffic and Road Safety Advisory Panel (TARSAP) meeting on 7 December 2021.

TARSAP will make a recommendation to Cabinet on the next steps for the School Street.

Residents will be written to following the meeting about the outcome and next steps.

**For further information visit harrow.gov.uk/schoolstreets
Thank you for taking part**

HARROW STREETSPACE PROGRAMME



School Streets NEWTON FARM SCHOOL

HAVE YOUR SAY ON THE FUTURE OF SCHOOL STREETS

School Streets were developed in Harrow to create safer and more pleasant environments outside schools, as well as safe spaces to help social distancing during the pandemic.

School Streets create vehicle-restricted zones near or around schools during drop-off and pick-up times. Traffic signs at the start of the School Streets inform drivers of the restrictions.

School Streets are part of wider school travel plans, which aim to improve the health of Harrow's children and young people. The main objectives of School Streets are:

- Make it easier and safer to walk, scooter or cycle to school
- Create more space outside schools
- Provide a safer, more pleasant and calm atmosphere at school drop-off and pick-up
- Keep the air around the school cleaner.

School Streets help reduce congestion and the risk of casualties. Less traffic in the area also means less emissions and air pollution, which children are particularly sensitive to.

Why Newton Farm School was chosen for a School Street

The roads around Newton Farm School were often clogged with traffic at the beginning and end of the school day. Limited parking around the school, meant drivers often parked in the most dangerous places right outside the school gates or even stopped in the middle of the road, putting themselves and children arriving at school at risk. Local residents were also often inconvenienced by inconsiderate parking and poor driving.

The high number, movement, and speed of vehicles at school opening and closing times, made it dangerous for those walking, cycling or scooting and discouraged families from choosing these active ways of traveling to school.

This has a knock-on effect for children's activity levels as well as creating dangerous levels of air pollution in the vicinity of the school.

Harrow School Streets: Newton Farm School



The story so far

The Newton Farm School Street was introduced in October 2020 and has been operating under an Experimental Traffic Regulation Order (ETRO).

Under the ETRO process, the scheme can be modified and can remain in place for up to 18 months.

There have been several disruptions to schools due to Covid-19 which impacted the trial scheme and so a decision was made by Harrow Council's

Cabinet in April 2021, to extend the trial period of the School Street for a further 6 months.

During the extended trial period, we have regularly monitored the scheme and gathered the views of residents, ward councillors and key stakeholders, including schools.

With the scheme in place over a full school term, we would like your views about the Newton Farm School Street and if it should be made permanent or removed.

OVERVIEW OF THE PROPOSAL

Our proposal

To make the experimental School Street for Newton Farm School permanent. This would mean the scheme would continue to operate during school term-times.

Location and hours of operation

The roads on the map highlighted in pink, make up the 'School Street' area where the restrictions apply.

Drake Road – between Kings Road and Alexandra Avenue and Ravenswood Crescent (entire road)

Monday to Friday, term-time only:
8.30am to 9.15am
3.00pm to 3.45pm

Accessing the School Street

Permit holders will continue to be exempt from restrictions – the free virtual permit allows unrestricted access to the School Street at any time.

Virtual permits are available for the following groups:

- residents and businesses of the restricted section of the street(s)

- carers to residents of the restricted section of the street(s)
- blue badge holders accessing the school
- taxis servicing the school
- school buses
- emergency vehicles
- council waste vehicles
- statutory undertakers (such as water and gas companies)
- certain staff at schools.

If the scheme is made permanent and you already have a permit, you would not need to take any further action.

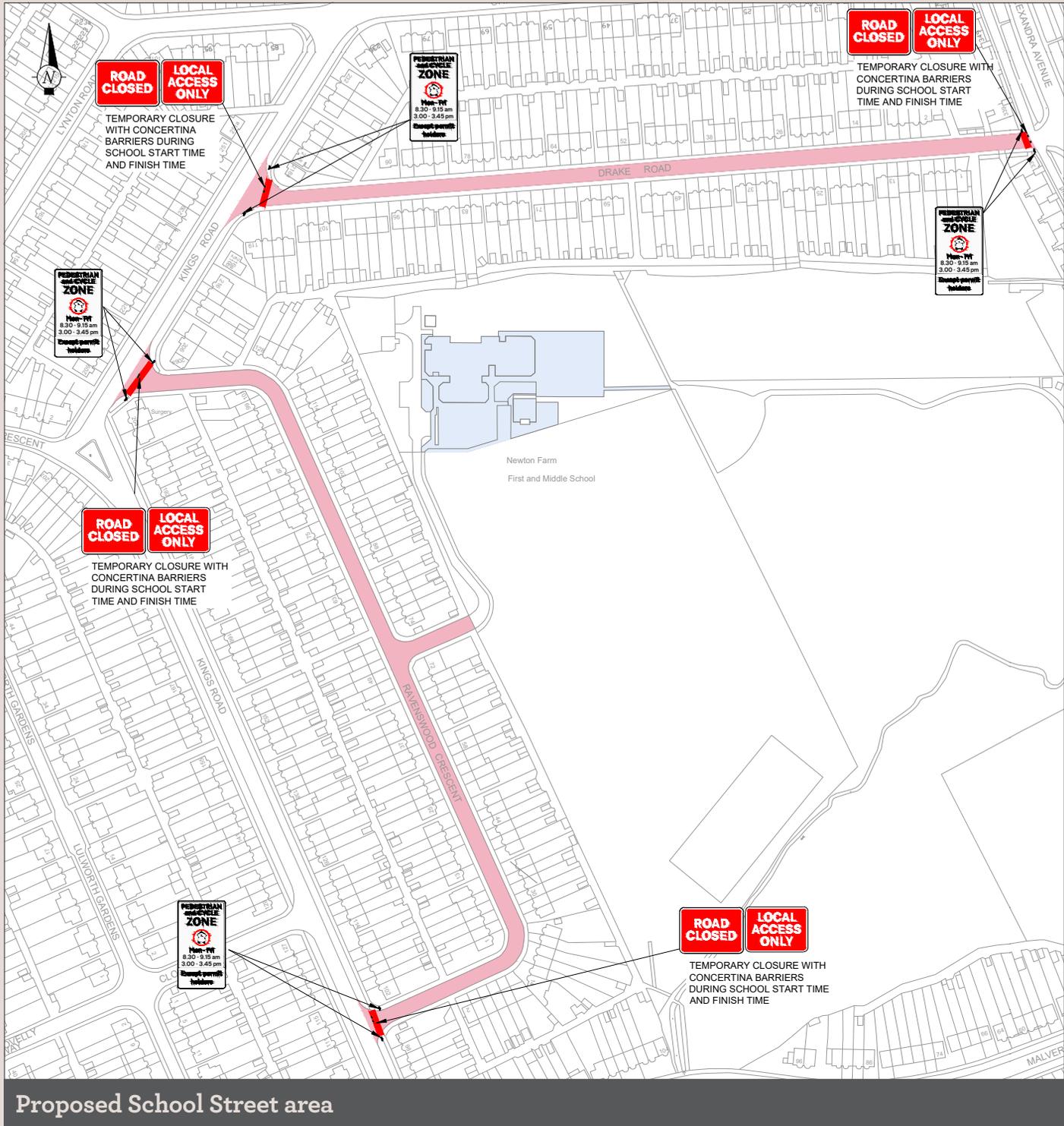
To check eligibility for a School Street permit and for details on how to apply if you are eligible, see harrow.gov.uk/schoolstreetsfaqs

Enforcement

The School Street would continue to be enforced by Automatic Number Plate Recognition (ANPR) cameras or CCTV enforcement vehicles. The cameras read number plates of vehicles driving through the School Street, during the restricted hours, checking them against our database of virtual permits.

Motorists without a virtual permit could receive a Penalty Charge Notice (PCN).

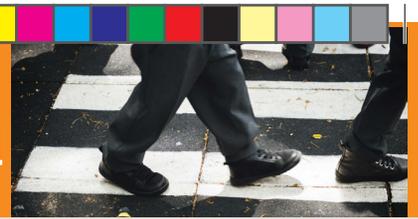
Harrow School Streets: Newton Farm School



KEY:

 Proposed vehicle-restricted zone

Harrow School Streets: Newton Farm School



What do you need to do now?

It is important that you share your views with us. Tell us if you want to keep the School Street scheme in place or remove the School Street.

To do this, you can either:

1) Complete the consultation online
harrow.gov.uk/schoolstreetsconsultation

Or

2) Request a hardcopy of the questionnaire by calling 020 8863 5611 and follow the prompts for School Streets.

All responses must be received **no later than 7 November 2021**.

Due to the large number of responses we expect to receive, it is not possible to reply to each individual separately.

Who is being consulted?

We welcome the views from local residents living in and around the Grimsdyke School Street.

We continue to engage with local ward councillors and the school to help inform

the decision-making process, as well as local businesses and representative groups – disability, public transport operators, places of worship, and health providers – within the School Street zone, so we can hear their views.

All views submitted as part of this consultation and the online engagement throughout the trial, will be considered. Feedback will be balanced against Harrow's Transport Local Implementation Plan, and the Council's climate emergency and health equality priorities as set out in the Borough Plan.

What happens next?

All responses received during the consultation process will be analysed and recommendations presented in a summary report.

The results will form part of the formal review of the current School Streets programme and will be presented at the Traffic and Road Safety Advisory Panel (TARSAP) meeting on 7 December 2021.

TARSAP will make a recommendation to Cabinet on the next steps for the School Street.

Residents will be written to following the meeting about the outcome and next steps.

**For further information visit harrow.gov.uk/schoolstreets
Thank you for taking part**

HARROW STREETSPACE PROGRAMME



School Streets PARK HIGH SCHOOL

HAVE YOUR SAY ON THE FUTURE OF SCHOOL STREETS

School Streets were developed in Harrow to create safer and more pleasant environments outside schools, as well as safe spaces to help social distancing during the pandemic.

School Streets create vehicle-restricted zones near or around schools during drop-off and pick-up times. Traffic signs at the start of the School Streets inform drivers of the restrictions.

School Streets are part of wider school travel plans, which aim to improve the health of Harrow's children and young people. The main objectives of School Streets are:

- Make it easier and safer to walk, scooter or cycle to school
- Create more space outside schools
- Provide a safer, more pleasant and calm atmosphere at school drop-off and pick-up
- Keep the air around the school cleaner.

School Streets help reduce congestion and the risk of casualties. Less traffic in the area also means less emissions and air pollution, which children are particularly sensitive to.

Why Park High School was chosen for a School Street

The roads around Park High School were often clogged with traffic at the beginning and end of the school day. Limited parking around the school, meant drivers often parked in the most dangerous places right outside the school gates or even stopped in the middle of the road, putting themselves and children arriving at school at risk. Local residents were also often inconvenienced by inconsiderate parking and poor driving.

The high number, movement, and speed of vehicles at school opening and closing times, made it dangerous for those walking, cycling or scooting and discouraged families from choosing these active ways of traveling to school.

This has a knock-on effect for children's activity levels as well as creating dangerous levels of air pollution in the vicinity of the school.

Harrow School Streets: Park High School



The story so far

The Park High School Street was introduced in October 2020 and has been operating under an Experimental Traffic Regulation Order (ETRO).

Under the ETRO process, the scheme can be modified and can remain in place for up to 18 months.

There have been several disruptions to schools due to Covid-19 which impacted the trial scheme and so a decision was made by Harrow Council's

Cabinet in April 2021, to extend the trial period of the School Street for a further 6 months.

During the extended trial period, we have regularly monitored the scheme and gathered the views of residents, ward councillors and key stakeholders, including schools.

With the scheme in place over a full school term, we would like your views about the Park High School Street and if it should be made permanent or removed.

OVERVIEW OF THE PROPOSAL

Our proposal

To make the experimental School Street for Park High School permanent. This would mean the scheme would continue to operate during school term-times.

Location and hours of operation

The roads on the map highlighted in pink, make up the 'School Street' area where the restrictions apply.

Thistlecroft Gardens (entire road), Burnell Gardens (entire road)

Monday to Friday, term-time only:
8.15am to 9.15am
2.30pm to 3.30pm

Accessing the School Street

Permit holders will continue to be exempt from restrictions – the free virtual permit allows unrestricted access to the School Street at any time.

Virtual permits are available for the following groups:

- residents and businesses of the restricted section of the street(s)
- carers to residents of the restricted section

of the street(s)

- blue badge holders accessing the school
- taxis servicing the school
- school buses
- emergency vehicles
- council waste vehicles
- statutory undertakers (such as water and gas companies)
- certain staff at schools.

If the scheme is made permanent and you already have a permit, you would not need to take any further action.

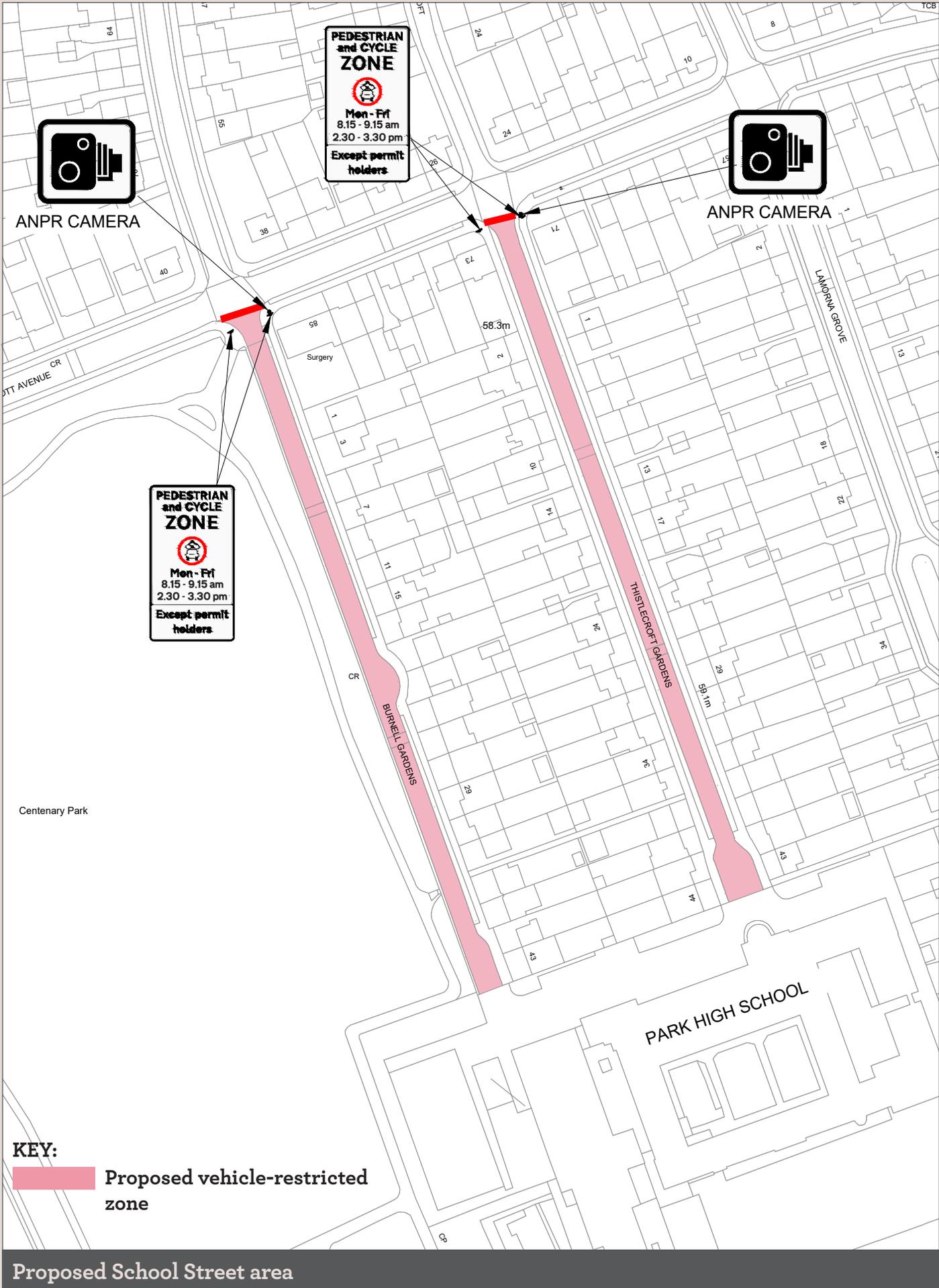
To check eligibility for a School Street permit and for details on how to apply if you are eligible, see harrow.gov.uk/schoolstreetsfaqs

Enforcement

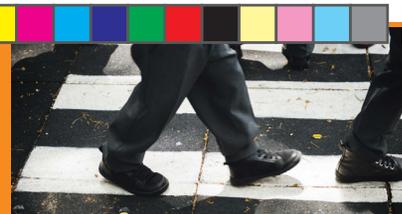
The School Street would continue to be enforced by Automatic Number Plate Recognition (ANPR) cameras or CCTV enforcement vehicles. The cameras read number plates of vehicles driving through the School Street, during the restricted hours, checking them against our database of virtual permits.

Motorists without a virtual permit could receive a Penalty Charge Notice (PCN).

Harrow School Streets: Park High School



Harrow School Streets: Park High School



What do you need to do now?

It is important that you share your views with us. Tell us if you want to keep the School Street scheme in place or remove the School Street.

To do this, you can either:

1) Complete the consultation online
harrow.gov.uk/schoolstreetsconsultation

Or

2) Request a hardcopy of the questionnaire by calling 020 8863 5611 and follow the prompts for School Streets.

All responses must be received **no later than 7 November 2021**.

Due to the large number of responses we expect to receive, it is not possible to reply to each individual separately.

Who is being consulted?

We welcome the views from local residents living in and around the Park High School Street.

We continue to engage with local ward councillors and the school to help inform

the decision-making process, as well as local businesses and representative groups – disability, public transport operators, places of worship, and health providers – within the School Street zone, so we can hear their views.

All views submitted as part of this consultation and the online engagement throughout the trial, will be considered. Feedback will be balanced against Harrow's Transport Local Implementation Plan, and the Council's climate emergency and health equality priorities as set out in the Borough Plan.

What happens next?

All responses received during the consultation process will be analysed and recommendations presented in a summary report.

The results will form part of the formal review of the current School Streets programme and will be presented at the Traffic and Road Safety Advisory Panel (TARSAP) meeting on 7 December 2021.

TARSAP will make a recommendation to Cabinet on the next steps for the School Street.

Residents will be written to following the meeting about the outcome and next steps.

**For further information visit harrow.gov.uk/schoolstreets
Thank you for taking part**

HARROW SCHOOL STREETS CONSULTATION

Please read the consultation document before completing this questionnaire



We are committed to protecting your personal data. We will use the information you give us in this form, any supporting evidence you provide, or any information requested by the council, to process your request.

We may also share this information with other council departments and other agencies, where required by law to do so. You can find out more about how we use and store or share your information at <https://www.harrow.gov.uk/council/data-protection>

Please complete the following questionnaire (*these sections must be answered):

SECTION 1: ABOUT YOU

Postcode

Please say which School Street you are telling us about*

Grimsdyke Primary School

Newton Farm Nursery, Infant and Junior School

Marlborough Primary School

Park High School

I am a*

Resident

Business

School staff

Parent/Carer

BUILDING A BETTER
HARROW

*Harrow*COUNCIL
LONDON

Q1. What is your connection to the School Street? (Please select all that apply) *

I live on the School Street	<input type="checkbox"/>	I have a business there	<input type="checkbox"/>
I live in the surrounding streets	<input type="checkbox"/>	I work at the school	<input type="checkbox"/>
Have a child that attends the school	<input type="checkbox"/>	I work nearby	<input type="checkbox"/>
Commute through the School Street area	<input type="checkbox"/>	Other	<input type="checkbox"/>

Q2. How far away do you live from the school? *

Less than 1 mile	<input type="checkbox"/>	3 miles or more	<input type="checkbox"/>
1 mile to 3 miles	<input type="checkbox"/>		

Q3. What was your main mode of travel before the School Street scheme? *

Walking	<input type="checkbox"/>	Car / motorbike	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	Public transport	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>		

Q4. What is your main mode of travel to school now?*

Walking	<input type="checkbox"/>	Cycling	<input type="checkbox"/>
Car/motorbike	<input type="checkbox"/>	Public transport	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>		

Q5. If you travel to school by motor vehicle what is your reason for this?*

Convenience	<input type="checkbox"/>	My journey also goes to other destinations	<input type="checkbox"/>
I have a mobility disability	<input type="checkbox"/>	I live a long distance away from the school	<input type="checkbox"/>
No convenient public transport services	<input type="checkbox"/>	I don't feel safe cycling	<input type="checkbox"/>
I don't feel safe walking	<input type="checkbox"/>	I don't feel safe on public transport	<input type="checkbox"/>
Other	<input type="checkbox"/>		

Q6. Have you given us your feedback on the school street scheme before this consultation?

Yes, online survey	<input type="checkbox"/>	Yes, email	<input type="checkbox"/>
Yes, other (please state)	<input type="checkbox"/>	No	<input type="checkbox"/>

SECTION 2: FEEDBACK ON THE SCHOOL STREET

Q7. Once you have read the consultation document, please answer the following questions and let us know your views on the experimental School Street.

	Strongly Disagree	Disagree	Agree	Strongly agree
Road safety on surrounding streets has improved	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road safety on the School Street has improved	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Congestion on the surrounding streets has improved	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Congestion on the School Street has improved	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parking in the local area has not been affected by the School Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fewer cars are travelling in the area at school drop-off and pick-up times	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cars are now travelling at slower speeds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drivers do not leave their engines running when they are parked	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Before the School Street was implemented there were parking and congestion issues related to the school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The School Street scheme has had a positive impact	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q8. How important are the following aims of the School Street to you?

	Important	Not very important
Providing a more pleasant and calm atmosphere at school drop-off and pick-up	<input type="radio"/>	<input type="radio"/>
Making it safer to cross the road on foot	<input type="radio"/>	<input type="radio"/>
Making it safer to walk in the local area	<input type="radio"/>	<input type="radio"/>
Making it safer to cycle in the local area	<input type="radio"/>	<input type="radio"/>
Encouraging more families and individuals to walk and cycle to school or in the local area	<input type="radio"/>	<input type="radio"/>
Improving air quality	<input type="radio"/>	<input type="radio"/>
Improving general health and wellbeing	<input type="radio"/>	<input type="radio"/>

Q9. To continue to provide a safer, more pleasant, and calm atmosphere for school children during school drop-off and pick-up times, do you support (agree with) making the School Street permanent? (Please select)

Yes, I am in support of the scheme being made permanent

No, I do not support the scheme being made permanent

Q10. Why have you come to this decision? Please choose your top three reasons that have helped you decide

Impact of displaced traffic / parking congestion on surrounding roads

Active travel – cycling, walking, scooting

CCTV and enforcement

Road safety / speeding vehicles

Air quality / public health

Access for deliveries / visitors

Access for disabled drivers

Safety of cyclists

Pedestrian crossing points

Q11. Do you have any other comments?

THANK YOU FOR GIVING US YOUR VIEWS

Please return your completed survey in an envelope free of charge to:

Freepost RSKK-XXBR-UCHU
School Streets Consultation
E&E BSS 4th Floor West Wing
Harrow Council
PO Box 65
Harrow
HA1 2XG

BUILDING A **BETTER**
HARROW



EQUALITIES MONITORING

Please help us know more about who is responding by filling in the questions below.

Why do we monitor?

Harrow Council has a legal responsibility to promote and advance equality. To help us to do this, it is important that we have a good understanding of our communities, how our services are being accessed and who is using or would like to use our services. With up-to-date and accurate information we are able to:

- Better understand our service users / residents and shape services to meet their specific needs
- Identify and address any barriers / issues individuals may experience when accessing our services (including information about our services)
- Ensure our policies and services are accessible to everyone who uses them

The information will also enable us to monitor our progress with regards to addressing inequality and allow our employees and service users see how we are performing on equality.

Data Protection – it is your choice whether you provide this information. Your replies will not be used in a way that identifies you. However they will help us to understand how community needs may vary and help us to make informed decisions on how we develop our services and target resources.

Please indicate your age group

- Under 25
- 25-34
- 35-44
- 45-54
- 55-64
- Over 65

Are your day-to-day activities limited because of a health problem or disability which has lasted or is expected to last at least 12 months?

- No
- Yes, affecting hearing
- Yes, a learning disability
- Yes, affecting mobility
- Yes, affecting vision
- Yes, mental ill-health
- Yes, another form of disability (please specify)

What is your ethnic origin?

Asian or Asian British

- Afghan
- Chinese
- Pakistani
- Bangladeshi
- Indian
- Sri Lankan
- Other Asian background – please specify

Black or Black British

- African
- Somali
- Caribbean
- Other (please specify)

Mixed background

- Mixed: White and Black Caribbean
- Mixed: White and Black African
- Mixed: White and Asian
- Mixed: Other (please specify)

White or White British

- Albanian
- Gypsy / Irish Traveller
- Polish
- Scottish
- English
- Irish
- Romanian
- Welsh
- Any other white background

Other ethnic background

- Arab
- Iranian
- Other (please specify)

Are you...?

- Married
- In a Civil Partnership

Have you been pregnant and / or on maternity leave during the past 2 years?

- Yes
- No

What is your religion or belief?

- Buddhism
- Christianity (all denominations)
- Hinduism
- Islam
- Jainism
- Judaism
- Sikh
- Zoroastrian
- No religion / Atheist
- Other (please specify)

Sex: Are you...?

- Male
- Female

Is your gender identity the same as the gender you were assigned at birth?

- Yes
- No

What is your sexual orientation?

- Bisexual
- Gay Woman / Lesbian
- Gay Man
- Heterosexual
- Other (Please specify)

Thank you for taking part



School Street

There is a **School Street** outside your school. This means the road is closed to traffic at the start and finish of the school day. We would like to ask you some questions about how you get to school and the School Street.

Getting to school

1 What is the name of your school? **(Please tick your school)**

Grimsdyke Primary School

Park High School

Marlborough Primary School

Newton Farm Nursery,
Infant and Junior School

2 What year are you in?

3 What is your class name?

4 How do you travel to and from school each day
(Which way is used most often to travel to and from school)?

Please choose one answer

Walk

Buggy

Car Share

Park and Stride

Rail/ Overground

DLR

Cycling

Tube

Tram

Public Bus

School bus/Taxi

River

Scooting

Car/Motorcycle



Getting to school (continued)

5 How would you **like** to travel to and from school each day?
Please choose one answer.

- | | |
|--|---------------------------------------|
| <input type="radio"/> Walk | <input type="radio"/> Tube |
| <input type="radio"/> Park and Stride | <input type="radio"/> School bus/Taxi |
| <input type="radio"/> Cycling | <input type="radio"/> Car/Motorcycle |
| <input type="radio"/> Public Bus | <input type="radio"/> Car Share |
| <input type="radio"/> Scooting | <input type="radio"/> DLR |
| <input type="radio"/> Buggy | <input type="radio"/> Tram |
| <input type="radio"/> Rail/ Overground | <input type="radio"/> River |

The School Street

Have you noticed any changes since there has been a School Street?
(Please answer the questions with a yes or no)

- 6 I see more of my friends walking, cycling or scooting to school
 Yes No
- 7 I feel safer on my journey to school
 Yes No
- 8 It is easier to cross the road outside my school
 Yes No
- 9 I can smell car fumes outside my school
 Yes No
- 10 The street outside my school feels calmer
 Yes No



Tell us what you think

- 11** I would like the School Street to stay at my school
(please answer the question with a yes or no)

Yes No

- 12** Is there anything else you would like to tell us about
the School Street?

Thank you for taking part

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APPENDIX E

SCHOOL STREETS PUBLIC CONSULTATION (18th October – 7th November)

SS-01 Grimsdyke School

Number of respondents: 26

Q1. Are you a:

Resident	22
School staff	0
Business	0
Parent	2
Carer	0
Other	2

Q2. What is your connection to the School Street? (Please select all that apply) *

I live on the School Street	12
I live in the surrounding streets	8
I Have a child that attends the school	4
Commute through the School Street area	4
I have a business there	0
I work at the school	0
I work nearby	0
Other	5

Q3. How far away do you live from the school?

Less than 1 mile	21
1 mile to 3 miles	2
3 miles or more	3

Q4. What was your main mode of travel before the School Street scheme?

Walking	3
Cycling	2
Car / motorbike	16
Public transport	0
Not applicable	5

Q5. What is your main mode of travel to school now?

Walking	3
Cycling	3
Car / motorbike	15
Public transport	0
Not applicable	5

Q6. If you travel by motor vehicle what is your reason for this?

I don't feel safe cycling	1
I don't feel safe on public transport	1
I have a mobility disability	0
I don't feel safe walking	0
My journey also goes to other destinations	5
Convenience	2
No convenient public transport services	3
I live a long distance away from the school	2
Other	1

Q7. Have you given us your feedback on the school street scheme before this consultation?

Yes, online survey	9
Yes, email	0
Yes, other	0
No	2

Q8. Once you have read the consultation document, please answer the following questions and let us know your views on the experimental School Street.

	Strongly disagree	Disagree	Agree	Strongly agree
Road safety on surrounding streets has improved	8	9	5	4
Road safety on the School Street has improved	4	3	11	8
Congestion on the surrounding streets has improved	9	9	5	3
Congestion on the School Street has improved	2	2	13	9
Parking in the local area has not been affected by the School Street	10	8	4	4
Fewer cars are travelling in the area at school drop-off and pick-up times	8	7	3	8
Cars are now travelling at slower speeds	5	10	6	5
Drivers do not leave their engines running when they are parked	6	6	9	5
I see more people walking and cycling at school drop-off and pick-up times	5	9	4	8
Before the School Street was implemented there were parking and congestion issues related to the school	1	3	6	16
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	10	7	6	3
The School Street scheme has had a positive impact	8	3	5	10

Q9. How important are the following aims of the School Street to you?

	Important	Not very important
Improving general health and wellbeing	24	2
Encouraging more families and individuals to walk and cycle to school or in the local area	21	5
Making it safer to cross the road on foot	21	5
Making it safer to walk in the local area	21	5
Improving air quality	20	6
Providing a more pleasant and calm atmosphere at school drop-off and pick-up	19	7
Making it safer to cycle in the local area	17	9

Q10. To continue to provide a safer, more pleasant, and calm atmosphere for school children during school drop-off and pick-up times, do you support (agree with) making the School Street permanent? (Please select)

Yes, I am in support of the scheme being made permanent	16
No, I do not support the scheme being made permanent	10

Q11. Why have you come to this decision? Please choose your top three reasons that have helped you decide

Road safety / speeding vehicles	15
Safety of pupils	13
Impact of displaced traffic / parking congestion on surrounding roads	12
Air quality / public health	10
Active travel – cycling, walking, scooting	8
CCTV and enforcement	7
Access for deliveries / visitors	7
Access for disabled drivers	2
Pedestrian crossing points	2

Q12. Do you have any other comments?

Poorly thought out scheme	5
Supports scheme	4
Does not support scheme / remove scheme	4
Problem with taxis and deliveries	4
General comments	4
Displaces traffic to surrounding roads	4
Parking on surrounding roads is worse	4
Widen permit list	3
Extend area of scheme	3
Scheme causes congestion / inconvenience / pollution	2
Scheme not enforced properly / more enforcement	2
Reword questionnaire to include neutral responses e.g., don't know or n/a	2
A one-way system would be beneficial	2
Unhappy with rationale for scheme	1
Parents parking in neighbouring streets	1
Widen scheme to all schools / more schools	1
Placing children in their local schools will negate the need for travel by car	1

Q1. Are you a:

Resident	35
School staff	3
Business	0
Parent	14
Carer	0
Other	2

Q2. What is your connection to the School Street? (Please select all that apply) *

I live on the School Street	27
I live in the surrounding streets	13
I Have a child that attends the school	27
Commute through the School Street area	9
I have a business there	0
I work at the school	3
I work nearby	1
Other	3

Q3. How far away do you live from the school?

Less than 1 mile	41
1 mile to 3 miles	10
3 miles or more	3

Q4. What was your main mode of travel before the School Street scheme?

Walking	23
Cycling	3
Car / motorbike	21
Public transport	0
Not applicable	7

Q5. What is your main mode of travel to school now?

Walking	26
Cycling	3
Car / motorbike	17
Public transport	1
Not applicable	7

Q6. If you travel to motor vehicle what is your reason for this?

I don't feel safe cycling	1
I don't feel safe on public transport	1
I have a mobility disability	1
I don't feel safe walking	0

My journey also goes to other destinations	3
Convenience	2
No convenient public transport services	2
I live a long distance away from the school	4
Other	3

Q7. Have you given us your feedback on the school street scheme before this consultation?

Yes, online survey	18
Yes, email	0
Yes, other	1
No	18

Q8. Once you have read the consultation document, please answer the following questions and let us know your views on the experimental School Street.

	Strongly disagree	Disagree	Agree	Strongly agree
Road safety on surrounding streets has improved	17	17	15	5
Road safety on the School Street has improved	15	12	18	9
Congestion on the surrounding streets has improved	21	16	13	4
Congestion on the School Street has improved	12	14	16	12
Parking in the local area has not been affected by the School Street	18	13	12	11
Fewer cars are travelling in the area at school drop-off and pick-up times	17	10	17	10
Cars are now travelling at slower speeds	22	17	10	5
Drivers do not leave their engines running when they are parked	12	16	18	8
I see more people walking and cycling at school drop-off and pick-up times	15	8	24	7
Before the School Street was implemented there were parking and congestion issues related to the school	15	10	12	17
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	22	10	12	10
The School Street scheme has had a positive impact	22	5	11	16

Q9. How important are the following aims of the School Street to you?

	Important	Not very important
Making it safer to cross the road on foot	48	6
Making it safer to walk in the local area	47	7

Improving air quality	45	9
Improving general health and wellbeing	45	9
Providing a more pleasant and calm atmosphere at school drop-off and pick-up	44	10
Making it safer to cycle in the local area	41	13
Encouraging more families and individuals to walk and cycle to school or in the local area	39	15

Q10. To continue to provide a safer, more pleasant, and calm atmosphere for school children during school drop-off and pick-up times, do you support (agree with) making the School Street permanent? (Please select)

Yes, I am in support of the scheme being made permanent	25
No, I do not support the scheme being made permanent	29

Q11. Why have you come to this decision? Please choose your top three reasons that have helped you decide

Impact of displaced traffic / parking congestion on surrounding roads	35
Safety of pupils	27
Road safety / speeding vehicles	26
Access for deliveries / visitors	20
Active travel – cycling, walking, scooting	18
CCTV and enforcement	14
Air quality / public health	14
Pedestrian crossing points	6
Access for disabled drivers	4

Q12. Do you have any other comments?

Scheme not enforced properly / more enforcement	9
General comments	7
Widen permit list	6
Does not support scheme / remove scheme	6
Displaces traffic to surrounding roads	6
Unhappy with rationale for scheme	5
Problem with taxis and deliveries	4
Poorly thought out scheme	4
Scheme causes congestion / inconvenience / pollution	3
Parking on surrounding roads is worse	3
Supports scheme	3
Parents are arriving before cameras are in operation or u-turn to exit	3
Parents parking in neighbouring streets	2
Install pedestrian crossing	2
Address attitudes of parents through education / other measures	1
Concerns about legality of scheme	1
School traffic marshals / patrols required	1
Reword questionnaire to include neutral responses e.g., don't know or n/a	1

Q1. Are you a:

Resident	43
School staff	0
Business	0
Parent	1
Carer	2
Other	6

Q2. What is your connection to the School Street? (Please select all that apply) *

I live on the School Street	15
I live in the surrounding streets	33
I Have a child that attends the school	1
I commute through the School Street area	11
I have a business there	0
I work at the school	0
I work nearby	1
Other	3

Q3. How far away do you live from the school?

Less than 1 mile	46
1 mile to 3 miles	4
3 miles or more	2

Q4. What was your main mode of travel before the School Street scheme?

Walking	13
Cycling	3
Car / motorbike	26
Public transport	3
Not applicable	7

Q5. What is your main mode of travel to school now?

Walking	15
Cycling	6
Car / motorbike	22
Public transport	3
Not applicable	6

Q6. If you travel by motor vehicle what is your reason for this?

I don't feel safe cycling	1
I don't feel safe on public transport	1
I have a mobility disability	3
I don't feel safe walking	0

My journey also goes to other destinations	8
Convenience	1
No convenient public transport services	3
I live a long distance away from the school	1
Other	4

Q7. Have you given us your feedback on the school street scheme before this consultation?

Yes, online survey	11
Yes, email	0
Yes, other	0
No	17

Q8. Once you have read the consultation document, please answer the following questions and let us know your views on the experimental School Street.

	Strongly disagree	Disagree	Agree	Strongly agree
Road safety on surrounding streets has improved	21	16	9	6
Road safety on the School Street has improved	13	17	13	9
Congestion on the surrounding streets has improved	25	14	9	4
Congestion on the School Street has improved	11	15	15	11
Parking in the local area has not been affected by the School Street	23	13	11	5
Fewer cars are travelling in the area at school drop-off and pick-up times	11	15	19	7
Cars are now travelling at slower speeds	11	20	16	5
Drivers do not leave their engines running when they are parked	11	25	11	5
I see more people walking and cycling at school drop-off and pick-up times	11	22	13	6
Before the School Street was implemented there were parking and congestion issues related to the school	7	14	15	16
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	24	15	6	7
The School Street scheme has had a positive impact	21	13	6	12

Q9. How important are the following aims of the School Street to you?

	Important	Not very important
Improving air quality	47	5
Making it safer to walk in the local area	41	11
Improving general health and wellbeing	40	12
Making it safer to cross the road on foot	40	12
Encouraging more families and individuals to walk and cycle to school or in the local area	39	13

Providing a more pleasant and calm atmosphere at school drop-off and pick-up	32	20
Making it safer to cycle in the local area	32	20

Q10. To continue to provide a safer, more pleasant, and calm atmosphere for school children during school drop-off and pick-up times, do you support (agree with) making the School Street permanent? (Please select)

Yes, I am in support of the scheme being made permanent	19
No, I do not support the scheme being made permanent	33

Q11. Why have you come to this decision? Please choose your top three reasons that have helped you decide

Impact of displaced traffic / parking congestion on surrounding roads	32
Access for deliveries / visitors	25
Road safety / speeding vehicles	22
Air quality / public health	22
Active travel – cycling, walking, scooting	18
Access for disabled drivers	14
Safety of pupils	10
Pedestrian crossing points	7
CCTV and enforcement	4

Q12. Do you have any other comments?

Widen permit list	10
Problem with taxis and deliveries	9
Displaces traffic to surrounding roads	9
Does not support scheme / remove scheme	7
Parking on surrounding roads is worse	7
Supports scheme	7
Unhappy with rationale for scheme	5
Doesn't provide disabled people with access	5
Scheme causes congestion / inconvenience / pollution	5
General comments	4
Parents parking in neighbouring streets	4
Doesn't agree with timing of restrictions	3
Reword questionnaire to include neutral responses e.g., don't know or n/a	3
Scheme not enforced properly / more enforcement	2
Extend area of scheme	2
Poorly thought out scheme	2
Install pedestrian crossing	2
Address attitudes of parents through education / other measures	1
Widen scheme to all schools / more schools	1
Concerns about legality of scheme	1
Placing children in their local schools will negate the need for travel by car	1

Q1. Are you a:

Resident	21
School staff	3
Business	0
Parent	23
Carer	0
Student	68
Other	2

Q2. What is your connection to the School Street? (Please select all that apply) *

I live on the School Street	10
I live in the surrounding streets	31
I Have a child that attends the school	28
Commute through the School Street area	21
I have a business there	1
I work at the school	17
I work nearby	0
I attend the school	38
Other	4

Q3. How far away do you live from the school?

Less than 1 mile	61
1 mile to 3 miles	42
3 miles or more	14

Q4. What was your main mode of travel before the School Street scheme?

Walking	58
Cycling	0
Car / motorbike	28
Public transport	19
Not applicable	12

Q5. What is your main mode of travel to school now?

Walking	65
Cycling	2
Car / motorbike	24
Public transport	18
Not applicable	8

Q6. If you travel by motor vehicle what is your reason for this?

I don't feel safe cycling	1
I don't feel safe on public transport	1
I have a mobility disability	2
I don't feel safe walking	1
My journey also goes to other destinations	4

Convenience	5
No convenient public transport services	2
I live a long distance away from the school	6
Other	2

Q7. Have you given us your feedback on the school street scheme before this consultation?

Yes, online survey	8
Yes, email	2
Yes, other	0
No	80

Q8. Once you have read the consultation document, please answer the following questions and let us know your views on the experimental School Street.

	Strongly disagree	Disagree	Agree	Strongly agree
Road safety on surrounding streets has improved	9	28	67	13
Road safety on the School Street has improved	8	15	69	25
Congestion on the surrounding streets has improved	22	34	45	16
Congestion on the School Street has improved	11	24	57	25
Parking in the local area has not been affected by the School Street	10	30	60	17
Fewer cars are travelling in the area at school drop-off and pick-up times	22	28	46	21
Cars are now travelling at slower speeds	10	22	73	12
Drivers do not leave their engines running when they are parked	13	33	58	13
I see more people walking and cycling at school drop-off and pick-up times	8	34	51	24
Before the School Street was implemented there were parking and congestion issues related to the school	4	19	63	31
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	20	29	62	6
The School Street scheme has had a positive impact	10	18	65	24

Q9. How important are the following aims of the School Street to you?

	Important	Not very important
Providing a more pleasant and calm atmosphere at school drop-off and pick-up	104	13
Making it safer to cross the road on foot	115	2
Making it safer to walk in the local area	111	6
Making it safer to cycle in the local area	101	16
Encouraging more families and individuals to walk and cycle to school or in the local area	103	14

Improving air quality	110	7
Improving general health and wellbeing	107	10

Q10. To continue to provide a safer, more pleasant, and calm atmosphere for school children during school drop-off and pick-up times, do you support (agree with) making the School Street permanent? (Please select)

Yes, I am in support of the scheme being made permanent	98
No, I do not support the scheme being made permanent	19

Q11. Why have you come to this decision? Please choose your top three reasons that have helped you decide

Road safety / speeding vehicles	78
Safety of pupils	72
Active travel – cycling, walking, scooting	54
Air quality / public health	52
Impact of displaced traffic / parking congestion on surrounding roads	44
CCTV and enforcement	34
Pedestrian crossing points	26
Access for disabled drivers	12
Access for deliveries / visitors	4

Q12. Do you have any other comments?

Supports scheme	8
Parking on surrounding roads is worse	8
Parents parking in neighbouring streets	7
Displaces traffic to surrounding roads	6
Does not support scheme / remove scheme	3
Unhappy with rationale for scheme	3
General comments	3
Problem with taxis and deliveries	2
Scheme causes congestion / inconvenience / pollution	2
Scheme not enforced properly / more enforcement	2
Address attitudes of parents through education / other measures	1
Doesn't agree with timing of restrictions	1
Encourage motorists to use non-polluting / green vehicles	1
Poorly thought out scheme	1
Doesn't provide disabled people with access	1
Extend parking restrictions	1
Widen permit list	1

APPENDIX F
SCHOOL STREETS - SCHOOL PUPILS CONSULTATION
(18th October – 7th November)

Q1. What is the name of your school? Q2. What year are you in? Q3. What is your class name?	In the results for questions 4 to 11 each school has been analysed separately.			
	SS-01 Grimsdyke Primary School	SS-02 Newton Farm Primary	SS-03 Marlborough Primary School	Total
Responses	348	307	168	823

Q4. How do you travel to and from school each day?

Travel mode	SS-01 Grimsdyke Primary School	SS-02 Newton Farm Primary	SS-03 Marlborough Primary School	Total
Walk	171	216	126	513
Park & Stride	122	39		161
Car/Motorcycle	22	4	26	52
Cycling	12	29	1	42
Scooter	11	17	8	36
Car Share	7	0	1	8
Bus	1	1	4	6
Buggy	0	0	2	2
Rail/Overground	1	0	0	1
River	0	1	0	1
School Bus/Taxi	1	0	0	1

Q5. How would you like to travel to and from school each day?

Travel mode	SS-01 Grimsdyke Primary School	SS-02 Newton Farm Primary	SS-03 Marlborough Primary School	Total
Walk	128	145	113	386
Cycling	116	95	6	217
Scooter	33	44	12	89
Car/Motorcycle	7	1	27	35
Park & Stride	22	11	1	34
Bus	7	2	3	12
Car Share	7	1	3	11
School Bus/Taxi	7	0	3	10
Buggy	8	1	0	9
River	6	2	0	8
Tube	3	3	0	6
Rail/Overground	3	2	0	5
DLR	1	0	0	1

Have you noticed any changes since there has been a School Street?

Q6. I see more of my friends walking, cycling or scooting to school

Yes / No	SS-01 Grimsdyke Primary School	SS-02 Newton Farm Primary	SS-03 Marlborough Primary School	Total
No	120	49	51	220
Yes	228	258	117	603

Q7. I feel safer on my journey to school

Yes / No	SS-01 Grimsdyke Primary School	SS-02 Newton Farm Primary	SS-03 Marlborough Primary School	Total
No	26	14	29	69
Yes	322	293	139	754

Q8. It is easier to cross the road outside my school

Yes / No	SS-01 Grimsdyke Primary School	SS-02 Newton Farm Primary	SS-03 Marlborough Primary School	Total
No	66	73	53	192
Yes	282	234	115	631

Q9. I can smell car fumes outside my school

Yes / No	SS-01 Grimsdyke Primary School	SS-02 Newton Farm Primary	SS-03 Marlborough Primary School	Total
No	251	230	125	606
Yes	97	77	43	217

Q10. The street outside my school feels calmer

Yes / No	SS-01 Grimsdyke Primary School	SS-02 Newton Farm Primary	SS-03 Marlborough Primary School	Total
No	98	65	61	224
Yes	250	242	107	599

Q11. I would like the School Street to stay at my school

Yes / No	SS-01 Grimsdyke Primary School	SS-02 Newton Farm Primary	SS-03 Marlborough Primary School	Total
No	38	32	20	90
Yes	310	275	148	733

Q12. Is there anything else you would like to tell us about the School Street?

SS-01 Grimsdyke Primary School - Typical Comments	Frequency
Feels safer /calmer	35
Keep school street – I like it – good idea	28

Easier to cross the road – safer	12
Better for scooting, walking and cycling	12
Stop all cars on school days - some drive the wrong way and fast	9
Pollution is bad / We like cleaner air	8
More cameras and zebra crossings	6
I still saw cars on the road	5
Some parking happening on the edge of school street – enforce yellow lines	4
Build separate car park for parents or a drop off point	4
More cycle lanes	4
Don't like school street	3
Its still very busy- noisy	3
Stop parking outside school	3
School street should be bigger	2
It's a bumpy street	2
I've got more friends	2
More people should use electric cars	1
Put a gate around the school	1
Take it away my dad got a ticket	1
Want school street removed	1
Should be a lollipop people to help	1
More street lights	1
More Junior Travel Ambassadors	1

SS-02 Newton Farm Primary - Typical Comments	Frequency
Feels safer /calmer	35
Keep school street – I like it – good idea	20
Better for scooting, walking and cycling	22
Pollution is bad / We like cleaner air	16
Healthier for people	15
Easier to cross the road – safer	10
Stop all cars on school days - some drive too fast	7
More streetlights and remove litter	5
Have a drop off point for parents / park and stride	5
I see more things on way to school	4
I would like the road to be shorter	4
More zebra crossings	3
Let the school coaches in	2
Nowhere to park outside school	2
More cycle lanes	2
I've got more friends	2
Hard to walk to school in bad weather	1
Better school street signing	1
Its nosier	1
You are doing a very good job	1
Stops people from driving	1
Some parking happening on the edge of school street	1
I can still see some cars on the street	1
Sometimes its loud and crowded	1

My Dad doesn't like it	1
There should be more school streets	1
The teachers always come in cars	1
Need better enforcement	1

SS-03 Marlborough Primary School - Typical Comments	Frequency
Some parking happening on the edge of school street creating congestion	11
Better enforcement – cars driving through	6
Keep school street – I like it – good idea	5
More zebra crossings - make them safer	5
Feels safer /calmer	4
Should be more lollipop people to help	3
Its still very busy- noisy	3
Stop all cars on school days - some drive fast	2
Easier to cross the road – safer	2
Want school street removed	2
Stop parking outside school	2
Better for scooting, walking and cycling	2
The alleyway is dirty	1
Allow some parking near the school for drop off	1
I still saw cars on the road	1
Widen the pavements	1
Inconvenient for parents who have to take a long detour	1