



School Streets Monitoring Report #1

Assessment of 10 experimental School Streets launched between November 2020 and April 2021

4 February 2022 (v2)

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[haringey.gov.uk](https://www.haringey.gov.uk)

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Introduction

Background

1. In November 2020, Cabinet approved the current School Street programme through the [School Street Action Plan](#)
2. The Plan sets out the policy position for School Streets and a four year programme to implement School Streets outside 40 primary schools in the borough
3. The main reasons given in the Plan for implementing School Streets are to:
 - a) Keep London's air as clean as possible to protect everyone's health and tackle the climate emergency
 - b) Encourage people to walk, cycle or scoot more often, or take it up for the first time
 - c) Provide a safer, calmer street outside the school gate to benefit school children and local residents alike
 - d) Increase space for social distancing



A School Street is typically a road (or roads) outside a school with a timed restriction on motorised traffic at school drop-off and pick-up times

Report objectives




1. Review the outcome of 10 experimental School Streets launched between November 2020 and April 2021
2. Provide the evidence base for recommendations to Cabinet to determine if the 10 experimental School Streets should be made permanent, amended or revoked

Locations

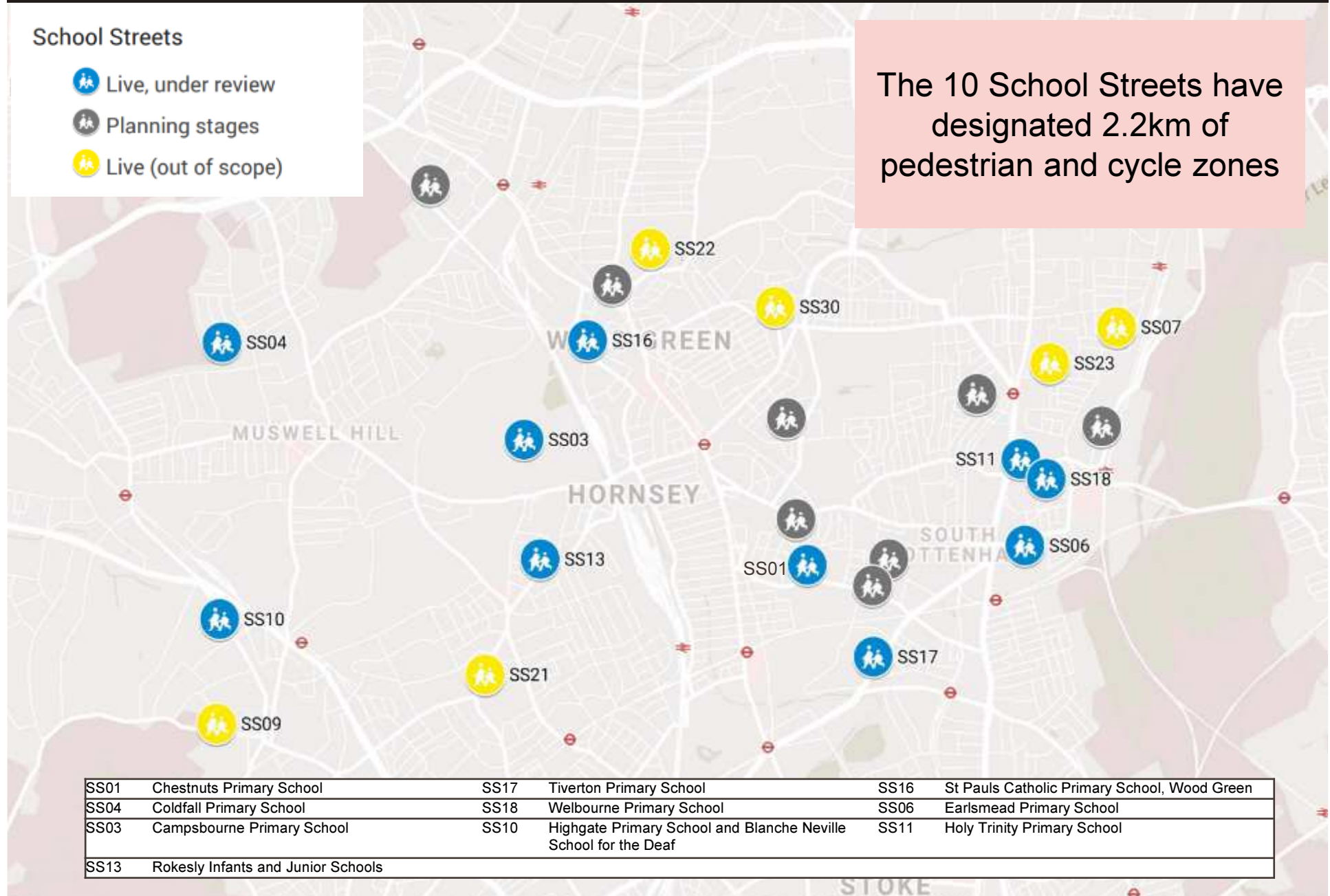
Sub batch	SSID	School	Launch date	Postcode	Ward	Streets (wholly or partially) impacted by SS closure	Decision to make ETO
1a	SS01	Chestnuts Primary School	16/11/2020	N15 3AS	St Anns	Etherley Road	Approved 26/10/20
1b	SS03	Campsbourne Primary School	26/04/2021	N8 7AF	Hornsey	Nightingale Lane, South View Road	Approved 22/2/21
1b	SS04	Coldfall Primary School	26/04/2021	N10 1HS	Fortis Green	Coldfall Avenue	Approved 22/2/21
1b	SS06	Earlsmead Primary School	26/04/2021	N15 4PW	Tottenham Green	Walton Road	Approved 22/2/21
1b	SS10	Highgate Primary School and Blanche Neville School for the Deaf	26/04/2021	N6 4ED	Highgate	Kenwood Road, Storey Road, Gaskell Road, Yeatman Road	Approved 22/2/21
1b	SS11	Holy Trinity Primary School	26/04/2021	N17 9EJ	Tottenham Hale	Somerset Road	Approved 22/2/21
1b	SS13	Rokesly Infants and Junior Schools	26/04/2021	N8 8NH	Hornsey	Hermiston Ave, Elmfield Ave	Approved 22/2/21
1b	SS16	St Pauls Catholic Primary School, Wood Green	26/04/2021	N22 7EZ	Woodside	Barratt Avenue	Approved 22/2/21
1b	SS17	Tiverton Primary School	26/04/2021	N15 6SP	Seven Sisters	Pulford Road	Approved 22/2/21
1b	SS18	Welbourne Primary School	26/04/2021	N15 4EA	Tottenham Green	High Cross Road	Approved 22/2/21

Map

School Streets

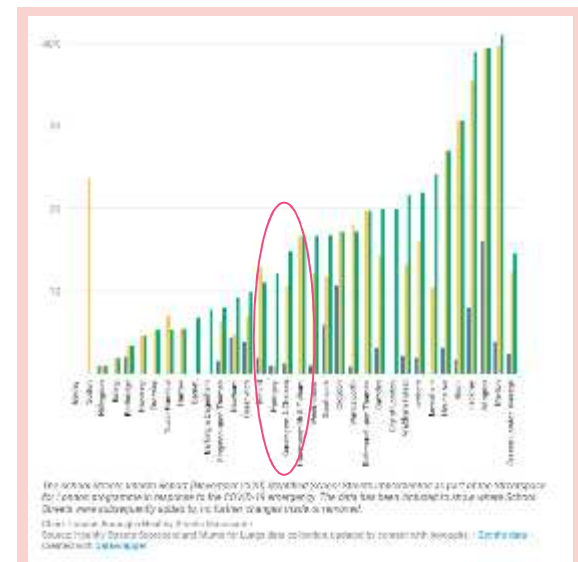
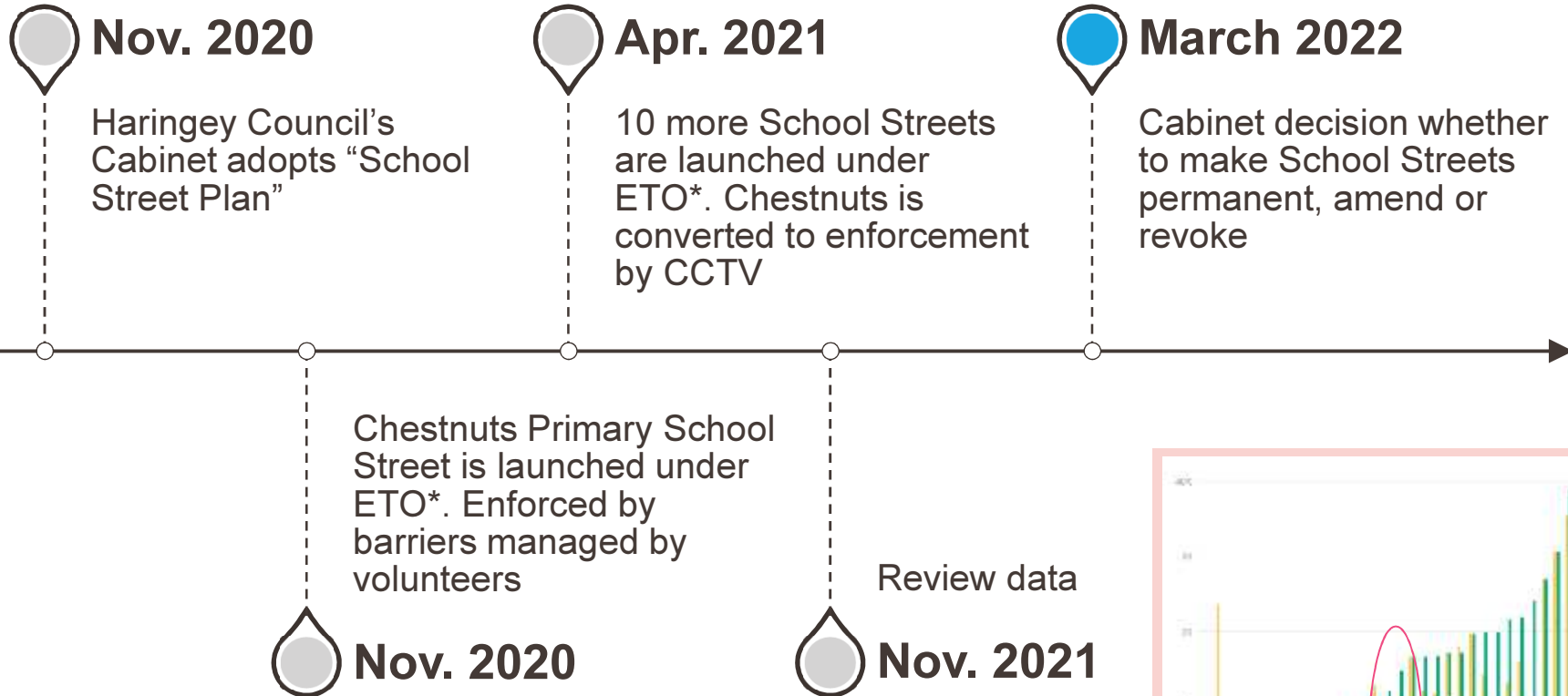
-  Live, under review
-  Planning stages
-  Live (out of scope)

The 10 School Streets have designated 2.2km of pedestrian and cycle zones



SS01	Chestnuts Primary School	SS17	Tiverton Primary School	SS16	St Pauls Catholic Primary School, Wood Green
SS04	Coldfall Primary School	SS18	Welbourne Primary School	SS06	Earlsmead Primary School
SS03	Campsbourne Primary School	SS10	Highgate Primary School and Blanche Neville School for the Deaf	SS11	Holy Trinity Primary School
SS13	Rokesly Infants and Junior Schools				

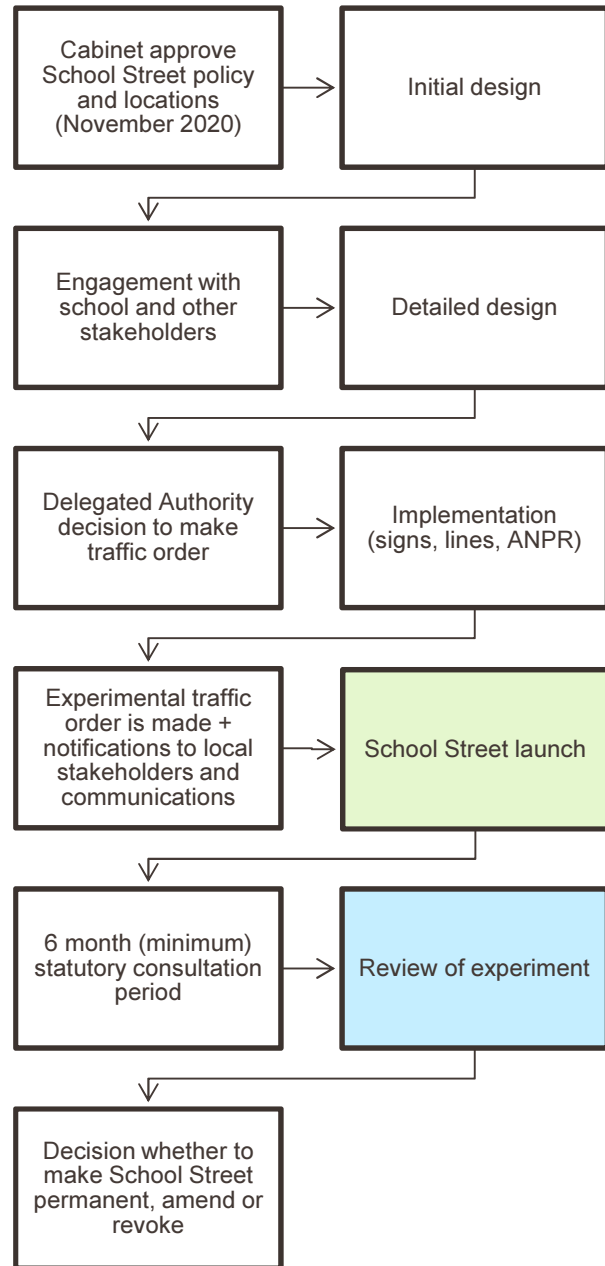
Timeline



Once the Plan was adopted, Haringey had the fastest growing School Street programme

*Experimental Traffic Order

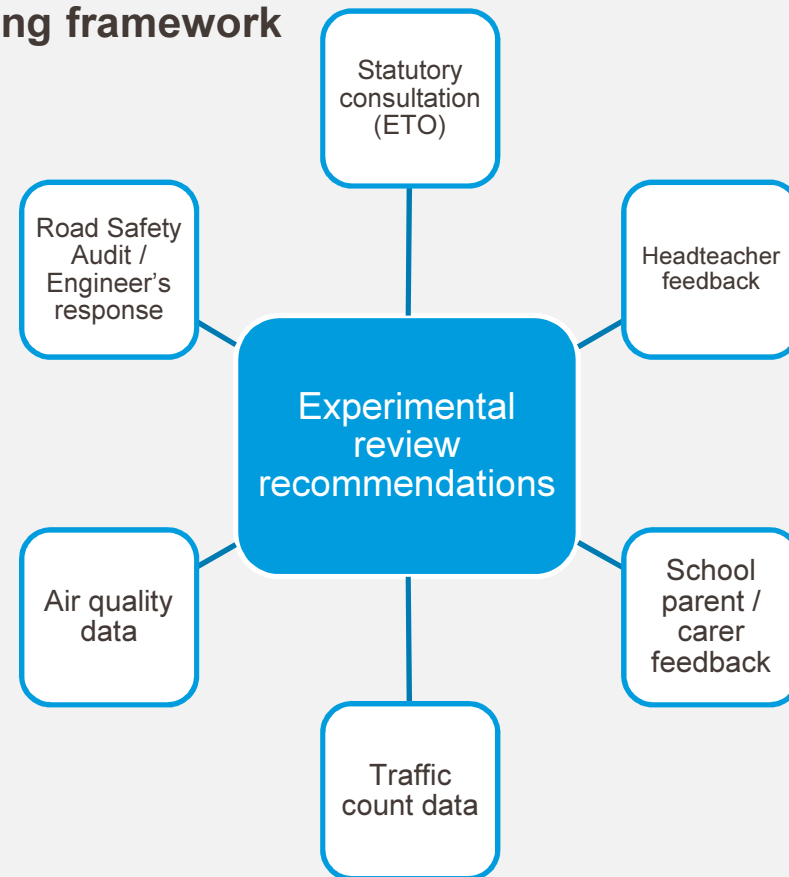
How we launch and monitor a School Street



Scheme Objectives

- 1: Reduce congestion and car use near schools
- 2: Reduce road danger and improve safety for pupils and parents/carers travelling to and from school
- 3: Encourage active travel to schools
- 4: Improve air quality around schools

Monitoring framework



Summary

Statutory consultation (1/4)

This is feedback given in response to the statutory notice for the experimental traffic order. Feedback was invited for 6 months from the order coming into effect.

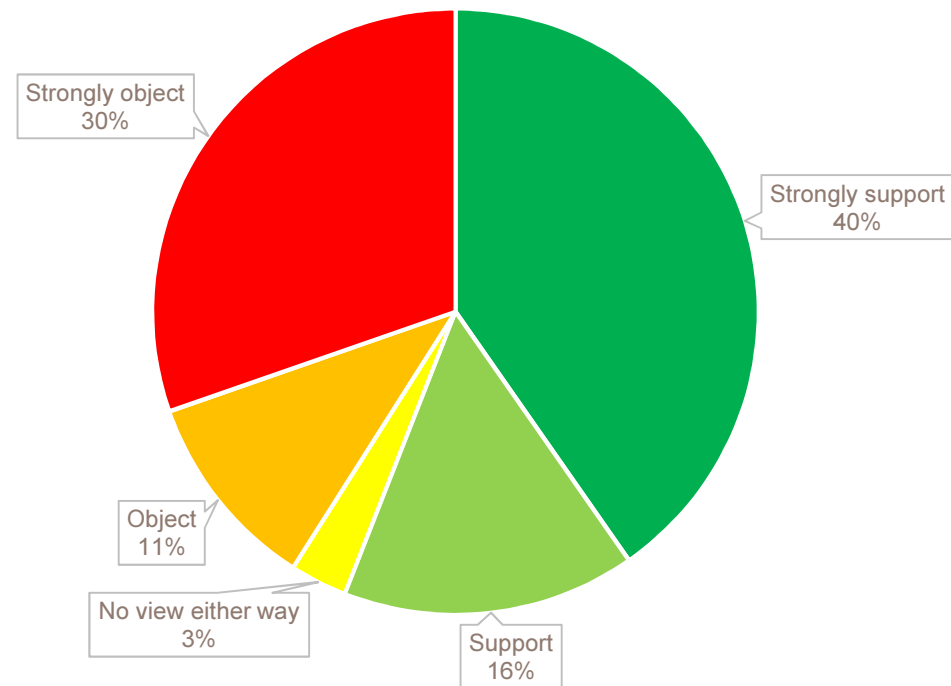
56% of those responding to the statutory consultation support or strongly support the School Street

Communications methods

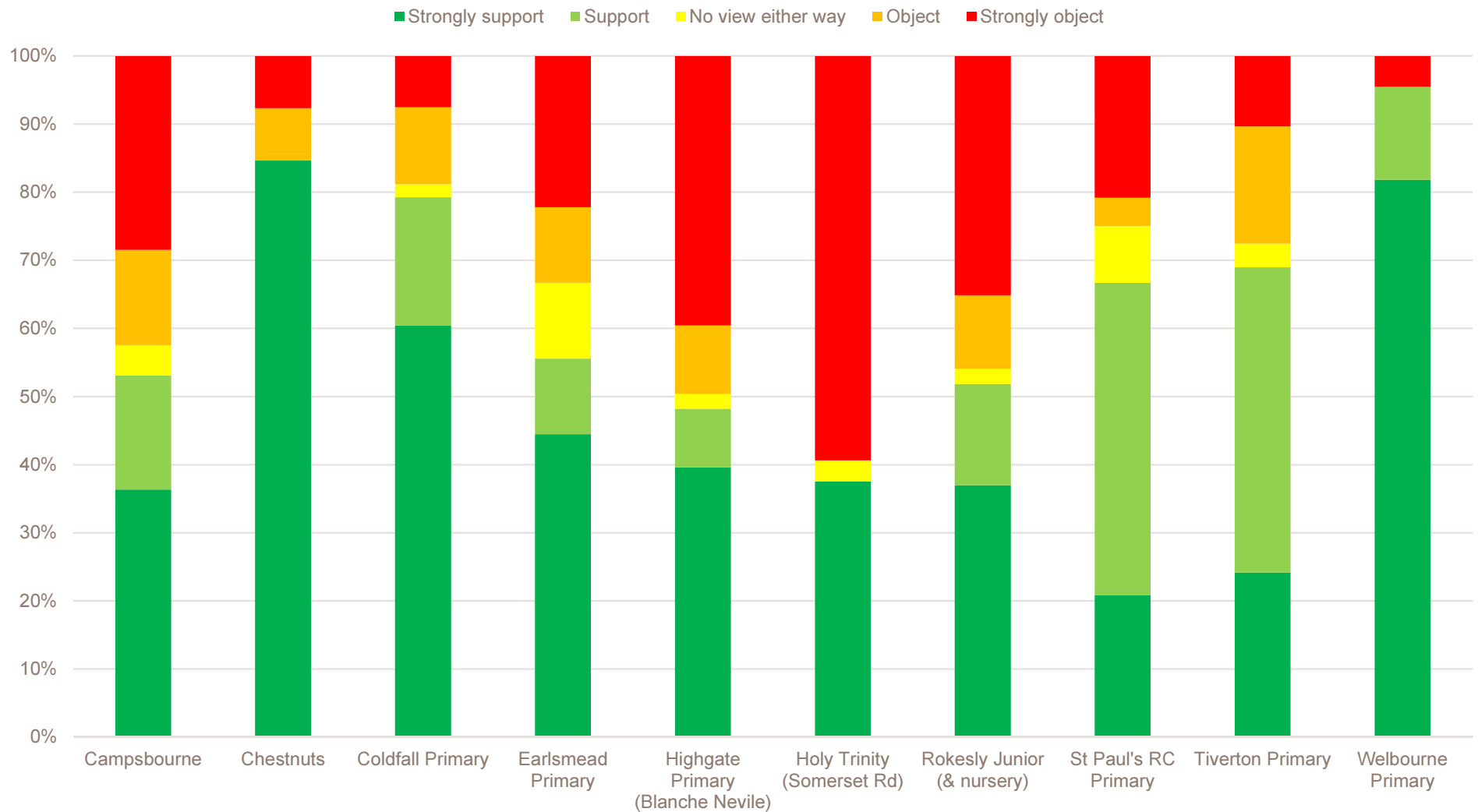
1. Traffic order notice
 - a) published in local press
 - b) attached to lamp columns
 - c) on council's TMO webpage
2. Three local letter drops
 - a) two before launch
 - b) a reminder (in Sept 2021)
3. Each school carried out their own communications supported by the council
4. School Street banners
5. Lamp column 'wraps' at each end of the School Street
6. Council website updates
7. Council social media posts
8. Sat-navs updated

Return of paper questionnaire	187	26%
Online form	535	74%
Total	722	

Statutory consultation (all 10 schools)
Total = 722 responses

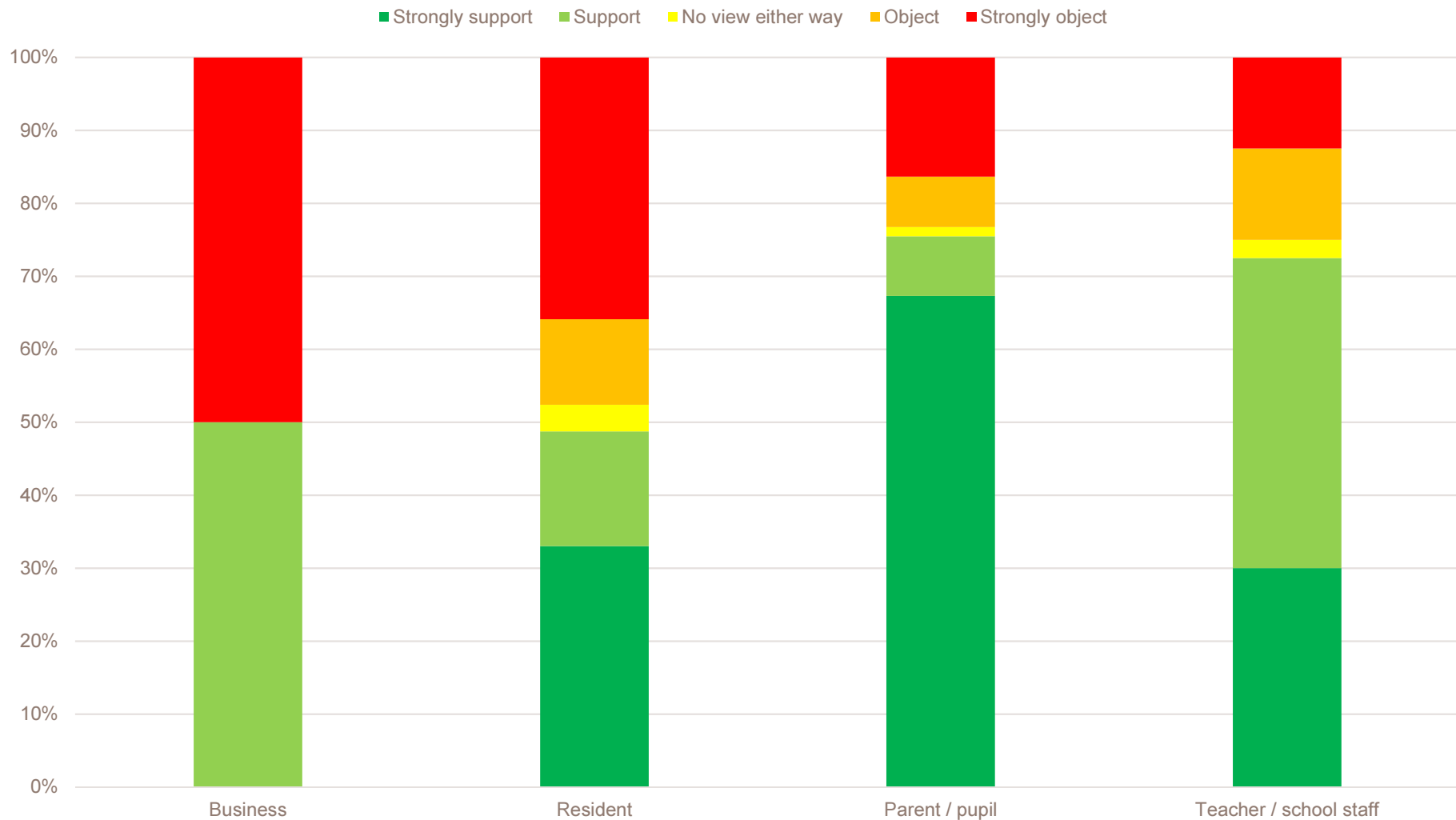


Statutory consultation (2/4 – by school)



No. responses	179	13	53	9	139	32	222	24	29	22
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Statutory consultation (3/4 – by respondent group)



Anyone may respond to a statutory consultation. However a specific survey was carried out with (a) headteachers and (b) parents / carers of school pupils in September 2021 and this feedback is reported in a separate section

Statutory consultation (4/4 – comments)

See Appendix A1 for details

Summary of comments made by those who support the School Street

Comment	Count
Safer for children - with less traffic congestion, speeding & pollution	222
Stops obstructive & careless parking, improves cycling and walking environment	93
Support in principal, but concerned about access problems and congestion in surrounding roads	36
Support, but scheme needs to include additional roads	16

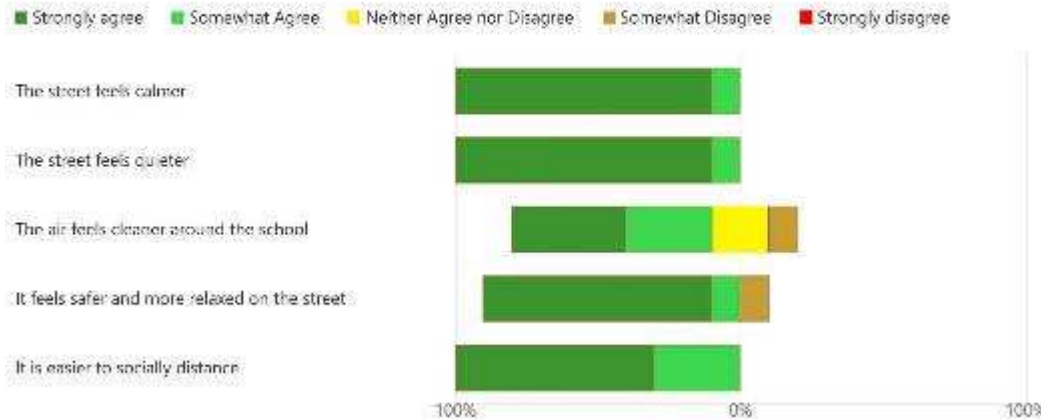
Summary of comments made by those who object to the School Street

Comment	Count
Problems for residents & drivers - including deliveries & services. Poor design and planning	153
Displaces traffic congestion, adds to pollution on other roads. Who benefits?	107
Don't object in principle but do object to lack of consideration for impact on residents	22
Access problems for elderly, disabled and others needing services/carers/family visits	17

Headteacher feedback

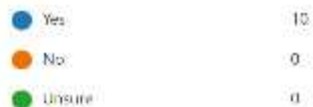
Dialogue between the school and the Council has continued throughout the experiment
 A specific survey was carried out with headteachers 6 months after launch

To what extent do you agree/disagree with the following statements?



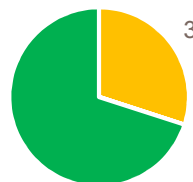
Having seen the School Street in operation for the past 6 months, would you like the School Street to be made permanent at your school?

[More Details](#)



When deciding whether to make the School Street permanent, we are able to consider alterations to the design of the School Street. Which option best describes how effective the design of the School Street is?

- The School Street area should be increased
- The School Street area should be decreased
- The School Street is the right size/location for our school



Having seen the School Streets in operation for 6 months, headteachers:

- unanimously want the School Streets made permanent
- clearly recognise calmer and quieter streets where it has become easier to socially distance
- mostly think the air feels cleaner and the street feels safer and more relaxed

Three schools consider their School Street could be larger (or similar changes)

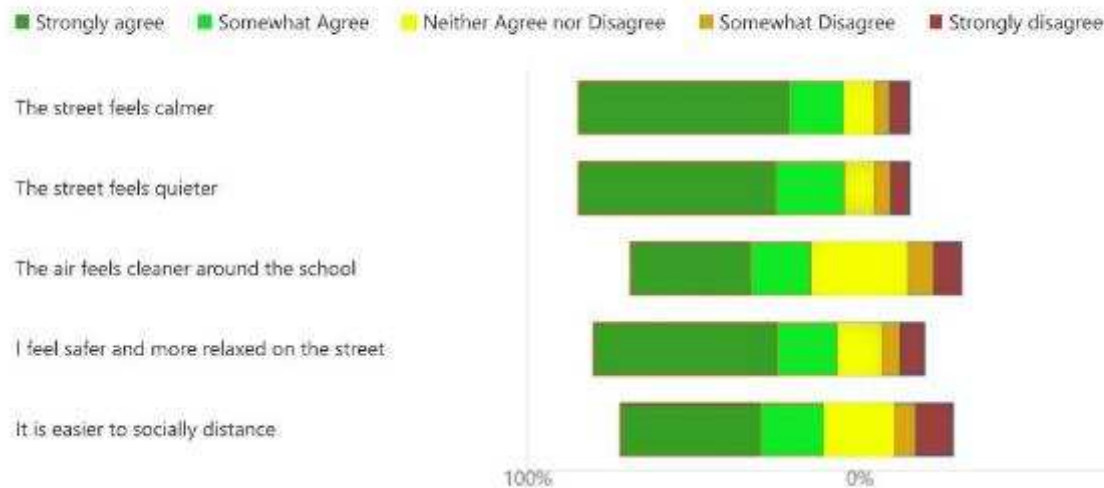
	School comments	Council response
Chestnuts Primary School	Traffic calming in Black Boy Lane and street behind	Area is currently being consulted on the introduction of an LTN which, if approved, would reduce through-traffic volumes and assist the school
Earlsmead Primary School	Wakefield Road entrance needs looking at	Funding has been allocated for a zebra crossing outside the Wakefield Road entrance (part of Pages Green Common project)
Welbourne Primary School	Would like a solution to traffic at front of school (Stainby Road)	A School Street in this area would need to be very large (450m and over 170 properties). Recommended area is kept under review.

Parent/carer feedback

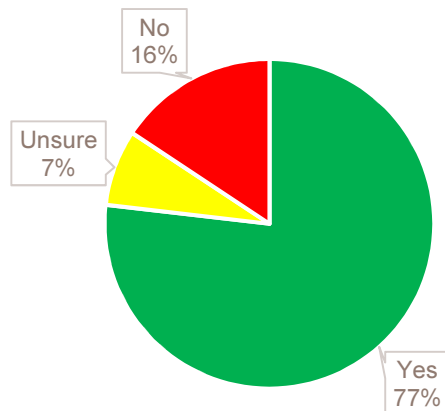
A survey was carried out, promoted by the school, with parents and carers of school children

(682 responses from parents / carers)

6. To what extent do you agree/disagree with the following statements?



Having seen the scheme in operation, should it be made permanent?

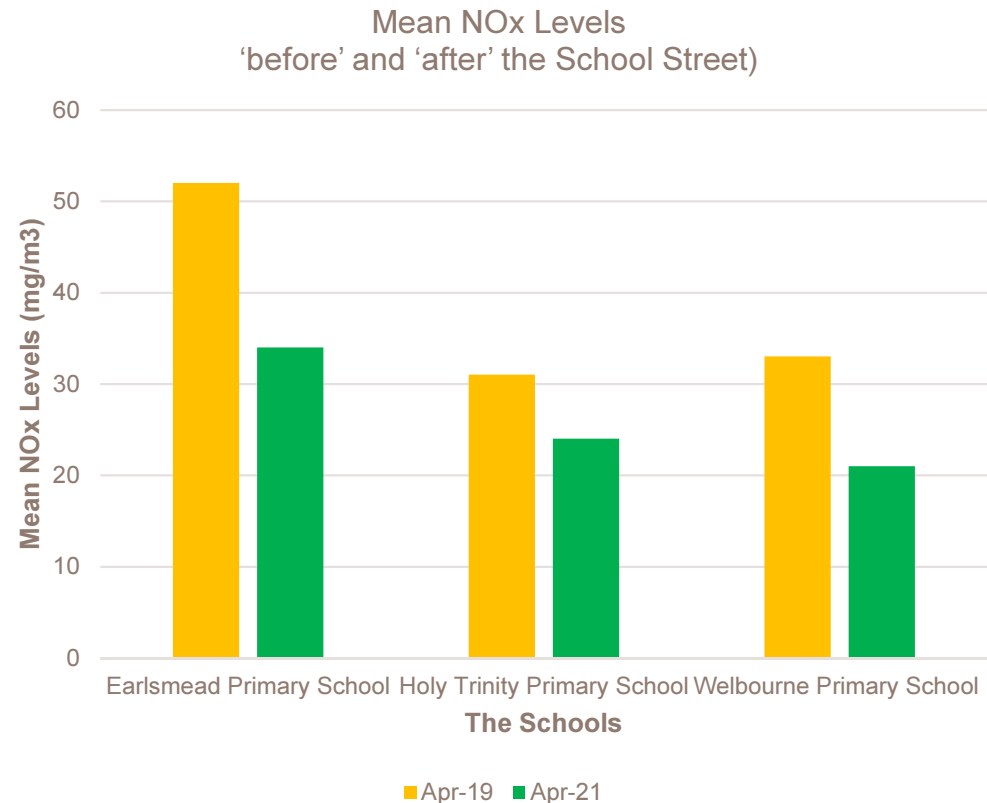


- Opinion is clear that School Street have made it feel calmer and quieter, the air feels cleaner, the street has become safer and more relaxed and it is easier to socially distance
 - 3.2% increase in cycling and walking
 - 1.3% decrease in car trips
- There is clear support to make them permanent (77%)
- All schools have similar levels of support to make permanent (over 75%) except:
 - Highgate Primary with 63%
 - St. Paul's Primary with 39%

The impact of School Streets on travel behaviour is considered to be difficult to disentangle from the impact of Covid-19

Air quality

- Due to the rapid introduction of School Streets, many schools did not have the historic air quality data to compare.
- For the purpose of this report the 2019 data has been used (before the School Streets) as comparison to the 2021 (which is after the School Street has been implemented).
- The air quality monitoring for these schools was taken between April – July 2019 and April – July 2021. This was the first four months of School Street operations.
- See Appendix A4 for further details



On average, the data available shows a reduction of 21% in NOx levels before and after the introduction of the School Street in Haringey.

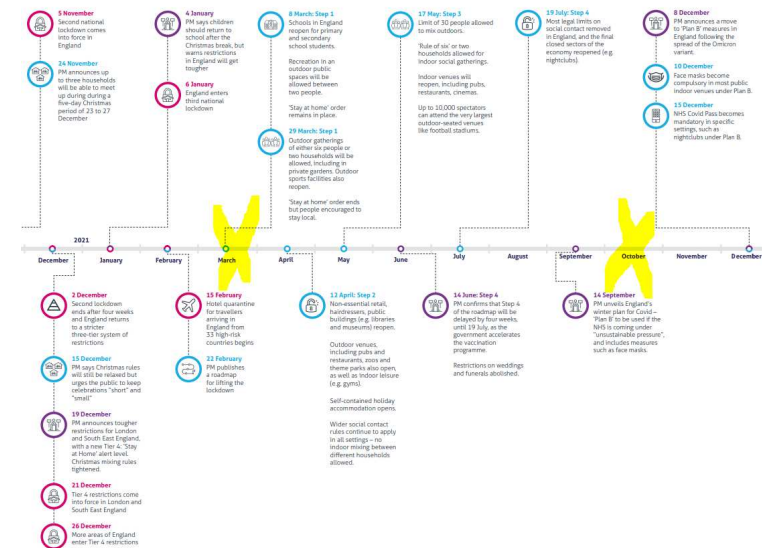
This is comparable to [GLA data](#) collected on School Streets in 2021. This study showed from a sample of 35 schools from Enfield, Brent, and Lambeth, that Nitrogen Oxide levels dropped by 23% outside the schools monitored where a School Street was implemented.

Traffic counts

Automatic Traffic Counts undertaken in March 2021 and April 2021

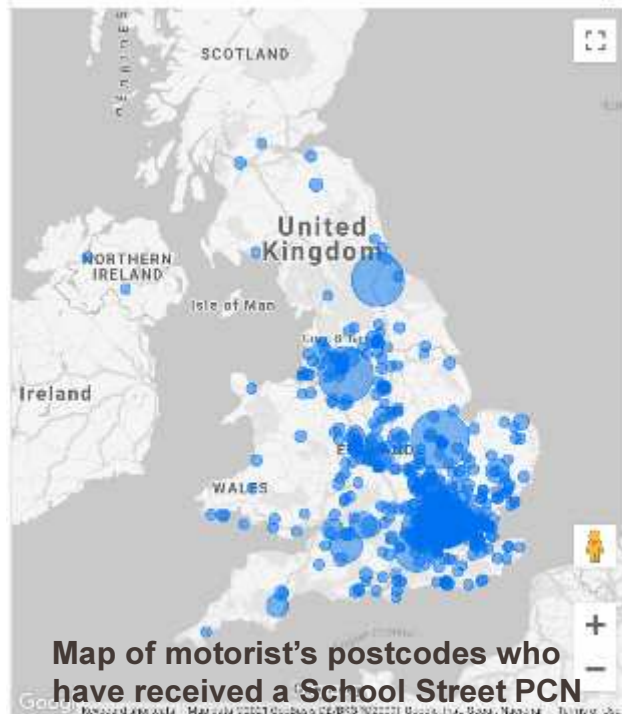
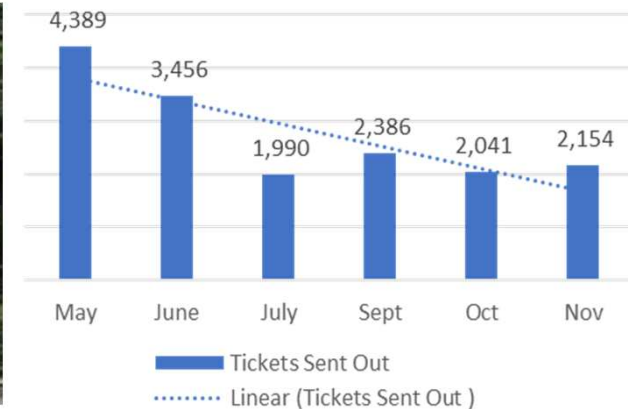
BEFORE Vs AFTER Summary of Automated Traffic Counts (ATC) within the School Street restriction	Change in cycle number counted	Change in traffic volume (AM)	Change in traffic volume (PM)	Change in traffic volume (AM+PM)	Change in traffic speed
Campsbourne	189%	-23%	16%	-3%	-33%
Chestnuts	189%	-83%	-91%	-88%	73%
Coldfall	100%	-61%	-53%	-57%	3%
Earlsmead	30%	-46%	-42%	-44%	-1%
Highgate Primary and Blanche Neville School for the Deaf	860%	273%	169%	215%	-5%
Rokesley (Elmfield)	84%	-37%	0%	-20%	-5%
Rokesley (Hermiston)	145%	-21%	-13%	-17%	3%
St. Paul's	-20%	-77%	-69%	-74%	48%
Tiverton	363%	-22%	-83%	-66%	-20%
Welbourne	-79%	0%	-67%	-52%	17%
Average	186%	-10%	-23%	-21%	8%

- As identified by Transport for London and other authorities, travel behaviour and traffic volumes in London were significantly impacted by COVID19 (see timeline of Government restrictions to right).
- Therefore, the normal approach of attributing 'before' and 'after' traffic count data to a project such this is difficult and not necessarily accurate. Accordingly, any assumptions drawn from the following data should be considered in the context of the impact of COVID19 upon traffic levels.
- Most schools have seen a significant reduction in traffic volumes, which reflects officer and school observations.
- See Appendix A3 for further summary information. Due to file size, full copies of the surveys are available upon request.



Compliance and Penalty Charge Notices

Motor vehicles that enter a School Street during restricted hours without a valid exemption may be issued a Penalty Charge Notice (PCN) through our Automatic Number Plate Recognition (ANPR) CCTV network

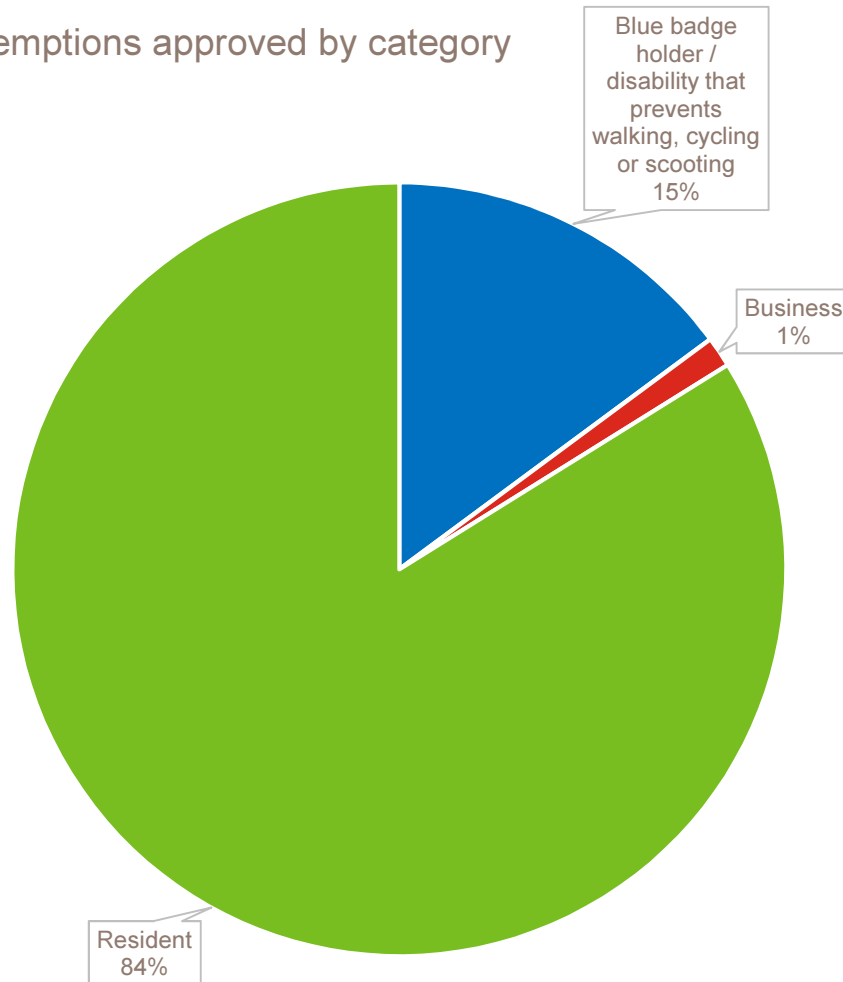


- Compliance of the restriction increases over time
 - After an initial spike in contraventions, compliance increases. Between May and November, the average number of PCNs per day has more than halved from 15 to 6 per camera per day
 - All School Streets have seen similar increases in compliance during the summer term
- Significant variation in compliance between ANPR sites
 - correlation exists between PCN numbers and road layout / traffic volume. i.e. cut-through roads (such as Elmfield Avenue at Rokesly) have a lower levels of compliance compared to a cul-de-sacs (eg Pullford Road at Tiverton)
- ~70% contraventions were carried out by motorists whose vehicles are registered with the DVLA outside Haringey

Exemptions

Residents & businesses with the School Street and blue badge holders and medical practitioners who require access can apply for an exemption to the restriction

Exemptions approved by category



- 684 exemption applications received
- 15% of exemption applicants were Blue Badge holders who required access to that street or were parents/carers of children who had a disability that prevented them from walking, cycling or scooting
- Unsurprisingly, larger School Streets have more exemptions issued which, potentially, reduces some of the benefits of a School Street.
- On average, half of the addresses within a School Street applied for an annual exemption. This broadly matches with car ownership levels in Haringey.

Traffic signs and communicating the traffic restriction

The main way of communicating any traffic restriction is through traffic signs. The size, type and position of traffic signs are defined by national [Regulations](#). See appendix A5 for scheme designs.

The Council far exceeds what is required by the Regulations (which is just one pedestrian / cycle zone sign at each entrance). It installs:

- two regulatory zone signs at every entry (1m² in size)
- a variety of advisory map-based advance warning signs
- text-based information signs
- camera enforcement warning signs



Two regulatory signs are installed at each entry point. Outside of term, signs are closed and School Street does not operate



Advance warning signs are installed to alert drivers to an upcoming restriction. There is no legal requirement for these signs nor does it provide the council with any enforcement powers.



In addition to traffic signs we inform via:

- Letter drops
- Statutory notification
- Social media
- Updates to navigation apps (Google Maps, Waze etc.)
- Messaging from the schools
- On-street banners and posters with QR codes



School by school analysis



SS01: Chestnuts Primary School

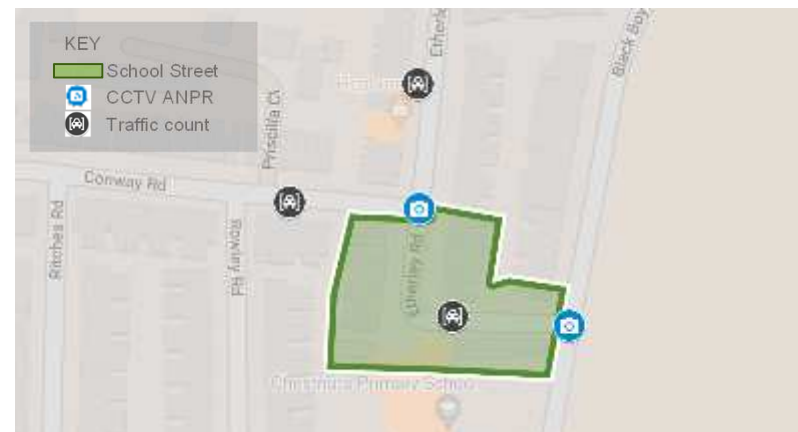
Key info	Streets	Etherley Road
	Times	Term Time, Monday to Friday 8 - 9:15am and 2:30 - 3:45pm
	Length	72m
	No. addresses within School Street	22
	No. exemptions (annual)	7
	Approx % addresses with an exemption	32%



Public feedback via statutory consultation (count = 13)

Strongly object	8%
Object	8%
Strongly support	85%

School feedback	Parent / carers agree (count = 114)	Headteacher
The street feels calmer	89%	Somewhat agree
The street feels quieter	86%	Somewhat agree
The air feels cleaner	50%	Somewhat disagree
Feel safer and more relaxed in street	82%	Somewhat disagree
It's easier to socially distance	71%	Strongly agree
Having seen the experiment, make it permanent?	89%	Yes
How effective is the design	n/a	Change - increase
Walk, cycle or wheel	Up 1.8%	n/a
Using a car	None	n/a



	Traffic count (ATC)	School Street
Data	Motor vehicles	Down 88%
	Cycles	Up 189%
	Speed	Up 73%* (to 12mph)

- Notes**

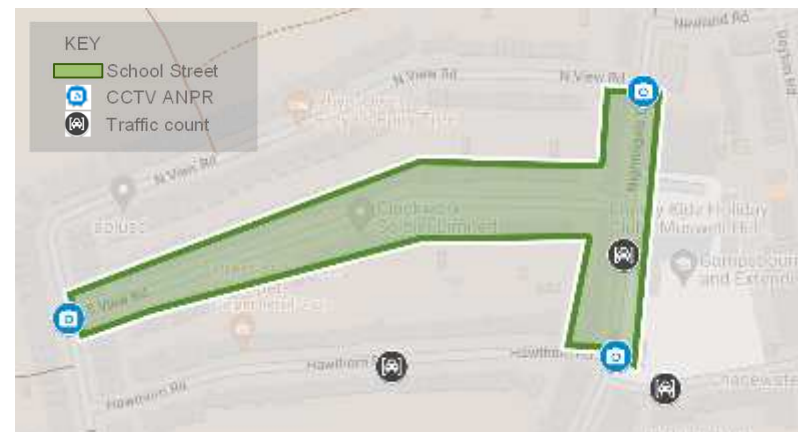
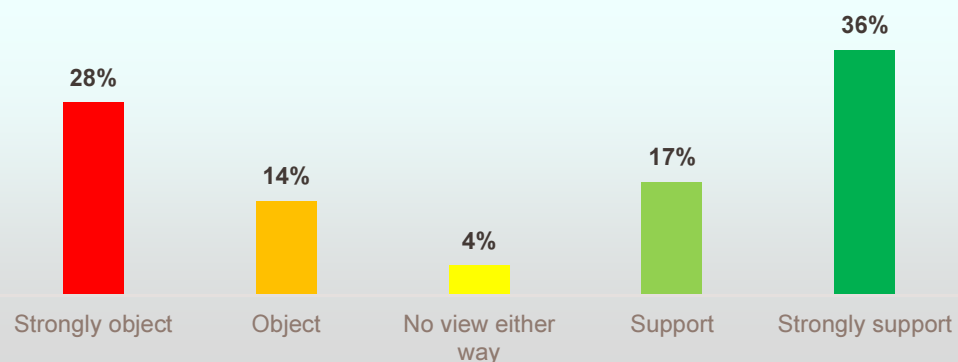
 - Scheme was converted from volunteer-run barrier enforcement to ANPR in April 2021.
 - A small School Street that is well supported
 - School would like traffic calming in adjacent streets which is being considered as part of LTN decision

SS03: Campsbourne Primary School

Key info	Streets	Nightingale Lane, South View Road
	Times	Term Time, Monday to Friday 8.15 - 9.15am and 2.45 - 4pm
	Length	490m
	No. addresses within School Street	500
	No. exemptions (annual)	250
	Approx % addresses with an exemption	50%



Public feedback via statutory consultation (count = 179)



School feedback	Parent / carers agree (count = 85)	Headteacher
	The street feels calmer	88%
The street feels quieter	91%	Strongly agree
The air feels cleaner	70%	Somewhat agree
Feel safer and more relaxed in street	76%	Strongly agree
It's easier to socially distance	70%	Strongly agree
Having seen the experiment, make it permanent?	83%	Yes
How effective is the design	n/a	The right size
Walk, cycle or wheel	Up 1%	n/a
Using a car	No change	n/a

Data	Traffic count (ATC)	School Street
	Motor vehicles	Down 3%
	Cycles	Up 189%
	Speed	Down 33%

Notes

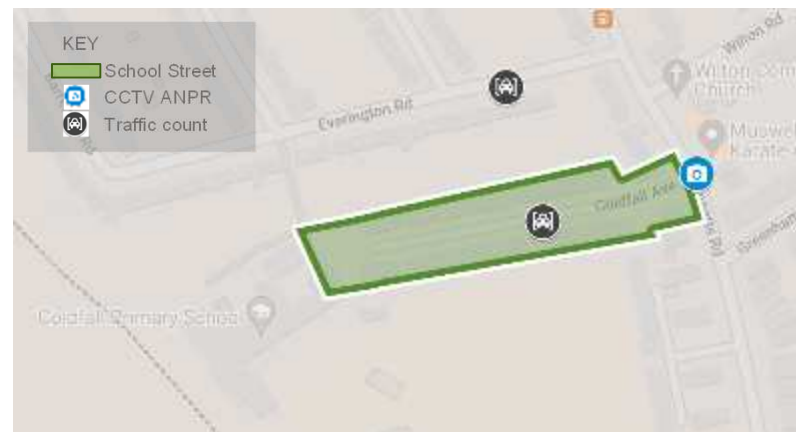
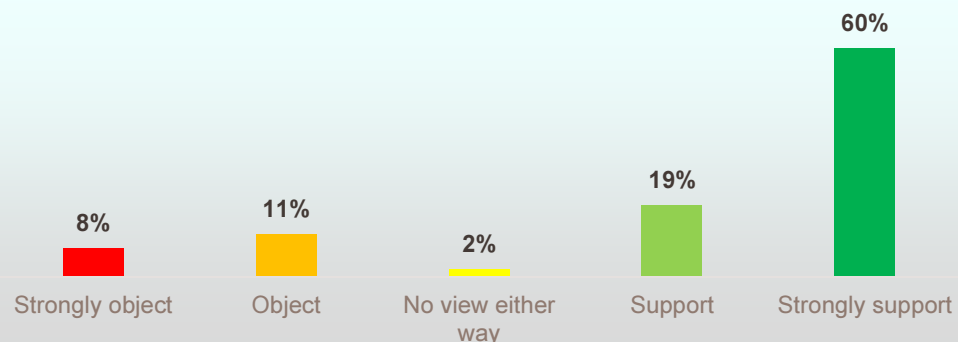
- Mixed views received through statutory consultation but very well supported by school and parent/carers
- 5 comments made via statutory consultation that zone should be larger

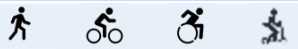

SS04: Coldfall Primary School

Key info	Streets	Coldfall Avenue
	Times	Term Time, Monday to Friday 8 - 9.30am and 2.30 - 4pm
	Length	175m
	No. addresses within School Street	41
	No. exemptions (annual)	38
	Approx % addresses with an exemption	93%



Public feedback via statutory consultation (count = 53)



Feedback	School feedback	
	Parent / carers agree (count = 84)	Headteacher
	95%	Strongly agree
The street feels calmer	95%	Strongly agree
The street feels quieter	92%	Strongly agree
The air feels cleaner	65%	Strongly agree
Feel safer and more relaxed in street	92%	Strongly agree
It's easier to socially distance	73%	Strongly agree
Having seen the experiment, make it permanent?	90%	Yes
How effective is the design	n/a	The right size
 Walk, cycle or wheel	Up 3%	n/a
 Using a car	No change	n/a

Data	Traffic count (ATC)	School Street
	Motor vehicles	Down 57%
	Cycles	Up 100%
	Speed	Up 3% (to 14.5mph)

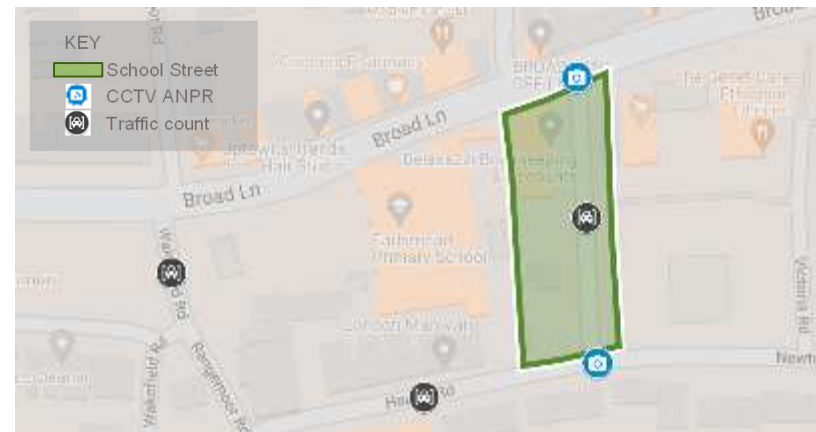
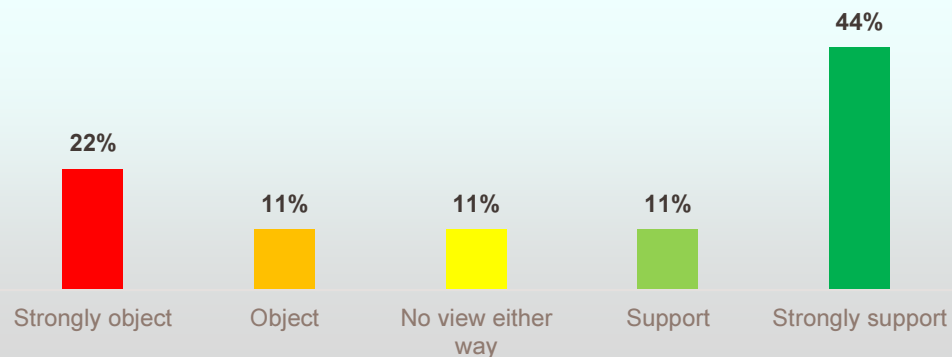
- Notes**
- Well supported cul-de-sac School Street
 - School would like some form of entry treatment at the junction with Coppets Road to reduce risk of drivers making a mistake and u-turning
 - One comment made during statutory consultation specifically suggesting a SS in Everington Road

SS06: Earlsmead Primary School

Key info	Streets	Walton Road
	Times	Term Time, Monday to Friday 8:30 - 9:30am and 2:45 - 3:45pm
	Length	85m
	No. addresses within School Street	0
	No. exemptions (annual)	0
	Approx % addresses with an exemption	n/a



Public feedback via statutory consultation (count = 9)



School feedback	Parent / carers agree (count = 15)	Headteacher
	The street feels calmer	87%
The street feels quieter	93%	Strongly agree
The air feels cleaner	60%	Strongly agree
Feel safer and more relaxed in street	93%	Strongly agree
It's easier to socially distance	73%	Strongly agree
Having seen the experiment, make it permanent?	93%	Yes
How effective is the design	n/a	Change - increase
Walk, cycle or wheel	No change	n/a
Using a car	No change	n/a

Data	Traffic count (ATC)	School Street
	Motor vehicles	Down 44%
	Cycles	Up 30%
	Speed	Down 1%

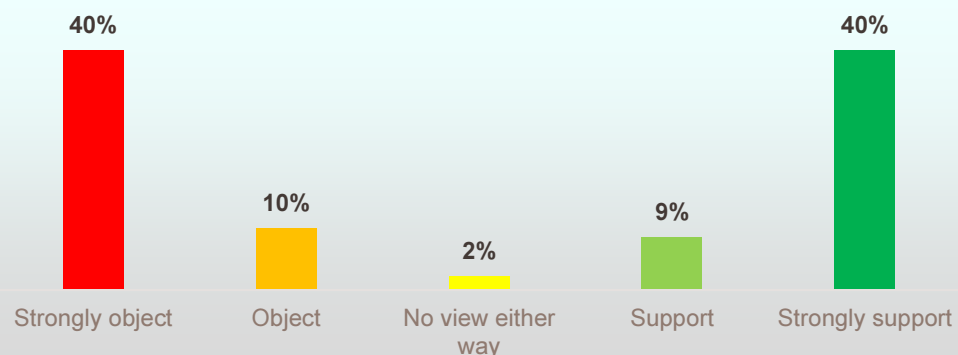
- School keen to have some measures at their Wakefield Road entrance, as noted later, funding has been agreed for a zebra crossing at this location to link school to Page's Green Common
- Relatively low levels of feedback

SS10: Highgate Primary School and Blanche Neville School for the Deaf

Key info	Streets	Kenwood Rd, Storey Rd, Gaskell Rd, Yeatman Rd
	Times	Term Time, Monday to Friday 8.30 - 9.30am and 3 - 4pm
	Length	600m
	No. addresses within School Street	221
	No. exemptions (annual)	123
	Approx % addresses with an exemption	56%



Public feedback via statutory consultation (count = 139)



School feedback	Parent / carers agree (count = 156)	Headteacher
	The street feels calmer	72%
The street feels quieter	72%	Strongly agree
The air feels cleaner	50%	No opinion
Feel safer and more relaxed in street	63%	Strongly agree
It's easier to socially distance	51%	Strongly agree
Having seen the experiment, make it permanent?	63%	Yes
How effective is the design	n/a	The right size
Walk, cycle or wheel	Up 8%	n/a
Using a car	Down 8%	n/a

Data	Traffic count (ATC)	School Street
	Motor vehicles	Up 215%*
	Cycles	Up 860%
	Speed	Down 5%

- Notes**
- High increase in walking, cycling and wheeling to school
 - Good levels of engagement but mixed level of support
 - Residents in North Hill slip road (outside school street) report displacement and obstructive parking in this narrow street. Recommended increase in parking enforcement
- *Count error assumed. Subject to further counts, see report for details

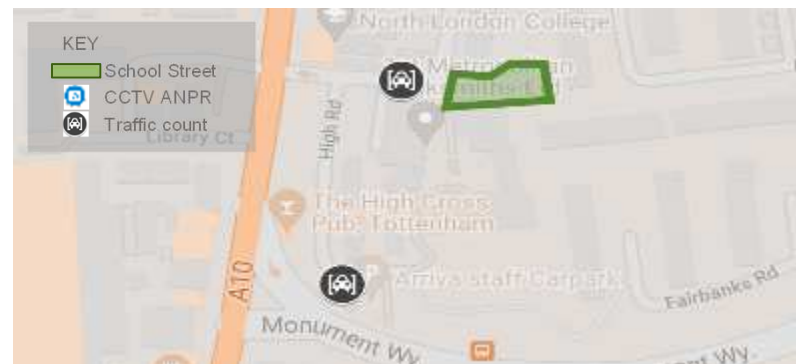
SS11: Holy Trinity Primary School

Key info	Streets	Somerset Road
	Times	At any time
	Length	40m
	No. addresses within School Street	0
	No. exemptions (annual)	0
	Approx% addresses with an exemption	n/a



Public feedback via statutory consultation (count = 32)

School feedback		Parent / carers agree (count = 27)	Headteacher
The street feels calmer		93%	Strongly agree
The street feels quieter		96%	Strongly agree
The air feels cleaner		74%	Strongly agree
Feel safer and more relaxed in street		85%	Strongly agree
It's easier to socially distance		93%	Strongly agree
Having seen the experiment, make it permanent?		100%	Yes
How effective is the design		n/a	The right size
	Walk, cycle or wheel	Up 11%	n/a
	Using a car	Down 11%	n/a



Data	Traffic count (ATC)	Surrounding street
	Motor vehicles	No counts carried out within zone which is physically closed 24/7 but counts in surrounding streets indicate significant increase in cycle use, increase in traffic volume and decrease in speed
	Cycles	
	Speed	

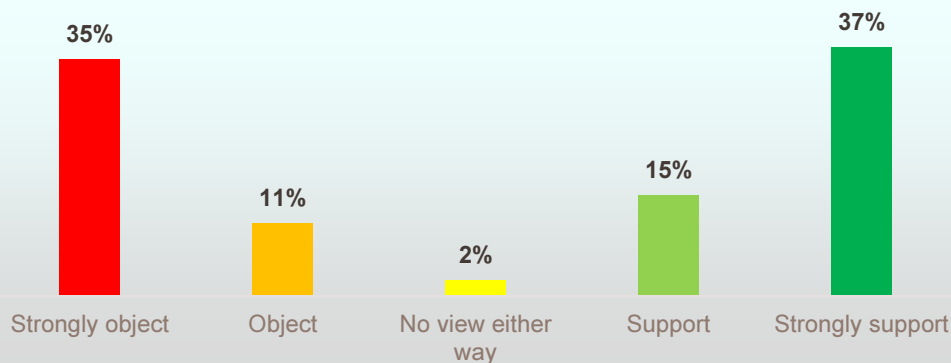
- Notes**
- Very good increase in walk/cycle/scooting to school – though low sample number
 - Lowest level of support via statutory consultation but good support from school and parents
 - Majority of objections were made prior to the scheme's launch and focus on 'at any time' restriction and preventing vehicular access to rear of properties.
 - Opportunity to fully pedestrianize / green this area

SS13: Rokesly Infants and Junior Schools

Key info	Streets	Hermiston Ave, Elmfield Ave
	Times	Term Time, Monday to Friday 8.15 - 9.45am and 2.30 - 3.45pm
	Length	420m
	No. addresses within School Street	78
	No. exemptions (annual)	66
	Approx % addresses with an exemption	85%



Public feedback via statutory consultation (count = 222)



School feedback	Parent / carers agree (count = 136)	Headteacher
	The street feels calmer	85%
The street feels quieter	85%	Strongly agree
The air feels cleaner	60%	No opinion
Feel safer and more relaxed in street	76%	Somewhat agree
It's easier to socially distance	63%	Somewhat agree
Having seen the experiment, make it permanent?	79%	Yes
How effective is the design	n/a	The right size
Walk, cycle or wheel	Up 1%	n/a
Using a car	Down 1%	n/a

Data	Traffic count (ATC)	School Street
	Motor vehicles	Down 18%
	Cycles	Up 115%
	Speed	Down 2%

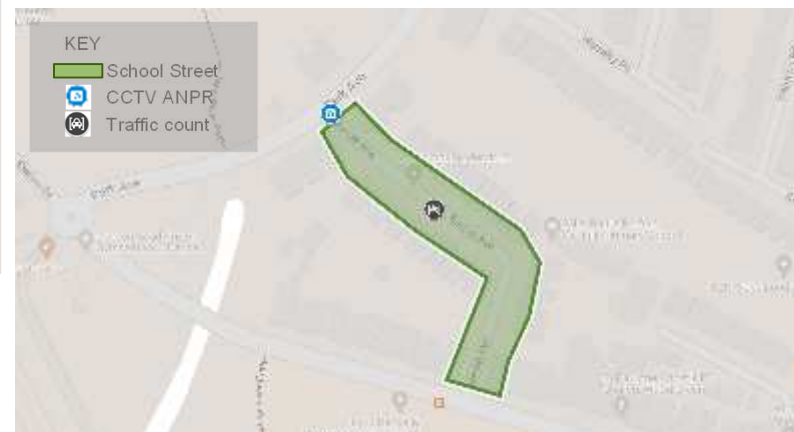
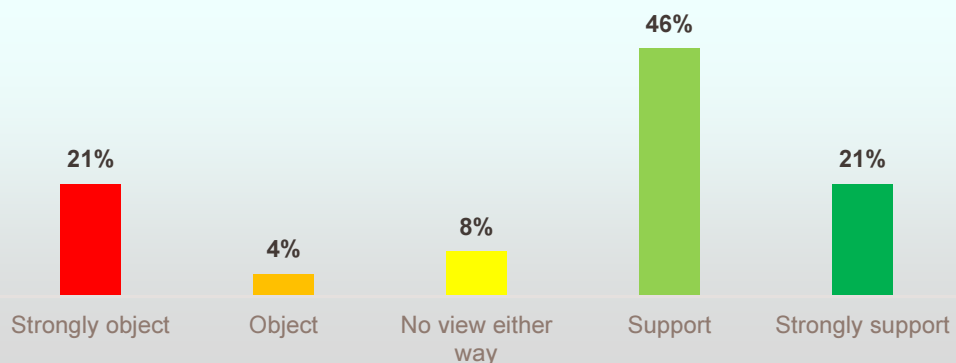
Notes
<ul style="list-style-type: none"> High levels of feedback but mixed views in stat. consultation Good levels of support from school and parents/carers Lower levels of compliance in Elmfield Road section, noted this stretch has bus route passing through. Feedback for more traffic signs / gateway 5 responses to statutory consultation suggesting SS should be extended to Rokesly Avenue

SS16: St Pauls Catholic Primary School, Wood Green

Key info	Streets	Barratt Avenue
	Times	Term Time, Monday to Friday 8:30 - 9:15am and 2:45 - 3:30pm
	Length	170m
	No. addresses within School Street	55
	No. exemptions (annual)	28
	Approx % addresses with an exemption	51%



Public feedback via statutory consultation (count = 24)



School feedback	Parent / carers agree (count = 54)	Headteacher
	The street feels calmer	46%
The street feels quieter	54%	Strongly agree
The air feels cleaner	35%	Somewhat agree
Feel safer and more relaxed in street	50%	Strongly agree
It's easier to socially distance	31%	Strongly agree
Having seen the experiment, make it permanent?	39%	Yes
How effective is the design	n/a	The right size
Walk, cycle or wheel	Up 4%	n/a
Using a car	Down 6%	n/a

Data	Traffic count (ATC)	School Street
	Motor vehicles	Down 74%
	Cycles	Down 20%
	Speed	Up 48% (to 17.5mph)

Notes

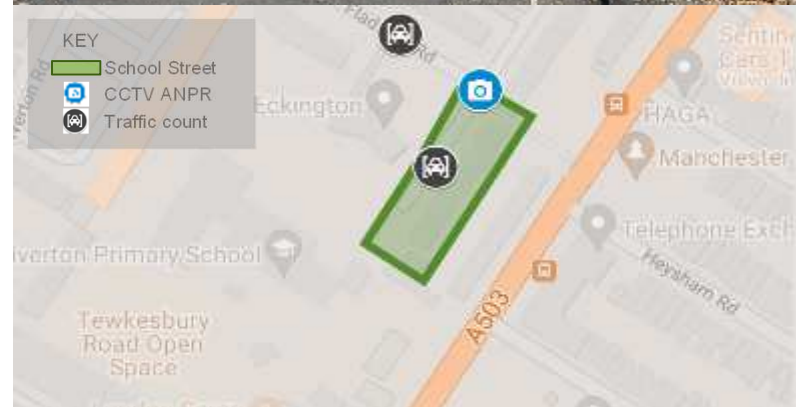
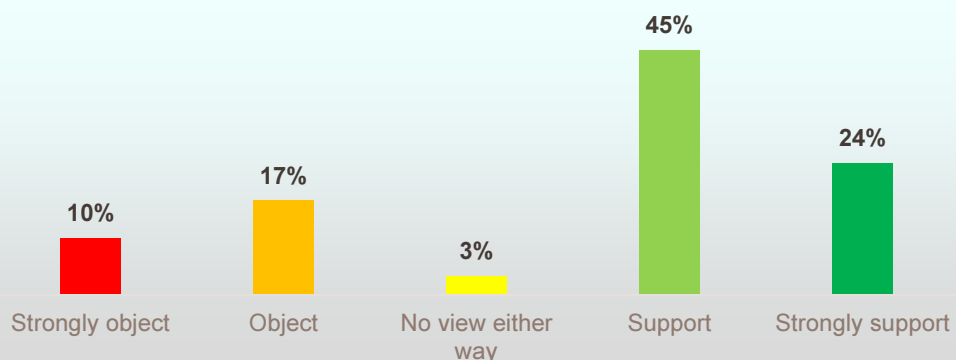
- Least level of support from parent/carers but good support from school and the public via the statutory consultation
- Good increase in walk / cycle / scoot to school

SS17: Tiverton Primary School

Key info	Streets	Pulford Road
	Times	Term Time, Monday to Friday 8.15 - 9.45am and 2.45 - 4.15pm
	Length	65m
	No. addresses within School Street	10
	No. exemptions (annual)	10
	Approx % addresses with an exemption	100%



Public feedback via statutory consultation (count = 29)



School feedback	Parent / carers agree (count = 9)	Headteacher
	The street feels calmer	67%
The street feels quieter	56%	Strongly agree
The air feels cleaner	33%	Strongly agree
Feel safer and more relaxed in street	67%	Strongly agree
It's easier to socially distance	56%	Strongly agree
Having seen the experiment, make it permanent?	78%	Yes
How effective is the design	n/a	The right size
Walk, cycle or wheel	No change	n/a
Using a car	No change	n/a

Data	Traffic count (ATC)	School Street
Motor vehicles		Down 66%
Cycles		Up 363%
Speed		Down 20%

Notes

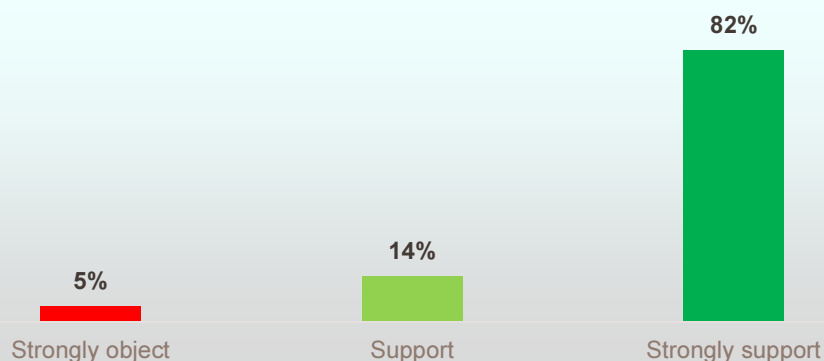
- Low levels of feedback but, from data available, good levels of support via statutory consultation. Modest support from parents.
- Headteacher very supportive "undoubtedly been excellent for the local area- cleaner air, no cars jamming the street and idling, more space for parents and children. More children allowed to walk to school."

SS18: Welbourne Primary School

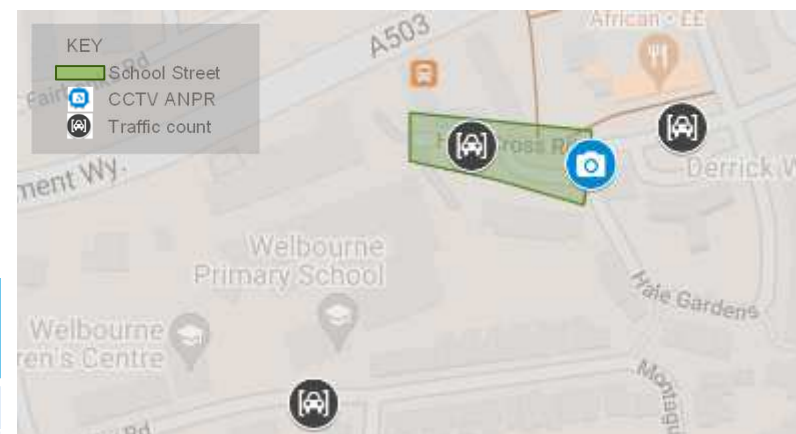
Key info	Streets	High Cross Road
	Times	Term Time, Monday to Friday 8.30 - 9.15am and 2.30 - 3.45pm
	Length	100m
	No. addresses within School Street	40
	No. exemptions (annual)	9
	Approx % addresses with an exemption	23%



Public feedback via statutory consultation (count = 22)



School feedback	Parent / carers agree (count = 5)	Headteacher
	The street feels calmer	40%
The street feels quieter	40%	Strongly agree
The air feels cleaner	20%	Somewhat agree
Feel safer and more relaxed in street	40%	Strongly agree
It's easier to socially distance	20%	Somewhat agree
Having seen the experiment, make it permanent?	80%	Yes
How effective is the design	n/a	Change - increase
Walk, cycle or wheel	No change	n/a
Using a car	No change	n/a



Data	Traffic count (ATC)	School Street
	Motor vehicles	Down 52%
	Cycles	Down 79%
	Speed	Up 17% (to 12mph)

- Low levels of feedback but, from data available, good levels of support via statutory consultation. Modest support from parents.
- Deputy Head would like Stainby Road entrance addressed. As noted on P14 it is recommended this area is kept under review.

Lessons learnt (1/2)

The rapid roll-out of this first batch of School Streets has taught us a lot

Size of School Streets

- Larger School Streets may – on the surface – sound better in terms of encouraging active travel but from (the limited data available) this was not the case
- Bigger School Streets typically have more exemptions and therefore the benefits of quieter and cleaner streets maybe outweighed

Traffic signs

- We often hear that there should be more traffic signs, particularly advance warning. But we also know that more signs – on already busy streets – distract drivers, as well as creating clutter
- We think – and independent adjudicators agree – that we're just about getting the balance right with our current approach to signs which exceeds the minimum required by law, but isn't excessive

Communications

- It's not possible to write to everyone who might be affected by a new School Street but during the course of the programme we have increased the area for letterdrops
- We've also changed the content on our lamp-column wraps to make them easier to understand

Surveys

- We're grateful to everyone who has given feedback on the School Streets
- Hands-up surveys (with pupils on travel mode) should be systematically carried out before and after launch

Experimental orders

- Using experimental traffic orders has been effective in enabling us to launch quicker and evaluate in-situ. However some don't think this is adequate consultation and more should be done before launch
- ETOs also require a longer duration of staff resources, which increases project cost

Lessons learnt (2/2)

The rapid roll-out of this first batch of School Streets has taught us a lot

Contingency

- Contingency funding has enabled the council to address some additional issues, that were not specifically related to the School Street but were school related, e.g. build-outs planned for Coldfall (Everington Road) and new School Keep Clear markings outside Holy Trinity School

Greening and gateways

- The School Streets launched - so far - have focussed very much on the basics of a traffic scheme. We believe that there is an opportunity for School Streets to provide wider place-making opportunities and play an important part in enhancing and strengthening local communities.
- Therefore, we have commenced a study into how School Streets are visually identified, in particular looking at how we can give greater definition to the gateway / entrance to the School Street

Thanks

We want to give our thanks to the schools, the police and many other individuals who have been closely involved in this programme

Special thanks to...

- Staff, pupils and parents at all ten schools
- Georgia Law and Hilary Bournas at Sustrans
- Council teams including: Air quality, Streetspace, Highways, Active Travel, Parking and Traffic Enforcement and Notice Processing

Appendices

Appendix A1	Experimental traffic order statutory consultation
Appendix A2	Parent / carer feedback
Appendix A3	Traffic count data
Appendix A4	Air quality data
Appendix A5	School Street designs