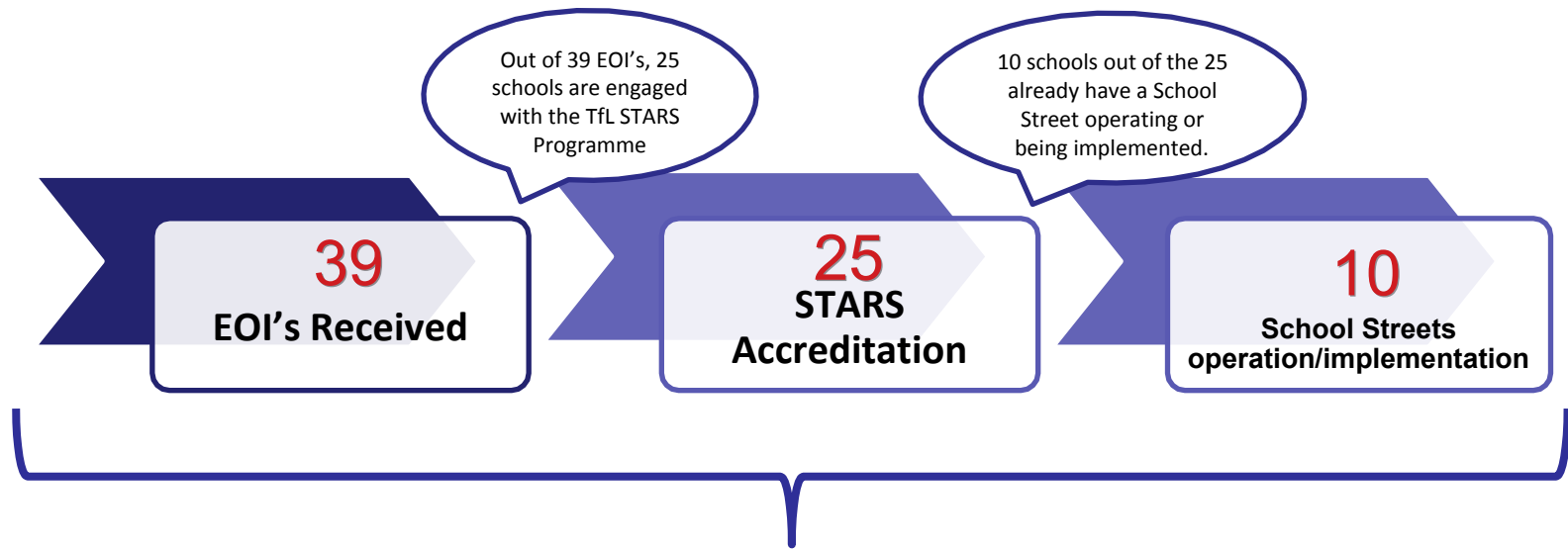


School Streets Delivery Plan KD5610 Report

Annex A Feasibility Methodology



Stage 1: STARS and EOI identification



15

Schools eligible to be
part of the next group
of School Streets

Stage 1: STARS and EOI identification

The first stage involved gathering information to identify all schools in the borough. This included collecting data from the STARS programme and schools that had previously submitted an Expression of Interest (EOI).

The outcome of this stage was a list of 15 schools that meet both requirements.

Within the Multicriteria Assessment, the STARS accreditation was classified under the "General" category and accounted for 25% of the overall score, acknowledging the effort of schools that have consistently participated in the program for years supporting active travel within the borough.

Stage 2: Feasibility designs

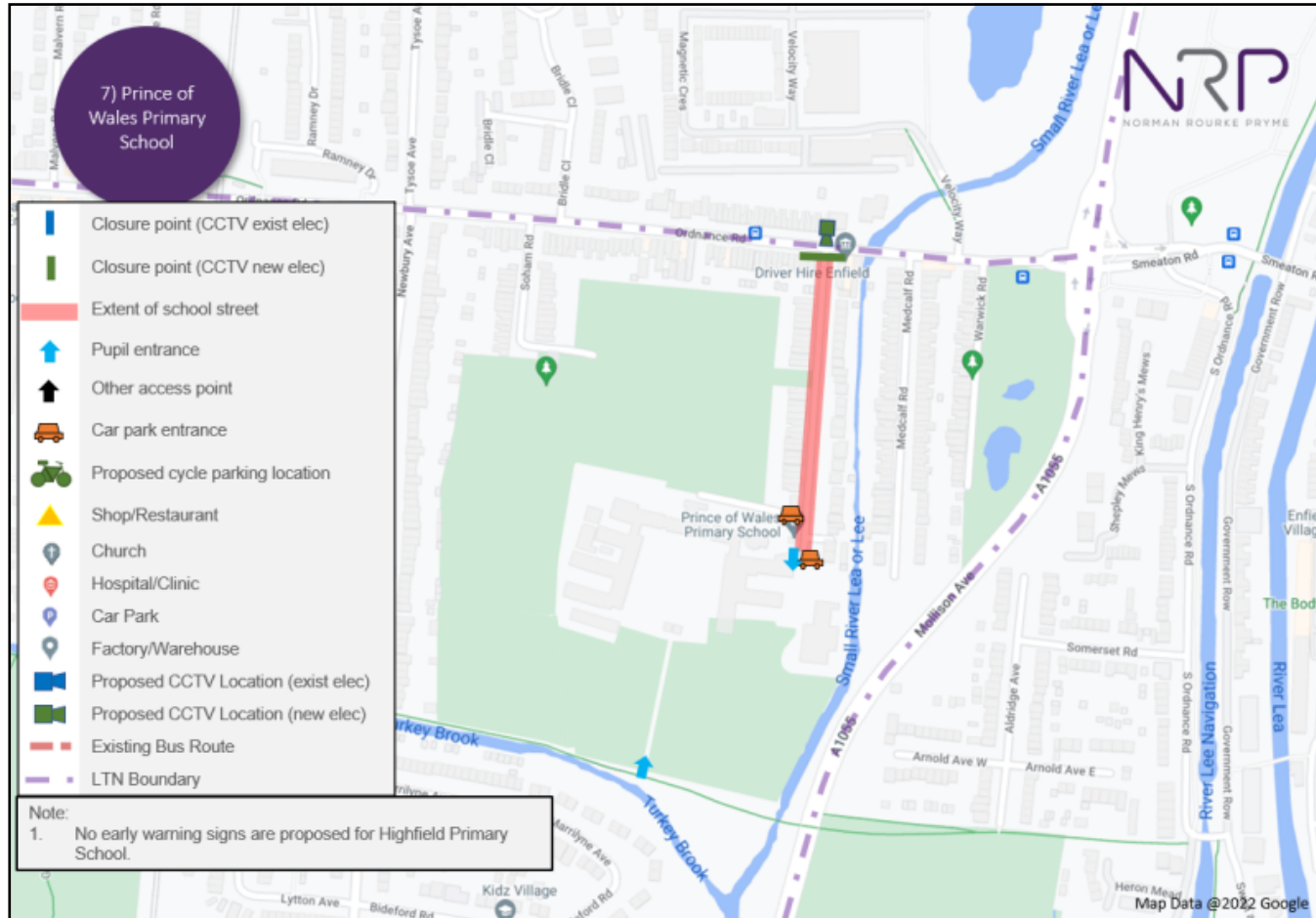
The second stage is the development of the feasibility design. The results helped identify the site complexity and cost in implementing the School Streets. Criteria such as bus routes, type of road, traffic volumes, number of closures, cameras to install, impact on local businesses, potential cycle parking, among others were considered during the design phase (see annex B).

The designs describe the current situation on each site, present one or multiple proposals for implementing the school street, and a conclusion outlining the ideal scenario for implementing the scheme.

The feasibility design considered the primary road network to ensure that no timed closures were proposed that would significantly impact the wider network. As a result of this, no School Street closures were feasible at Carterhatch Primary School and so it was removed from the feasibility study. It is noted a road safety scheme has been delivered previously at this school's road (Carterhatch Ln) in April 2021.

Stage 2: Feasibility designs

An example of a school street feasibility design is shown below.



Stage 3: Multi criteria Assessment

The third stage comprised the creation of a multi-criteria matrix, which provided a score for each school. Each criteria had a % allocated depending on the importance for the School Streets programme (refer to annex B). The criteria was based on:

- level of STARS accreditation (25%):** TfL STARS programme grants a level of accreditation to those schools that achieve a certain number of active travel activities e.g., Schools with GOLD accreditation get the higher score on this criteria.
- percentage of households in poverty (5%):** Based on EPIC report. It was considered with the aim of promoting active travel in the most deprived areas and ensuring a fair assessment for the entire borough. Deprived areas above 40% EPIC got a higher score.
- number of pupils (5%):** This was considered as it is important for the program to generate the maximum possible impact on young people. Therefore, schools with a higher number of students received a higher score.
- number of closures (20%):** The number of closures is directly reflected in the cost, as each closure involves the installation of a camera. Therefore, a higher number of closures implies a higher cost to implement the scheme per site. Due to budget constraints and the desire to implement the scheme in as many schools as possible, schools with fewer closures on their design received a higher rating.
- number of child casualties in the past 10 years (15%):** The number of accidents in the vicinity of each school over the past 10 years was assessed. With the aim of improving road safety, schools with higher numbers of accidents involving children on the roads were assigned a higher score.
- traffic level (10%):** Sites with lower traffic levels were assigned a higher score as high traffic levels increase the complexity of closure implementation and generate more controversy among the public affected by them.
- anticipated impact on local businesses (5%):** Being aware that the closures generated can affect local businesses in the area, we wanted to consider this criterion assigning higher scores to schemes that have less impact on the surrounding businesses.
- volume of exemptions to be issued (5%):** As a result of the feasibility design, we were able to identify an approximation of the school street extension. This directly impacts the number of residents affected by the closures and the number of exemptions that need to be generated. Therefore, a lower volume of exemptions leads to a higher rating in the matrix.
- integration with journeys and places projects (10%):** At Journeys and Places, we strive to improve integration among our projects within the borough, recognizing the importance of a more holistic approach. This enables us to work in a more united and simultaneous manner in delivering our projects. Hence, Schools Streets that can be considered within other schemes received a higher score.

Final results – Ranking and Delivery Plan

As a final result, we obtained a ranking that indicates the order of School Streets implementation based on all the previously mentioned criteria. This enables us to make informed decisions, as the study was conducted impartially with the aim of delivering fair and equitable results across the borough. Refer to Annex B to see the outcome for the top 13 ranked schools. This matrix will be updated in the future to reflect any changes to schools, such as improving their STARS accreditation.

Based on the available funds, we can implement 2 - 3 schools this FY 23/24. Simultaneously, we can fund the conceptual design for 10 schools, which would also receive cycle parking and Air Quality sensors.

Final results – Delivery Plan

Proposal for implementing the next groups of School Streets. Based on the available funds, we can implement 3 schools this FY 23/24. Simultaneously, we can fund the conceptual design for 10 schools, which would also receive cycle parking and Air Quality sensors.

School Streets Feasibility Study Journeys and Places		Source of funding
		Conceptual Design and Implementation
Ranking	Schools proposed to be delivered FY23/24	
1	Chesterfield Primary School	TfL – LIP funding of £300k in FY23/24
2	Eastfield Primary School	
3	Prince of Wales Primary School	
Ranking	Air Quality Grant	
4	Enfield Heights Academy	DEFRA Air Quality Grant of £223k FY23/24
5	Latymer All Saints CofE Primary School	
6	Alma Primary School	
7	Enfield County School for Girls	
8	Eversley Primary School	
9	Highfield Primary School	
10	Raglan Junior School	
11	Firs Farm Primary School	
12	St George's Catholic Primary School	
13	Merryhills Primary School	