

## **Appendix C - School Streets engagement summary.**

### **Summary**

A statutory consultation was run from 24.09.2020 to 07.06.2021 where people could share their comments on the trial School Streets. Letters were delivered to residents and properties near each scheme to publicise the survey hosted on the Let's Talk Enfield site, and schools were encouraged to send the survey out to parents and staff directly. Additionally, residents could email or write to the Council directly with comments and objections.

There were two surveys published throughout the trial. The survey asked for respondents' views on whether the trial was effective in enabling social distancing, and if they supported it being made permanent. The survey was updated during the consultation period to include questions on respondents' perceptions of the street and travel behaviour since the School Street was introduced.

Following feedback from schools about a low response rate to the survey from parents, a second survey was sent out to schools to gather perceptions of parents and staff specifically. For the purpose of the report we will refer to the survey hosted on the Let's Talk Enfield site as 'Survey 1', and the survey sent by schools to parents and teachers as 'Survey 2'. The questions asked in both surveys were different, and some were similar but worded differently. Where questions were the same, responses from both surveys have been reported on together, and where different they have been reported on separately.

### **Respondents**

Table 1 below shows the total number of respondents who answered the surveys per school. There were a varying number of respondents per school, with some having a very low response rate and some very high. The lowest response was 3, highest was 289, the mean rate was 34 and the average 73. Several mechanisms were used to ensure every parent and resident were given an opportunity to participate.

**Table 1.**

**Table showing the number of total respondents per school across both surveys.**

<b>School Street</b>	<b>No. Respondents</b>
Bush Hill Park Primary School	90
Chase Side Primary School	31
De Bohun Primary School	96
George Spicer Primary School	34
Hazelbury Primary School	61
Keys Meadow Primary School	90
Kingfisher Hall Primary Academy	7
Lavender Primary School	28
Meridian Angel Primary School	3
Raynham Primary School	4
St. Pauls CE Primary School	289
Worcesters Primary School	138
<b>Total</b>	<b>871</b>

The surveys asked respondents about their relationship to the School Street, shown in table 2. The highest number of respondents were parents/guardians of a child who attends the school which reflects the engagement of the schools with their parent community.

**Table 2. Showing relationship of respondents to the School Street they were commenting on.**

<b>What is your relationship to the School Street?</b>	<b>No. of responses</b>
I am a resident of the School Street within the closure area	25
I am a resident of the street, outside of the School Street closure area	18
I am a local resident living on a nearby street	50
I am a parent or guardian of a child/children who attends the school	583
I am a member of staff at the school	116
I don't live nearby, but pass through the area regularly	6
<b>Total</b>	<b>798</b>

### **Responses about making the School Streets permanent**

Survey 1 initially asked respondents the question 'Do you think this kind of measure should be considered for the longer term?' and respondents were asked to answer on a scale from 'definitely yes' to 'definitely no'.

When the survey was updated, the wording of this question changed slightly to 'To what extent do you agree with the following statement: This measure should remain in place for the longer term' and respondents were asked to answer on a scale from 'definitely agree to definitely disagree'.

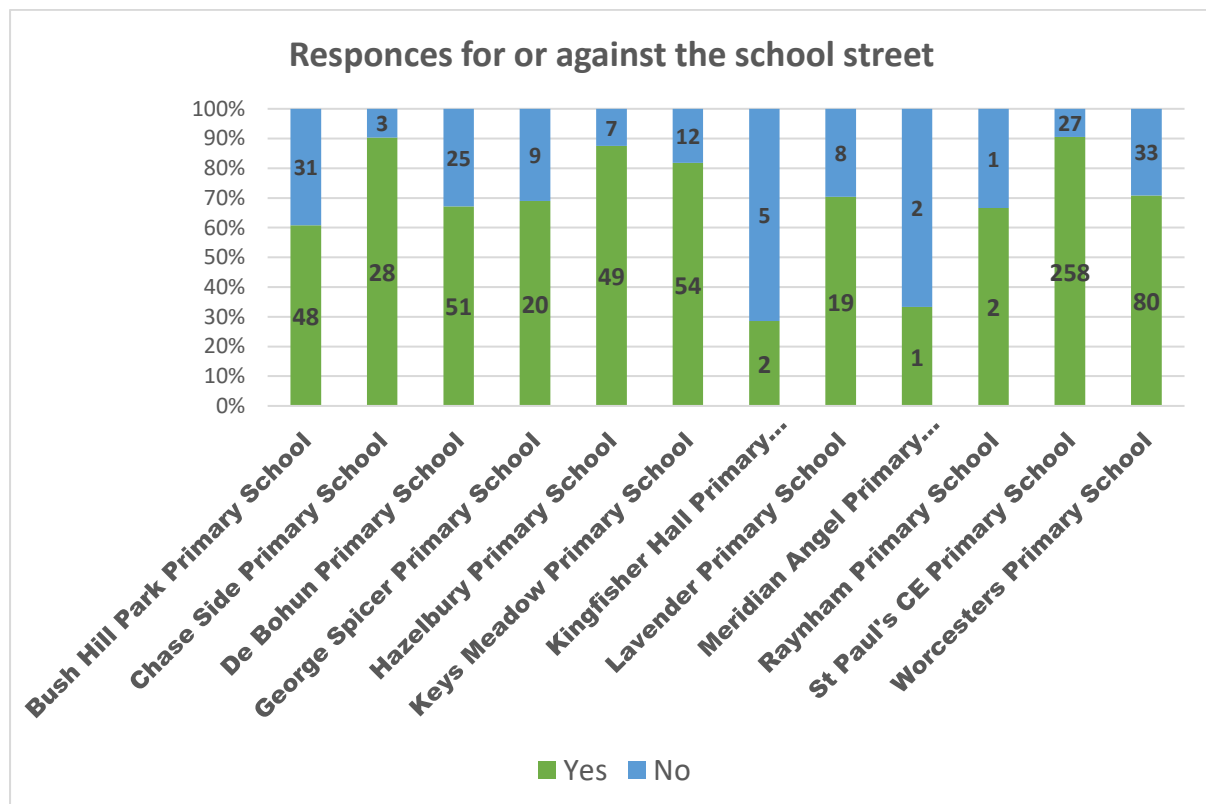
For the purpose of reviewing perceptions of whether respondents feel the School Streets should remain in place or not, the positive and negative answers have been grouped into 'Yes' and 'No' categories. For example, in question 1, 'definitely yes' and 'yes' have been grouped, and 'definitely no' and 'no' have been grouped. In the second question, 'definitely agree' and 'somewhat agree' have been grouped as 'yes', and 'definitely disagree' and 'somewhat disagree' have been grouped as 'no'. This allows us to identify the level of support for each scheme across all of the similar questions.

In Survey 2, we asked the question: 'Having seen the School Street in operation for the last 6 months, would you like the School Street to be made permanent?' and respondents were able to answer 'yes', 'unsure', or 'no'.

All of the responses have been categorised and collated in Table 3:

**Table 3. Number of responses in favour, unsure, or against a School Street remaining in place.**

School	Yes	No	Unsure	Total
Bush Hill Park Primary School	48	31	9	88
Chase Side Primary School	28	3	0	31
De Bohun Primary School	51	25	17	93
George Spicer Primary School	20	9	4	33
Hazelbury Primary School	49	7	5	61
Keys Meadow Primary School	54	12	23	89
Kingfisher Hall Primary Academy & Waverley School	2	5	0	7
Lavender Primary School	19	8	1	28
Meridian Angel Primary School	1	2	0	3
Raynham Primary School	2	1	0	3
St Paul's CE Primary School	258	27	2	287
Worcesters Primary School	80	33	97	210



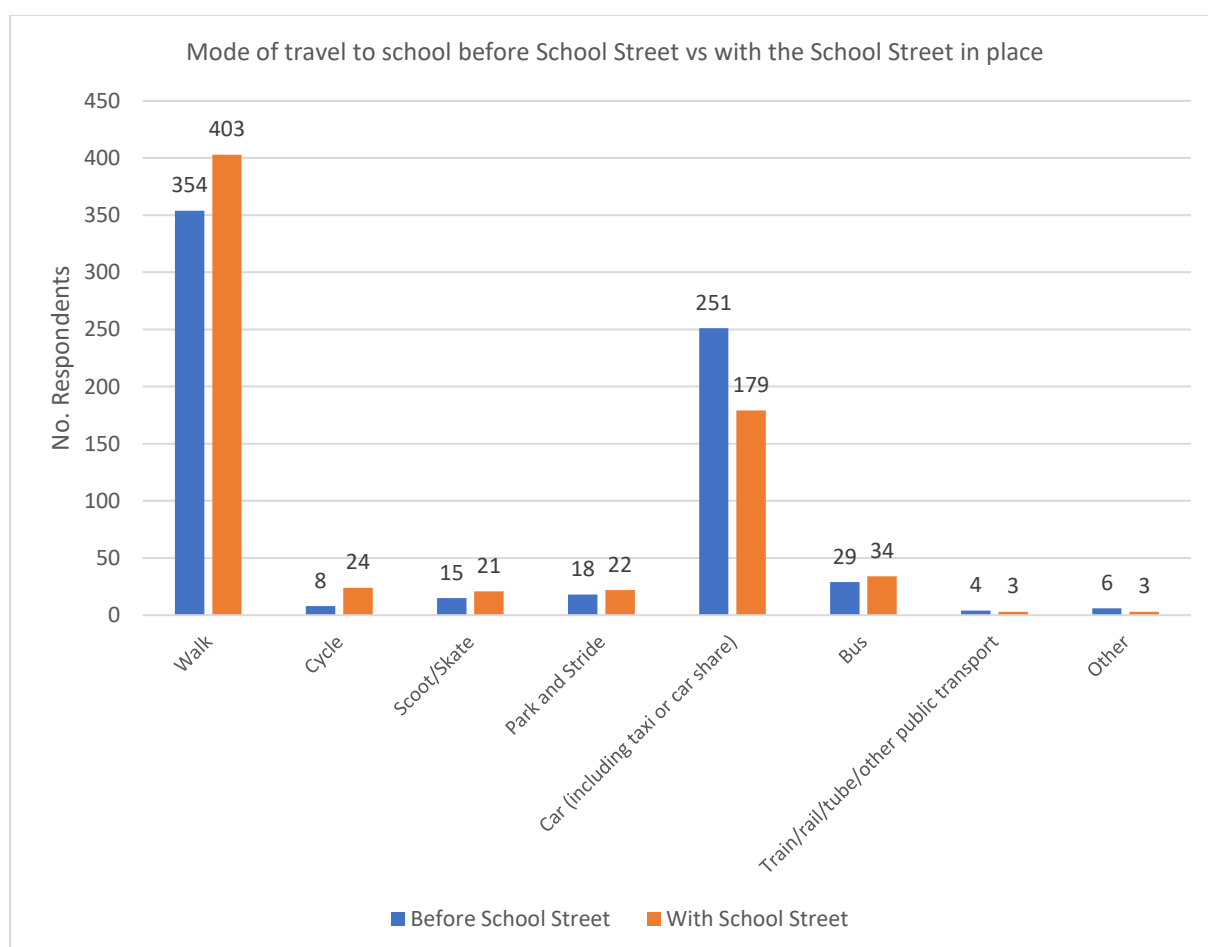
Supplementary figures at the end of this report shows this data broken down per question. Overall, the respondents showed a positive response about keeping the School Streets in place. 66% of respondents for all schemes indicated that the School Street should remain in place, 17% said they were unsure, and 17% indicated that it shouldn't remain. The number of 'Yes' responses outweigh the 'No' responses for all schools apart from Kingfisher Hall Primary Academy, Meridian Angel Primary School, Raynham Primary School and Worcesters Primary School. For Kingfisher Hall Primary Academy, Meridian Angel Primary School, and Raynham Primary School, the response rate to the question was very low, with only 7, 3 and 3 responses respectively. Therefore we cannot say conclusively that the community do not wish to see a School Street remain in place.

At Worcesters Primary School, the School Street has been challenging for the school community to operate which may explain why a high number of respondents selected 'unsure' for this question. We have been working with the school closely to address these challenges and are working towards a better solution for them.

### Mode of travel before vs after School Streets










The surveys asked respondents questions about how they travelled to school with their child/children before the School Street launched, and since it has been in place. Figure 1 below shows the number of respondents for each mode of travel across all schools in the survey.

**Figure 1. Bar graph of respondent's mode of travel reported before the School Street and since the School Street has been in place.**



There was an increase in the number of respondents using sustainable modes of travel such as walking, cycling, scooting and using the bus, and a decrease of respondents using their cars to travel to school. The number of people choosing to park and stride has also increased, perhaps due to our promotion of a 10-minute walking map around each School Street and encouraging people to park further from the school gates.

**Table 4. Percentage change in the number of respondents travelling to school by each mode of travel**

Mode of Travel	Actual variation	%change	Increase or decrease 
Walk	+49	14	
Cycle	+16	200	
Scoot/Skate	+6	40	
Park and Stride	+4	22	
Car (including taxi or car share)	- 72	29	
Bus	+ 5	17	
Train/rail/tube/other public transport	- 1	25	
Other	- 3	50	

#### Key Issues/Comments on each scheme

In both surveys, there was a question for open text comments. There were 389 respondents who chose to leave a comment. All comments have been reviewed and categorised into key themes. Emails received about the School Streets scheme have been analysed in the same way.

Each comment was recorded as one comment per school but could fall into multiple themes in the table. For example, a comment could have been generally positive and cited 2 positive themes, plus made a suggestion. In this case it would be counted as a positive comment and recorded against each of the 3 other themes raised. Note that some comments were classified as 'generally positive about the scheme' and 'generally against the scheme', but these don't add up to the total number of comments received per school because some comments were neutral.

Table 5 shows the key themes cited. Where a dot is denoted under a school name, we received comments about that issue.

**Table 5. Table summarising key feedback about each School Street scheme. These have been collated from comments in the surveys and emails received during the duration of the trial period.**

#### Key

	Positive comments
	Negative comments
	Suggestions and enhancements

		School Name	Bush Hill Park	Chase Side	De Bohun	George Spicer	Hazelbury	Keys Meadow	Kingfisher Hall	Lavender	Meridian Angel	Raynham	St. Paul's	Worcesters
	<b>No. Comments Received per school</b>	22	19	27	25	22	24	7	19	3	4	15	67	
1	Generally positive about the scheme	7	12	8	5	13	7	2	5		1	11	20	
2	Generally against the scheme	2	5	12	8	5	5	4	7	2	1	15	17	
3	Positive changes - easy to social distance	•	•		•		•			•		•	•	
4	Positive changes to air quality	•				•						•	•	
5	Positive changes to road safety	•	•		•	•	•		•			•	•	
6	Positive changes - less traffic		•			•	•		•			•	•	
7	Positive changes - more active travel		•			•		•	•	•		•	•	
8	Negative impact - air quality not improved		•	•	•	•	•	•	•			•	•	
9	Negative impact - parking issues outside school street/idling	•	•	•	•	•	•	•	•		•	•	•	
10	Negative impact - more traffic in local streets	•	•	•	•	•	•	•	•			•	•	
11	Negative impact - strain on school staff and volunteers	•		•	•	•	•					•	•	
12	Negative impact - streets not safer	•	•	•	•		•		•			•	•	
13	Inconvenient for residents. E.g. hard to park or access their house			•	•	•	•	•	•	•		•	•	
14	Suggestion - provide support to operate barrier/ install ANPR/better enforcement	•	•	•	•		•		•		•	•	•	
15	Suggestion - change times	•	•	•			•	•				•	•	
16	Suggestion - improved signage or notification of school street times	•			•				•			•	•	
17	Suggestion - increase size/change location of school street	•		•	•	•	•	•	•		•	•	•	
18	Suggestion - other measures needed around school street	•	•		•				•			•	•	
19	Other comment	•	•	•		•	•	•	•		•	•	•	

The key themes from the above table have been extracted to understand how to address these issues.

Below is a summary of the themes raised and officer responses.

Key.

	<b>Positive comments</b>
	<b>Negative comments</b>
	<b>Suggestions and enhancements</b>

	<b>Theme</b>	<b>Officer Response</b>
1	Generally positive about the scheme	Awareness of the school street scheme is high and the understanding regarding the derived benefits of reducing road danger, pollution and enabling more active travel
2	Generally against the scheme	We will continue to work with local residents and schools to better understand where improvements can be achieved.
3	Positive changes - easy to social distance	The schemes primary objective was to support young people returning to education to be able to circulate freely during pick up and drop off times. Deploying marshalled school streets has ensured that pedestrian and cycling zones have minimal vehicle movements.
4	Positive changes to air quality	Creating pedestrian and cycling zones is a simple way to reduce pollution and improve air quality at the school gates.
5	Positive changes to road safety	Creating pedestrian and cycling zones has reduced vehicle movements around the school gates and improved road safety where road danger is most prevalent.
6	Positive changes - less traffic	School street can contribute greatly to a calmer environment with reduce noise pollution and traffic. This has a significant benefit to the household in the intervention area and to the children have a much calmer approach to school.
7	Positive changes - more active travel	School streets encourage active travel such as park and stride, whilst creating more walking and cycling journeys. This helps to increase physical activity in parents and children.
8	Negative impact - air quality not improved	Supporting measures that restrict vehicle trips will encourage a shift to active travel in the medium to long term.
9	Negative impact - parking issues outside school street/idling	Idling that creates a rise in pollution is a behavioural issue widely associated with the school run and a concern at all school locations. This is being addressed by parking services. There has been a minimal impact on parking loss with the delivery of the programme. Congestion around schools at pick up and drop off times is a long-standing issue that school streets will help to affect.
10	Negative impact - more traffic in local streets	The perception of increased traffic should not to be directly attributed to the School street scheme. This could be attributed to a temporary increase in vehicle use post Covid 19 with reduced public confidence in the public transport network.
11	Negative impact - strain on school staff and volunteers	The school street volunteer marshals are operated by parent and teaching staff, where more parents could offer to support the scheme the need for the school to compliment the marshal process will be reduced.
12	Negative impact - streets not safer	Road safety is a behaviour that we are all collectively responsible for in our actions. The objective of the school street programme is to reduce the dominance of motor vehicle trips during peak time. As the migration happens street will feel safer.
13	Inconvenient for residents. E.g. hard to park or access their house	The School streets Scheme is appreciative of traffic displacement and will endeavour to recommend additional interventions to discourage this behaviour in adjacent streets in future schemes.
14	Suggestion - provide support to operate barrier/ install ANPR/ better enforcement	We will continue to work with local residents and schools to better understand where improvements can be achieved. Where necessary the council will deploy ANPR cameras to improve compliance.

15	Suggestion - change times	During the experimental period the scheme operated on one operating time to create consistency within all schools. We will consider making amendments to operating times where this does not affect safety or compromise mode shift to more active methods of travel.
16	Suggestion - improved signage or notification of school street times	All signage has been installed within the accordance of the Dept for Transport guidance – Traffic signs regulations and general directions 2016 <a href="https://tsrgd.co.uk/">https://tsrgd.co.uk/</a> The information contained on the signs musty be compliant. Temporary warning signs were installed for 8 weeks at the start of the trial. All signage is visible from a road junction to be able to divert around the closure.
17	Suggestion - increase size/change location of school street	School street closures are designed to protect the areas directly outside the school gates. The placement of the current closure points has been developed in conjunction with the schools leadership teams and considering a minimal impact on the road network.
18	Suggestion - other measures needed around school street	Other enhancements to nearby roads will be considered on a case by case basis that may include: parking restrictions or restricting through traffic.