

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Cabinet
Date:	15 March 2022
Title:	School Streets
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this paper is to provide an update on the Hampshire School Streets Pilot, specifically to discuss the conclusions from the initial monitoring and assessment of the trial to date; and to provide recommendations on an initial policy approach to the development of a potential future Hampshire School Streets programme.

Recommendations

2. It is recommended that Cabinet:
 - a) Notes the findings and initial conclusions from the first phase of the pilot scheme evaluation.
 - b) Endorses the continued operation of the existing School Streets pilot sites on a trial basis during 2022, with a report on the further data and evaluation to be considered in the autumn of 2022.
 - c) Authorises design and evaluation of alternative operating models, including ANPR camera enforcement, for School Streets, to inform the final evaluation and recommendations from the pilots.

Executive Summary

3. The high-level delivery approach for the School Streets was set out in a report titled '*School Streets*' that was approved by Cabinet on 9 February 2021. This report detailed that the trials would take place from the start of the 2021/22 academic year until the October 2021 half-term, the pilot would be included within the Active Travel Fund Tranche 2 programme and that the outcomes and conclusions were to be reported back to the Cabinet thereafter.
4. Trials have been undertaken at three schools during the Autumn Term, at Harrison Primary School (Fareham), Cadland Primary School (Holbury) and Alverstoke Infants School (Gosport). The trials have involved the temporary closure of a nearby street, to remove motor traffic from the immediate vicinity of the schools, at the start and end of the school day.

5. Data from the monitoring and evaluation exercise was analysed during late 2021, and the results and conclusions that can be drawn from the Pilot are described within this report. The data demonstrates that the three trial schemes have been generally successful, with community support for all three trial schemes. There is evidence to indicate a reduction in motor vehicle activity in the areas of concentrated pedestrian usage around the school entrance.
6. The data also indicates that the School Streets generally have a positive impact on active travel mode choice for the journey to school, and this benefit appears to be more significant when School Streets are implemented over larger areas and/or in schools with larger pupil numbers. The trials also highlight a key issue relating to the long-term sustainability of these initiatives, in that each of the schools participating in the trial have had difficulties resourcing and retaining volunteer stewarding of the scheme, with pressures on school staff and a low level of volunteer support meaning that their capacity to manage these schemes for the longer term under current operating arrangements is at risk.
7. A decision paper was considered by the Executive Member for Highways Operations at Decision Day on 18 November 2021, with approval given for the interim continued operation of School Streets measures at the three participating trial sites.
8. It is recommended that the existing School Streets sites at Harrison Primary School and Cadland Primary School are continued on a trial basis, until at least the end of the 2021/22 academic year. (As noted in the report, Alverstoke Infant school withdrew from the trial in November 2021, for resourcing reasons.) During this period, further consideration can be given to potential modifications to the existing arrangements to seek operational efficiencies and increased sustainability in terms of steward resources. Following the end of the 2021/22 academic year, a decision will be required on whether or not to make the existing School Streets arrangements at these two locations permanent.

Contextual information

9. School Streets schemes seek to reduce motor vehicle traffic from roads in the vicinity of school entrances at busy times to help make journeys to school safer and make active travel to school (cycling and walking) more appealing. The schemes aim to improve the walking environment and reduce congestion issues around the school entrance, to encourage parents and pupils to travel more sustainably, and to contribute to the wider public health targets of the Local Authority (such as making streets safer, improving air quality and promoting physical activity). This is achieved through implementation of timed access restrictions on motor vehicle traffic on the roads providing the main route of pedestrian access to the school site, thus providing increased road-space for those walking and cycling during the start and end of the school day.
10. Following a motion to Full Council on 24 September 2020 and subsequent Cabinet endorsement of the high-level delivery approach on 9 February 2021, the implementation plan for the Council's School Streets Pilot was developed.

The Pilot was included in the Active Travel Fund (ATF) Tranche 2 programme and funding. The implementation plan and the recommended sites for trial interventions were approved by the Executive Member for Highways Operations on 17 June 2021, with authority to make arrangements to implement the three individual trial schemes being delegated to the Director of Economy, Transport and Environment. The detailed implementation proposals were approved by the Director on 6 July 2021, for three trial schemes to be delivered at:

- Alverstoke Infant School, Gosport;
- Cadland Primary School, Holbury, New Forest; and
- Harrison Primary School, Fareham.

11. The County Council commissioned Sustrans (a national walking and cycling charity, involved in School Streets nationwide) to provide support during the project; specifically, to provide steward training and to undertake monitoring and assessment of the trials to gauge the effectiveness of the initiative.
12. Testing of the trial arrangements commenced at the three participating schools in the final days of the 2020/21 academic year, to ensure there were no significant operational issues in advance of the main trial period. The main trial period commenced at the start of autumn term of the 2021/22 academic year and School Streets have been in continuous effect during term-time periods at the three trial sites thereafter (except at Alverstoke, where the trial ran until November -see below).
13. The Executive Member for Highways Operations considered a Decision Report titled 'School Streets Pilot – Update' at Decision Day on 18 November 2021, where approval was given for the interim continued operation of School Streets measures at participating trial sites pending a policy decision on the future of the School Streets initiative in Hampshire.
14. Initial consideration of the monitoring data indicates that the trials have been effective, particularly in terms of improving the walking environment around the school at peak times and promoting active travel modes. The initiative appears to have a high level of public support.
15. All participating schools have indicated that resourcing the stewarding arrangements presents a significant challenge, with pressures on school staff and a low level of volunteer support meaning that their capacity to manage these schemes under current operating arrangements is a risk which may affect the long-term sustainability of the initiative. As a result of these resource pressures, one of the three participating schools, Alverstoke Infants School in Gosport, confirmed during the trial that it could not continue to commit the necessary resources, and withdrew from the trial in November 2021. The other two participating schools (Harrison Primary School, Fareham, and Cadland Primary School, Holbury) both confirmed a desire to continue with the school street arrangements over the coming months, despite these resourcing pressures.

16. A programme of monitoring and assessment has been implemented to gauge the effectiveness of the School Streets intervention; the results and analysis of this monitoring and evaluation are outlined below. Also within this report are details of the potential next steps in the process of developing a future Hampshire School Streets programme.

Monitoring and Assessment

17. The monitoring undertaken by Sustrans included user perception surveys, focus groups, pupil travel surveys and traffic surveys. The key findings from the pilots are described below, with the significant site-specific monitoring and assessment results contained within Appendix A.

18. The data indicates that the School Streets pilot schemes at Harrison and Cadland Primary schools have been generally successful in meeting the intended objectives: improving the road environment to the front of the school in terms of perceived road safety and air quality, and also encouraging an increased use of active travel modes for journeys to school. The public feedback received during the pilot indicates a high level of local support for the School Street and these participating schools have also indicated satisfaction with the positive impacts and have expressed a desire to continue. While still positive to some extent, the trial at Alverstoke had a lower level of public support and was subject to resourcing difficulties, which ultimately resulted in its early withdrawal.

19. The key outcomes of the monitoring and assessment are set out in the table below:

	Level of public support for school street to continue or continue with changes (%)	Change in active travel mode use for journeys to school (%)	Change in motor vehicle use for journeys to school (%)	Change in Motor Traffic (Average net change in frequency of traffic counters being tripped on the surrounding network during peak times)	Perception of safety (survey participants who agreed or strongly agreed that the street was safer) (%)
Harrison Primary School	75.4	+5.1	-6	-273	84.4
Cadland Primary School	81.2	+10.6	-18.6	-58	71.4
Alverstoke Infants School	57.0	-6.4*	+12.8*	+26	44.7

*Alverstoke Infants School had a low response rate to the user perception surveys, with 38 responses recorded. This potentially affects the reliability of conclusions that can be drawn from this data, particularly for any marginal net changes such as modal shift.

20. The purpose of the trial was to test the School Street implementation process as much as a test of the outcomes, and as such, has resulted in some key learning points. The primary issues at all three trial sites are described below, and these are expected to be common also to any future site potentially under consideration.
21. Steward resource pressures: The closures require the presence of stewards, to erect and remove temporary barriers at the start and end of each closure. Such barriers are currently required because of road safety requirements and potential liability issues. Stewards also need to 'man' the barriers, to allow local access for residents. All pilot schemes have been affected by lower-than-expected volunteer numbers for School Streets stewards. All schools managed this issue using staff, either to supplement or in place of volunteers. The use of a volunteer steward model indicates a potential for heavy reliance on school staff, which may affect the long-term sustainability of the initiative in its current form. It should also be noted that the pilot has been undertaken during a time of ongoing pressure and change for schools and for parents, in part due to Covid19. This may have impacted in terms of school staff and volunteer availability due to illness, changes to parent working patterns or locations affecting drop-off/pick-up transport choices and changes to social distancing and drop-off/pick up times affecting school access arrangements.
22. Displaced parking: this is the most common public complaint or observation and ad-hoc parking observations during the pilot have identified that parking is an issue at a number of locations, mainly residential side roads off Whitefield Road near Cadland School, and around the Southampton Road junction with Harrison Road at Harrison School. It should be noted that parking issues typically exist around schools; these streets have historically had school related parking issues to some extent and therefore it can be difficult to identify the actual impact of the School Street on parking patterns. A learning outcome from the pilot is that consideration of parking matters is essential during site selection, as is obtaining robust 'before' data on parking patterns, along with regular observations and enforcement during the operation of the school street.
23. In summary, the pilot has demonstrated that School Streets interventions are potentially effective solutions in addressing the issues that typically exist in the high-footfall areas around school entrances. When implemented effectively, these schemes have potential to generate a strong level of public support and high level of satisfaction from the participating school, and these interventions demonstrate good overall value for money relative to the benefits that can be achieved for the local community.
24. However, implementation of these schemes does come with challenges, most notably with the trials the difficulty in recruiting and retaining volunteers. This has meant that school staff have had to carry out much of the day-to-day work to run the scheme. While this has been acceptable to the schools for the initial period of the trial, it remains to be seen if this is a sustainable arrangement for the longer term. Therefore, the 'next steps' proposed below are focussed on sustaining the existing trial and exploring alternative means of enforcement.

25. The trial has highlighted that the suitability of site selection and strong early engagement with the school community and local residents is fundamental to their early success. The pilot has demonstrated that school streets schemes covering a larger area are likely to be more sustainable and have a higher impact, however this is subject to site suitability and availability of sufficient resources to operate a scheme over a wider area. Also important to success in many cases, is considering the School Street as part of a package of measures, potentially including increased parking enforcement and engagement with the school to encourage travel behaviour change and promote the School Streets initiative within its local community. The ongoing resourcing requirements and commitment to make school streets effective should therefore not be underestimated.

Finances

26. The cost of setting up running the initial trial across the three schools was £74,000. This has covered equipment supply (including barriers and PPE), traffic orders, training, programme development, research and monitoring costs. These set-up costs for the trial programme have been funded from money allocated to Hampshire County Council under the Government 'Active Travel Fund' (ATF) and from Hampshire County Council Public Health budgets.
27. The cost to HCC of extending the existing trials to the end of the school year is anticipated to be minimal. This would be limited to monitoring and evaluation costs are these are expected to be up to £5,000, which can be met from existing budgets.
28. To date, running costs have been minimal, because once up and running the schemes are run day-to-day by the schools. The costs to them are, to a large extent, dependent on volunteer capacity and the school's willingness to deploy staff to augment volunteer support. There may be a need to provide further volunteer training, in the event that existing volunteers withdraw, but beyond that HCC would not incur any significant running costs as a result of extending the trials
29. Initial indications are that rolling out the programme more widely would be expected to incur a set-up cost in the region of £12,000 - £15,000 per school. Complex schemes, for example where revisions to parking are required, could cost more. Provision would also need to be made for the potential removal of traffic orders for any scheme that ceased, which would be at a cost of up to £5,000 per site. The current operating model, utilising volunteers, would seem to offer the cheapest option (to HCC) for providing school streets, and this should be considered a baseline cost.
30. To scale that up to a programme level, a calculation has been undertaken to review the baseline cost for a potential wider programme. While not all schools would be suitable for the introduction of a School Street, because of local factors such as being sited on an A road, being on a bus route, etc, as an indication of the scale of cost (and assuming that there was a sufficiently high level of interest), rolling out the programme to 40% of maintained primary phase schools across the County would involve set up costs in the region of

£2 - £2.5million in total, which would presumably involve a multi-year roll-out. This is based on the existing operating model, and alternative forms of enforcement (e.g., ANPR cameras) would be expected to be more expensive.

31. Above the set-up costs there would also be programme management costs as an overhead. This would include the cost of monitoring, training, co-ordination, and programme development/support. This could be expected to be in the range £30,000 - £40,000 per annum. Provision would also need to be made for future maintenance and replacement of equipment over time.
32. As noted in the report, the trial schemes have been heavily reliant on volunteer/school staff. Alternative forms of enforcement would reduce this reliance on volunteers but would involve additional cost. It is recommended that further work is undertaken to identify and evaluate alternative operating models, to see what scope there is to reduce the reliance of the existing model on recruitment and retention of volunteers. The cost of this work is expected to be up to £3,500 and could be accommodated within existing budgets.
33. As an example, anticipated Moving Traffic Enforcement powers (due to be introduced in June 2022) may offer the potential to enforce schemes through the use of automatic number plate recognition (ANPR) cameras. However, the cost of this is estimated at around £30,000 for installation and this would be in addition to existing set up costs. Additional provision would need to be made for maintenance, equipment replacement, licencing, etc. This is likely to be one of the most expensive options and others will be reviewed alongside it.

Proposed Next Steps

34. While the initial trials have shown that the School Streets projects have been generally successful in meeting the project objectives, they have also highlighted difficulties in attracting and retaining volunteers, to the extent that most of the work in running the schemes has fallen to school staff. The viability of the school streets model is dependent on volunteers or school staff support and the initial pilot scheme evaluation calls into question whether this is a sustainable arrangement for the longer term. However, the pilots have only been running for a relatively short period, and the data is therefore by definition somewhat limited.
35. It is proposed, therefore, to focus next on continuation of the existing trials, running them for the rest of the school year. It is not proposed to invite any applications from schools for starting additional trials until at least the next school year.
36. Alongside the continuation of the existing trials, it is proposed that officers review alternative options for managing the School Streets, to reduce the burden on local volunteers and staff. This might include the potential for use of ANPR-based camera enforcement, although this would require approval from the Department for Transport. Other options under existing powers will also be explored, with an evaluation of costs for each of the options.

Legal and insurance considerations

37. The County Council's insurer confirmed that the arrangements for the School Streets Pilot were acceptable and were provided with evidence that the County Council had undertaken appropriate public engagement, conducted detailed risk assessments, and provided appropriate training/guidance and equipment to the marshals who will be operating the scheme. The approval was on the basis that the schools shortlisted were Hampshire County Council maintained schools and the volunteers were volunteering to the County Council. Agreements were in place between Hampshire County Council and the participating school setting out roles and responsibilities for the trial.
38. For a wider rollout of School Streets, further discussions will be required with the insurer to confirm that the activity would be covered and, in particular, that any variations to School Streets procedures will need to be approved by the insurer. It is proposed that any future rollout of School Streets would be limited to County Council maintained schools, pending further work to confirm if the initiative can be extended to Academies which would need to insure under their own Public Liability insurance.
39. A written Memorandum of Understanding (MoU) was put in place with schools involved in the Pilot, setting out roles and responsibilities. This would be required to be replicated for any new sites.

Consultation and Equalities

40. Details of the engagement undertaken in relation to the School Street Pilot are provided in Appendix A.
41. In general, there is a high level of support for the School Streets initiatives undertaken to date.
42. Each future School Street would be supported by its own EqIA as part of the decision stage reports (stages 5 and 8).

Climate Change Impact Assessments

43. The School Streets trial schemes are intended to promote active travel and reduce the use of the private motor car for local journeys. On this basis, School Streets initiatives are expected to have a positive Climate impact, by reducing the carbon emissions and energy consumption associated with travel to/from the participating schools for school pick up and drop off. The schemes require a minimal amount of equipment to operate, therefore the negative Climate impact of the schemes is negligible. Overall, the net Climate impact of the project is positive.
44. Application of the Carbon Mitigation Tool and Climate Change Adaptation tool to this project has been considered. The Carbon Mitigation Tool is not considered to be applicable as the amount of embodied carbon and operational carbon emitted as a result of the construction and operation of these schemes is negligible. The Climate Change Adaptation tool is also considered to be not

applicable as, when considering all variables, the scheme is not expected to be significantly affected by climate change. On balance, the scheme encourages a modest modal shift toward active travel modes, which has direct benefits in carbon reductions and also indirect benefits by promoting a change in behaviours toward more sustainable travel choices for local journeys.

Conclusions

45. The School Street trials have shown in the initial data analysis that the concept largely delivers the objectives sought, though the results were inconsistent between the three pilot sites. They have generally been popular locally although there have been issues with reports of displaced parking.
46. The trials have highlighted a particular issue in the chosen operating model, with availability of local resource (volunteers/school staff) to run the schemes on the ground.
47. It is proposed to continue the existing trials for the remainder of the school year, to better understand whether the resourcing issue can be resolved, and to explore potential alternative – and less resource intensive – options for local management.
48. A further evaluation report will be brought before Members in the autumn, following the conclusion of the extended trials in July 2022.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
The high-level delivery approach for the School Streets pilot was set out in a report titled ' <i>School Streets</i> ' that was approved by Cabinet on 9 February 2021. This report detailed that the trials would take place from the start of the 2021/22 academic year until the October 2021 half-term, with the outcomes and conclusions from the trial to be reported back to the Cabinet thereafter.	9 February 2021
"Active Travel – Update" was considered by the Executive Member for Highways Operations at Decision Day on 17 June	17 June 2021
A decision paper was considered by the Executive Member for Highways Operations at Decision Day on 18 November 2021, with approval given for the interim continued operation of School Streets measures at the three participating trial sites until such time as Cabinet determines a policy decision on the future of the School Streets initiative in Hampshire.	18 November 2021
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
N/A	N/A

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

An EIA has been completed and it indicates that the proposed approach has a neutral impact on people with protected characteristics. The trial schemes continue to allow access for all non-motorised users at the start and end of the school day.

Appendix A

Monitoring and Assessment Approach and Key Site-Specific Findings

A programme of monitoring and assessment was implemented to gauge the effectiveness of the School Streets. The monitoring deliverables were as follows:

- a. User perception surveys: online perception surveys for adults in each of the school communities. Preliminary surveys were completed in summer 2021 at each participating school and a further, more detailed perception survey was available online from 20 September to 12 October 2021. Local residents and businesses were contacted by letter in advance and provided with information on how to complete the survey, as were the local County and District/Borough Councillors. The school community was contacted with this same information, disseminated via the school's own email communication channels. Pupil surveys were also launched, but the response rate was not high enough to provide statistically significant information.
- b. Focus group: In September 2021, Sustrans ran two independent focus groups with representatives of the Harrison Primary and Cadland Primary school communities.
- c. Pupil travel surveys: Schools provided a breakdown of pupil travel modes using 'Hands Up Surveys' in the summer term and another in the autumn term, to gather data on modal shift associated with the School Street.
- d. Video analysis¹ (GDPR Compliant): vehicle activity at the School Streets barrier at the Harrison Road junction with Serpentine Road was recorded by static camera over a five-day period from 27th September to 1st October 2021.
- e. Traffic surveys: traffic survey data was collected in the summer term, prior to the launch of the School Streets, and again in the autumn term, to allow analysis of the impacts of the School Streets on traffic speed and volume on the local road network.

Harrison Primary School

The scheme restricts the use of motor vehicles on Harrison Road from Southampton Road to Serpentine Road during the school drop-off/pick up periods, covering the main point of pedestrian and public vehicle access to the school. This restriction affects 316m of road, including the access to 14 residential properties, approximately 32 on-street parking spaces and a further 20 resident permit-holder only parking bays. Due to the town centre location and local parking restrictions, there is relatively short supply of alternative on-street parking, however this is offset by the existing arrangements the school has in place for local park and stride options, the nearest being within approximately 0.2 miles walking distance at Fareham Leisure Centre. Harrison Primary School has approximately 620 pupils.

A total of 208 responses were received during the autumn survey, and the majority of these respondents (76%) were local residents. The key findings of the scheme monitoring and autumn user perception survey are as follows:

- 75% want the School Street to become permanent, either in its current form (65%) or subject to changes (11%).
- 84% agreed that the scheme brings benefits to road safety, 0% indicated no change and 12% perceived a negative impact.
- 34% agreed that congestion had improved, 14% indicated no change and 45% perceive a negative impact.
- 54% agreed that the air quality on the school street improved; 7% indicated no change and 13% perceive a negative impact. 26% were uncertain.
- Adult respondents indicated significant increases in walking (+19%) and cycling (+12%) and Park and Stride use (+5%) as a result of the scheme, while travelling to school directly by car decreased (-7%). In the pupil 'hands-up' travel survey, slight increases in scoot/skate and cycle were indicated, resulting in an overall increase (+5%) in active travel modes, whilst journeys to school directly by car recorded a reduction (-6%).
- Respondents indicated that the advantages of the closures were 'Less congestion' (67%), 'Fewer cars on the road and pavement' (67%) and 'Feeling safer on the street' (67%), whilst other significant perceived advantages were 'Better air quality' (57%), 'More space to move around' (53%), 'Increased Physical Activity' (52%) and 'Fewer carbon emissions' (52%).
- Respondents indicated that the disadvantages of the closures were 'Traffic gets displaced to other streets' (60%) and 'Cars are blocking my driveway' (33%).

Comparison of the traffic data from the 'before' and 'during' surveys indicates minor increases in vehicle traffic on Park Lane and the western end of Serpentine Road, in the area close to the Fareham Leisure Centre Park and Stride site. Aside from this, a general decrease in traffic was noted throughout the survey area across both the AM and PM periods of operation. The most significant reductions were evident within the road closure itself and adjacent roads, such as the remainder of Harrison Road, Serpentine Road, and Osborn Road. The reduction in vehicle traffic was more significant in the PM peak. The traffic survey indicates that the School Street had no significant impact on local traffic speeds.

Cadland Primary School

The main route of vehicle access to Cadland Primary School is via a spur off Whitefield Road, which also provides access to Mary Drake Close (a residential cul-de-sac). The School Street restricts the use of motor vehicles between the main Whitefield Road and the end of the Mary Drake Close cul-de-sac during the school drop-off/pick up periods. This affects an approximate length of 140m of road, including the access to the school staff car park and 27 residential properties. It also affects the use of approximately 4 on-street parking spaces that would typically be used for school pick-up/drop off. School related parking on Whitefield Road and adjacent residential side roads is an existing issue, with regular occurrences of illegal or anti-social parking during school peak periods. Cadland Primary School has approximately 370 pupils.

A total of 110 responses were received during the autumn survey, 92% of whom were parents/guardians of pupils at the school. The key findings of the scheme monitoring and autumn user perception survey are as follows:

- 81% want the School Street to become permanent, either in its current form (71%) or subject to changes (10%).
- 71% agreed that the scheme brings benefits to road safety, 15% indicated no change and 13% perceived a negative impact.
- 30% agreed that congestion had improved, 13% indicated no change and 55% perceive a negative impact.
- 43% agreed that the air quality on the school street improved, 32% indicated no change and 13% perceive a negative impact. 13% were uncertain.
- Adult respondents indicated significant increases in walking (+19%), scoot/skating (+13%) and Park and Stride use (+5%) as a result of the scheme, while travelling to school directly by car decreased (-3%). In the pupil 'hands-up' surveys, significant increases in walking and cycling were recorded, resulting in an overall increase (+11%) in active travel modes. Park and Stride use increased (+7%) and travel by car directly to school recorded a reduction (-19%).
- Respondents indicated that the advantages of the closures were 'Feeling safer on the street' (61%), 'Fewer cars on the road and pavements' (51%) and 'Less congestion' (36%).
- Respondents indicated that the disadvantages of the closures were 'Traffic gets displaced to other streets' (71%) and 'Cars are blocking my driveway' (13%).

The direct impact of the School Street on traffic is unclear from the traffic survey data. A reduction in vehicle traffic within the School Street is evident, as is a slight increase in traffic in the area around the recommended park and stride location. The traffic surveys indicate increases in some residential side streets to the east of the site and corresponding decreases in other streets to the west. The traffic count results are likely to have been affected by external factors relating to changing school access arrangements in response to social distancing and the Covid-19 pandemic, where the school closed a temporary second access on the west side of the school site, that had been in use for social distancing purposes until the end of the 2021 academic year.

Alverstoke Infant School

The main route of pedestrian, cycle and vehicle access to Alverstoke Infant School is via Ashburton Road. The scheme restricts the use of motor vehicles on Ashburton Road (40m in length from the junction with Paget Road through to the school gates (cul-de-sac)), during the school drop-off/pick up periods. This restriction directly affects the route of access to approximately 9 residential properties and 5 on-street parking spaces. Alverstoke Infant School has approximately 180 pupils.

A total of 38 responses were received during the autumn survey; 58% of these were school parents/guardians and 34% were local residents. The key findings of the scheme monitoring and autumn user perception survey are as follows:

- 58% want the School Street to become permanent, either in its current form (41%) or subject to changes (17%).
- 45% agreed that the scheme had a positive impact on road safety, 37% indicated no change, whilst 13% perceived a negative impact.
- 18% agreed that congestion had improved, 21% indicated no change and 45% perceived a negative impact.
- 17% agreed that the air quality on the School Street improved, 37% indicated no change, while 23% perceived a negative impact.
- Adult respondents indicated increases in walking (+3%), cycling (+11%), scoot/skating (+11%) and Park and Stride use recorded an increase (+11%) as a result of the scheme, whilst travelling directly to school by private car decreased (-11%). In the pupil 'hands-up' survey, slight reductions were recorded in scoot/skating and Park and Stride use, resulting in an overall 6% reduction in active travel modes and a 13% increase in car use when compared to the pre-scheme implementation baseline. There is some uncertainty in these figures due to the low overall response rate.
- Respondents indicated that the advantages of the closures were 'Feeling safer on the street' (50%), 'Increased Physical Activity' (47%), 'Better Air Quality' (42%) and 'Less congestion' (42%).
- Respondents indicated that the disadvantages of the closures were 'Traffic gets displaced to other streets' (55%).

Comparison of the traffic data from the 'before' and 'during' surveys indicates a negligible impact on traffic volumes and speeds on the road network surrounding the road closure during both the AM and PM periods.