School Streets East Sussex

Trial Project 2021

East Sussex County Council

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Background

Introduction

What is a school street?

A school street is where a road outside of a school is temporarily closed to motor vehicles. It opens the street to families on foot, cycle, or scooter at drop off and pick up times, giving everyone the space, they need to get to school and move around their local environment safely.

Chailey Close, Eastbourne. Credit J. Vamplew

Why did ESCC undertake a school street trial programme?

- **To increase Walking & Cycling to School** - The trial was part of ESCC's Emergency Active Travel Programme Tranche 2. This is a Department for Transport (DfT) funded programme aimed at supporting local authorities to deliver transport schemes that enable more people to walk and cycle and to support social distancing during the Covid 19 Pandemic.

- **To align with the new Government Cycling & Walking Strategy** – Supports 'Gear Change: a bold vision for cycling and walking' (August 2020) which commits to creating more school streets. The report states that schemes "can reduce the number of people driving their children to school by up to a third and reduce the risk of casualties" and highlights "the role of school active travel in preventing obesity and supporting healthier weight." Supports the new guidance for Cycle Infrastructure Design LTN 1/20, which encourages the re-allocation of road space to enable more people to walk and cycle.

- **To support local 'active travel'** - Supports the emerging East Sussex Local Cycling & Walking Infrastructure Plan and forms part of wider work in engaging schools with active travel initiatives. It also recognises the benefits of undertaking a trial for these types of measures before considering more permanent solutions.

What was the aim and the objectives of the East Sussex school street trial?

In alignment with the funding the overall aim of the programme was to **enable more people to walk and cycle**, while facilitating **social distancing**. This is supported by the following objectives:

- **Improve safety on the journey to school**
- **Reduce congestion on the road outside of the school**
- **Contribute to improving health and wellbeing**

To measure the aim and objectives of the trial programme a comprehensive monitoring and evaluation programme was established as outlined in slide 12.

Chailey Close, Eastbourne. Credit: C. Hitchcock

What approach did ESCC employ to operate their school streets trial programme?

Temporary Traffic Regulation Order (TTRO): using barriers managed by paid stewards

ESCC used an operating model which involved the use of portable 2m barriers and “road closed” signs to block the school street at the beginning and end of the school day. These were managed by paid stewards who were trained and supervised by Sustrans. Sustrans were procured by ESCC to manage the operation of the trial.

The closure was enabled using a TTRO, valid for 18 months, obtained from the Highway Authority which allowed for the temporary prohibition of motor vehicles during two hour windows at drop-off and pick-up times. Access for emergency vehicles was permitted, as well as essential vehicular access to properties for residents and other users at the discretion of stewards.

School streets was trialled across five geographically and demographically different towns in East Sussex. ESCC used a collaborative approach in the delivery of the trials which is shown in diagram 1(slide 9) and table 1 (slide 10).

Locations of participating schools, Google, 2021

Key partners

Diagram 1: Showing key partners and stakeholders involved in planning, delivery and evaluation of school streets

Table 1: How did we make it happen? A step-by-step collaborative approach to school streets

When	Lead	Activity
July 2020	ESCC Sustrans	**Project planning phase**: Emergency Active Travel Programme (Tranche 2) funding application submitted. Expression of interest circulated to all schools via ESCC's Virtual School Bag and COVID-19 Info Board.
Aug 2020	School Travel Steering Group	Schools who expressed an interest in participating in the project, assessed against the following criteria: location, road layout, potential impact on public transport, school business operations.
Sept 2020	Sustrans	Seven shortlisted schools invited to participate, with six agreeing to take part.
Oct 2020 Feb 2021	Sustrans	**Project mobilisation phase:** Temporary staff recruited by Sustrans and via a local recruitment agency.
Nov 2020	East Sussex (ES) Highways	TTRO's published on ESCC's website and sent to local press. Local stakeholders informed i.e. emergency services, local councils, bus companies, postal services etc., and copies of the legal notices placed in the school streets. ESCC also notified local MP's, local ESCC ward councillors, district and borough councillors and relevant town councillors.
Dec 2020 Feb 2021	ESCC	c. 1000 consultation letters, over 3 distribution rounds in response to changing timelines and UK government restrictions, delivered to residential and commercial properties outlining detail of trial scheme. Head teachers notified prior to each letter distribution.
Feb – Mar 2021	Sustrans ES Highways	Temporary stewards received practical and online training. Advance warning signs erected on the school streets two weeks prior to trial commencing.
Mar 2021	ESCC	Equipment to monitor traffic flows and driver behaviour installed.
Mar – May 2021	Sustrans ESCC	**Project delivery phase:** Project launched 15th March 2021. Additional signs added in some locations to make the closures more obvious from the main road. Joint weekly site visits to each participating school to brief the school community, and liaise with any local businesses or residents who raised concerns.

How did we consult on the trial scheme and how was this managed?

ESCC is committed to consulting local people on transport infrastructure projects. As the measures were localised, businesses and residents affected by the School Street trial were consulted at regular intervals, as outlined in the ESCC Consultation Summary (ESCC School Streets – appendix 1).

The consultation was in alignment with the requirements set out in in the Department for Transport Emergency Active Travel Guidance. Further information and feedback was promoted via:

- Emergency Active Travel Fund webpage
- Online survey (Jisc) – publicised in letters, via the school community, using social media and on street flyers
- East Sussex Highways Contact Centre on 0345 608 0193
- Email cyclingandwalking@eastsussex.gov.uk

The Highway Contact Centre were also briefed on the project and provided with responses to FAQs to deal with most standard queries.

Sustrans maintained a two-way communication channel with head teachers to help communicate the programme to the wider school community, promote active travel and deal with issues as they arose. See example communications leaflet and information for schools (ESCC School Street - appendices 2 - 5)

Credit Council of Europe, 2021

Monitoring and evaluation

Participating schools were required to promote active travel and commit to a rigorous monitoring programme*. This involved:

- Pre and post **Hands Up Surveys** which examined pupil travel behaviour to and from school (see ESCC School Streets, appendix 6 & 7)
- Online **opinion surveys** for adults *(parents, residents, local businesses)*. (see ESCC School Streets appendix 8)
- Quotes and feedback were evaluated by recording the frequency a theme occurred. (see ESCC School Streets appendix 9)

Traffic flow and the operation of the sites were monitored using traffic counters and low resolution cameras, at participating schools, where this was feasible (see ESCC appendix 10). This occurred:

- 08/03/21: Pre-trial
- 22/03/21: Week 2 of trial
- 03/05/21: Week 6 of trial
- 10/05/21: Post-trial

Mean vehicle daily vehicle counts have been reported on within each schools section.

An **independent assessment of the sites** towards the end of the trial was also undertaken to understand where more permanent measures to restrict access for traffic could potentially be undertaken.

Hands Up Surveys. Credit Sustrans, 2021

**Data was collected in a COVID-19 secure manner and in-line with social distancing.*

Managing challenges and feedback in delivering the trial

Challenges and feedback

How ESCC and Sustrans responded to challenges and feedback were recorded throughout the trial to ensure a consistent and proportional response.

Public enquires via the cyclingandwalking@eastsussex.gov.uk inbox were handled within 2-3 days. Many related to parking issues prior to the trial or request for additional signage during the first two weeks.

Anti-social driving incidents defined as “careless, deliberately aggressive or dangerous” during the trial were reported to Operation Crackdown at Sussex Police.

Table 3 (overleaf) outlines challenges conveyed by stewards operating the temporary road closure. This is not a definitive list as “minor incidents” may not have been reported.

Parking issues near Ark Blacklands Primary Academy, September 2020 (pre-trial).

Table 2: Challenges and feedback requiring an consistent and proportional response

School	Challenge & Frequency	Response
Southover C.E.Primary, Lewes	Access request Signage Access issue	Access request reviewed & denied. Additional signage installed. Layout, equipment & risk assessment modified to allow pedestrians to pass.
Harbour Primary & Nursery School, Newhaven	Access request Access issue Safety Dangerous driving Increased congestion Conflict Parking issue	Access to Union Close reviewed & permitted; Rectory Close reviewed & denied. Access criteria to NHS Polyclinic reviewed & modified. NHS issued a reminder to delivery drivers to use delivery entrance. Additional signage installed. Anti-social driving incidents reported to Operation Crackdown Challenges & claims from member of the public investigated. Stewards informed of appropriate response if issue reoccurred. Parking Enforcement Officer requested at location.
Langney Primary Academy, Eastbourne	Safety Parking issue Conflict	Pavement issue reported to East Sussex Highways. Parking Enforcement Officer requested at location. Anti-social driving incident reported to Operation Crackdown.
All Saints C.E. Primary, Bexhill	Other Dangerous driving Confused driver	Sustrans Officer engaged driver in productive conversation. Barrier location adjusted following consultation with local business. Permitted access vehicles reminded how to exit the School Street.
All Saints CE Junior Academy, Hastings	Conflict	Trial suspended for one day. Incidents reported to Sussex Police. Crime reference number logged. Parking Enforcement Officer requested at location.
Ark Blacklands Primary Academy, Hastings	Parking issue Conflict Dangerous driving Signage	Parking Enforcement Officer requested at location. Taxi company contacted & driver reported. Anti-social driving incidents reported to Operation Crackdown Additional signage installed.

The key findings from ESCC school streets trial

Summary of key findings

The overall aim of the trial was to enable more people to walk and cycle whilst facilitating social distancing. This was reinforced by three key objectives which we have used to measure the programme. The findings in relation to the objectives are as summarised below.

1. Improve safety on journey to school

Online opinion surveys* showed safety was the principal theme across all schools. 51% respondents cited the “roads to school are too busy with cars”, and act as a barrier to active travel.

2. Reduce congestion on the road outside the school

All six schools recorded a reduction in pupils travelling to school by car and a decrease in average daily vehicle counts during the trial.

3. Contribute to health and wellbeing

Active travel modes of transport increased at three schools and remained unchanged at one. Park & stride (leaving the car approx. 10 mins. walk from school) increased significantly at four schools enabling more pupils to walk some or part of their journey. Many schools and families cited the greater sense of space that the trial provided enabling children to play and people to engage with each other.

The detailed outcomes resulting from the trial are outlined in table 4.

* 660 adult and 95 class respondents

School Streets Trial Outcomes

A number of specific project outcomes achieved through the delivery of the trial are summarised below, and the evidence to support these are outlined in slides 80 – 83.

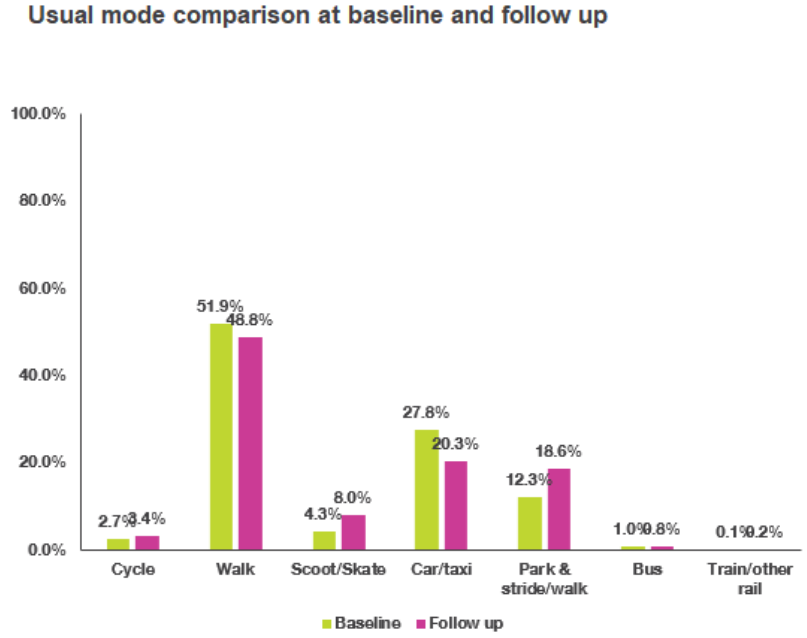
Table 3 – School Street Trial Outcomes

Outcomes	Evidence
Improved safety on journey to school	Online opinion survey responses from all stakeholders (pupils, parents/carers, residents) all highlighted safety as the key barrier to active travel, and a significant number of responses were received welcoming the safety benefits the scheme provided at the beginning and end of the school day.
Reduced congestion on the road outside the school • Reduction in car travel • Decrease in average daily vehicle counts	All six schools recorded a reduction in pupils travelling to school by car. This is reflected in the decrease in average daily vehicle counts, recorded before, during and after the trial, and the significant uptake in families choosing to park and walk more during the trial and for many after the trial. Some schools experienced issues relating to the displacement of school traffic on other roads, but this did not impact on the operation of public transport networks, which was raised as a potential project risk.
Increase in active travel (walking & cycling) • Increase in park & walk	Overall there was a 2.1% increase in active modes of travel. Active travel modes of transport increased at three schools and remained unchanged at one. Park & stride (leaving the car approx. 10 mins. walk from school) increased significantly at four schools enabling more pupils to walk some or part of their journey. NB: Many pupils who previously walked to and from school, shifted to scooting. (See ESCC School Streets Appendix 11)
Contributed to health & wellbeing • People friendly spaces created • Space to play	Alongside the increase in active modes of travel benefiting the school communities health and wellbeing, 'People Friendly' spaces were created as a result of restricting access to non-essential traffic. This reduced safety related anxiety for parents/guardians and children, cut noise and facilitated greater social distancing. Pupils cited playing with friends as a benefit of their School Street.
Improved school community engagement • Space to engage • Benefits of packaging up School Streets with other active travel initiatives	Many schools reported how the extended space increased opportunities to engage with parents/guardians and children informally at the beginning and end of the school day. A range of activities were delivered by Sustrans or led by the schools that furthered the trials aims and objectives and demonstrated the benefits of running a package of initiatives alongside each other. There was a high level of engagement and activities included: a) Big Street Survey (Sustrans), b) Scooter skills (Sustrans), c) Big Pedal (Sustrans), and d) Re-imagining the streetscape (school-led).
Employment opportunities	The paid steward model offered temporary employment to 26 local people, including job seekers (4), students (3), part-time employed (3) and furloughed (2) individuals. However, a higher than anticipated staff turnover (7) necessitated replacements from the local recruitment agency.

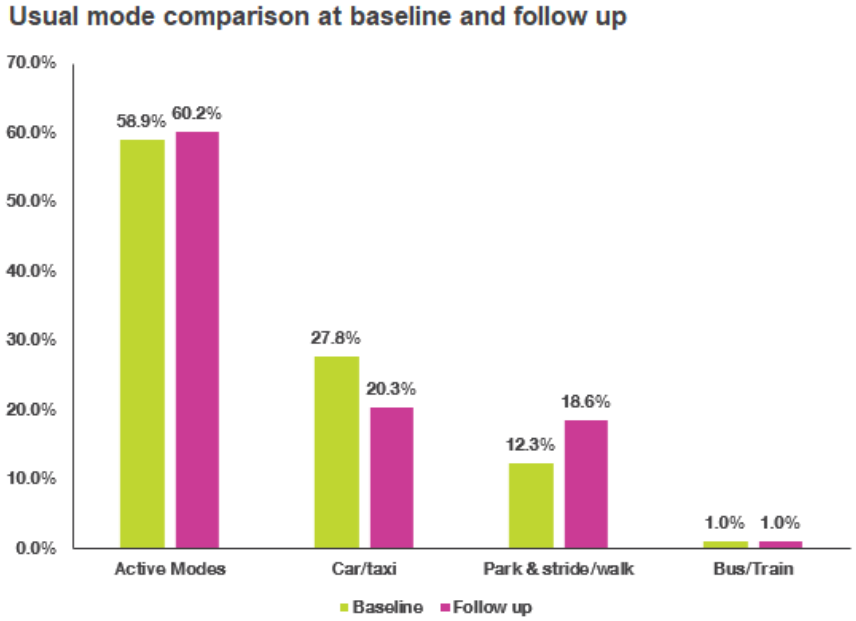
Hands Up Survey: Modal shift across all school streets schools (ESCC School Streets appendix 11)

↑2.1% active modes ↓ 26.9% car / taxi ↑ 51% park & stride ↓ 6% walk ↑ 84.6% scoot / skate

Overall data shows a mode shift from car/ taxi and walk to park & stride and scoot/skate..

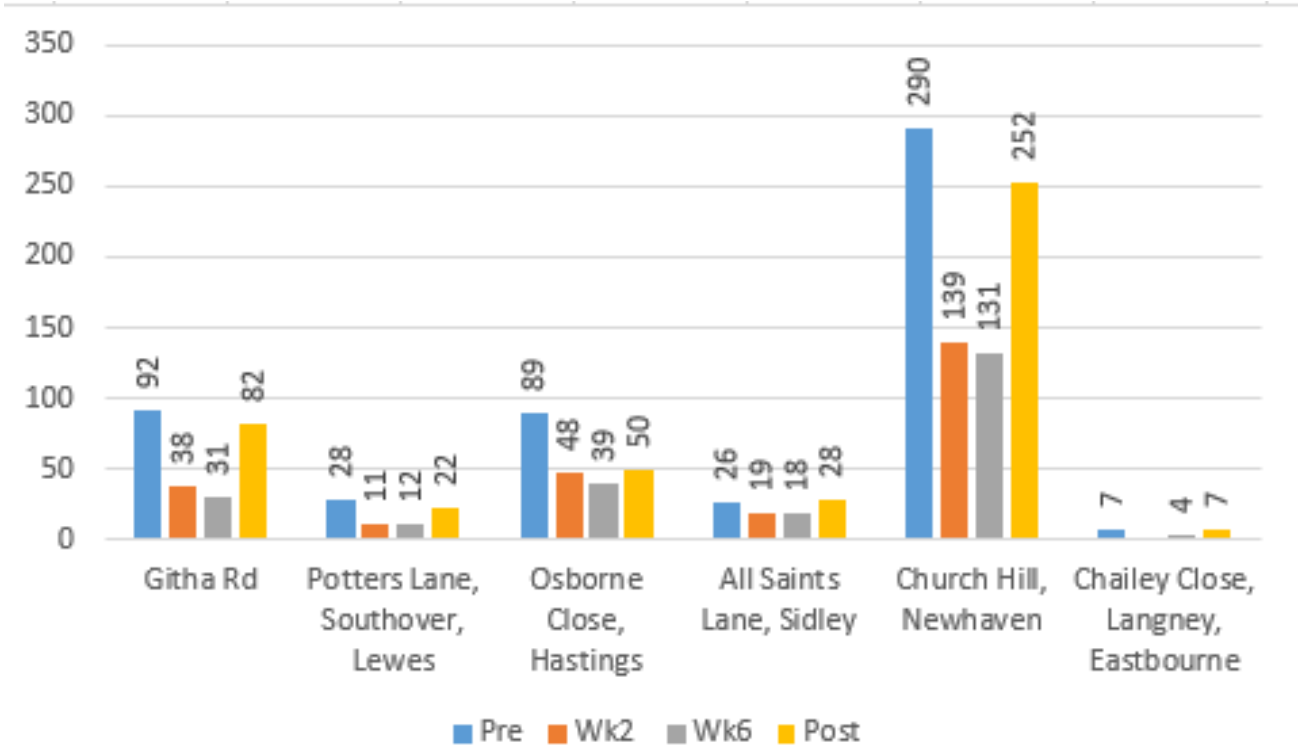


Graph 44: Bar chart showing how pupils usually (or more often) travelled to school at baseline and follow-up



Graph 45: Bar chart showing how pupils usually (or more often) travelled to school at baseline and follow-up, combining active modes

Mean daily vehicle counts at six locations



Graph 43: Comparison of daily mean vehicle counts at school streets locations. NB: a) Pre and post trial data was collected one week either side of the six week trial. b) No data was obtained from week two at Langney Primary due to interference with the camera

Table 4: Summary of traffic flow and low resolution camera (LRCs) observations

School	Observers comments
Southover C.E.Primary, Lewes	Traffic flow: **Vehicle counts decreased during trial.** Fewer cars (-6) recorded post-trial compared to pre-trial. **|** LRCs: a) Drop-offs were more frequent than pick-ups with numbers fluctuating throughout. b) Pick ups from Southover High Street were low pre and post trial (3 per week), increasing in Week 2 (+2) and Week 6 (+1).
Harbour Primary & Nursery School, Newhaven	Traffic flow: **Vehicle counts decreased during trial**. Fewer cars (-38) recorded post-trial compared to pre-trial. **|** LRCs: No data.
Langney Primary Academy, Eastbourne	Traffic flow: **Vehicle counts decreased during trial.** Post-trial traffic flow returned to pre-trial levels. LRCs: a) Gap in data due to the camera being deliberately obscured by a traffic cone for most of Week 2. b) No data from Redford Close.
All Saints C.E. Primary, Bexhill	Traffic flow: **Vehicle counts decreased during trial.** Post-trial traffic flow returned to pre-trial levels (+2). LRCs: a) Drop-offs and pick-ups declined dramatically on Turkey Road during and after school streets. b) The Health Centre north of All Saints Lane became a Covid vaccination centre which seemed to result in more parking on this road. This could potentially impact the number of drop offs and pick ups.
All Saints CE Junior Academy, Hastings	Traffic flow: **Vehicle counts decreased during trial.** Post-trial traffic flow returned to pre-trial levels (-10). LRCs: a) Number of observed drop offs increased during school streets. b) Number of pedestrians (adult & child) entering Githa Rd from Edwin Rd increased on average per day during school streets compared to pre and post trial. c) More cars observed to be illegally parked when barriers were in place. d) Drop-off / pick-up occurred in front of the barriers or across driveways just south of them. The barriers appeared to cause displacement of drop offs from Githa Road to the adjacent street.
Ark Blacklands Primary Academy, Hastings	Traffic flow: **Vehicle counts decreased during trial.** Post-trial traffic flow remained low (-39) compared to pre-trial levels. | LRCs: No data.

What the key stakeholders said

Sustrans: “School Streets East Sussex trial successfully pooled the skills, expertise and resources of everyone involved together. It enabled us to make a tangible difference to the school journey and local environment, as well as providing temporary employment for 26 people. Delivering the trial at six schools simultaneously was a huge challenge but the positive response we received from local communities made it worth while.”

ESCC Transport Planning: In order to embrace the new government strategy ‘Gear Change’ and the emerging East Sussex Local Cycling & Walking Investment Plan ESCC were keen to deliver a trial scheme which re-allocated space for more people walking and cycling. The excellent partnership working combined with the enthusiasm of the schools, the local community and businesses led to the successful delivery of the trial. ESCC will use this evaluation to help inform future work around schemes which re-allocate road space.

East Sussex Highways: “Highways service were pleased to be involved in this innovative trial. The project went very smoothly thanks to excellent partnership working and communication with local communities.”

ESCC Parking Enforcement Team “The trial scheme removed the issue of parking on zig zags and double yellow lines outside of the schools but in some places displaced the parking to other nearby streets. However this behaviour did change over the period of the trial, with less parking activity in the roads immediately adjacent to the schools.”

ESCC Public Transport ‘Initial concern that the trial scheme could potentially displace school traffic and parking on to bus routes. No disruption was actually experienced on the sites, helped by the increased proactive presence of parking enforcement officers. Consideration of this was important and will need to be addressed if future schemes are developed.’

Key learnings

In consideration of the development and the delivery aspects of the School Street Trial there were a number of key areas of learning.

Table 5: Key Learnings

Learning	Evidence
Greater understanding of what makes an effective school street site	While congestion was reduced in the roads immediately outside of the schools, the displacement of this traffic e.g. vehicles either dropping off/waiting to pick up children or parking elsewhere, caused some congestion and safety issues in the surrounding area. There were no reports of this impacting the operation of public transport. The trial provided useful insight and learning into the impact on the neighbouring highway network, when access is restricted on streets in front of schools across a range of different layouts.
Importance of undertaking this type of scheme as a trial	The operation of this scheme as a trial has enabled a greater understanding of which types of sites can operate as standalone street closures and those where wider neighbourhood schemes should be considered due to the displacement of traffic and the potential public acceptability of these types of schemes. This has also contributed to improved regional understanding of which sites are appropriate for these measures and where alternatives should be explored.
Greater understanding of how to manage challenges and feedback	Keeping a documented record of the challenges and how they were managed as they unfolded ensured a consistent and proportionate response at the six different locations throughout the trial.
The importance of consultation	Consulting with the school community, residents and businesses and organisations was a critical element to the success of the operation of the trial project. Responding to feedback enabled the partnership to learn from local people and maintain a positive and constructive dialogue.
Partnership working	The trial brought greater understanding of each partners role in promoting active and sustainable transport in East Sussex by a) pooling resources and b) responding to events swiftly.

Next steps

- ESCC has commissioned Sustrans to undertake an assessment of the individual School Streets locations, specifically for those schools who participated in the trial scheme. This has considered the potential types of measures which could be implemented to restrict access more permanently.
- ESCC will advise those schools, who participated in the trial, whether or not they have been prioritised for inclusion in further assessment for the potential implementation of permanent School Streets measures.
- ESCC will also work with schools who participated in the trial to arrange for additional scooter and cycle parking to be installed.
- Through the forthcoming review of their Local Transport Plan, ESCC will review the opportunities for inclusion of similar schemes which re-allocate road space, including School Streets schemes.

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

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Contents

“We are a school street school”

What were the findings from the trials for the six individual schools?

Southover C.E. Primary School

Location: Lewes | Type: Primary | Head teacher: Mr Fadden | No. pupils: c.420 | URN: 114510

"The closure meant that more children cycled and scooted to school…we need to increase our bike and scooter storage…more parents resisted the urge to drive to school when they could walk… A parent who used to drive each day in his van, arrived on the first day by scooter which he felt was a safe option now. Parent/carer support for the initiative was huge as was the support of the local community." **Noel Fadden, Head teacher**

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Southover C.E. Primary School

Context for school streets

- **Road classification:** One-way street
- **Access:** Road access and pedestrian path narrow (c.2 metres wide)
- **Location:** Adjacent to historic buildings and Lewes Priory
- **Local issues:** Perception of poor air quality aligned to the school run

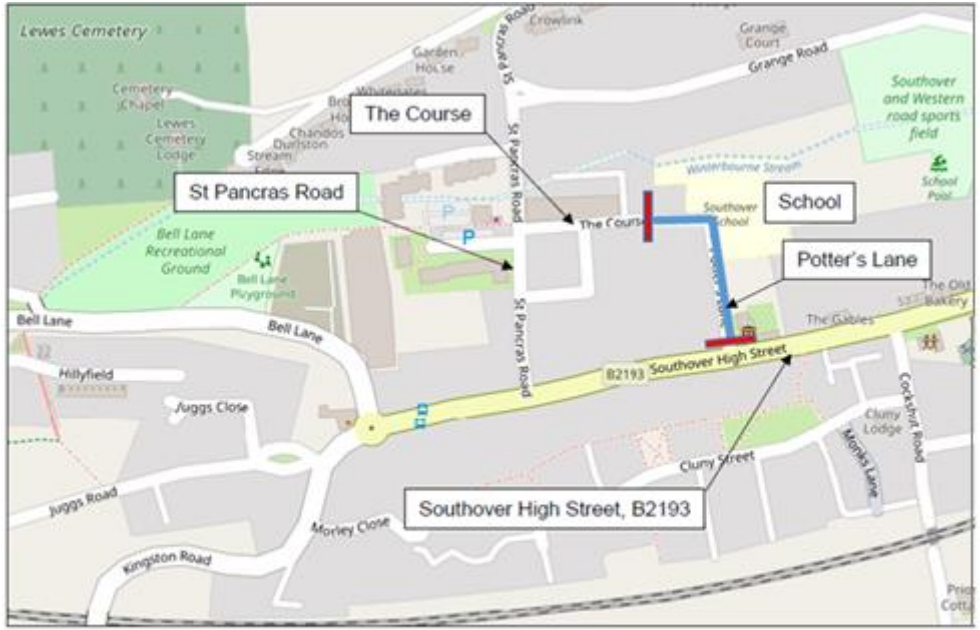
How did the trial operate?

Temporary barriers were placed at the top of Potters Lane on the junction of Southover High Street and also on The Course, with each location managed by stewards. Supplementary information, which was provided to schools, on how the trial was operated can be found in Southover C.E Primary, appendix 1.

Deputy Head teacher, Southover C.E. Primary School Credit R. Laslett

Southover C.E. Primary School

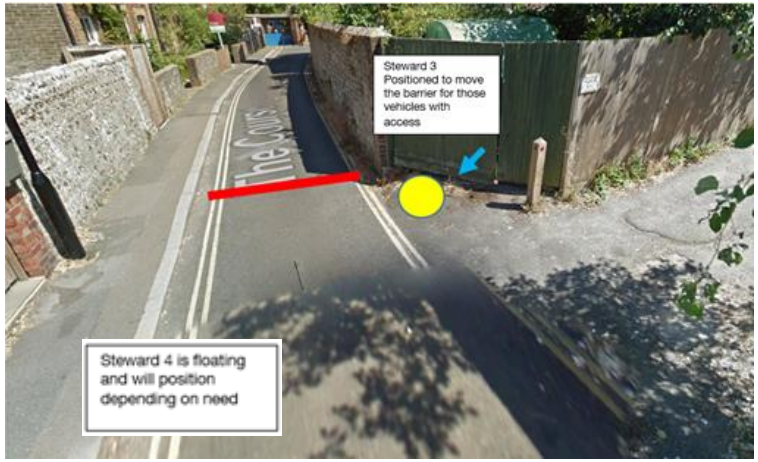
Location of the barriers and stewards

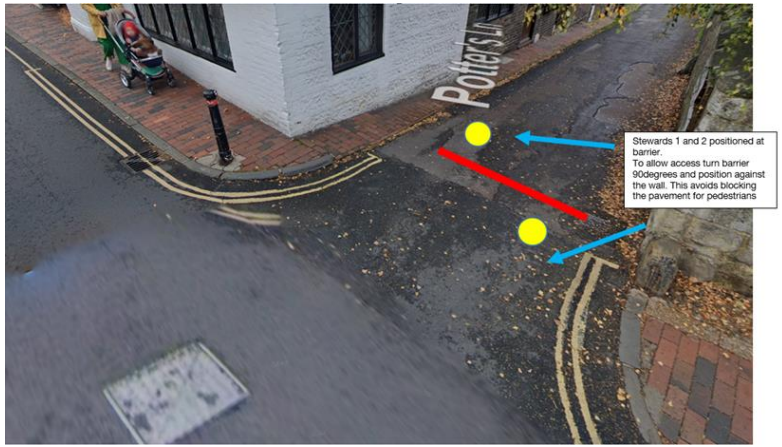


Key

Pedestrian and cycle zone. Restricted vehicle access during School Streets operating times only.

Road barrier and stewards.





Southover C.E. Primary School - What the stakeholders said?

See Southover C.E Primary appendix 2 -4 for all comments recorded

Safety ""Both our children go to the school... We think that closure of the street has worked extremely well and we feel much more confident with no cars going down that road during those times. Before this measures, walking up or down that road was very unpleasant, and at some points quite dangerous when drivers did not regard they were using a very narrow lane, with no pavement, and full of small children." Parent

Safety / air quality "The scheme has been absolutely brilliant and it is the first time in 14 years of doing the school/ nursery run that I've felt my children are safe going out of our front gate on Manor Terrace. My and my oldest son's asthma has improved and generally we all feel happier and less anxious**."** Parent

Impact on surrounding streets "Speed humps along Potters Lane and The Course would slow drivers down. (We need) better monitoring of illegally parked cars." Resident

Safety / air quality "I think this is an excellent, positive initiative and if became a permanent arrangement it would make it safer for children, parents and local people and make the area less polluted." Resident

Impact on surrounding streets "(The number of) children cycling and scootering to school has increased and Southover and Sustrans should be applauded for this. I am fully aware that at certain times of the day the roads close to Southover and Western Road Schools are going to be busy, but since the intro of the Safer Streets, bad and illegally parked cars have increased, especially cars parked right out over the edge the Cleve Terrace and The Course, as well as cars parking half on the pavement up St Pancras Road." Resident

Principal themes: Safety, impact on surrounding streets, air quality, social distancing, making the scheme permanent

Southover C.E. Primary School – key results and findings

Key results – traffic monitoring*

61% reduction in mean number of vehicles between pre-intervention and week 2 of the trial

Mean **number of vehicles decreased by 21%** between pre and post trial traffic counts

46% reduction in drop-offs on High Street junction between pre-trial count and week 2

35% increase in the number of **children accessing Potter's Lane from Southover High St on foot** after 6 weeks of trials, compared to pre-trial

*See graphs 1 – 4, full data available from ESCC, upon request

**See Southover C.E Primary, appendix 5

***pupil travel survey baseline data collected pre-trial and during week 6 of trial, see graphs 7 & 8 and Southover C.E Primary, appendix 6

Key findings – adult opinions during the trial**

"I support the temporary School Street road closure" **95% agree**

"I can socially distance on the school street" **62% agree**

"I see the school street as a space that belongs to the everyone" **70% agree**

"The school street is an inclusive and attractive space to be in" **56% agree**

"I'm worried about air quality at drop-off and pick-up times" **70% agree**

Key findings – pupil travel 'hands up survey'***

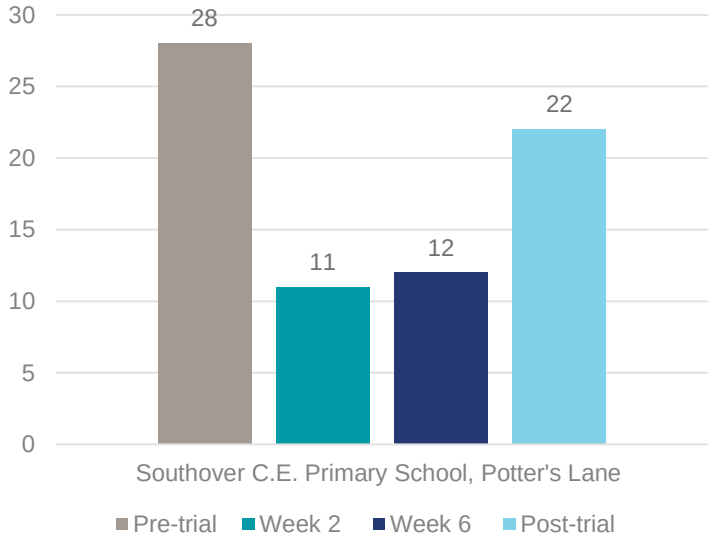
80% decrease in number of pupils arriving to school by **car or taxi**

116% increase in number of pupils arriving at school by park & stride

Southover C.E. Primary School

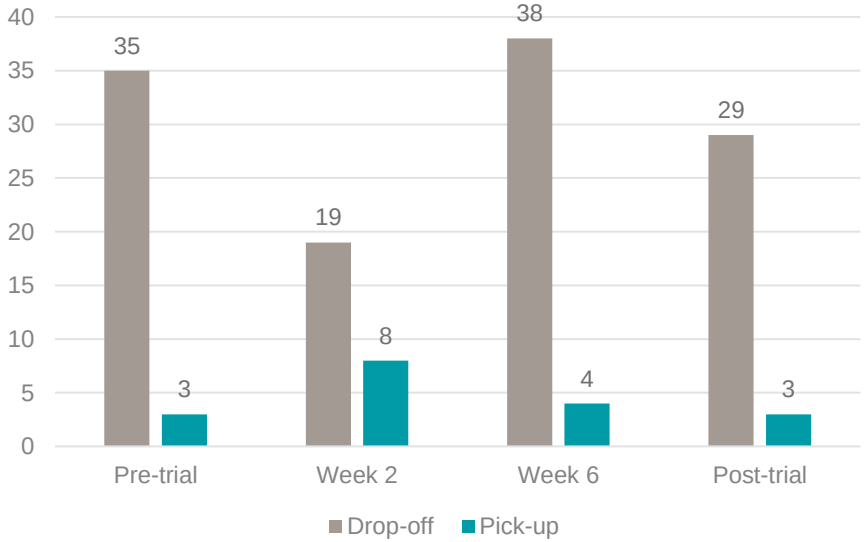
Traffic flow

Graph 1: Mean number of vehicle counted from traffic flow monitors



Video observations of vehicle drop-offs and pick-ups on Potter's Lane and Southover High Street junction

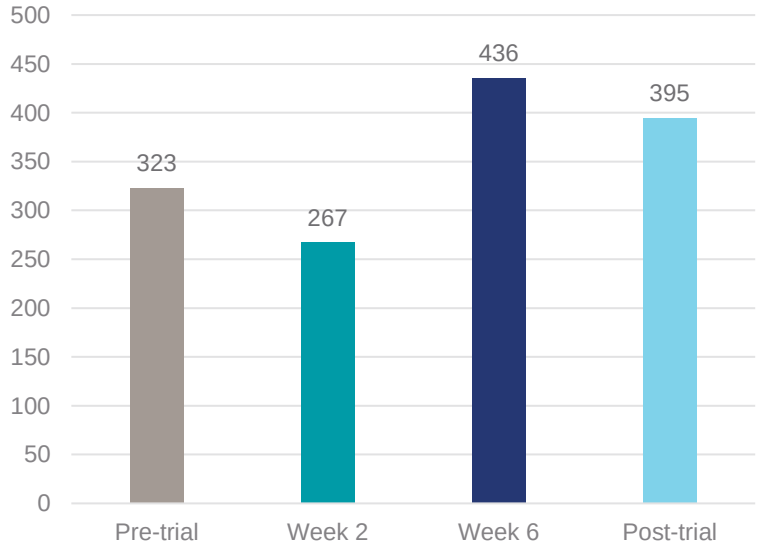
Graph 2: Total number of observed vehicle drop-offs and pick-ups



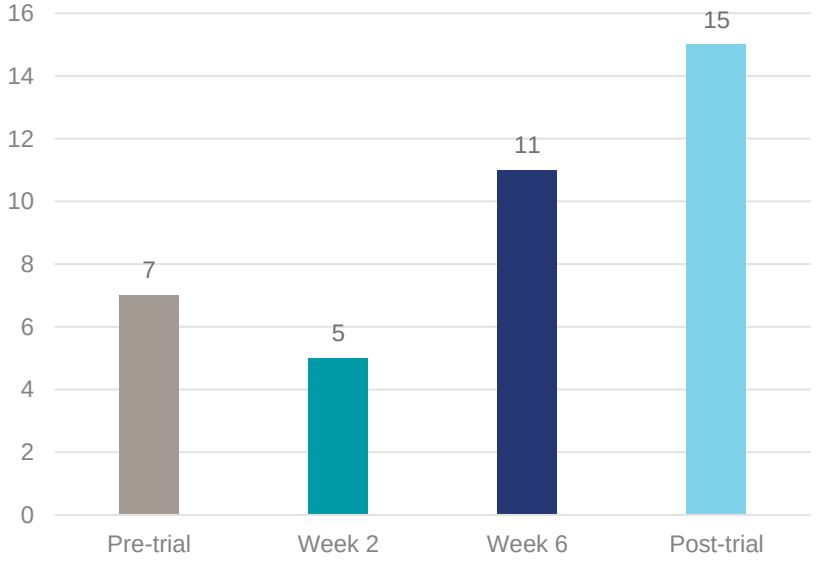
Southover C.E. Primary School

Video observations of drop-offs and pick-ups on Potter's Lane and Southover High Street junction

Graph 3: Total number of children accessing Potter's Lane from Southover High St **on foot**. NB. These figures include siblings and do not reflect actual pupil numbers

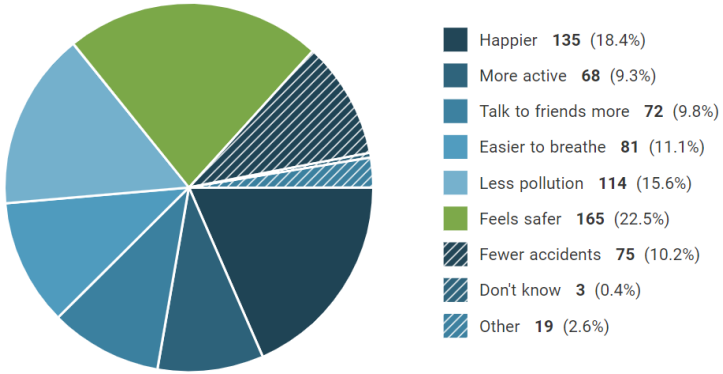


Graph 4: Total number of children accessing Potter's Lane from Southover High St **on bike**. NB. These figures include siblings and do not reflect actual pupil numbers



Southover C.E. Primary School - Adult online opinion survey*

Impact on health and wellbeing

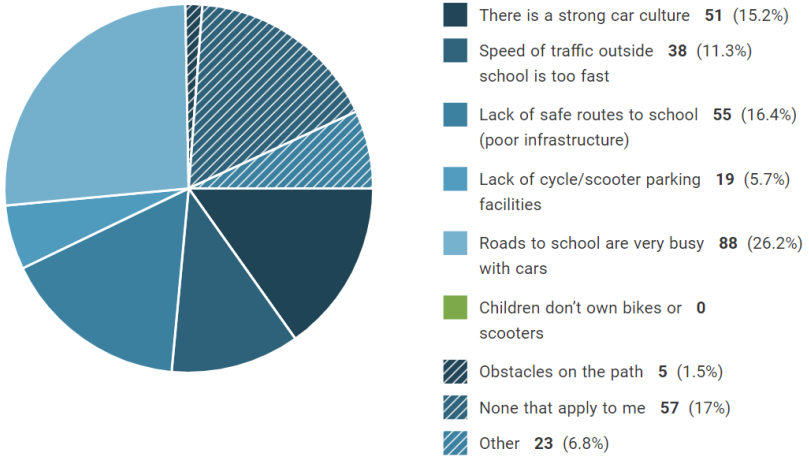


Graph 5: Showing impact on peoples health & wellbeing. Other responses include:

"(It will have a) negative impact. (it will cause) more accidents." Resident (pre-trial)

"Easer to get back to my house and park nearby at those times" Resident (Week 2)

Barriers to making it harder for people to walk, cycle, scoot or wheel



Graph 6: Showing barriers to making it harder for people to walk, cycle, scoot or wheel (i.e. mobility aids) on their school street. Other responses include:

"Lots of narrow pavements. In some areas parking takes priority of space" Parent

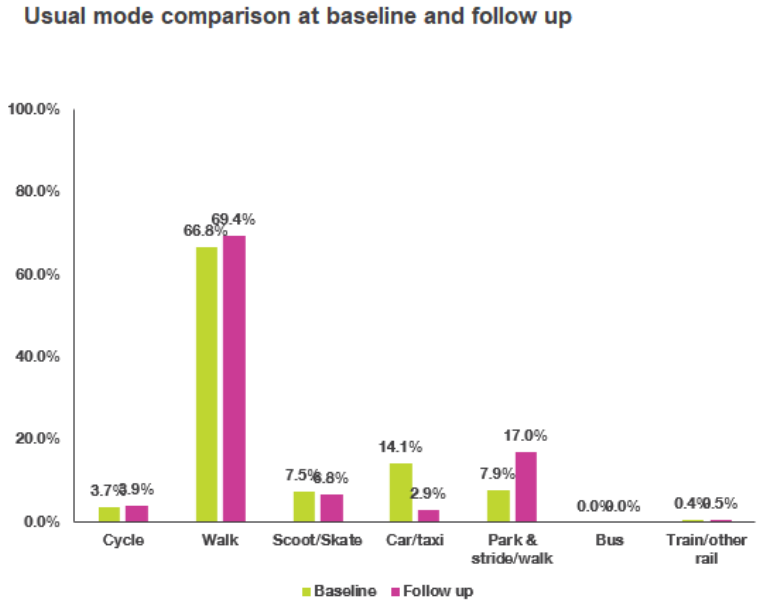
*187 adults responses

Southover C.E. Primary School

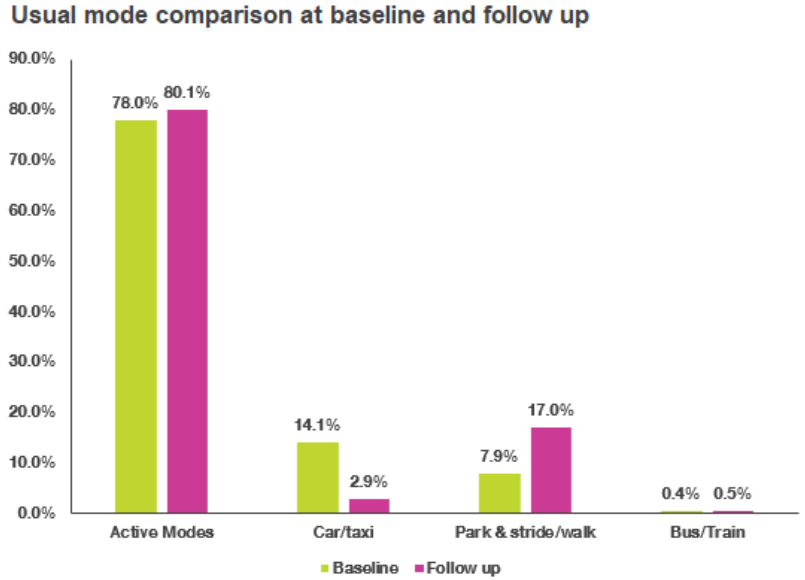
Hands Up Survey: Pupil travel behaviour

↑ 2.4% increase in active modes **↓ 79.4% decrease in car / taxi** **↑ 116% increase in park & stride** **↑ 3.8% walk**

High levels of baseline walking. Data shows modal shift from car / taxi to park & stride.
319 baseline responses obtained pre-trial 318 baseline class responses obtained in/near trial week 6.



Graph 7: Bar chart showing how pupils usually (or more often) travel to school at baseline and follow-up



Graph 8: Bar chart showing how pupils usually (or more often) travel to school at baseline and follow up – combining active modes

Southover C.E. Primary School

Free loans for school street staff from Sustrans' Cycle for Keyworkers programme.

The school run. Credit R. Laslett

Pupil, Potter's Lane, Lewes. Credit N. Fadden

Harbour Primary & Nursery School

Location: Newhaven | Type: Primary | Head teacher: Ms Terrey | No. pupils: c.492 | URN: 114441.

“We're delighted, we've had so many positive comments from parents, bringing children to school in a safe and calm environment is absolutely paramount." **Christine Terrey, Head teacher**

East Sussex County Council

sustrans JOIN THE MOVEMENT

Harbour Primary & Nursery School

Context for school streets

- **Road classification:** Major through road
- **Access:** Road used to access other schools in area and NHS Newhaven Polyclinic approx.160metres from school
- **Location:** School on a steep hill, opposite St Michael's Church
- **Local issues:** Close proximity to air quality management area (A259 Newhaven gyratory)

How did the trial operate?

Temporary barriers were placed on Church Hill at the junction of Second Avenue and Meeching Rise / Newfield Road, with each location managed by two stewards. Supplementary information , which was provided to schools, on how the trial was operated can be found in Harbour Primary, appendix 1

Head teacher, Ms Terrey, Newhaven. Credit H. Kellar

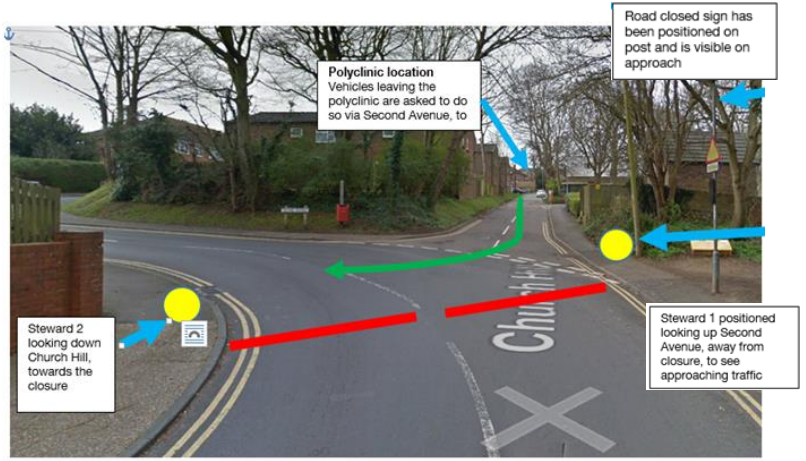
Harbour Primary & Nursery School

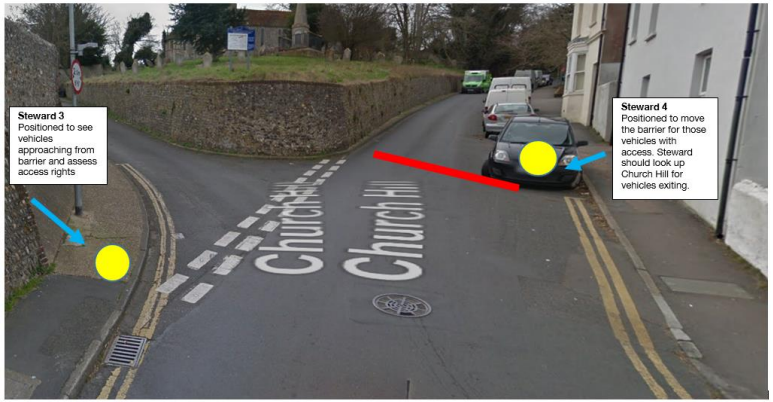
Location of the barriers and stewards

Key

Pedestrian and cycle zone. Restricted vehicle access during School Streets operating times only.

Road barrier and stewards.





Harbour Primary & Nursery School – What the stakeholders said?

See Harbour Primary & Nursery appendix 2 -4 for all comments recorded

Safety “The school road is very busy at pick up and drop off times. It is on a hill so depending which way we walk you have to cross the road at the bottom or top of the hill. It is dangerous, cars are too fast, too many ways to look for incoming cars …. I support the road closure and I do think it should continue or some other way of keeping everyone safe. .” Parent

Socialising “You can see friends from the other class and talk to them before school." Pupil

Safety “It has been a lot calmer and safer with these measures in place. At drop off and pick up cars used to park anywhere, pull in and onto the pavement, get angry with other road users and park on zig zag lines. it was not a safe road at these times.” Parent

Impact on surrounding streets “Although it's been great on Church Hill, Meeching Rise has had a heavier flow of traffic. It has a blind corner and a lot of children walk this way. I feel this needs to be taken into consideration as a possible closure as well.” Parent & resident on nearby street

Safety “I like [that] you feel safe. It is less noisy and I can hear my parents when they talk to me in the street. It is not busy now. Stops people from using their cars and they get more exercise.” Pupil

Principal themes: Safety, socialising, impact on surrounding streets, one-way, social distancing

Harbour Primary & Nursery School – key results and findings

Key results - traffic monitoring*

52% reduction in the mean **number of vehicles** between pre intervention and week 2 of the closure.

Mean **number of vehicles reduced by 13%** between pre intervention and post intervention

Key findings – pupil travel 'hands up survey'***

12% decrease in number of pupils arriving to school by **car or taxi.**

12% increase in number of pupils arriving at school by active travel modes.

*See graph 9, full data available from ESCC, upon request

***pupil travel survey baseline data collected pre-trial and during week 6 of trial, see graphs 12 & 13 and Harbour Primary.& Nursery, appendix 6

Key findings – adult opinions during the trial**

"I'm worried about air quality at drop-off and pick-up times" **42% agree**

"I feel safe when walking/cycling/scooting on the School Street" **70% agree**

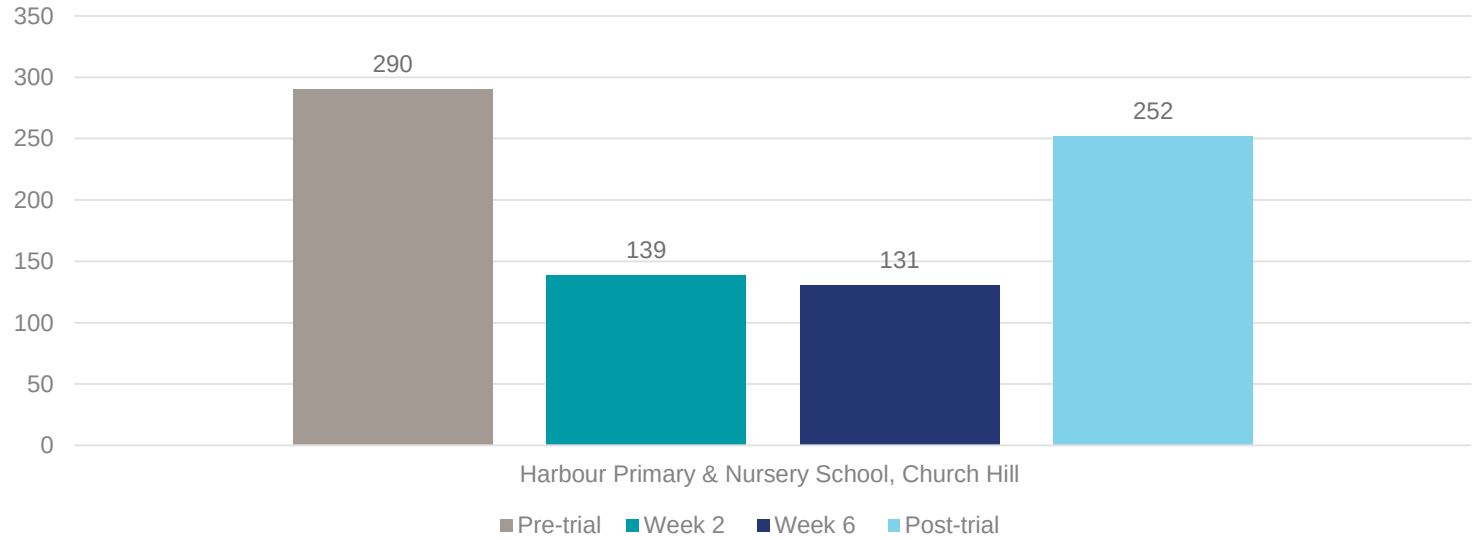
"I support the temporary School Street road closure" **77% agree**

**See Harbour Primary.& Nursery, appendix 5

Harbour Primary & Nursery School

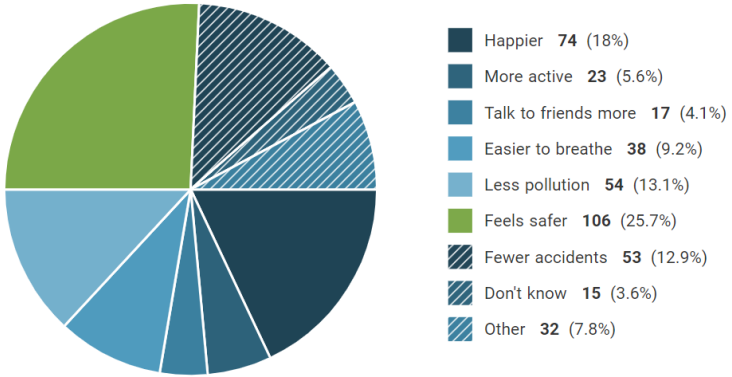
Traffic flow

Graph 9: Mean number of vehicle counted from traffic flow monitors.



Harbour Primary & Nursery School - Adult online opinion survey*

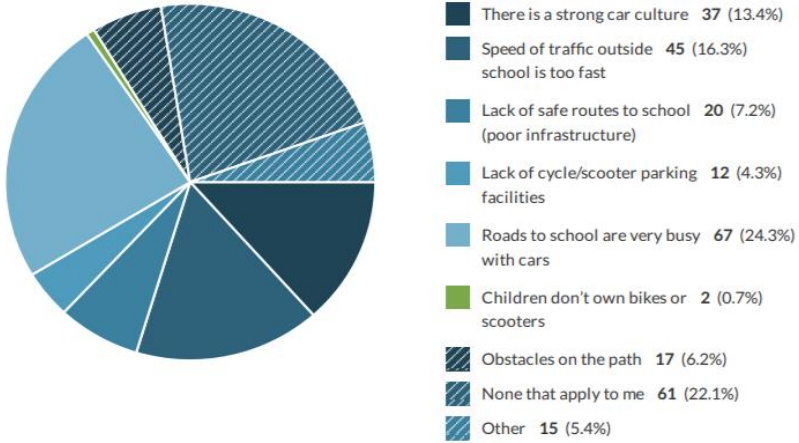
Impact on health and wellbeing



Graph 10: Pie chart showing impact on peoples health & wellbeing. Other responses include:

"…it hampers my travel and it was fine the way it was before. Roads are not spaces to socialize in." Resident on nearby street (day 2 of trial)

Barriers making it harder for people to walk, cycle, scoot or wheel



Graph 11: Pie chart showing what makes it harder for people to walk, cycle, scoot or wheel on their school street. Other responses include:

"The surrounding pavements and roads are in a dreadful condition." Parent

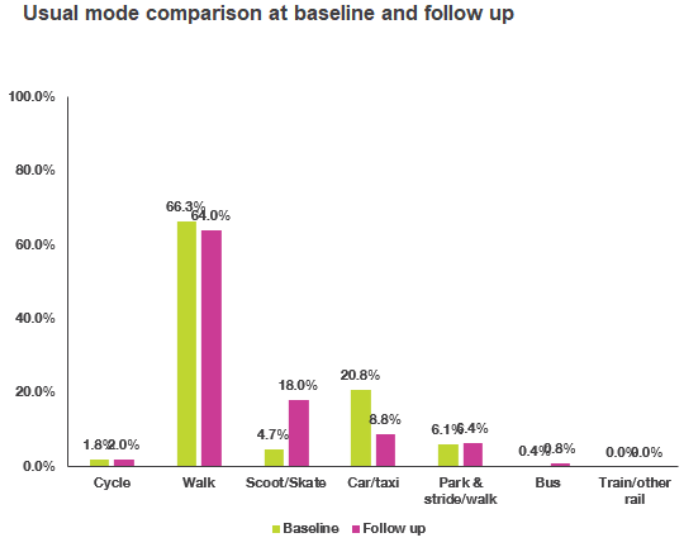
*163 adults responses

Harbour Primary & Nursery School

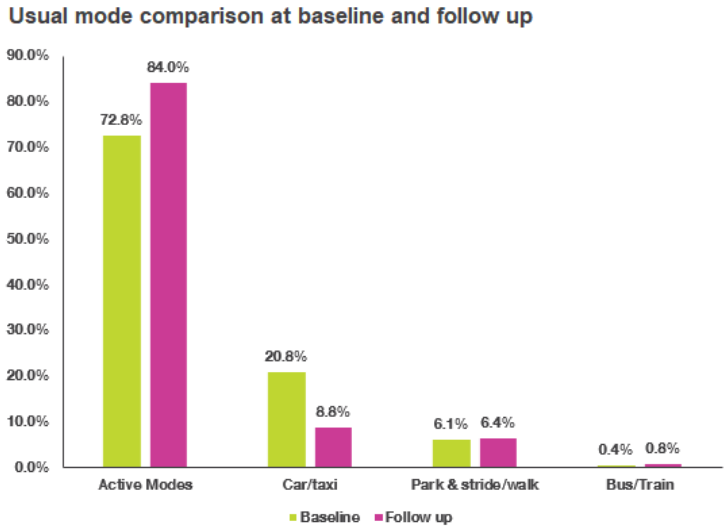
Hands Up Survey: Pupil travel behaviour

↑ 16% active modes ↑ 278% scoot / skate ↓ 3.6% walk ↓ 57% car / taxi

High levels of baseline walking. Data shows significant modal shift from car / taxi to scoot / skate.
292 baseline responses obtained pre-trial and in/near trial week 6.



Graph 12: Bar chart showing how pupils usually (or more often) travelled to school at baseline and follow-up.



Graph 13: Bar chart showing how pupils usually (or more often) travelled to school at baseline and follow-up, combining active modes

Harbour Primary & Nursery School

Parent and children at school pick-up.

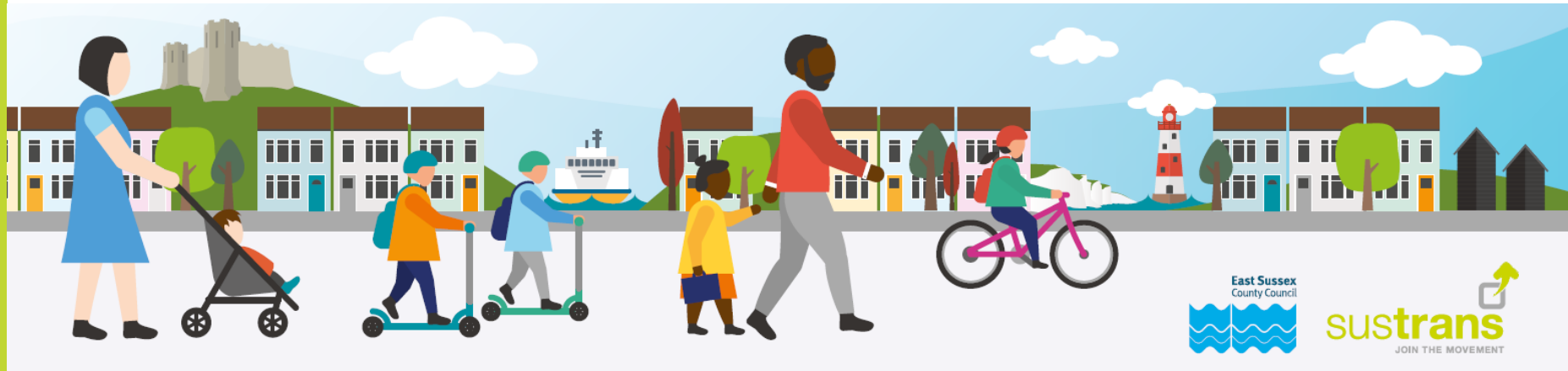
Parent and children at drop off. Credit J. Lloyd

Stewards, Church Hill, Newhaven.

Langney Primary Academy

Location: Eastbourne | Type: Academy | Head teacher: Mr Bowles | No. pupils: c.575 | URN: 146231.

“Our school motto of "Active Body, Healthy Mind" has been fully endorsed through the project, whilst promoting sustainability and protecting the environment…. We saw a marked increase in scooting and cycling journeys with the bike shed overflowing on our Bike to School" fortnight and focus days.” **Ben Bowles, Head teacher**



Langney Primary Academy

Context for school streets

- **Road classification:** Two residential cul-de-sac's.
- **Access:** Chailey Close has high footfall from the adjacent St Catherine's College and playing field (<1km from A259).
- **Location:** Residential area with local shops, community centre and Langney Priory nearby.
- **Local issues:** Safe arrival and departure for pupils challenging for some years. Perception that parking controls are not respected unless Enforcement Officers or members of staff are present.

How did the trial operate?

Temporary barriers were placed at the bottom of Chailey Close (junc. Etchingham Road) and Redford Close (junc. Marsden Road), with each location managed by two stewards. Supplementary information, which was provided to schools, on how the trial was operated can be found in Langley Primary Academy, appendix 1.

Pupils and Head teacher Mr Bowles, Chailey Close, Eastbourne. Credit C. Hitchcock.

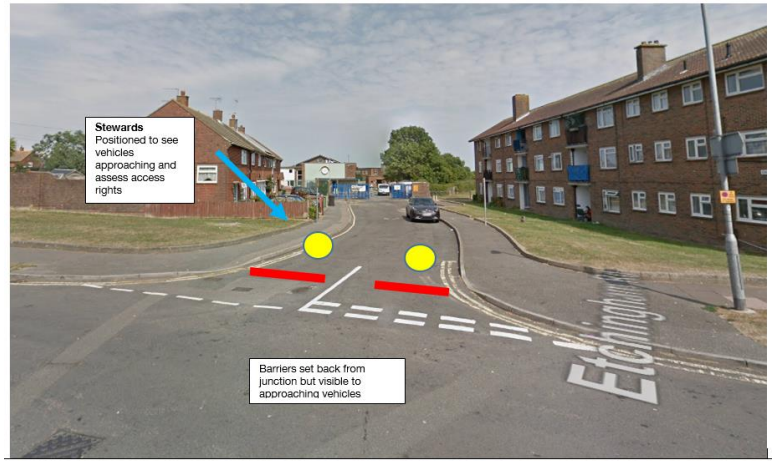
Langney Primary Academy

Location of the barriers and stewards

Key

Pedestrian and cycle zone. Restricted vehicle access during School Streets operating times only.

Road barrier and stewards.



Langney Primary Academy - What the stakeholders said?

See Langley Primary Academy appendix 2 & 3 for all comments recorded

Safety “Really happy this is happening, it was a nightmare for us before… Parents drove like maniacs up the short close (Chailey Close) so they could get right outside the school gates then couldn’t get out easily... I really hope this is a success for you and it will continue “. Resident

Safety " It's made life easier, my eldest daughter has a blue badge and it has made it easier to park closer to the school. Parents usually just park anywhere which makes it unsafe and no parking for disabled users." Parent

Congestion “Although it is safe leading up to the school gate their is still an issue in Etchingham Road cars parked on pavements driving, to fast, covering drop kerbs!... It's so congested.” Anonymous

Impact on surrounding streets “It's more Etchingham Road and Marsden Road leading to the nursery cars are flying around here these are the roads that should close during school collection and drop off” Resident

Social distancing “I live on the one of the streets that were closed and have a child at the school. Before the pandemic people would drive down here but since not being allowed in the school gates the whole road is congested with people (not social distancing) I believe the closure of the road to cars hasn’t changed anything as due to the crowds people no longer drive down the road at the closure times anyway. It would have been more useful to close surrounding roads where people park everywhere Parent & resident

Safety “We feel really assured when the road is closed and children can play safely. Is it really coming to an end? It’s a shame you can’t carry on.” Parent

Principal themes: Safety, impact on surrounding streets, play, social distancing

Langney Primary Academy - Key results and findings

Key results – traffic monitoring*

43% reduction in mean **number of vehicles** between pre trial and week 6 of the intervention

Mean **number of vehicles** from traffic flow monitors **returned to same levels** when pre to post trial count compared.

54% reduction in drop-offs on Chailey Close after 6 weeks compared to pre-trial count, but **24% increase observed post-trial compared to pre-trial.**

46% reduction in illegal or potentially dangerous parking / driving behaviours after 6 weeks compared to pre-trial count, but **41% increase post-trial when compared to pre-trial**

58% increase in the **number of children arriving on bike or scooter** on Chailey Close post-trial when compared to pre-trial.

11% increase in the **number of children arriving on foot** on Chailey Close post-trial when compared to pre-trial.

*See graph 14 – 18, full data available from ESCC, upon request
**See Langney Primary Academy, appendix 4
***pupil travel survey baseline data collected pre-trial and during week 6 of trial, see graph 21 & 20 and Langney Primary Academy, appendix 5

Key findings – adult opinions during the trial**

“I’m worried about air quality at drop-off and pick-up times” **50% of respondents agree**.

“The surrounding streets are congested with car traffic at drop-off and pick-up times." **85% agree**.

“I see the school Street as a space that belongs to everyone” **53% agree**.

“I support the temporary School Street road closure” **78% agree**.

Key findings – pupil travel ‘hands up survey’***

107% increase in number of pupils arriving to school by **scooter or skating**

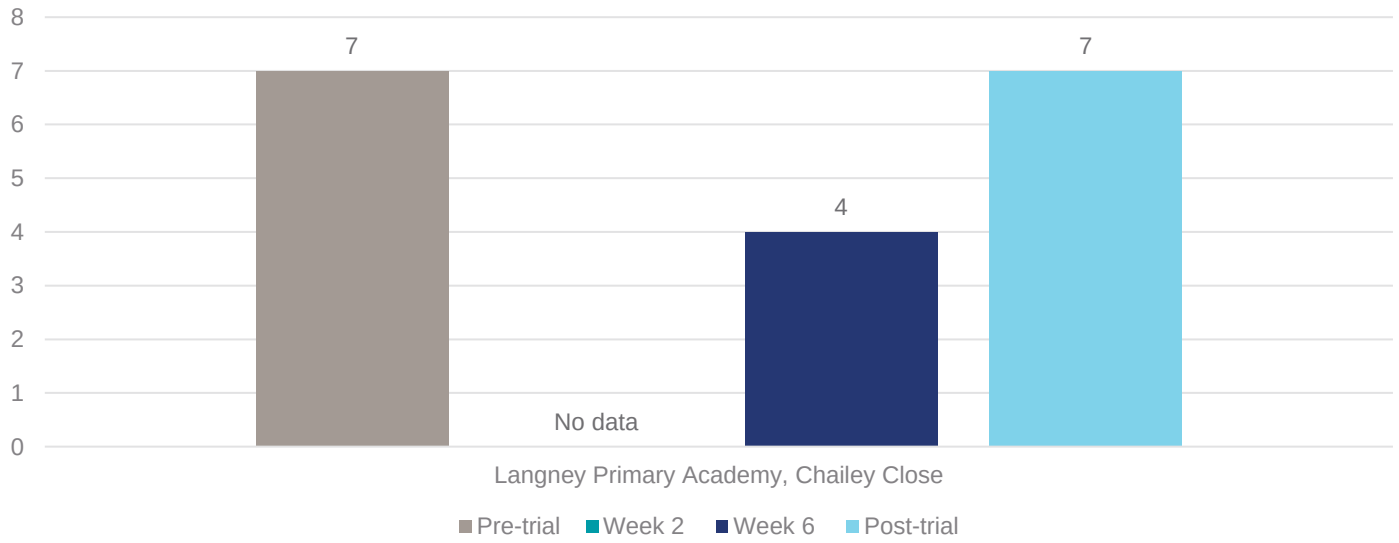
62% increase in number of pupils arriving at school by **cycle**

3.3% increase in active travel modes

Langney Primary Academy

Traffic flow

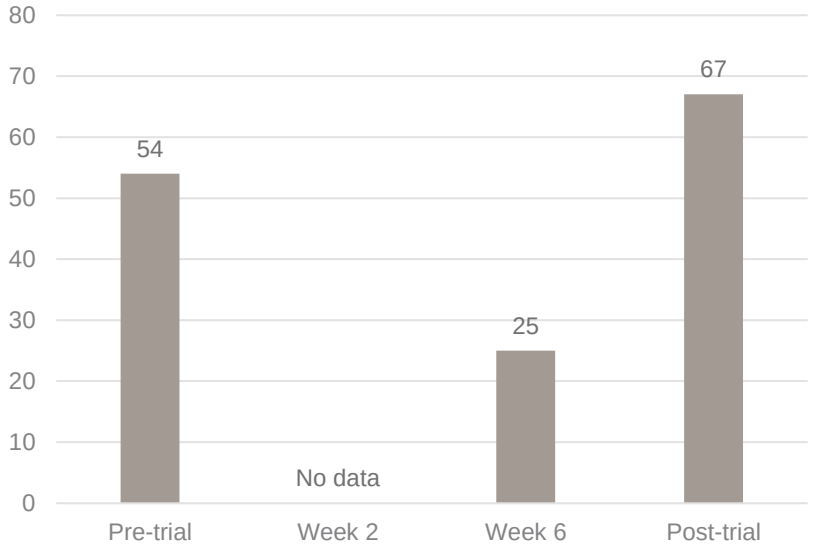
Graph 14: Mean number of vehicle counted from traffic flow monitors.



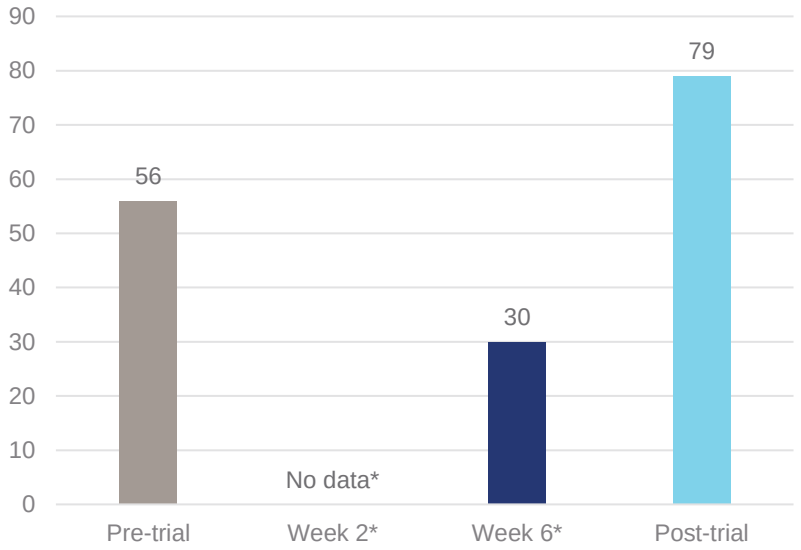
Langney Primary Academy

Video observations of drop-offs and pick-ups from Chailey Close

Graph 15: Total number of observed drop-offs. Pick-up data unavailable



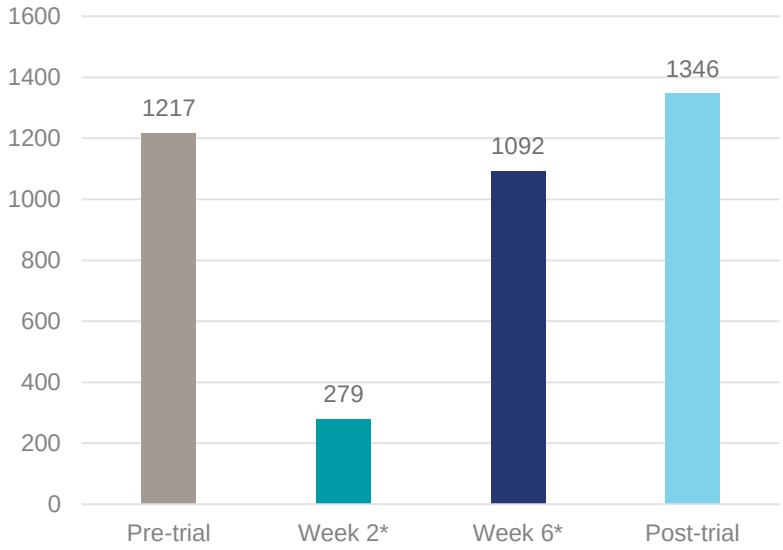
Graph 16: Total number of observed illegal or potentially dangerous parking / driving behaviours. *Data incomplete. Presence of a Parking Enforcement Officer decreased no. incidents



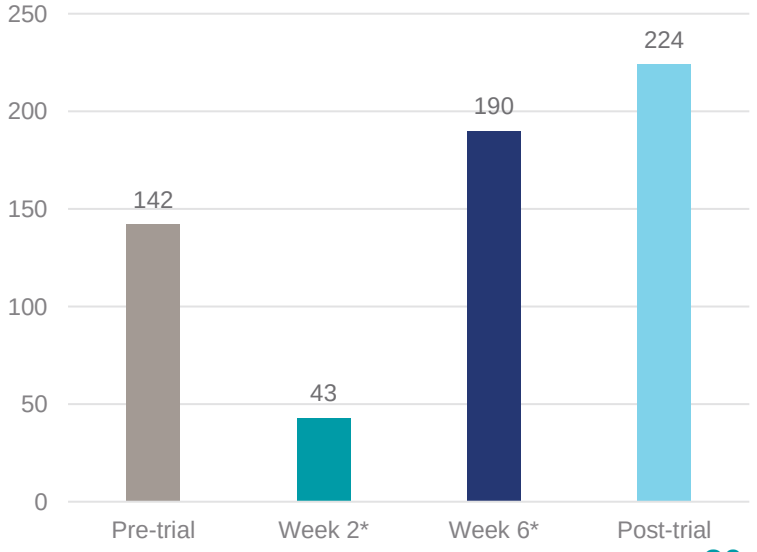
Langney Primary Academy

Video observations of drop-offs and pick-ups from Chailey Close

Graph 17: Total number of children arriving **on foot** at Chailey Close entrance. *Data incomplete. NB. These figures include siblings and do not reflect actual pupil numbers

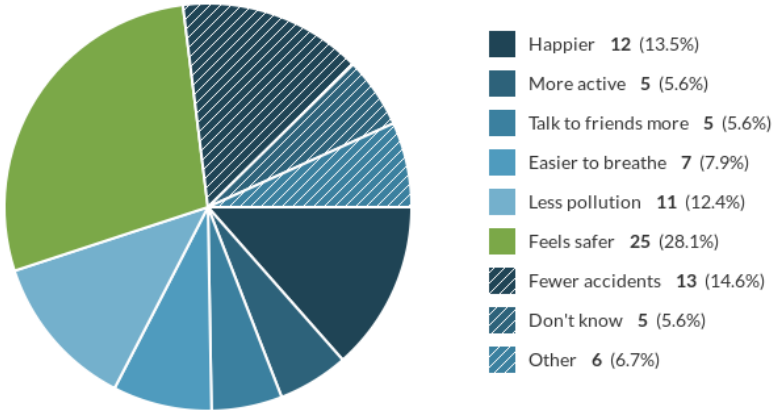


Graph 18: Total number of children arriving **on bike or scooter**. *Data incomplete. NB. These figures include siblings and do not reflect actual pupil numbers



Langney Primary Academy - Adult online opinion survey*

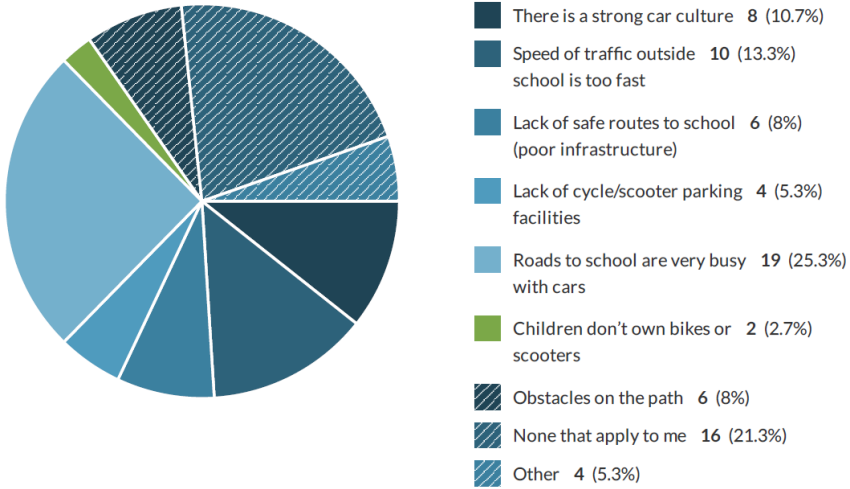
Impact on health and wellbeing



Graph 19: Pie chart showing impact on peoples health & wellbeing

"I'm disabled so can park nearer the school." Parent

Barriers making it harder for people to walk, cycle, scoot or wheel



Graph 20: Pie chart showing what makes it harder for people to walk, cycle, scoot or wheel on their school street. Other responses include:

"No cycle paths" Parent

"Live too far away from the school to be able to walk." Parent

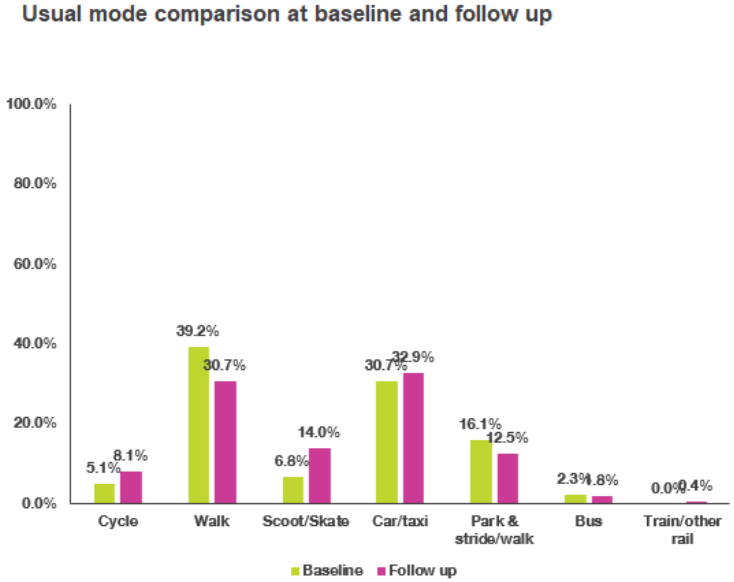
*41 adults responses (note: low level of response)

Langney Primary Academy

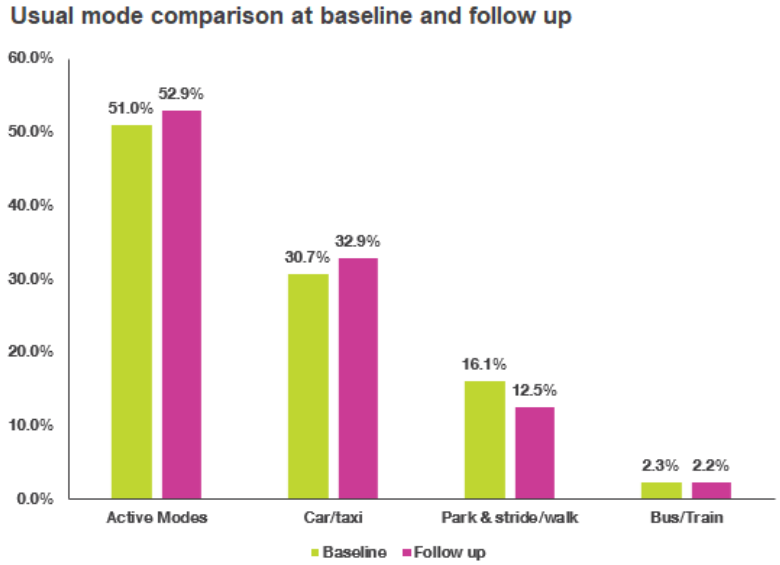
Hands Up Survey: Pupil travel behaviour

↑ 3.3% active modes ↑107% scoot / skate ↑ 62% cycle ↓ 22% walk ↑6.25% car / taxi ↓ 22% park & stride

Data shows modal shift from walking to cycling and scoot / skate.
416 baseline responses obtained pre-trial 414 baseline class responses obtained in/near trial week 6.



Graph 21: Bar chart showing how pupils usually (or more often) travelled to school at baseline and follow-up



Graph 22: Bar chart showing how pupils usually (or more often) travelled to school at baseline and follow-up, combining active modes

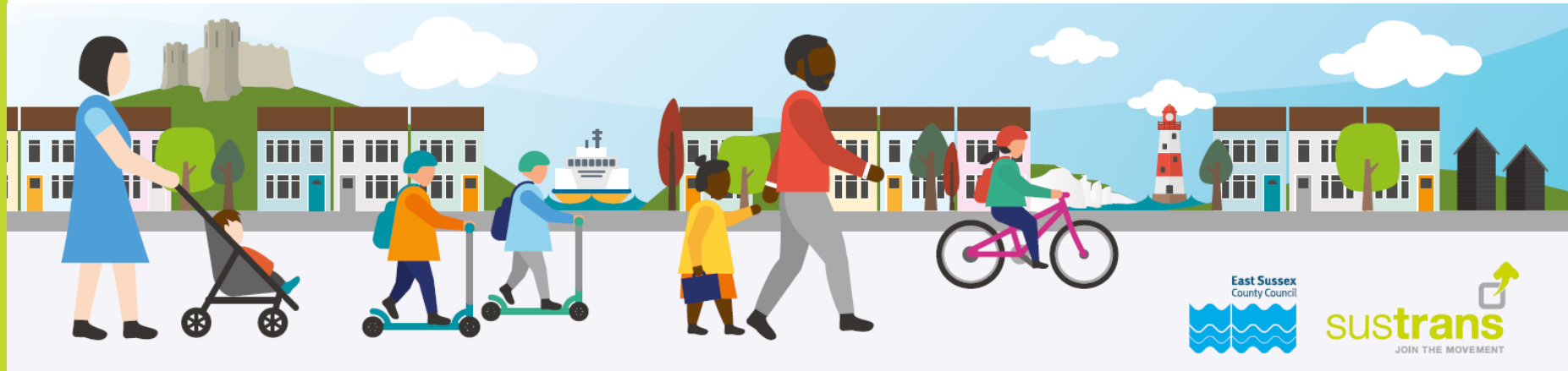
Langney Primary Academy

Pupils actively travelling to school, Eastbourne. Credit C. Hitchcock / J. Vamplew / C. Hitchcock

All Saints C.E. Primary School

Location: Bexhill | Type: Primary | Head teacher: Mr Taylor | No. pupils: c.254 | URN: 114491.

“The project enabled us to have a safe and secure environment for families to access school and it also made for a calmer entrance as families would walk a longer distance together, having time with each other before entering the school. Additionally, it enabled adults to socially distance more effectively.” **Mike Taylor Head teacher**



All Saints C.E. Primary School

Context for school streets

- **Road classification:** One-way street.
- **Access:** Road used as a short cut from A269 to Turkey Road Narrow paths and inconsiderate parking hindered social distancing.
- **Location:** Centre of Sidley, close to shops and amenities.
- **Local issues:** COVID-19 vaccination centre at Sidley Medical Centre, Turkey Road, resulted in more parking on All Saints Lane.

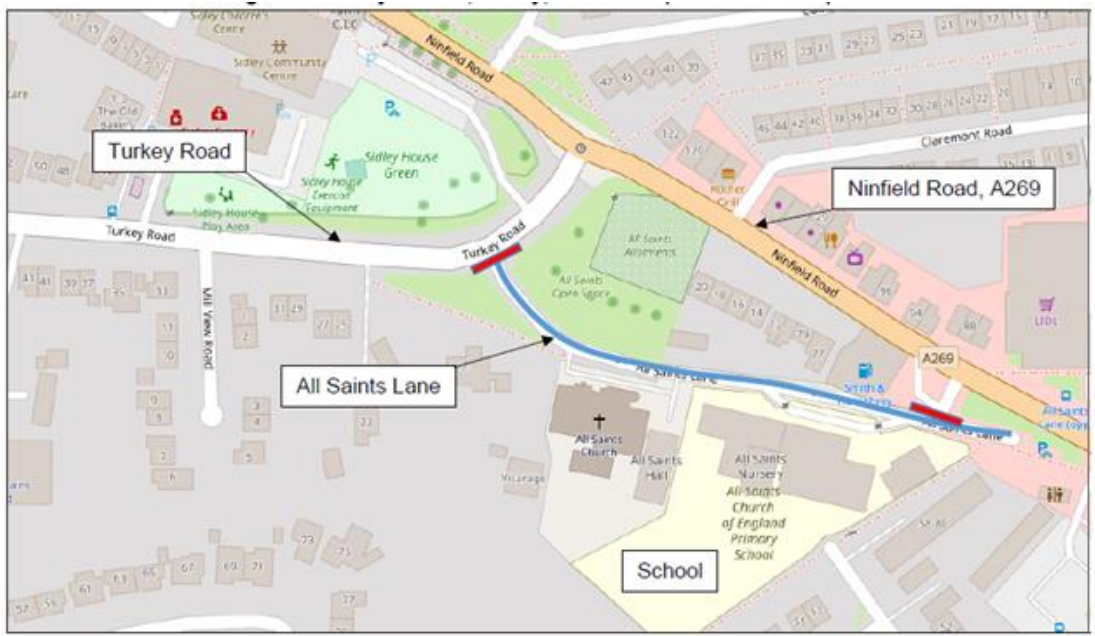
How did the trial operate?

Temporary barriers were placed at the top of All Saints Lane (near junc. Ninfield Road) and at the bottom (junc. Turkey Road), with each location managed by two stewards. Supplementary information, which was provided to schools, on how the trial was operated can be found in All Saints C.E. Primary Bexhill, appendix 1.

All Saints Lane, Bexhill. Credit J. Burrage

All Saints C.E. Primary School

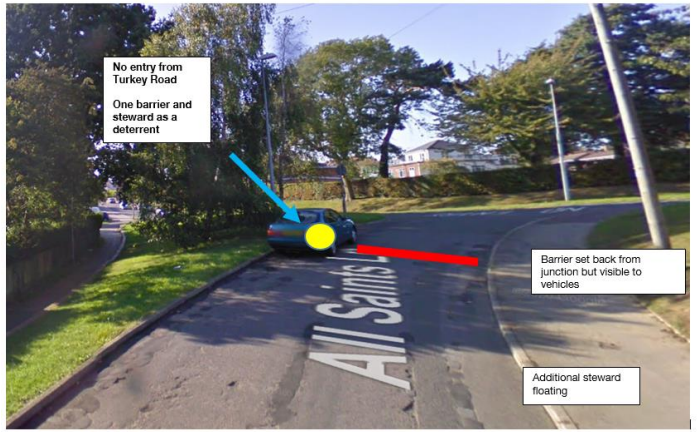
Location of the barriers and stewards



Key

Pedestrian and cycle zone. Restricted vehicle access during School Streets operating times only.

Road barrier and stewards.



All Saints C.E. Primary School - What the stakeholders said?

See All Saints C.E. Primary Bexhill appendix 2 - 4 for all comments recorded

Safety “Great effect on the school. Such a shame that parents have to have barriers enforced to stop them driving dangerously outside their child's school.“ Parent

Safety “Loved having the project in place, as a parent dropping off my child I felt the area was safer, there was more room for all in general” Parent

Impact on residents “I personally can visit local shop , leave our property easier now that this is in operation” Resident

Social distancing “Easier to social distance as can walk in the road. Lot more space in the mornings to talk and play with friends.” Pupil

Play “[liked] having time to play in the road with friends before school. It was safe going in the road to chat and it helped reduce emissions around the street and school.” Pupil

Impact on residents “Some working families have no choice but to drive to drop/collect their child via cars. I think you need to encourage those who LIVE in Sidley and DO NOT work to make more of an effort to walk!” Parent

Principal themes: safety, play, social distancing, space, congestion, inconvenience, traffic flow, impact on residents, impact on people with disabilities

All Saints C.E. Primary School - Key results and findings

Key results - traffic monitoring*

31% reduction in mean number of vehicles between pre-intervention and week 6 of the trial

100% reduction in **observed drop-offs** after 6 weeks compared to pre-trial count.

82% reduction in **observed pick-ups** after 6 weeks compared to pre-trial count.

Key findings – pupil travel 'hands up survey'***

52% decrease in number of pupils arriving to school by **car or taxi.**

100% increase in number of pupils arriving at school by **park & stride.**

*See graphs 23 &24, full data available from ESCC, upon request
***pupil travel survey baseline data collected pre-trial and during week 6 of trial, see graphs 27 & 28 and All Saints C.E. Primary appendix 6

Key findings – adult opinions during the trial**

"I see the school street as a space that belongs to everyone." **92% agreed**.

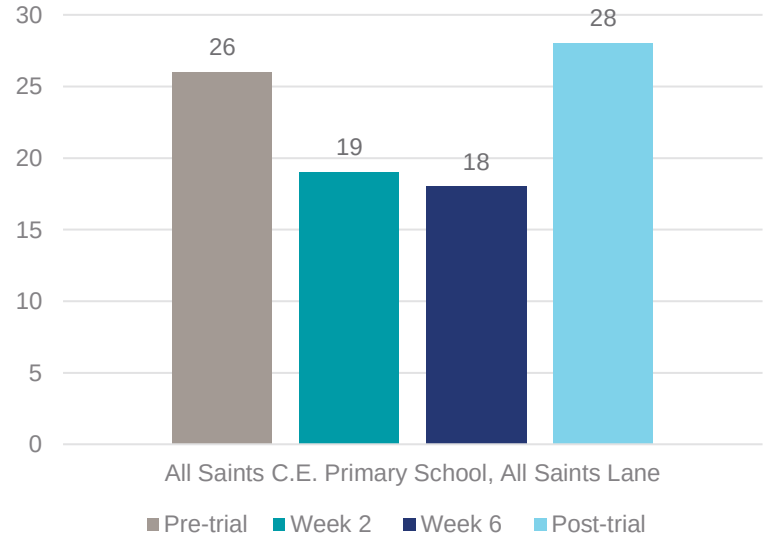
"I support the temporary School Street road closure" **79% agree**.

**See All Saints C.E. Primary appendix 5

All Saints C.E. Primary School

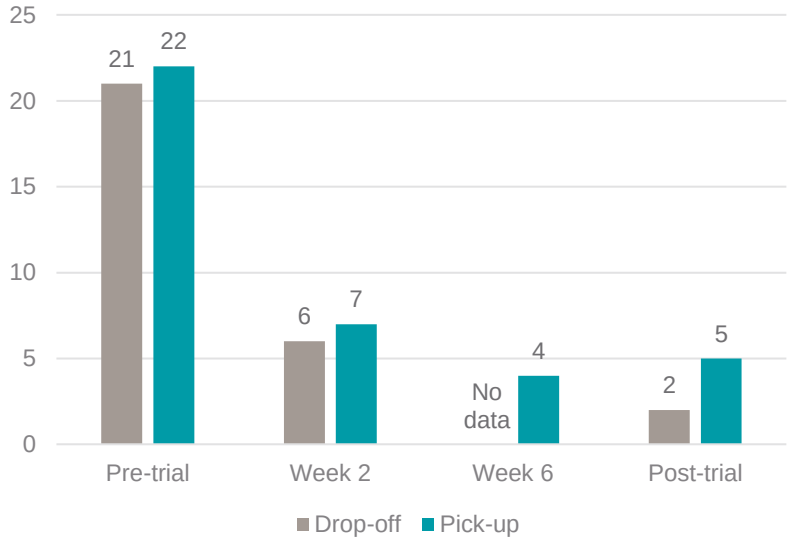
Traffic flow

Graph 23: Mean number of vehicles counted from traffic flow monitors



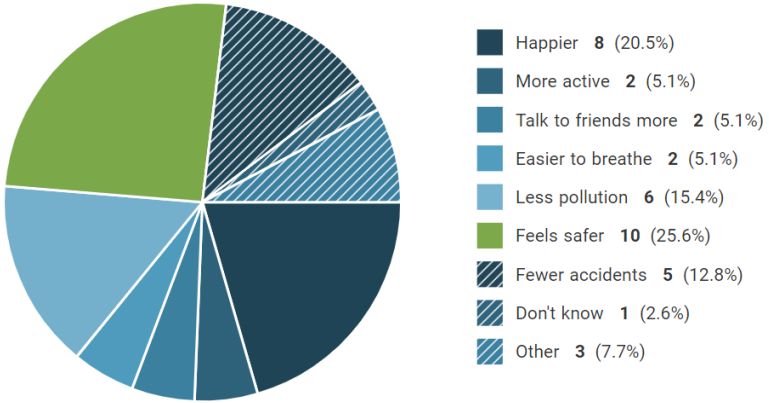
Video observations of drop-offs and pick-ups from Turkey Road

Graph 24: Total number of observed drop-offs and pick-ups



All Saints C.E. Primary School - Adult online opinion survey*

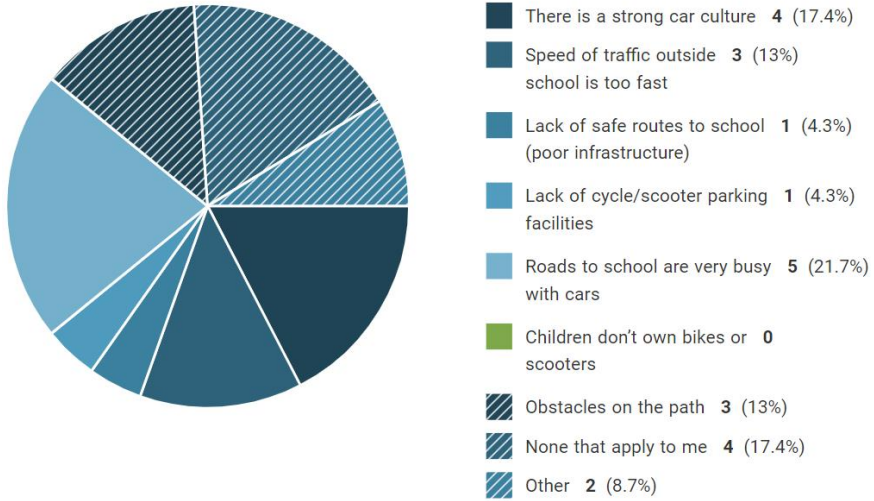
Impact on health and wellbeing



Graph 25: Pie chart showing impact on peoples health & wellbeing. Other responses include:

"Safer for children to walk on paths." Parent

Barriers making it harder for people to walk, cycle, scoot or wheel



Graph 26: Pie chart showing what makes it harder for people to walk, cycle, scoot or wheel (i.e. mobility aids) on their School Street.

"I don't want to tell everyone that I have a blue badge." Parent

*14 adult responses. Note: low level of responses

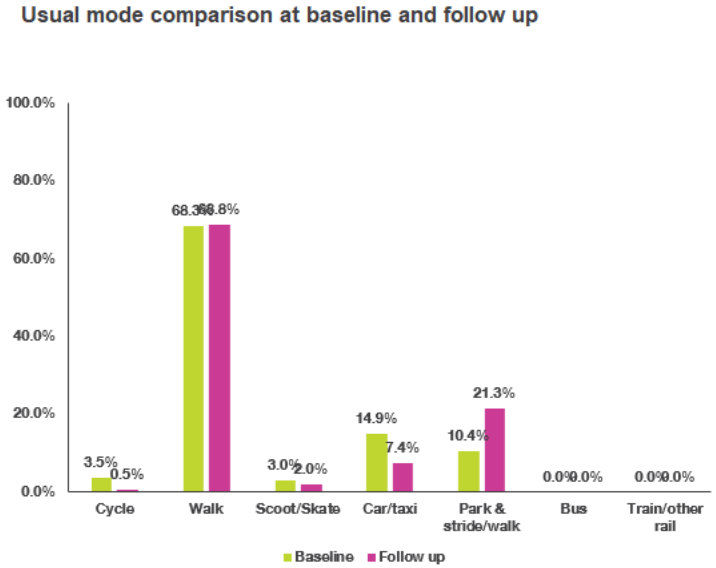
All Saints C.E. Primary School

Hands Up Survey: Pupil travel behaviour

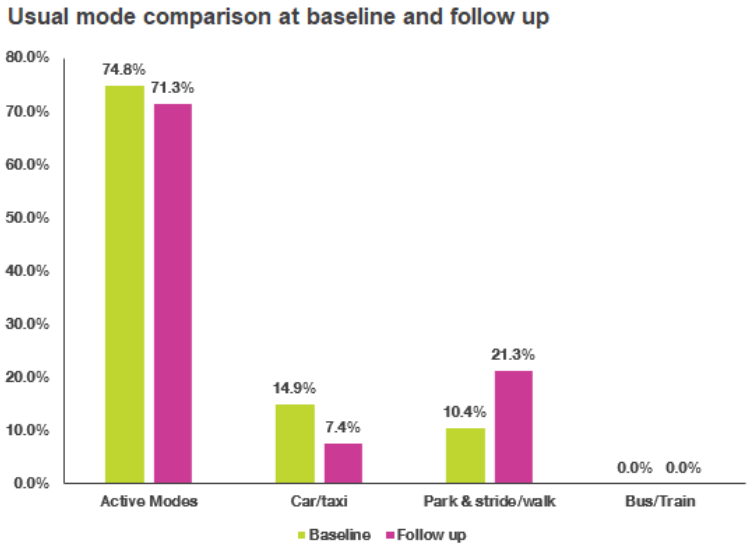
↓ 4.5% active modes ↑ 100% park & stride ↓ 52% car / taxi ↓ 86% cycle ↓ 33% scoot / skate

High levels of walking which remained stable. Data shows modal shift from all modes, specifically car / taxi and cycling to park & stride.

207 baseline responses obtained pre-trial and in/near trial week 6.



Graph 27: Bar chart showing how pupils usually (or more often) travelled to school at baseline and follow-up



Graph 28: Bar chart showing how pupils usually (or more often) travelled to school at baseline and follow-up, combining active modes

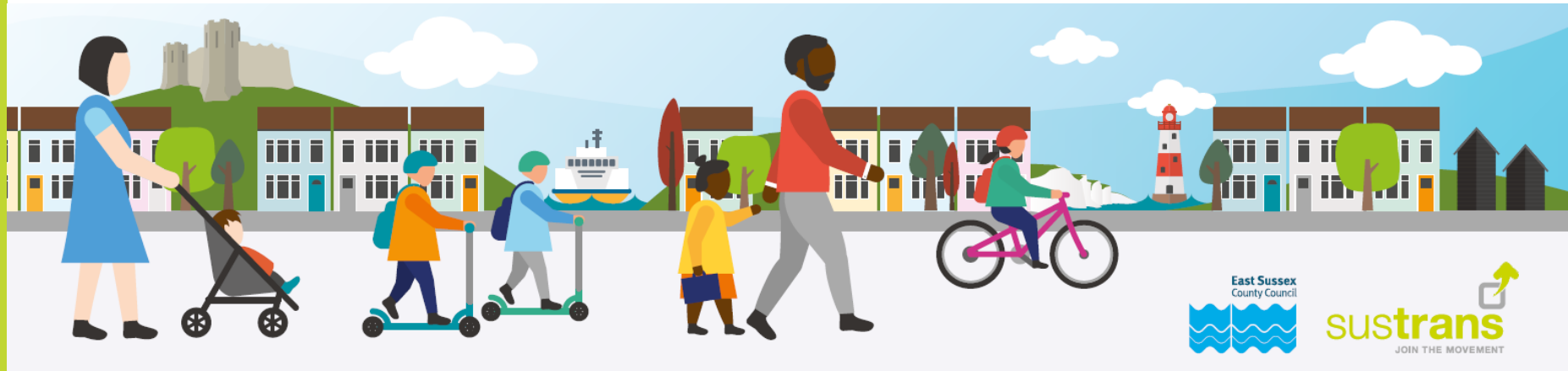
All Saints C.E. Primary School

Head teacher Mr Taylor, All Saints Lane, Bexhill. Credit H. Kellar.

Stewards, All Saints Lane, Bexhill. Credit J. Burrage

All Saints CE Junior Academy

Location: Hastings | Type: Academy | Head teacher: Ms Hurd | No. pupils: c.240 | URN: 141655



All Saints CE Junior Academy

Context for school streets

- **Road classification: Residential access road**
- **Access:** Easy access from Edwin Road and Edmund Road.
- **Location:** Predominately residential with steep hills on approach.
- **Local issues:** Congestion on Githa Road, Edwin Road and Edmund Road at drop-off and pick up. Social distancing difficult despite staggered start / finish times.

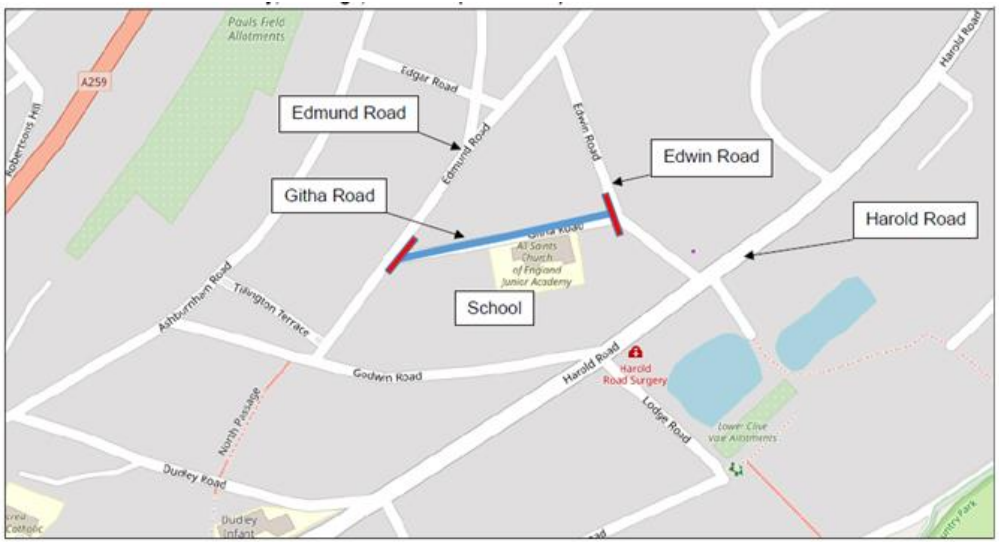
How did the trial operate?

Temporary barriers were placed on Githa Road, at the junction of Edwin Road and Edmund Road, with each location managed by two-three stewards. Supplementary information, which was provided to schools, on how the trial was operated can be found in All Saints C.E. Junior Academy Hastings, appendix 1.

All Saints Junior Academy, Hastings, Credit ESCC

All Saints CE Junior Academy

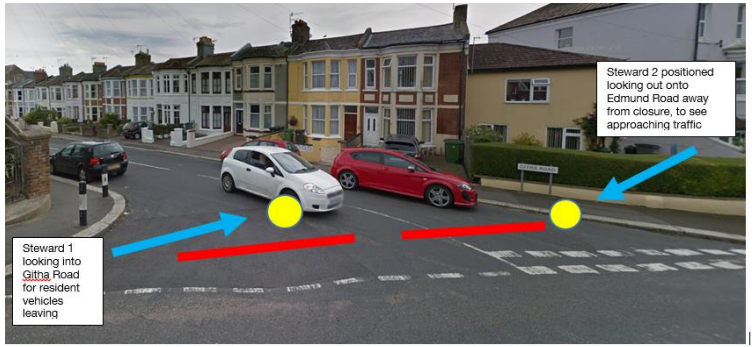
Location of the barriers and stewards

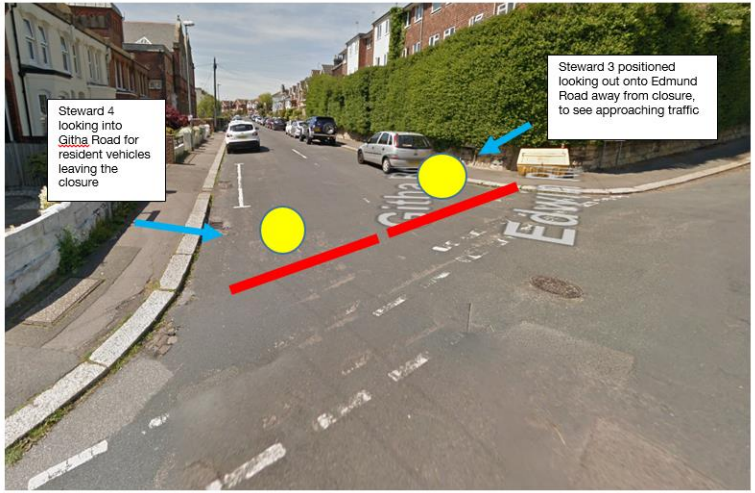


Key

Pedestrian and cycle zone. Restricted vehicle access during School Streets operating times only.

Road barrier and stewards.





All Saints CE Junior Academy - What the stakeholders said?

See All Saints C.E. Junior Academy Hastings appendix 2 - 4 for all comments recorded

Safety "(The) traffic moves too quickly, especially people rushing to school, i think there should be (speed) bumps to slow traffic down. also when cars are reverse parking. I've often seen cars mount the pavement when we're walking past. I do worry about the speed of the traffic on our 10 minute walk to school." Parent

Safety "It has made more space to play. It has made the road safer, it makes social distancing easier for us all." Pupil

Safety "I am in full favour of making the street safer for the children however I think all corners of the ends of the roads need double yellow lines as people have shown to park here and it makes turning in and out dangerous I live on the corner at !A and I take my life in my hands as I come out of my drive completely blind" Resident

Safety "You feel less worried about being run over. I now feel safe as cars used to come past the school. It is easier to have conversations with your friends. Easier to get to school. Easier to cross when cars aren't parked. Easier to social distance from others." Pupil

Impact on residents "As a resident of 18 years there has always been an issue with parents parking in a around the school area now you have put barriers up you have just pushed it to the surrounding roads, you're never going to make parents walk especially in this day and age, having theses barriers is strongly effecting us residents and causing massive stress" Resident (nearby street)

Safety "The school street school has made the road safer and a nice place to live . It was a joke at 2.30 - 3.30 with parents trying to drive as close to the school as possible….. But now it feels less stressed in the street and maybe some people might walk to school to pick their child up." Resident on street

Principal themes: Safety, impact on residents, social distancing, socialising, play

All Saints CE Junior Academy - Key results and findings

Key results - traffic monitoring*

66% reduction in the mean **number of vehicles** between pre trial and week 6 of the intervention**; 11% reduction maintained** to post trial

16% increase in number of pedestrians (adult & child) entering Githa Road from Edwin Road **at drop-off** when comparing pre-trial and week 2 observations.

17% increase in number of pedestrians (adult & child) entering Githa Road from Edwin Road **at pick-up** when comparing pre-trial and week 2 observations.

87% increase in drop-offs at Edwin Road junction when comparing pre-trial and week 6 observations.

20% increase in pick-ups at Edwin Road junction when comparing pre-trial and week 6 observations.

Key findings – adult opinions during the trial**

"I see the School Street as a space that belongs to the everyone.“ **79% agree**.

"I think the School Street is a good space to socialise with others.“ **63% agree**.

“I support the temporary School Street road closure” **84% agree**.

Key findings – pupil travel ‘hands up survey’***

244% increase in number of pupils arriving at school by **park & stride**.

8% decrease in number of pupils arriving at school by **car / taxi.**

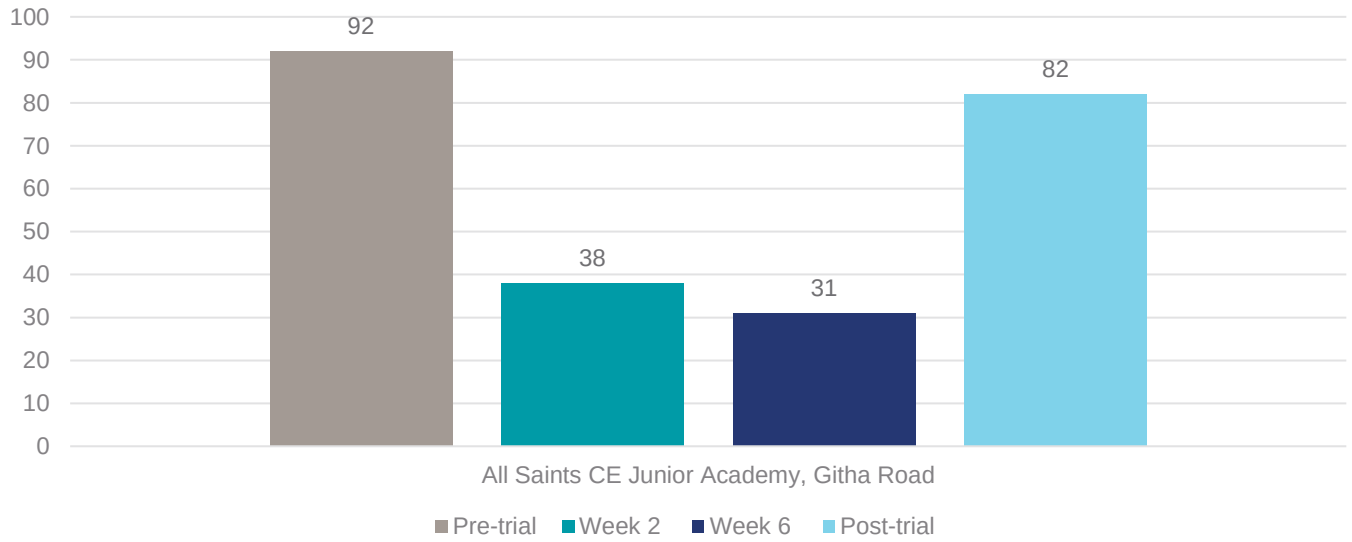
10% decrease in number of pupils arriving at school by **active modes** (not including park & stride)

*See graphs 27- 33, full data available from ESCC, upon request
**See All Saints C.E Primary, appendix 5
***pupil travel survey baseline data collected pre-trial and during week 6 of trial, see graphs 36 – 37 and All Saints C.E Primary, appendix 6

All Saints CE Junior Academy

Traffic flow

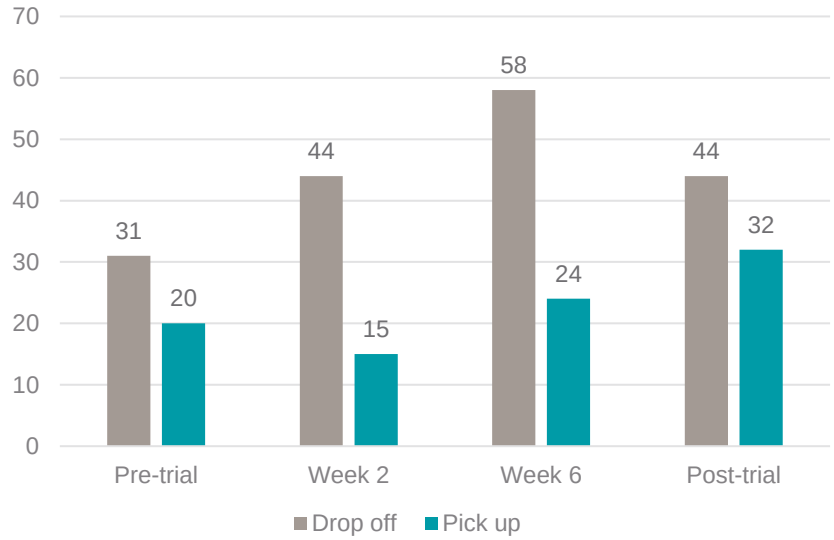
Graph 27: Mean number of vehicles counted from traffic flow monitors.



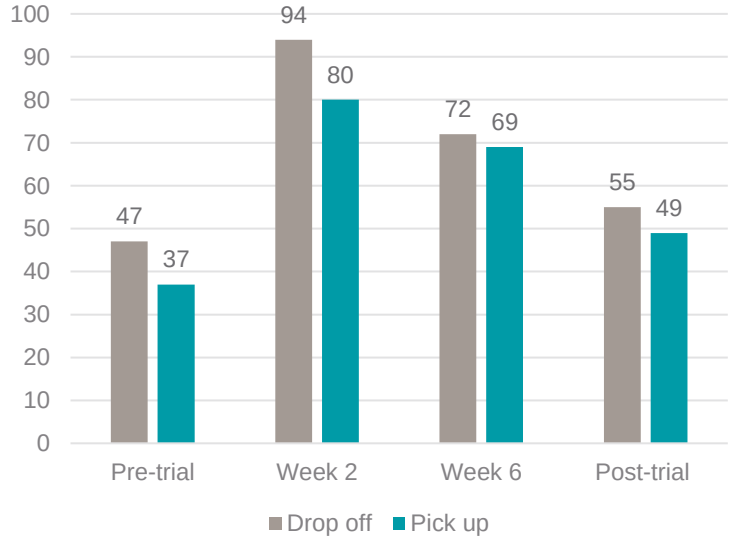
All Saints CE Junior Academy

Video observations of drop-offs and pick-ups from two T junctions with Githa Road

Graph 28: Total number of observed drop-offs and pick-ups at Edwin Road junction



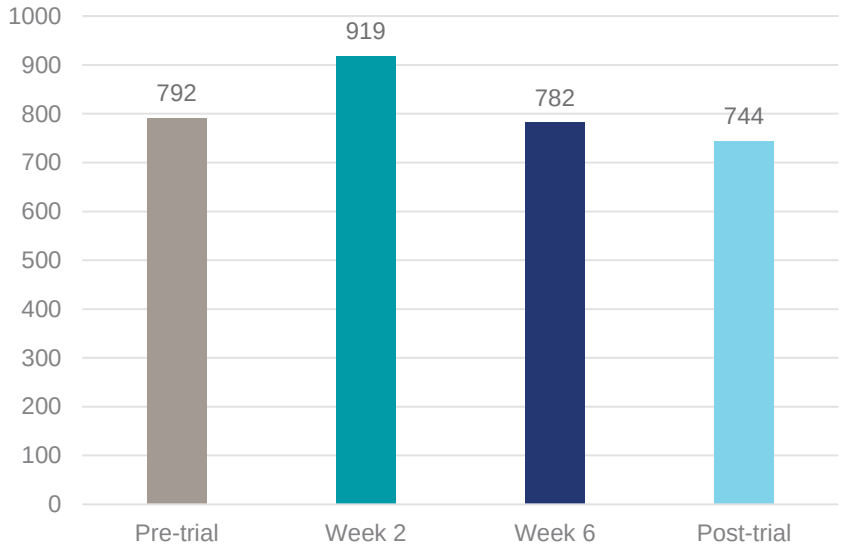
Graph 29: Total number of observed drop-offs and pick-ups at Edmund Road junction



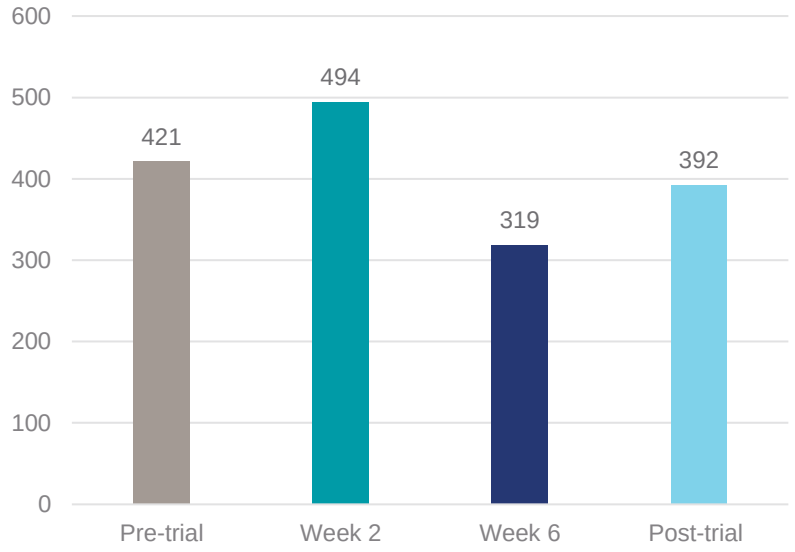
All Saints CE Junior Academy

Video observations of drop-offs and pick-ups from two T junctions with Githa Road

Graph 30: Total number of pedestrians (adult & child) entering Githa Road from Edwin Road at drop off. NB. These figures include siblings and do not reflect actual pupil numbers



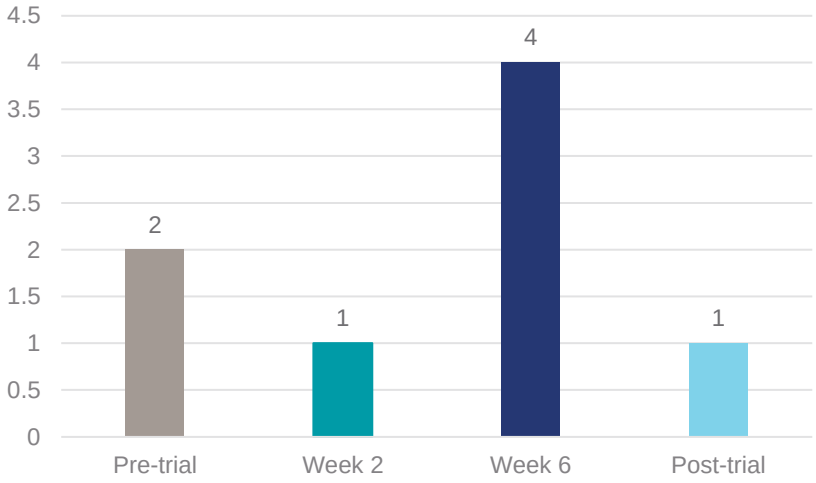
Graph 31: Total number of pedestrians (adult & child) entering Githa Road from Edmund Road at pick up. NB. These figures include siblings and do not reflect actual pupil numbers



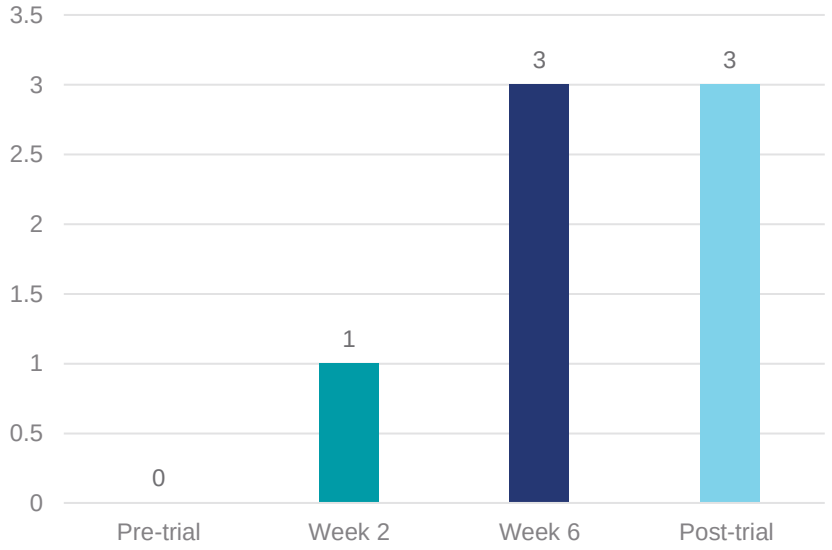
All Saints CE Junior Academy

Video observations of drop-offs and pick-ups from two T junctions with Githa Road

Graph 32: Total number of children arriving on bike or scooter from Edwin Road

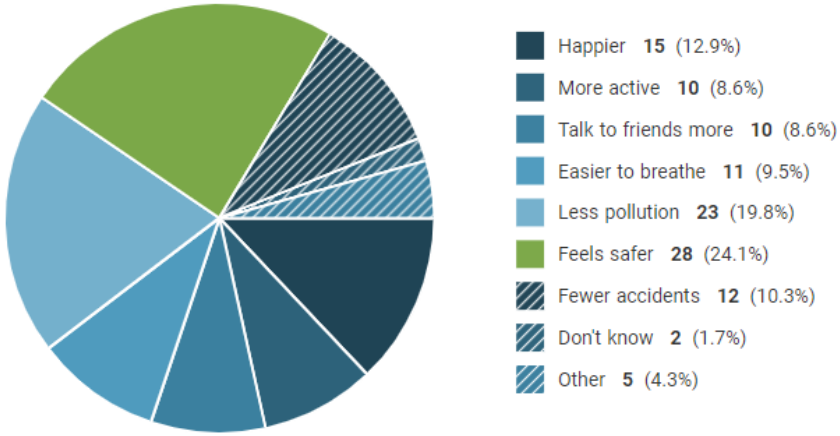


Graph 32: Total number of children arriving on bike or scooter from Edmund Road



All Saints CE Junior Academy - Adult online opinion survey*

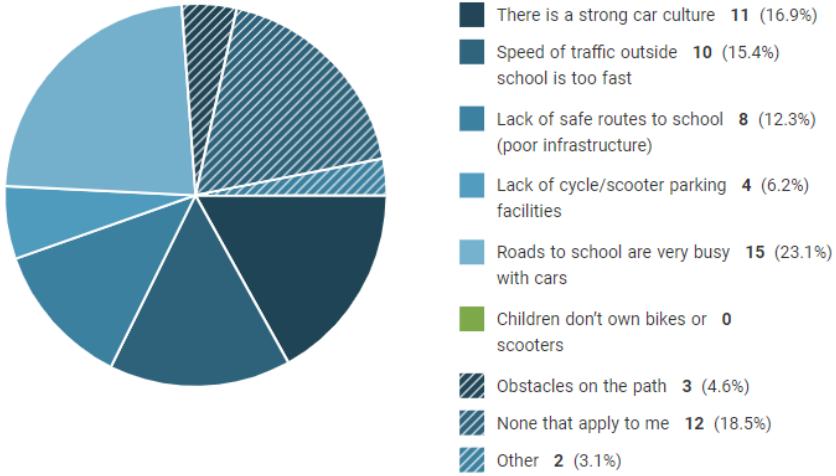
Impact on health and wellbeing



Graph 34: Pie chart showing impact on peoples health & wellbeing. Other responses include:

"Whilst the school street is now quieter, it has simply moved the problem into the surrounding streets and made the traffic issues much worse…" Parent

Barriers making it harder for people to walk, cycle, scoot or wheel



Graph 35: Pie chart showing what makes it harder for people to walk, cycle, scoot or wheel (i.e. mobility aids) on their School Street.

"The surrounding pavements and roads are in a dreadful condition." Parent

*38 adult responses, note: low response rate

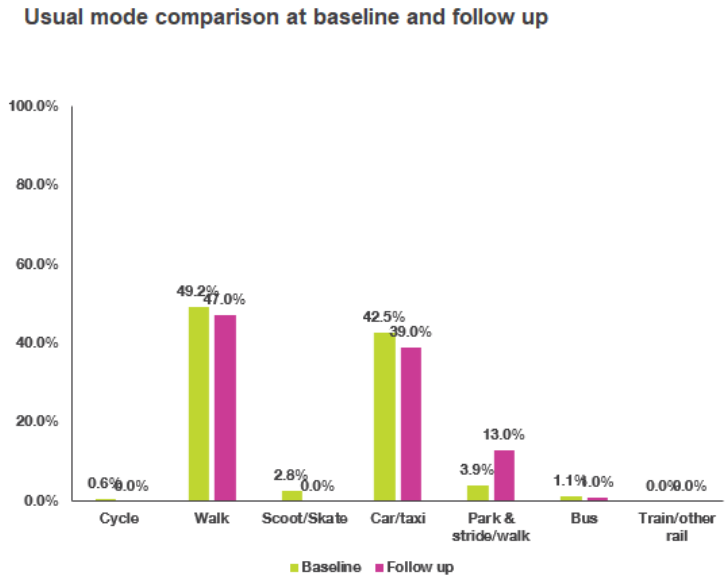
All Saints CE Junior Academy

Hands Up Survey: Pupil travel behaviour

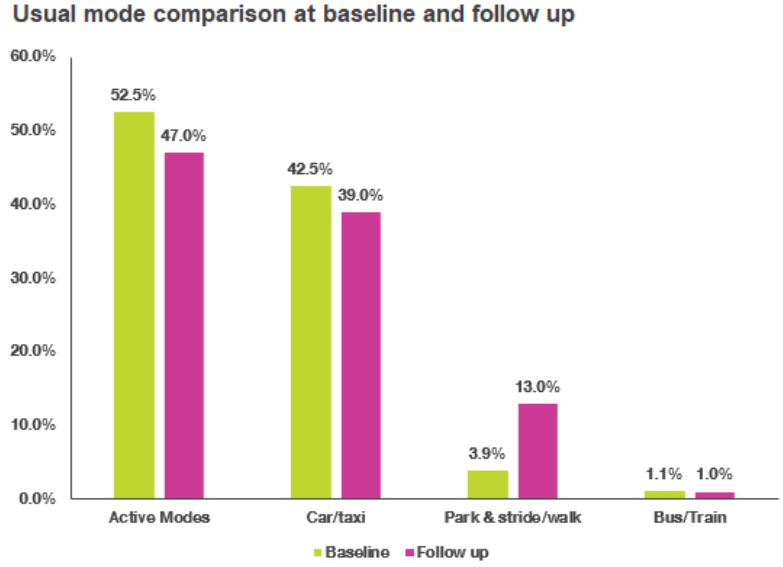
↓ 10% active modes ↑ 244% park & stride ↓ 4.2% walk ↓ 100% scoot / skate ↓ 7.8% car / taxi

Data shows modal shift from active modes and car and taxi to park & stride

240 baseline responses obtained pre-trial and in/near trial week 6



Graph 36: Bar chart showing how pupils usually (or more often) travelled to school at baseline and follow-up



Graph 37: Bar chart showing how pupils usually (or more often) travelled to school at baseline and follow-up, combining active modes

All Saints CE Junior Academy .

The school run. Credit J. Burrage

The school run. Credit J. Lloyd

Stewards, Osborne Close, Hastings. Credit J. Burrage

Ark Blacklands Primary Academy

Location: Hastings | Type: Academy | Head teacher: Ms Rankin | No. pupils: c.600 | URN: 141021.

"The 6 - week road closure project was a huge success for our school. During the period itself, families enjoyed a car-free approach to school each morning. Increasing numbers of children were scooting to school and more of our older children were allowed the opportunity to independently walk to school. For me, the most surprising result has been the lasting impact. I still marvel at how few cars now drive up the approach road to the school - suggesting that parent/carer habits really were altered by the closure. One parent even commented that it was like the road closure was still there - only invisible!" **Nicola Rankin, Head teacher**

East Sussex County Council

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Ark Blacklands Primary Academy

Context for school streets

- **Road classification:** Residential cul-de-sac.
- **Access:** Osborne close used as an unofficial car park
- Location: Residential area.
- **Local issues:** Parking problems reported on Osborne Close, Freshfield Avenue, Brading Close and other nearby streets prior to trial. Near miss collisions involving pupils and inconsiderate parking observed by school staff, parents and residents.

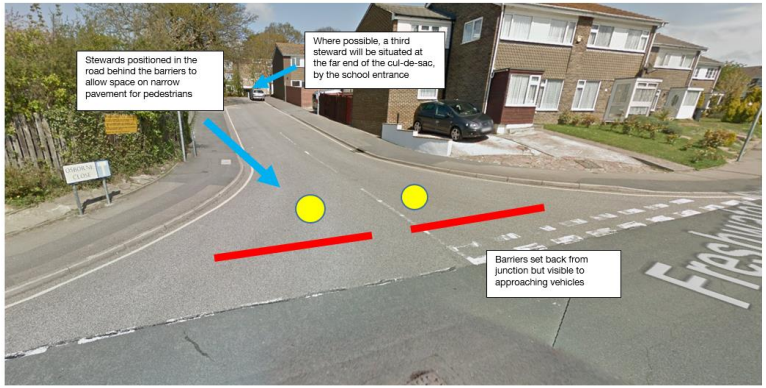
How did the trial operate?

Temporary barriers were placed at the bottom of Osborne Close (junc. Freshfield Avenue), managed by two stewards. Supplementary information, which was provided to schools, on how the trial was operated can be found in Ark Blacklands Primary Academy, appendix 1.

Osborne Close, Hastings. Credit J. Burrage

Ark Blacklands Primary Academy

Location of the barriers and stewards



Key

Pedestrian and cycle zone. Restricted vehicle access during School Streets operating times only.

Road barrier and stewards.

Ark Blacklands Primary Academy - What the stakeholders said?

See Ark Blacklands Primary academy appendix 2 - 4 for all comments recorded

Impact on residents “Eased the problems on the school street but congestion in neighbouring roads is still a problem….cars travel too fast around the neighbouring area. Cross roads is a huge problem as viewpoints are blocked by inconsiderate parking.” Parent

Safety “It's a fantastic initiative - it feels so much safer walking up the street without lots of cars driving, idling or turning…The road closure has made such a difference - people really seem not to be trying to drive so close to the school. It feels a lot safer and much more pleasant. Thank you. I hope it becomes a permanent thing!.” Parent

Socialising“it's quieter now and less busy with cars. It's a nice place to talk with friends after school for a little bit..” Pupil

Road improvements “I would like to see it extended over a further area, I would also like to see speed cameras and traffic calming measures in a wider area around schools to allow our children to get to school safely.“ Parent

Social distancing “Please continue with this scheme, it's so much less stressful at drop off and easier to socially distance....” Parent

“Street is more crowded now, so social distancing is more difficult, people stand all over the place." Pupil

Impact on residents “The only thing is it has just moved the problem further away from the school gates, upsetting more residents in some cases. Member of school staff

Principal themes: Safety, impact on residents, social distancing, socialising, parking

Ark Blacklands Primary Academy - Key results and findings

Key results - traffic monitoring*

56% reduction in the mean **number of vehicles** between pre trial and week 6 of the intervention

Key findings – pupil travel 'hands up survey'***

33% decrease in number of pupils arriving to school by **car or taxi.**

80% increase in number of pupils arriving at school by **cycle**

61% increase in number of pupils arriving at school by **park & stride.**

*See graph 38, full data available from ESCC, upon request

***pupil travel survey baseline data collected pre-trial and during week 6 of trial, see graphs 41 – 42 and Ark Blacklands Primary Academy, appendix 6

Key findings – adult opinions during the trial**

"The surrounding streets are congested with car traffic at drop-off and pick-up times" **93% agree.**

"I support the temporary School Street road closure" **94% agree**.

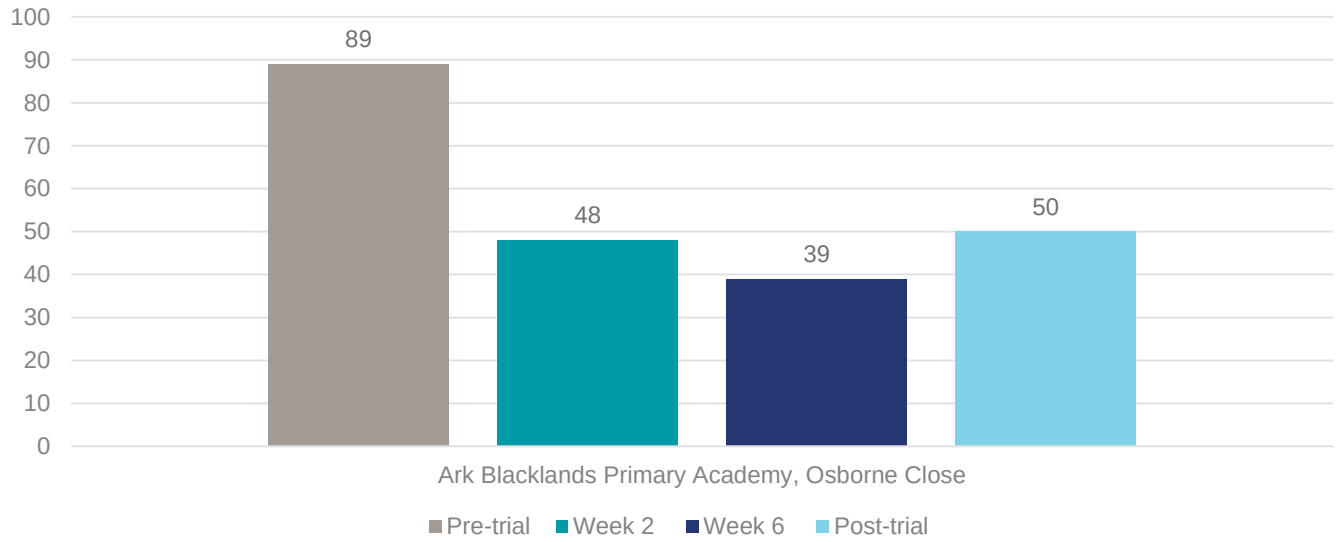
"I see the School Street as a space that belongs to everyone" **65% agree**

**See Ark Blacklands Primary Academy, appendix 5

Ark Blacklands Primary Academy

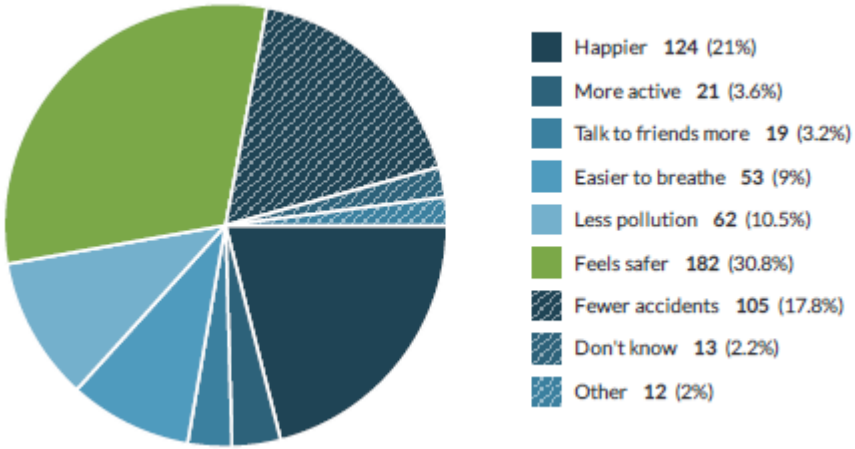
Traffic flow

Graph 38: Mean number of vehicles counted from traffic flow monitors.



Ark Blacklands Primary Academy - Adult online opinion survey*

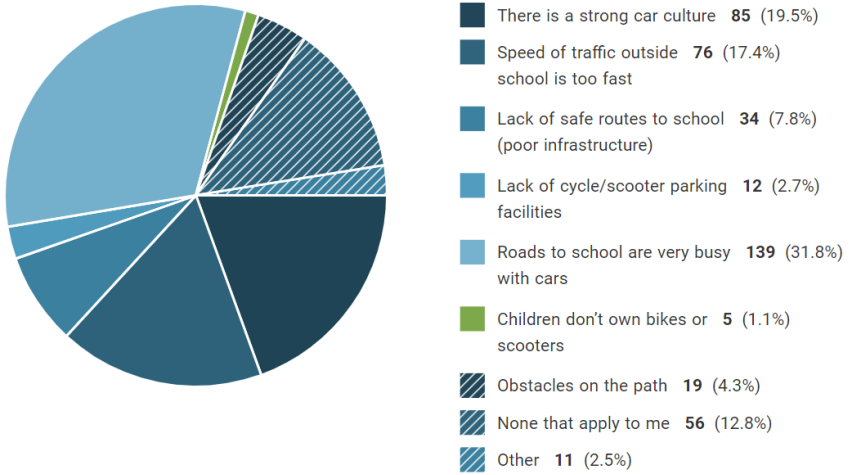
Impact on health and wellbeing



Graph 39: Pie chart showing impact on peoples health & wellbeing. Other responses include:

"The surrounding streets are even more dangerous now" Resident

Barriers making it harder for people to walk, cycle, scoot or wheel



Graph 40: Pie chart showing what makes it harder for people to walk, cycle, scoot or wheel (i.e. mobility aids) on their School Street.

"Cars park on crossing areas in surrounding streets making the situation very dangerous" Parent

*217 adult responses

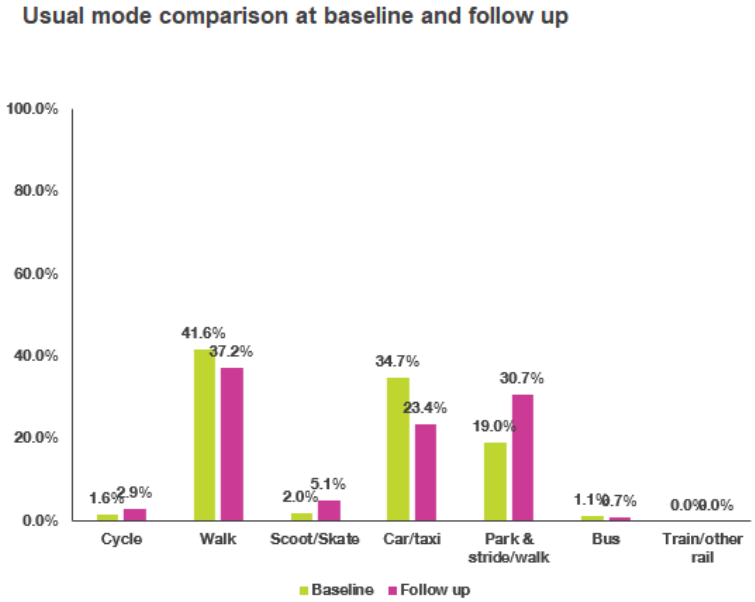
Ark Blacklands Primary Academy

Hands Up Survey: Pupil travel behaviour

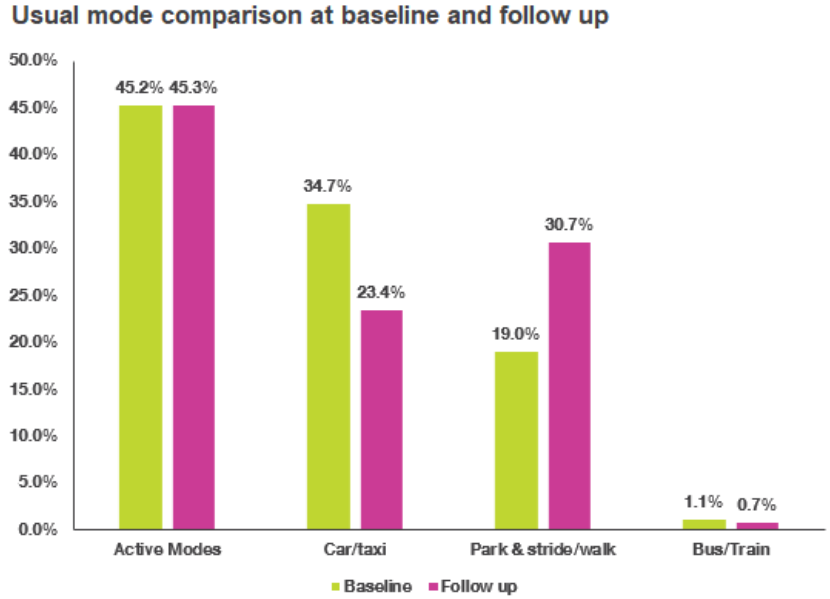
No change in active modes **↑ 61% park & stride** **↓ 33% car / taxi** **↑ 167% scoot / skate** **↑ 80% cycle** **↓ 10% walk**

Data shows an overall modal shift from car/ taxi to park and stride. Whilst walking did decrease, scoot/skate and cycle increased

620 baseline responses obtained pre-trial and in/near trial week 6



Graph 41: Bar chart showing how pupils usually (or more often) travelled to school at baseline and follow-up



Graph 42: Bar chart showing how pupils usually (or more often) travelled to school at baseline and follow-up, combining active modes

Ark Blacklands Primary Academy

Morning road closure, Osborne Close, Hastings. Credit J. Burrage

Stewards at school entrance. Credit J. Burrage

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