OUR FUTURE

School Streets

Presented by Sarah Randall

June 2019

CROYDON
www.croydon.gov.uk

What's the problem?

Immediate

- Child safety risks
- Altercations and parking offences.
- Congestion/gridlock at drop-off and pick-up times.

Wider

- Poor transport behaviours including use of the car for short journeys.
- CO_2, NO_2, Nx and particle emissions.
- Childhood overweightness and fitness levels.

Conventional patrols lack sufficient enforcement powers, are resource demanding, can spark hostility in front of children and do not address the growth in car use.

What it looks like

Heavers Farm Primary School example

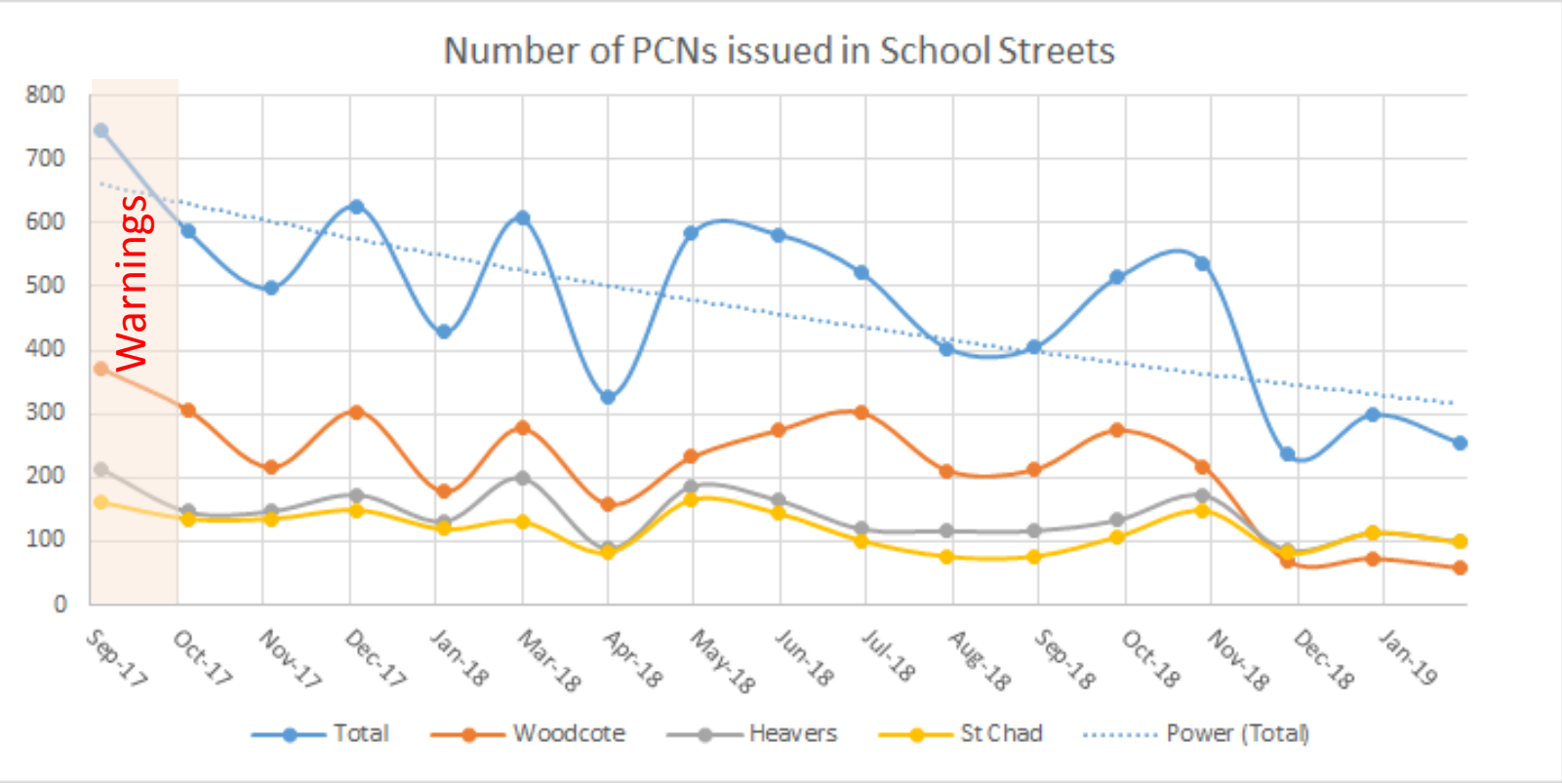
How it is operated

- No physically barrier.
- Monitoring through unattended CCTV cameras at entry providing continuous presence.
- Vehicles entering zone at restricted times trigger the creation of evidential video.
- Each video file is manually reviewed by enforcement team to approve or reject.
- Penalty Charge Notice (£130/£65) issued by post.
- Residents, occupiers and special needs exempted.
- Initial one month period where no PCNs issued, for driver familiarisation.

Example of file created for officer review

Note the high number of pedestrians, including unaccompanied children. St. Chad's Catholic Primary School.

Compliance



- Expect 18 months for compliance to settle.

Travel mode effects

- Pilots data better than anticipated.
- Improved punctuality with reduction in lateness.

	Active Travel (walk, scoot, cycle)			Public Transport			Car		
SCHOOL	2017		2018	2017		2018	2017		2018
Woodcote	29% 209	+62%	47% 347	4% 26	-46%	2% 14	68% 491	-25%	51% 371
Heavers	53% 363	+23%	65% 449	14% 93	-35%	9% 60	34% 231	-24%	26% 181
St Chads	40% 144	+15%	46% 155	29% 113	-21%	23% 71	32% 116	-14%	30% 100

** Show of hands survey conducted by the schools, where local and seasonal conditions would exist. Notwithstanding possible statistical errors, the data correlation and car use reduction is significant.*

LONDON ROAD SAFETY COUNCIL Winner

british parking awards 2018 Winner

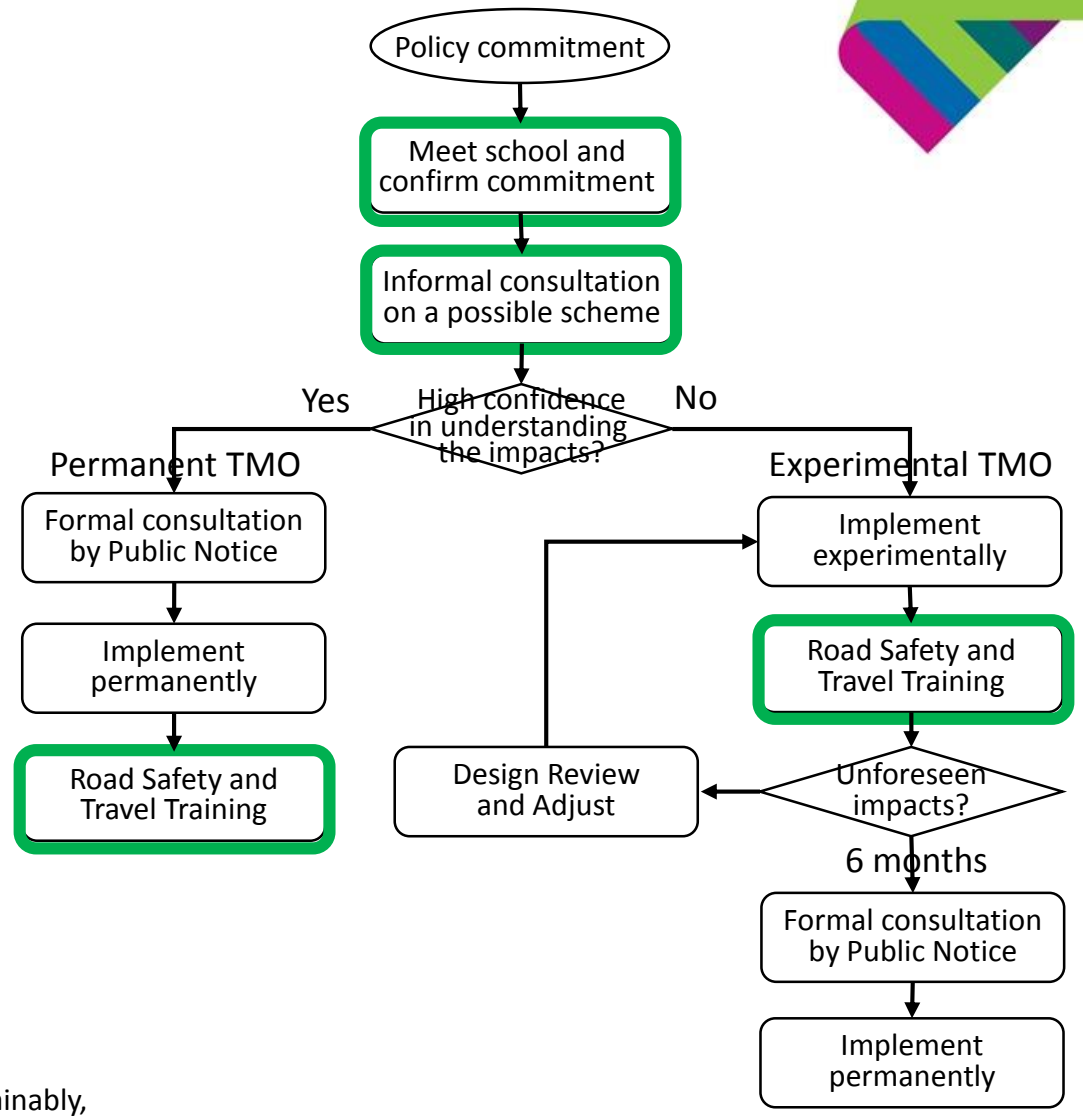
Judged effective by industry opinion leaders

Mixed public response, largely positive

- 2 legal challenges to experimental order, not upheld.
- Schools and residents in favour.
- Difficult for some working parents and those living significant distance from the school.
- Concerns from driving parents who perceive the car as safer than walking.
- Concerns about the displacement of the residual car use.

Success factors

- Prior commitment from school. They must administer own permits.
- Informal consultation up to 300m outside suggested zone, even if it is optional and you think you will use the experimental procedure.
- Coordinated road safety training and travel mode influencing (STARS programme*). This is what influences a behaviour change.



* STARS = Tfl initiative for inspiring young Londoners to travel to school sustainably, actively, responsibly and safely by championing walking, scooting and cycling.

New schemes selection criteria

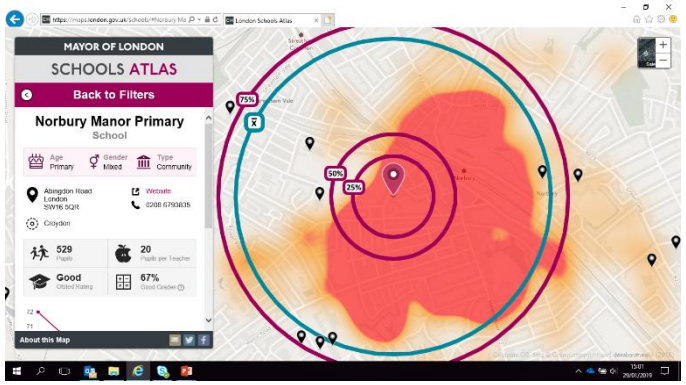
- School is STARS committed (enhances School Street outcome).
- School is able and willing to administer own staff and SEN exemptions.
- Road safety risk and/or public disorder exist (e.g. one or more of the following):
  - Significant parking problems, and/or
  - Significantly traffic congestion, and/or
  - Hazardous road conditions, including speeding through-traffic at school times, and/or
  - Recurring reports altercations between road users, parents and residents.
- Tolerable impact on essential traffic in the immediate and surrounding roads.
- Appropriate alternative travel options, PTAL/CTAL >2.
- Appropriate catchment area, 75% < 20min walk.
- Located within a designated Health School Neighbourhood.

Favourable

Neutral

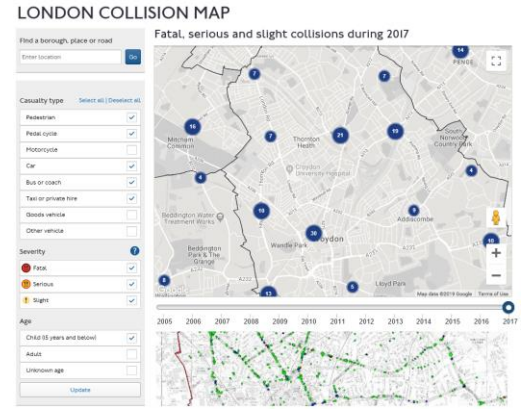
Unfavourable

Objective decision information

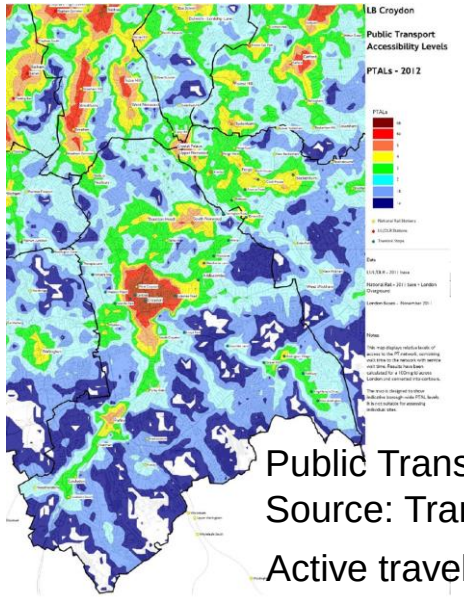


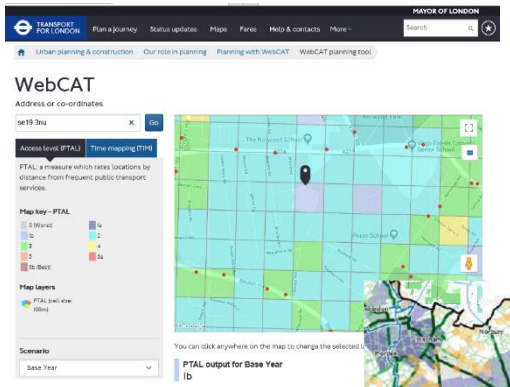
School catchment area:
25% of pupils, 390m, 4min walk
50% of pupils, 600m, 9min walk
75% of pupils, 1.67km, 16min walk
Mean, 1.52km, 14 min walk
Source: Mayor of London

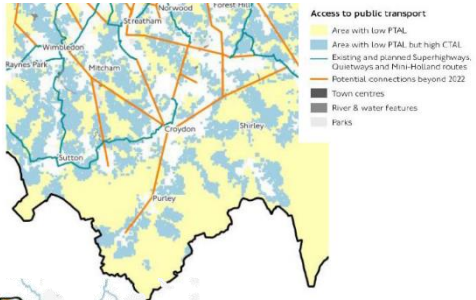
stars
Getting young London moving

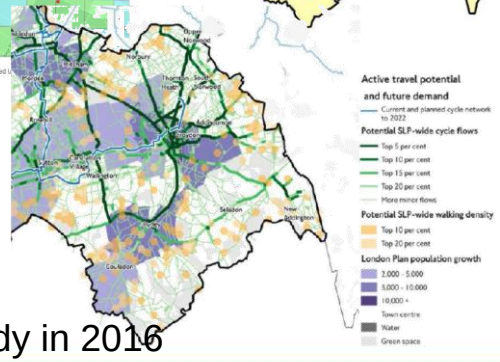


Child (<5 years) road accidents. Source: TfL



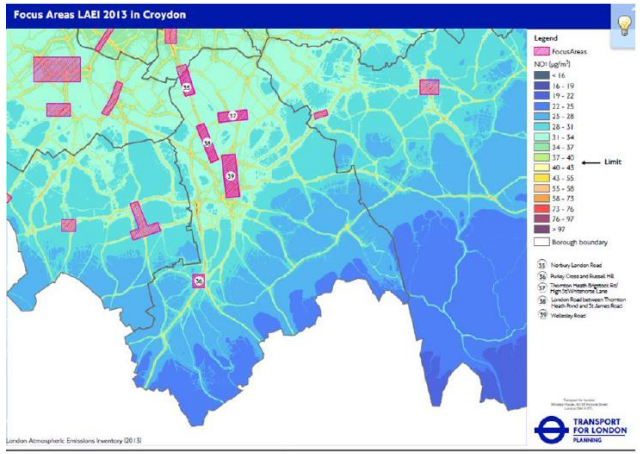






Public Transport Access Level
Source: Transport for London

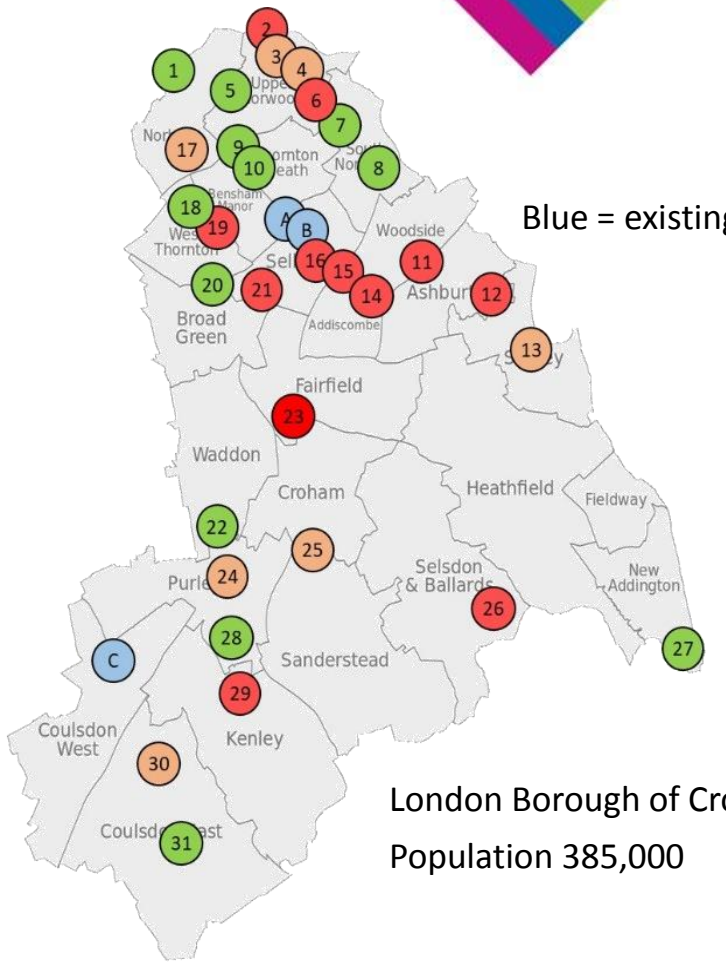
Active travel potential
Source: Transport for London study in 2016



Air quality focus areas. Source: TfL/Croydon

2019 assessment outcome

Map	School	Post code	Cameras
1	Norbury Manor Primary	SW16 5QR	2
7	Cypress Primary School	SE25 4AU	1
27	Fairchildes Primary School	CR0 0AH	2
9-10	Winterbourne Junior Girls and Boys School	CR7 7QT	3
22	Harris Academy Purley	CR2 6DT	1
5	Downsview Primary & Nursery	SE19 3XE	2
28	Harris Primary Academy Kenley	CR8 5NF	1
18	West Thornton Primary Academy (Rosecourt Rd)	CR0 3BS	1 or 2
8	Oasis Academy Reylands	SE25 4XG	1
31	Keston Primary School	CR5 1HP	2
20	Kingsley Primary Academy	CR0 3JT	4
17	Gonville Academy	CR7 6DL	Neutral
25	Ridgeway primary School	CR2 0EQ	Neutral
4	Rockmount Primary School	SE19 3ST	Neutral
24	Christ Church CofE Primary School	CR8 2QE	Neutral
3	St. Josephs Catholic Junior School	SE19 3NU	Neutral
13	St. John's CofE Primary School	CR0 5EL	Neutral
30	Oasis Academy Byron	CR5 2XE	Opted out
19	West Thornton Primary Academy (Canterbury Rd)	CR0 3HH	Unfavourable
16	Broadmead Primary School	CR0 2EA	Unfavourable
6	All Saints CofE Primary School	SE19 3LG	Unfavourable
21	Chestnut Park Primary School	CR0 2UR	Unfavourable
2	St. Josephs Catholic Infant School	SE19 3NX	Unfavourable
11	The Woodside Academy	CR0 6NF	Unfavourable
12	Oasis Shirley Park Primary	CR0 7AR	Unfavourable
14	Davidson Primary Academy	CR0 6JA	Unfavourable
15	The Robert Fitzroy Academy	CR0 6JN	Unfavourable
23	St. Peter's Primary School	CR2 7AR	Unfavourable
26	Forestdale Primary School	CR0 9JE	Unfavourable
29	The Hayes Primary	CR8 5JN	Unfavourable



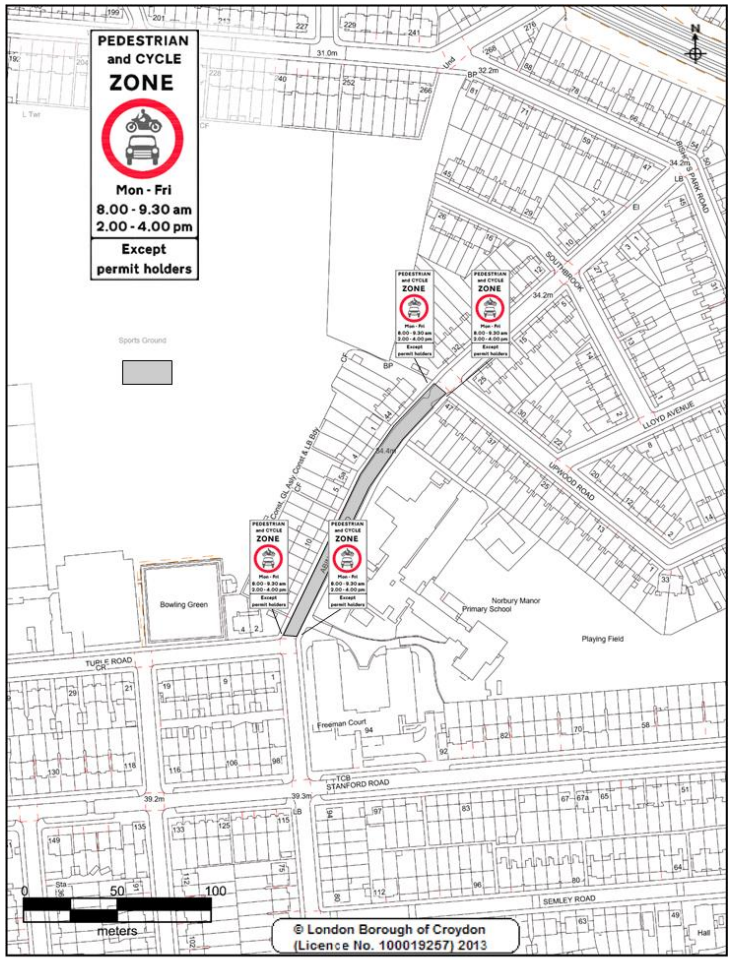
Blue = existing schemes

London Borough of Croydon

Population 385,000

- Result from inviting 93 primary schools

Norbury Manor Primary School:
- 21 addresses.



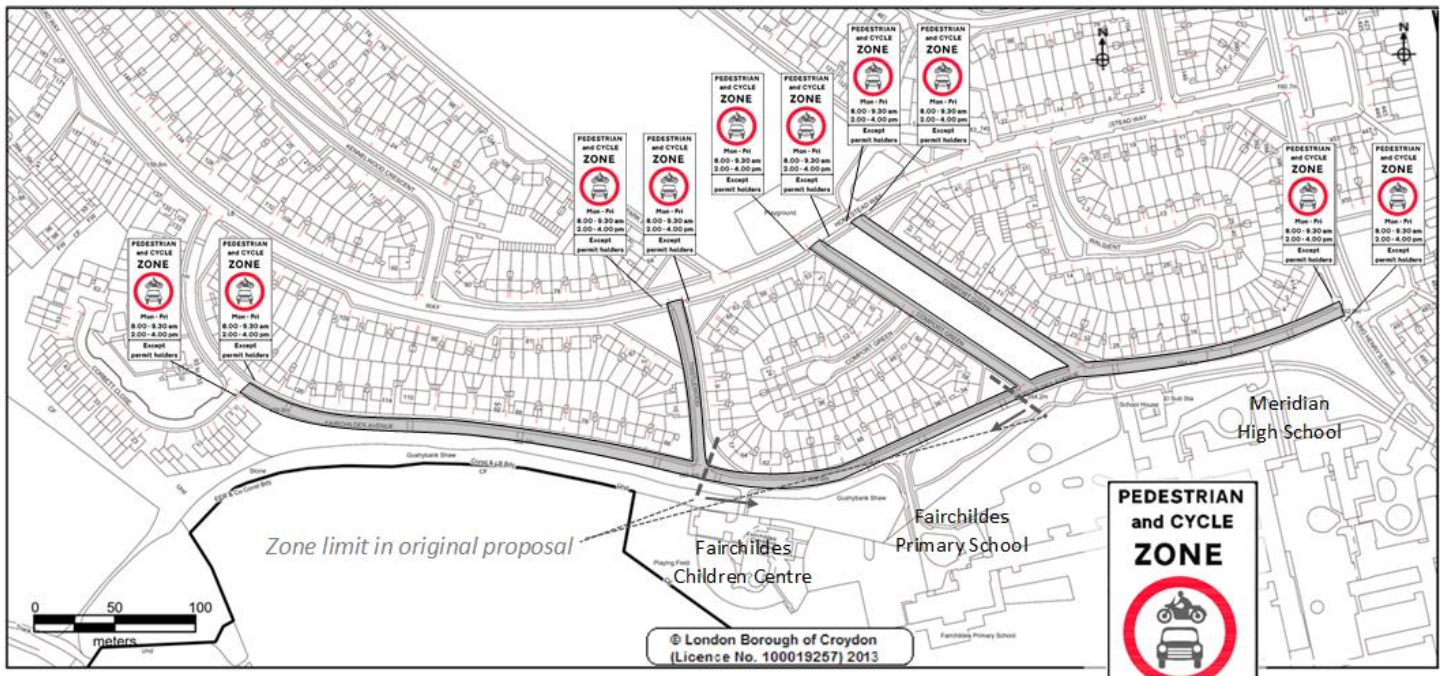
CROYDON
www.croydon.gov.uk

Crown Copyright Ordnance Survey (License No: 100019257) 2011

London Borough Croydon

Scale 1:2000

Fairchildes Primary School (experimental procedure):
- 160 addresses.
- Bordering 2 bus routes.
- 5 access/camera points.



CROYDON COUNCIL

Scale 1:2500

Crown Copyright Ordnance Survey (License No: 100019257) 2009

London Borough Croydon

Road segment suggested for School Street zone

School Street zone sign

Consultation outcome

School	Distance	Letters	Response Rate	No	Yes	Yes, extend	Unsure
All schools	Within	434	44%	15%	70%	14%	1%
	<100m	491	18%	42%	30%	25%	3%
	>100m	1,060	6%	31%	30%	36%	3%
	All	1,985	17%	25%	52%	21%	2%

School	Distance	Letters	Response Rate	No	Yes	**Yes, only if extend**	Unsure
All schools	All	1,985	17%	25%	69%	4%	2%

"We want the best for the children, as long it does not affect my driveway"

Top 5 views from 110 comments in opposition (r=87)	
36	Concern about impact caused in surrounding roads.
17	Concern about access for visitors and home deliveries.
10	Problems are real, but there must be a better solution.
8	Too inconvenient for residents.
7	Problems not severe enough to merit such restrictions.

Top 5 views from 310 comments in favour (r=253)	
56	Needed to improve access to my home/driveway.
44	Needed to improve road safety.
34	Needed to reduce congestion and bad parking.
32	Needed to reduce aggression and altercations.
19	Concern about impact caused in surrounding roads.

Two primary concerns

- Displacement:
  - Schemes will result in an immediate displacement in neighbouring roads. This will be smaller in overall numbers and dispersed over a wider area. Parents will need time to adjust and find alternatives to using the car. Parents become educated and socially influenced by observing other parents, demonstrating that children can walk or be dropped off further away from school for the last leg of the journey in a safer and healthier street.
  - Expect 2 months of complaints, before situation gradually 'normalises' in neighbouring roads.
- Visitors and home deliveries:
  - In part mitigated by compromising the size of the restricted zones, where a smaller zone results in shorter and more tolerable walk for visitors who must park outside the zones. Care services and relatives of disabled and vulnerable residents within a zone will be eligible for an exemption permit.
  - All day commercial operators, such as a builder renovating a resident's home for example, will be eligible for a temporary exemption to facilitate necessary access.
  - Parcel and home shopping delivery operators are mostly avoiding the problematic school streets during the start and end of the school day anyway, when it is practically difficult to stop for unloading. The impact on home deliveries is therefore considered small and acceptable. Exempting the operators would risk encouraging an increase in deliveries made during the restricted hours and the School Street being used as a short-cut.
  - Universal postal services are exempt.

OUR FUTURE

Questions?

CROYDON
www.croydon.gov.uk