

Hampshire County Council School Street Trials

Monitoring Report

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November 2021



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Feelings about the School Street
Support to continue
Suggested changes

12	42	74
14	44	N/A
15	45	76
17	47	77
23	N/A	N/A
26	55	81
27	56	82
29	59	83
30	60	84
31	61	85
33	63	87
35	65	N/A
36	66	89
38	68	90

Introduction and overview

Hampshire County Council School Streets Trials 2021

Project overview

A **School Street** is a timed road closure where motorised traffic is restricted at school drop-off and pick-up times. The aim is to create a safer, healthier and more pleasant environment with cleaner air and less traffic congestion. Creating this environment encourages families to walk, scoot and cycle to school and to leave their cars at home.

This year, Hampshire County Council (HCC) ran a School Streets pilot scheme at three schools, funded by the Department for Transport. A further three control schools were selected to assess the impact of the measures to be compared.

The pilot was launched in July and the full School Streets trials ran for the first half term of the academic year, before being extended to the end of the calendar year.

The schools that selected for the project were:

- **Harrison Primary School** (Fareham)
- **Cadland Primary School** (New Forest)
- **Alverstoke Infant School** (Gosport)

Sustrans was asked to provide training for the people stewarding the three schemes and to provide monitoring of the trials, culminating in this report.

Training and monitoring deliverables:

- Steward training and guidance
- Assistance on launch days
- Initial perception surveys for adults (July) and analysis of results
- More in-depth perception surveys for adults and pupils (September) and analysis of results
- Analysis of pupil travel survey data
- Focus groups at Harrison Primary and Cadland Primary
- Recommendations for location of traffic speed and volume counters and data analysis, to highlight any changes to speed, congestion and any traffic displacement
- Video analysis of engagements at one of the barriers at Harrison Primary

Key findings



Change in number of children travelling actively to school (percentage points)



Change in number of children being driven to school (percentage points)



Average net gain/loss of number of times vehicle sensors were tripped in the immediate and surrounding area during peak times



Perception of safety (survey participants who agreed or strongly agreed the street was safer)



Level of support for school street to continue or continue with changes

	Change in number of children travelling actively to school (percentage points)	Change in number of children being driven to school (percentage points)	Average net gain/loss of number of times vehicle sensors were tripped in the immediate and surrounding area during peak times	Perception of safety (survey participants who agreed or strongly agreed the street was safer)	Level of support for school street to continue or continue with changes
Harrison Primary School	+5.1	-6	-273	84.4%	74.4%
Cadland Primary School	+10.6	-18.6	-58	71.4%	81.2%
Alverstoke Infants School	- 6.4	+12.8	+26	44.7%	57%

Data sources and icon key



ONLINE PERCEPTION SURVEYS

Sustrans ran online perception surveys for adults in each of the school communities. Paper copies of the survey were also provided, and some face-to-face survey interviews conducted. The data is summarised where you see this icon. The data has been anonymised. (Pupil surveys were also launched, but due to a low response rate these haven't been included in this report. The pupil survey data is available on request.)



FOCUS GROUPS

Sustrans ran two 2-hour, independent focus groups with representatives of the Harrison Primary and Cadland Primary school communities. The Harrison Primary focus group took place on MS Teams on 27th September 2021, with five participants. The Cadland School focus group took place in person on Tuesday 28th September 2021, in the Cadland Primary School hall, with seven participants. Both sessions were recorded. The focus groups' participants' opinions are summarised in this report, where you see this icon. Quotes have been selected to be the most representative of the comments.



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. Sustrans has summarised the data in this report, where you see the scooter icon, to show whether or not there has been a modal shift since launching the School Street.



VIDEO ANALYSIS

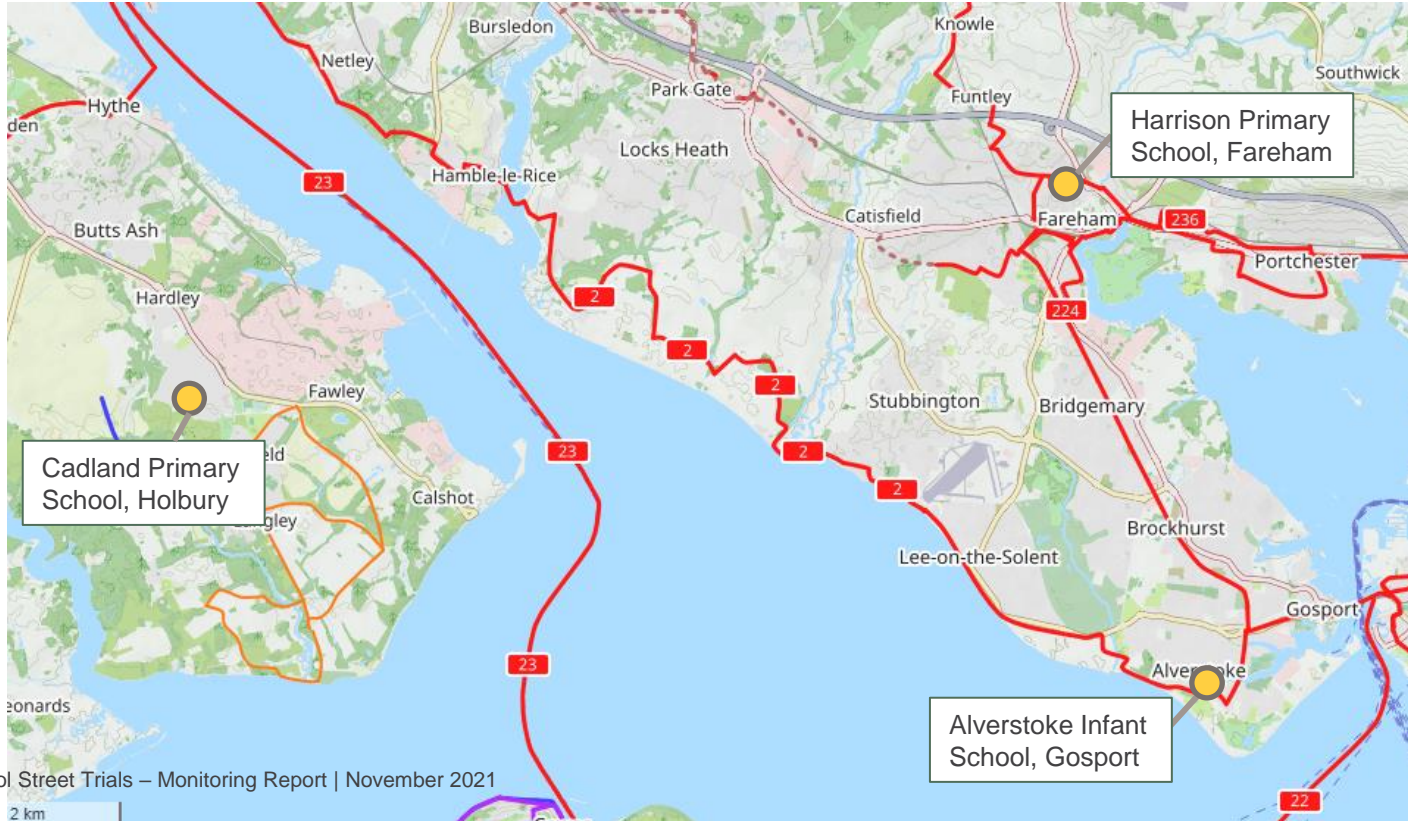
Sustrans contracted an external company to analyse the vehicle activity using a static camera at the Serpentine Road junction of the Harrison Road School Street closure. This was carried out for five days, from 27th September to 1st October 2021. The findings are summarised where this icon is shown.



TRAFFIC SPEED AND VOLUME SURVEY

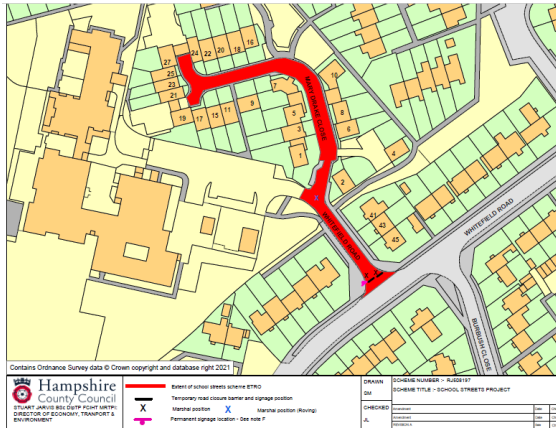
Sustrans provided recommendations on where best to install traffic-speed-and-volume counters in the streets surrounding each of the three schools to establish the effect of the School Streets on traffic in the surrounding streets. A week's worth of data was collected by Hampshire County Council in the summer term, prior to the launch of the School Streets, and again in the Autumn term. Full data analysis available on request. Findings are summarised where this icon is shown.

Location of HCC School Streets Trials



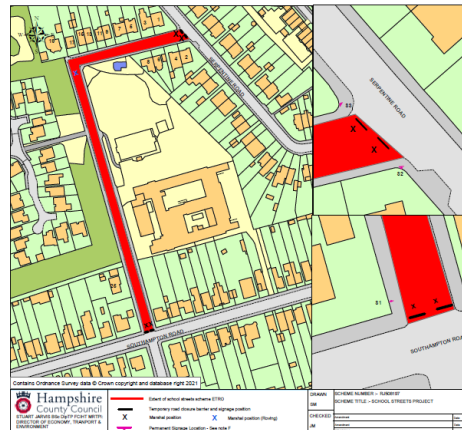
School Streets closure areas and times

Cadland Primary



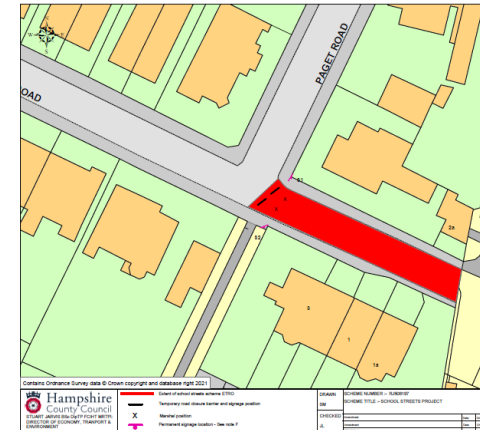
08:15-09:00
 and
14:30-15:15

Harrison Primary



08:15-09:00
 and
14:45-15:30

Alverstoke Infants



08:30-9:10
 and
14:30-15:10

Project timeline

17 June 2021
Selected schools approved by Cabinet

w/c 25 June 2021
Letters sent by HCC to local residents of all schools
Letters sent by schools to parents

Summer term 2021 All schools' Hands up pupil travel surveys (baseline)



28 June – 16 July 2021
Training & equipment delivered to all schools

6 September – 25 October 2021
School Streets Pilot recommences at all three schools after summer break

27 / 28 September 2021
Focus Groups at Cadland Primary & Harrison Primary



w/c 27 September 2021
Video Monitoring at Harrison Primary



September – November 2021 All schools' Hands up pupil travel surveys (follow-up)



w/c 23 June 2021
Alverstone Automatic Traffic Counters (ATC)



26 June - 3 July 2021
Harrison Automatic Traffic Counters (ATC)



7– 13 July 2021 Cadland Automatic Traffic Counters (ATC)



School Streets launched
16 July 2021 Cadland Primary
19 July 2021 Harrison
20 July 2021 Alverstone

Preliminary surveys launched for initial reactions from adults



20 September– 12 October 2021
Adult & Pupil surveys for the whole school community



w/c 29 September 2021
Alverstone Automatic Traffic Counters (ATC) follow-up



w/c 5 September 2021 Cadland Automatic Traffic Counters (ATC) follow-up



w/c 15 September 2021 Harrison Automatic Traffic Counters (ATC) follow-up



Harrison Primary School

Findings from the monitoring of Harrison Primary School Street

Harrison Primary School - Who did we ask?

Perception survey and focus group respondents' relationship to the school



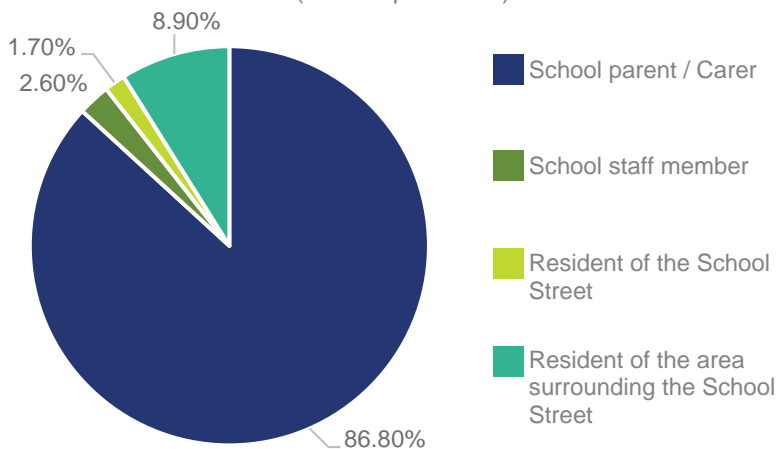
The Autumn survey saw a 51.1 percentage point increase in the number of respondents living in the area outside of the School Street and a 69.5 percentage point decrease in the number of parent/carer respondents.

Focus group participants were either a parent, a grandparent, a resident, a teaching assistant, a governor or a School Street steward. Most were more than one of these.

Respondents could select more than one relationship to the school.

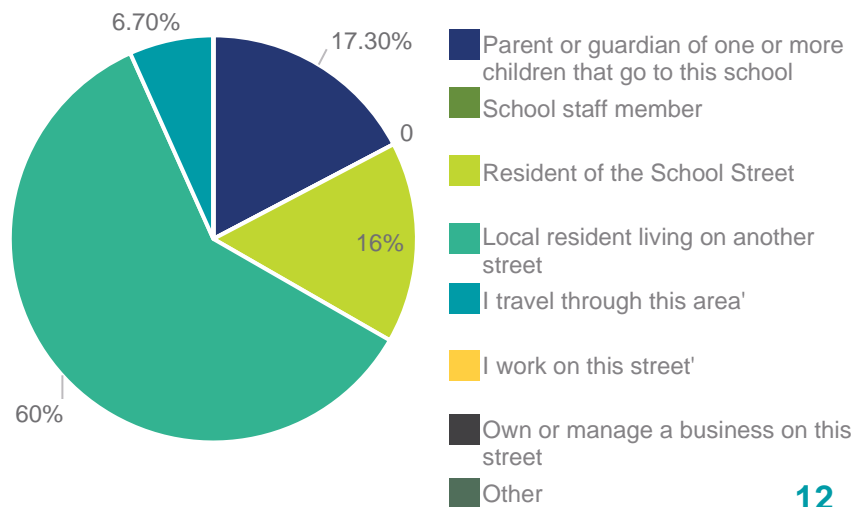
Summer survey respondents

(260 respondents)



Autumn survey respondents

(208 respondents)

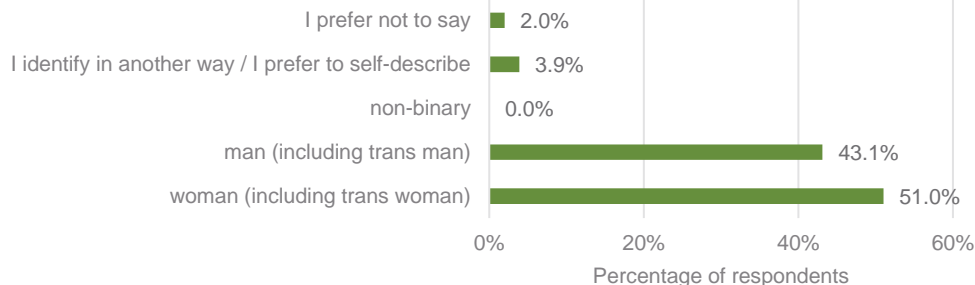


Harrison Primary School - Who did we ask?

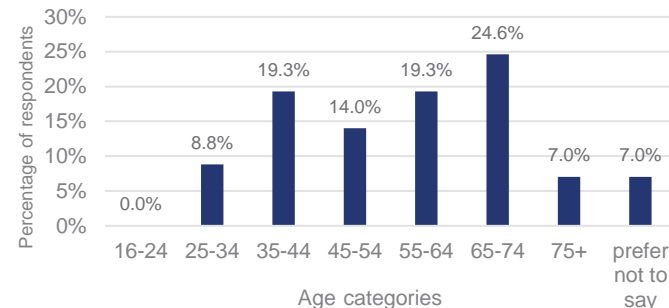
The Autumn perception survey (questions not requested in Summer survey)



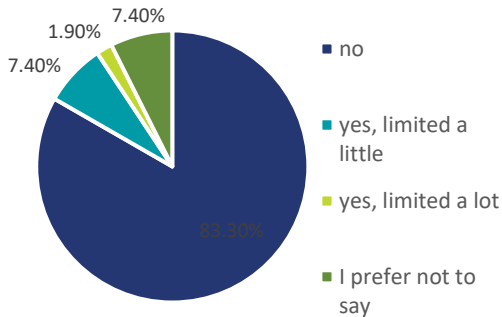
Gender



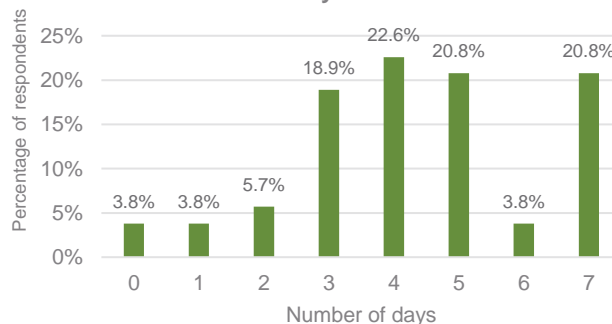
Age



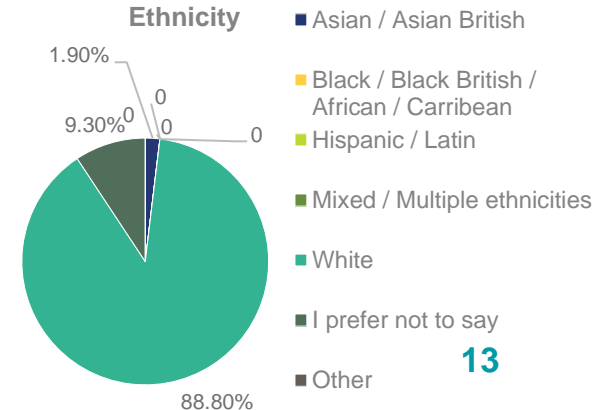
Day-to-day activities limited because of a health issue or disability (12 months+)



Number of days in the last week you've done a total of 30 or more minutes of physical exercise that made you breathe faster



Ethnicity



Harrison Primary School - Communication

Focus group findings



Below is a summary of the main points raised by the focus group regarding the communication of the School Streets to the school community and local residents.

- Parents/guardians were well informed that it was going to happen
- Believe the letter/s should have come directly from the school
- Some lack of clarity over who was going to be running it and how necessary volunteers were
- Residents in wider area were unaware, e.g. shoppers who park in area, so wider communication may have been useful
- Residents in the immediate area would have benefitted from increased communication, as many were still unaware
- Would have liked an opportunity in advance for residents to get clarification on what to expect

“The children are there for 6 years. It’s a community. So if it had come from the school to say ‘this is the benefits of it’ and, ‘if we could have volunteers’, instead of people maybe like I assumed HCC were going to be standing out in the hi-vis doing all of that ”

Parent, resident, steward and staff member

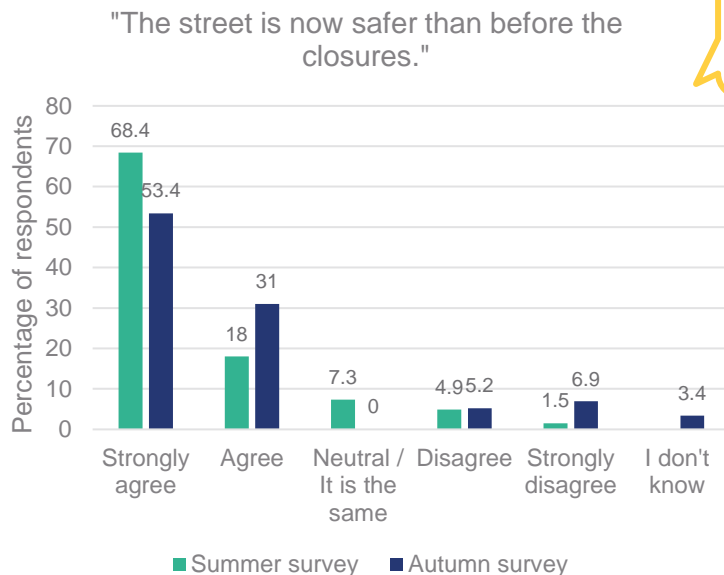
Harrison Primary School - Safety

Perception survey results



A similar percentage of respondents to both surveys felt the street was safer than before the trial. 86.4% agreed or strongly agreed in the Summer survey that it was safer. 84.4% agreed or strongly agreed in the Autumn survey.

Free-text comments include:



"This is causing problems of children and adults continuing to step straight into the street when open."

Parent / guardian and someone who travels through the area – Autumn survey

"It's brilliant! I used to be very worried about my children's safety. Now I'm not!"

School parent / carer – Summer survey

"Since the road has been closed to cars, it's safer, cars no longer speed up these roads, do 3 point turns, drive up onto the kerb whilst you are walking with your child on the pavement it was dangerous and a death waiting to happen."

Parent / guardian and resident of surrounding street – Autumn survey

"I have concerns in the safety of children's at the junction of Southampton Road where parent park illegally for periods of time to drop children which causes a real hazard"

Parent / carer and resident of the school street – Summer survey

Harrison Primary School - Safety

Focus group findings

The five focus group participants were asked “What effect, if any, has the School Street had on you and your family?”

Overwhelmingly, people felt safety was much improved for the school children. There was mention that some children’s road safety awareness may have diminished since being able to walk in the school road during closure times. There were numerous comments about dangerous vehicle parking and manoeuvring outside of the School Street area.

“ It wasn’t until School Streets started that I knew I could let her walk to school on her own with absolutely no concerns. ”

Parent / Resident / Steward / Teaching Assistant

“ People are parking on double yellow lines and then doing dangerous three point turns while children are crossing. Some parents feel entitled to park and turn wherever they like and it is dangerous.”

Grandparent / resident / steward

Focus group story:

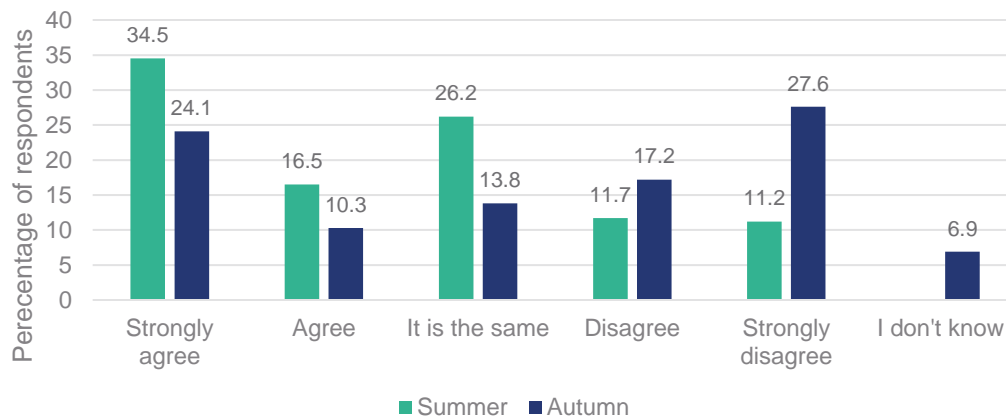
Two Year 5 children are now able to walk to school from Southampton Road without supervision because of the improved safety due to the School Street. There wasn’t previously enough room to safely walk to school ‘without either being all bunched up on the pavement’ or being on the road. Walking on the live road had been the norm.

Harrison Primary School – Congestion and traffic dispersal

Perception survey results

In the Summer survey, 51% of respondents agreed or strongly agreed that levels of congestion in the surrounding streets had improved since the School Street began. 22.9% disagreed or strongly disagreed. 34.4% of Autumn survey respondents agreed or strongly agreed that congestion had improved, and 44.8% disagreed or strongly disagreed.

"The surrounding streets are now less congested with car traffic than before the school street."



Free-text comments include:

"...the surrounding roads weren't congested as I had expected."

School parent/carer and resident of the school street – Summer survey

"The closure has meant parents are now parking in our street and even this week blocking and using our driveway - not ideal!"

A local resident of a surrounding street - Autumn survey

Harrison Primary School – Congestion and traffic dispersal

Focus group findings



The five focus group participants were asked “What effect, if any, has the School Street had on you and your family?” Congestion and traffic dispersal featured occasionally among the discussion points.

No-one in the focus group mentioned that they had experienced problems from displaced parking or traffic as a result of the School Street, but some felt it was likely to be a problem for people living in other streets. Below are three quotes in summary of what was discussed:

“ [Congestion] only really affects those living closest to Harrison Rd as parents want to get as close as possible. ”

Focus group participant

“ I know that some residents have found it a problem but I think now it’s been going on for a bit longer it doesn’t seem to be as much of an issue....being a resident and also a parent for me it’s not an issue, but then I don’t have a drive that people park across. ”


Focus group participant

“ In William Price Gardens.. “There is no legitimate parking so any parking will be on double yellow lines or across drives. The traffic Warden has been moving people on from William Price Gardens. It has been a problem for William Price Gardens, but it seems as if with the increased presence of a traffic warden or parking enforcement officer the situation might have improved in the last week or so – but that’s just my perception. ”

Grandparent / resident / steward

Harrison Primary School – Congestion and traffic dispersal

Traffic speed and volume survey – sensor locations

The map below shows the locations of the traffic sensors. Each  symbol represents two counters, one for each direction (where applicable). Traffic speed and volume data were collected for a period of a week before the launch of the School Street (26/06/2021 – 03/07/2021) and for another week once the School Street was up and running (15/09/2021 – 22/09/2021).

Sensors 8785 and 8791 were located on Serpentine Road, which leads directly to the northern junction with the school street.

Sensors 8781 were located in William Price Gardens, which has a footpath leading to the School Street.

Sensors 8780 and 8786 were located on Park Lane, the main road leading through the area, and on which the school's Park and Stride site (the Leisure Centre) is located.

Sensors 8784 and 8783 were located within the School Street area.

Sensors 8792 and 8788 were located on Southampton Road, the one-way road that leads to the southern end of the School Street.

Sensors 8790 and 8787 were located on the southern end of Harrison Road, outside of the School Street.

Sensors 8782 were located on Osborn Road.

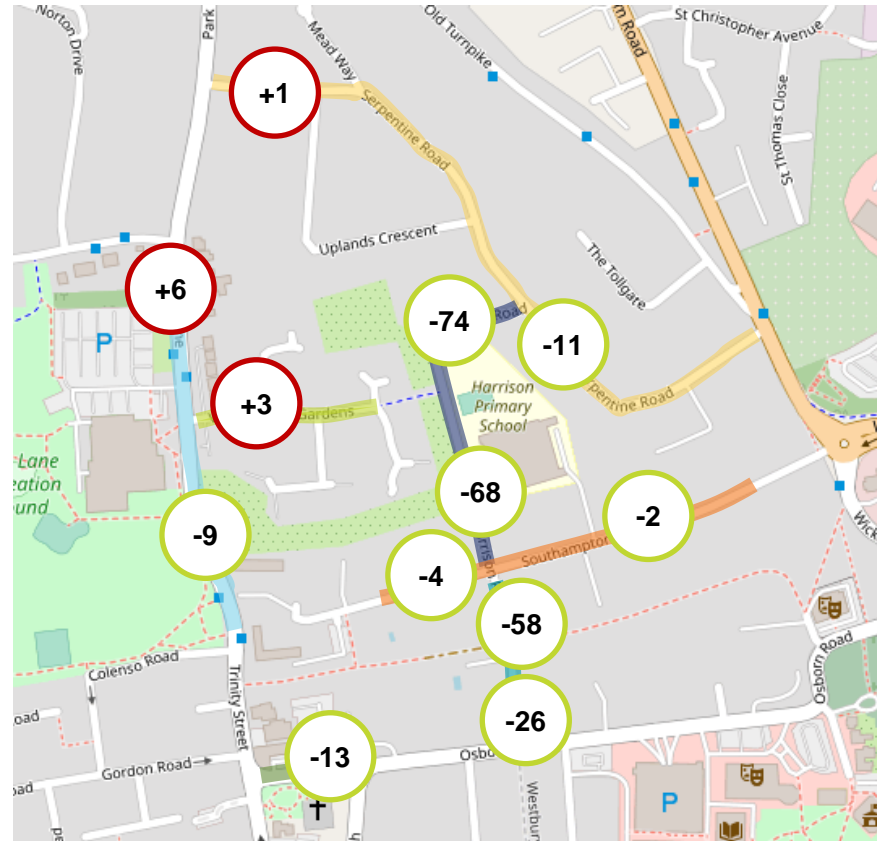


Harrison Primary School – Congestion and traffic dispersal

Traffic speed and volume survey – Average vehicle counts (morning)

Increases and decreases in the average number of vehicles between July and September readings per counter

Time period: 08:00 to 09:00

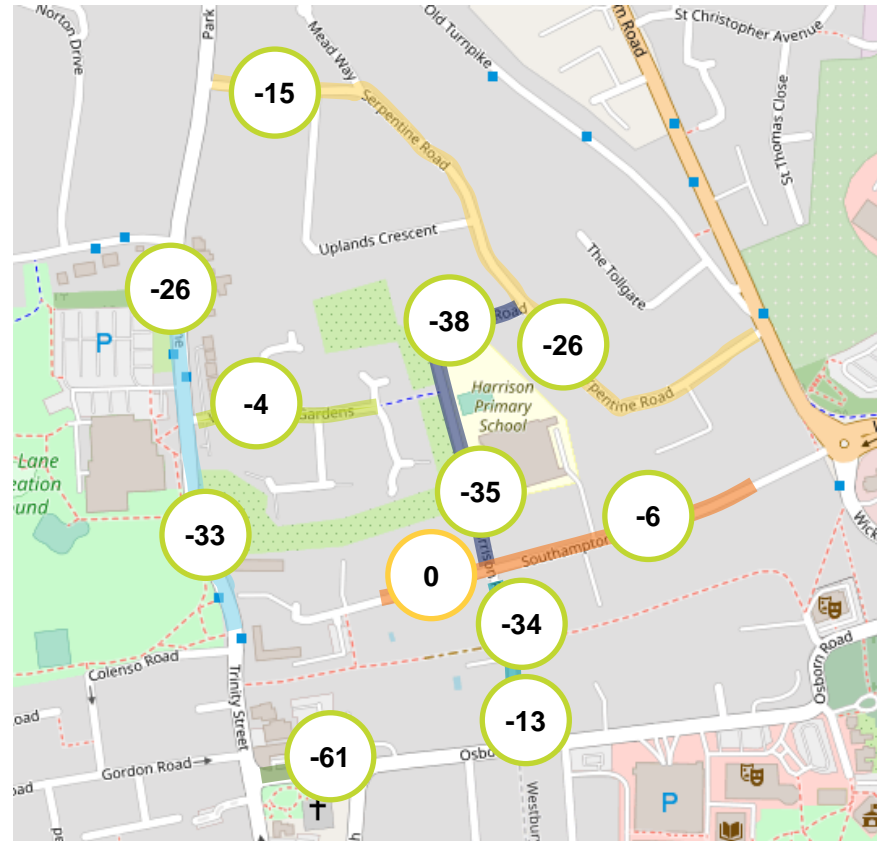


Harrison Primary School – Congestion and traffic dispersal

Traffic speed and volume survey – Average vehicle counts (afternoon)

Increases and decreases in the average number of vehicles between July and September readings per counter

Time period: 15:00 to 16:00



Harrison Primary School – Congestion and traffic dispersal

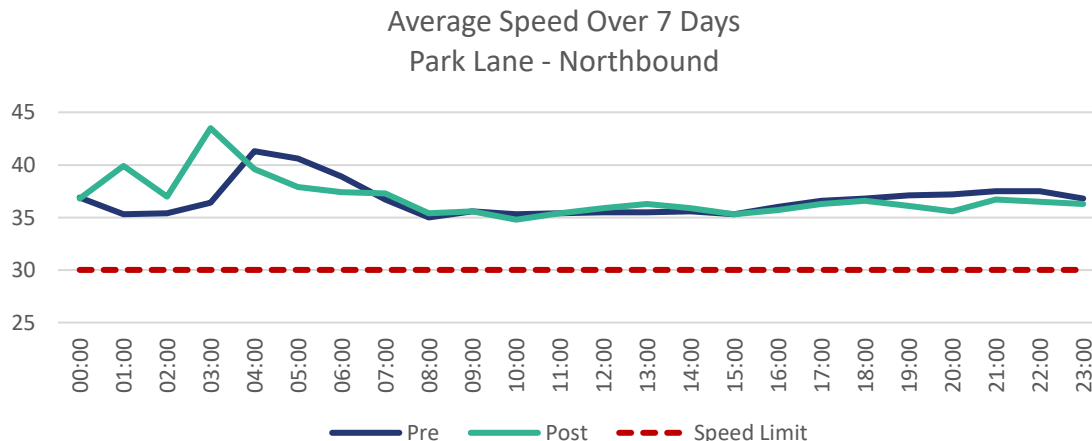
Traffic speed and volume survey – speed



An analysis of the speeds recorded at the sensor locations reveals little notable difference between before the School Street was launched (Pre) and during (Post). The only marked difference is on the School Street itself, when the restrictions are in place.

Sensor 8783 (on the School Street) recorded the average speed between 08:00 and 09:00 falling from 15.3mph to 12.5mph northbound, and from 18.1mph to 16.1mph southbound, and falling from 18.7mph to 16.8mph between 15:00 and 16:00 southbound, yet increasing from 18.6mph to 19.8mph between 15:00 and 16:00 southbound.

Sensor 8784 (on the School Street) recorded the average speed between 08:00 and 09:00 falling from 13.0mph to 10.9mph eastbound and falling from 14.4mph to 12.7mph eastbound, but remaining similar between 15:00 and 16:00 (13.9mph to 13.1mph eastbound and static westbound).



Average speeds on Park Lane (a key crossing point from the Park and Stride) were recorded as being continually above the limit, pre and post the School Street.

Harrison Primary School – Barrier activity (Serpentine junction)

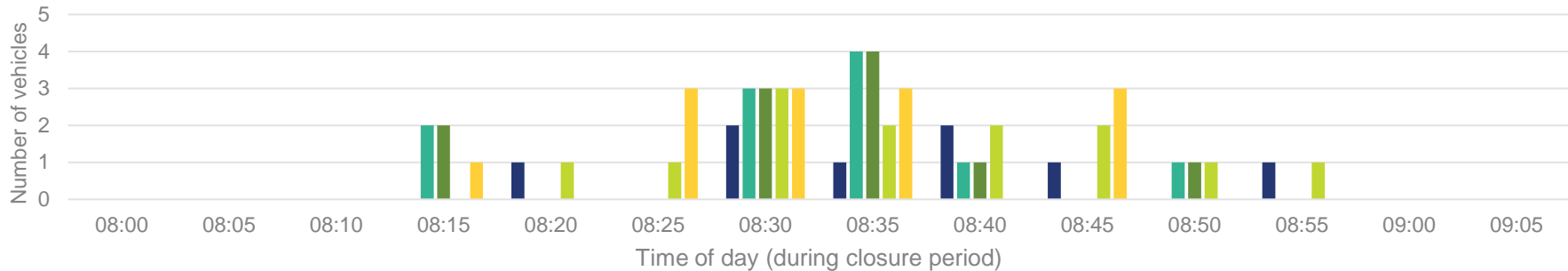
Steward interactions with drivers over time



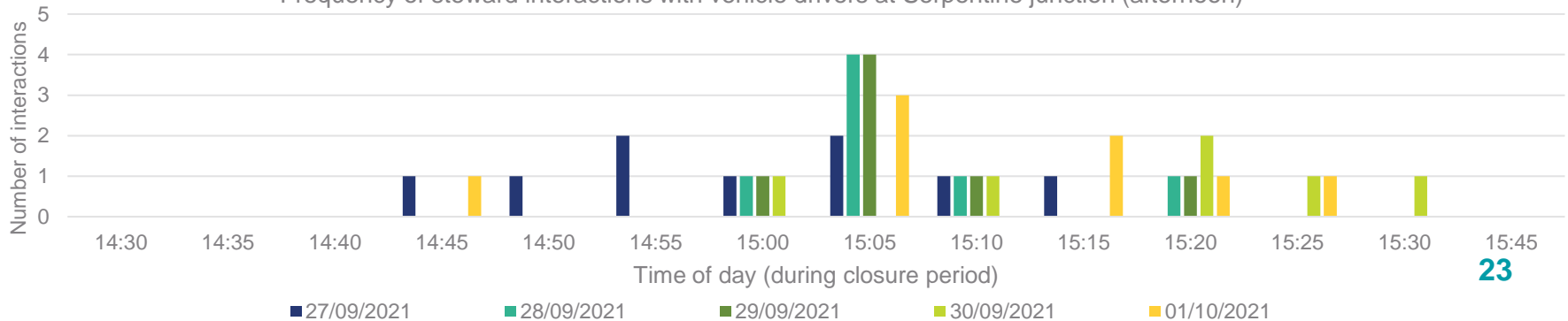
A temporary video camera was set up to monitor traffic activity at the Harrison Road and Serpentine junction at school drop-off and pick-up times for five days (28/09/2021 – 01/10/2021).

The following graphs show the number of interactions at the barrier per 5 minute intervals during the closure periods. It is reasonable to assume that the barriers were largely being moved for people travelling to/from the school.

Frequency of steward interactions with vehicle drivers at Serpentine junction (morning)



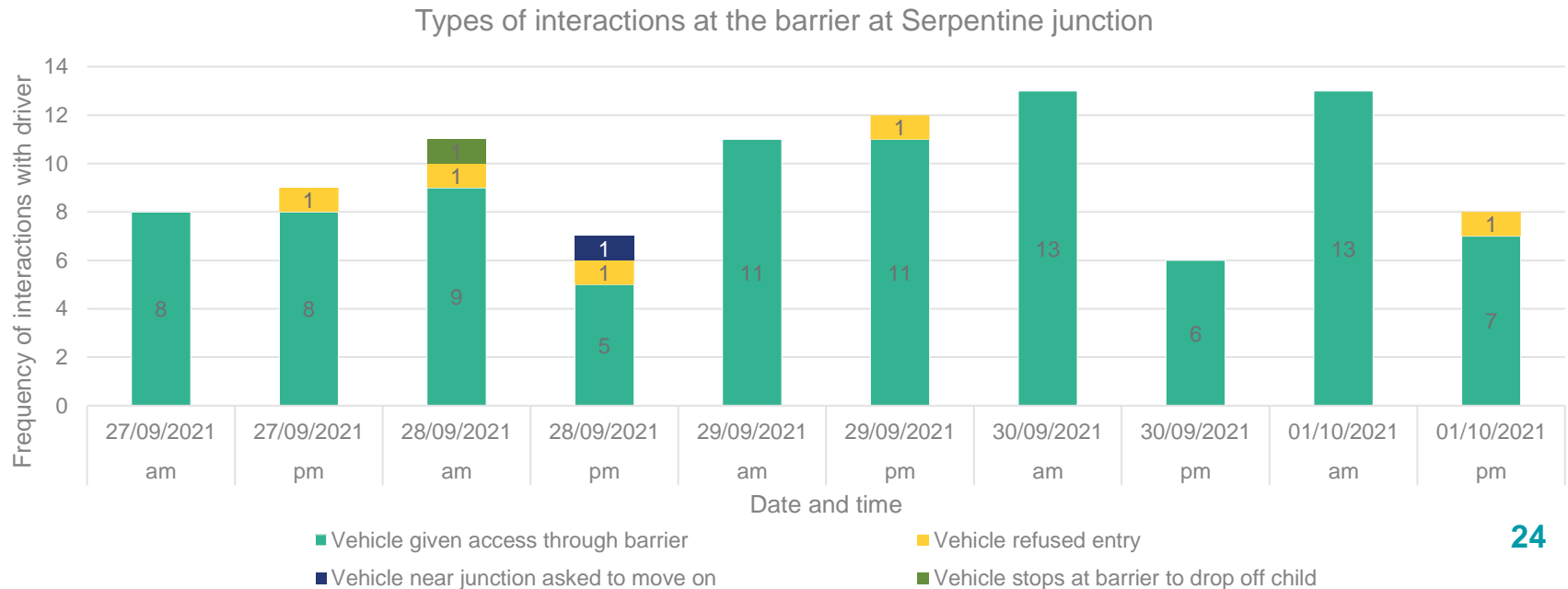
Frequency of steward interactions with vehicle drivers at Serpentine junction (afternoon)



Harrison Primary School – Barrier activity (Serpentine junction)

Steward interactions with drivers by type

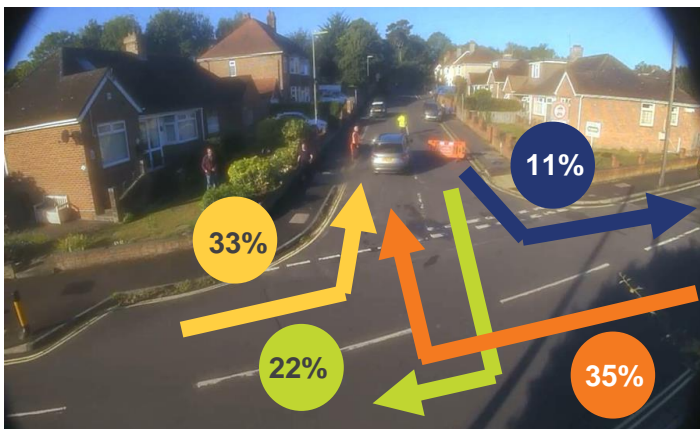
The graph below shows the numbers of the different types of interactions that stewards had with drivers during the five mornings and afternoons monitored. The majority of interactions involved moving the barrier to let the driver drive their vehicle through into Harrison Road.



Harrison Primary School – Barrier activity (Serpentine junction)

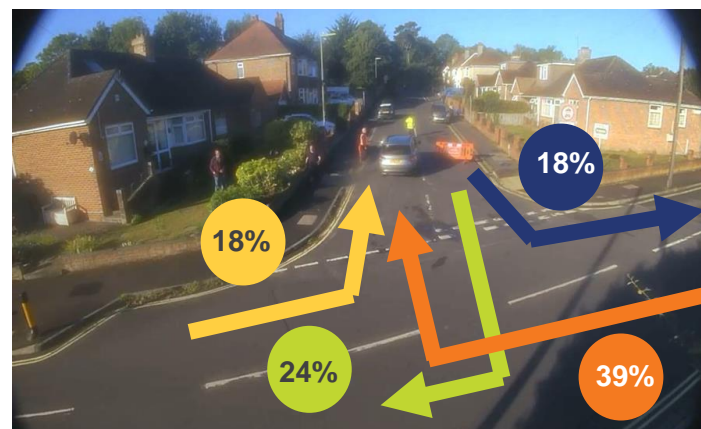
Vehicle movement directions

The photos below show the percentage breakdown between the different directions taken by each of the vehicles that travelled into and out of Harrison Road during the morning and afternoon closure periods, averaged over the five days. The largest proportion of drivers (over one third) were travelling from the North into Harrison Road.



Average breakdown of directions taken by vehicles during the **morning** closures throughout the five days

am



Average breakdown of directions taken by vehicles during the **afternoon** closures throughout the five days

pm

Harrison Primary School – Air Quality

Perception survey results

59.7% of Summer survey respondents said they were very or fairly worried about the health impacts of car exhaust fumes at school drop-off and pick-up times. 38.9% were not very or not at all worried.

53.7% of Autumn survey respondents agreed or strongly agreed that the air quality on the school street improved at drop off and pick up times during the closures. 13.0% disagreed or strongly disagreed.

Free-text comments include:

“Air quality was noticeably better.”

School parent/carer – Summer survey

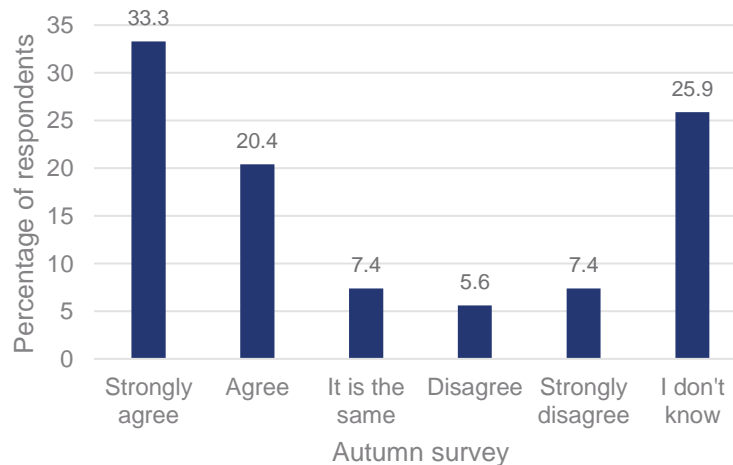
“The air quality may be better in Harrison Road but it is worse in Serpentine.”

A local resident of a surrounding street - Autumn survey

“There are still a number of parents / carers who park in the adjoining road (Southampton Rd) with engines running while they wait.”

A local resident of a surrounding street - Autumn survey

Do you agree that the air quality on your school street has improved at drop off and pick up times during the closures?



59.7%
worried about air
quality – Summer
survey

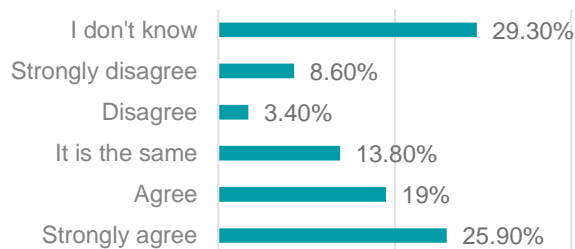
Harrison Primary School – Social interaction

Autumn perception survey results

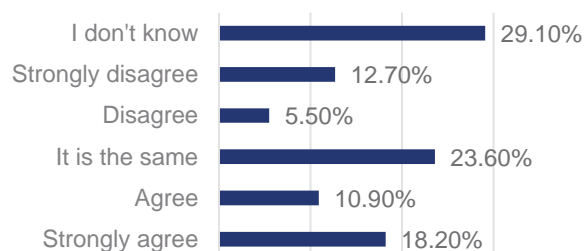
Survey participants were asked their opinions on how the changes had affected the street from a social and inclusive point of view. Under a third of people felt they didn't know, but more felt things had improved than not.



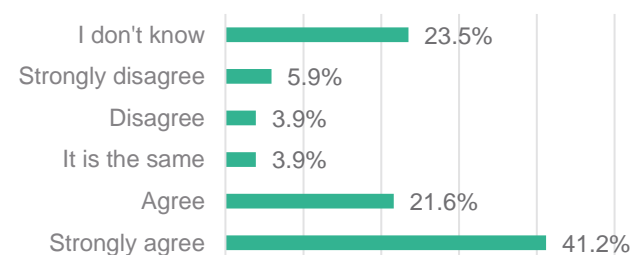
"The street is now a more inclusive place that it was before the closures"



"The street closures have strengthened relationships in the local community"



"The street is now a more sociable space for me and/or my children than before the closures."



Free-text comments from the Summer include:

"Saw people I had never seen has usually the would be in cars!!"

School parent/carer – Summer survey

"Since the scheme started its become a pleasure walking to school. It's calm peaceful and the children are far more relaxed"

School parent / carer – Summer survey

No free-text comments mentioned social interaction directly in the Autumn survey **27**

Harrison Primary School – Social interaction and community

Focus group findings



The five focus group participants were asked “What effect, if any, has the School Street had on you and your family?”

There was a lot of discussion about how much more relaxed and happy the atmosphere was for the families as they approach school.

Focus group story:

Children have started playing games in Harrison Road during the School Street period, including ‘Last to Ditch the Drain Cover’.

“ I haven’t seen any parent to parent conflict since the School Street. ”

Grandparent / Resident / Steward

“ I definitely think it’s positive. (...) People are talking more, particularly to us at the gate. The children are engaging with us as well, ‘good mornings’ and everything, which is really nice to hear from them... (...) Yeah, they’re just enjoying themselves, and they just seem much more carefree, and it’s a lot less stressful. (...) ”

They all come in skipping, happy.

Steward / Teaching Assistant / Parent

“ I think it’s also done a lot for the community as well, the school community... the parents are allowed to stand around and chat now with a lot of space and I think that’s a nice thing, a really really nice thing to happen. ”

Grandparent / Resident / Steward

Harrison Primary School – Social distancing

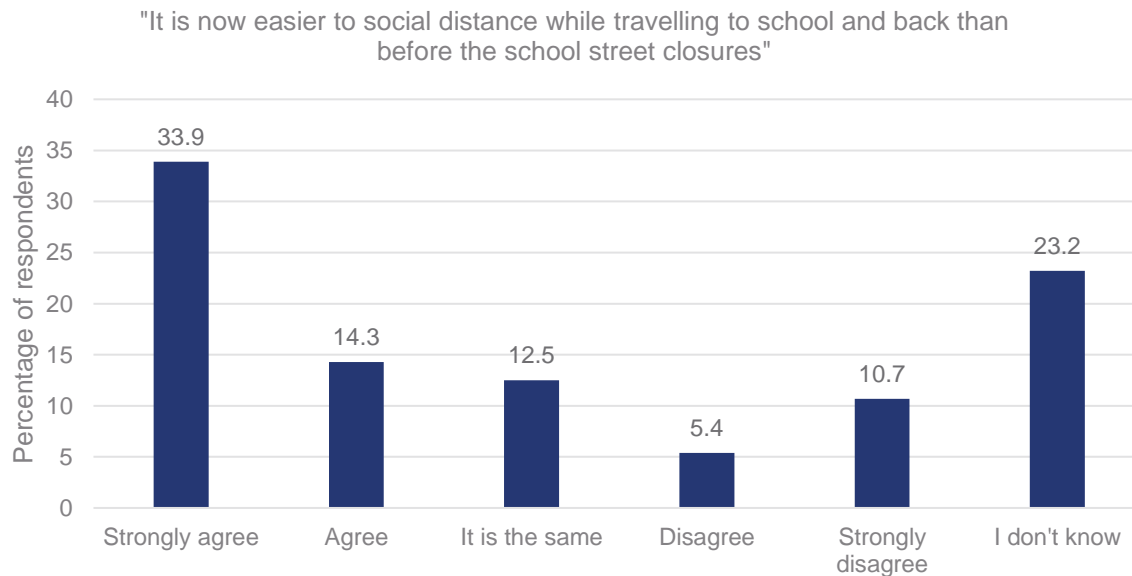
Perception survey results

Survey participants in the Autumn survey were asked whether they felt it was easier to social distance on the school run than before the school street closures. 48.2% of respondents strongly agreed or agreed that social distancing was easier. 16.1% disagreed or strongly disagreed.

Free-text comments from the Summer survey include:

“It was so much better of an experience than usual, plus there's more room to make social distancing easier.”

School parent/carer – Summer survey

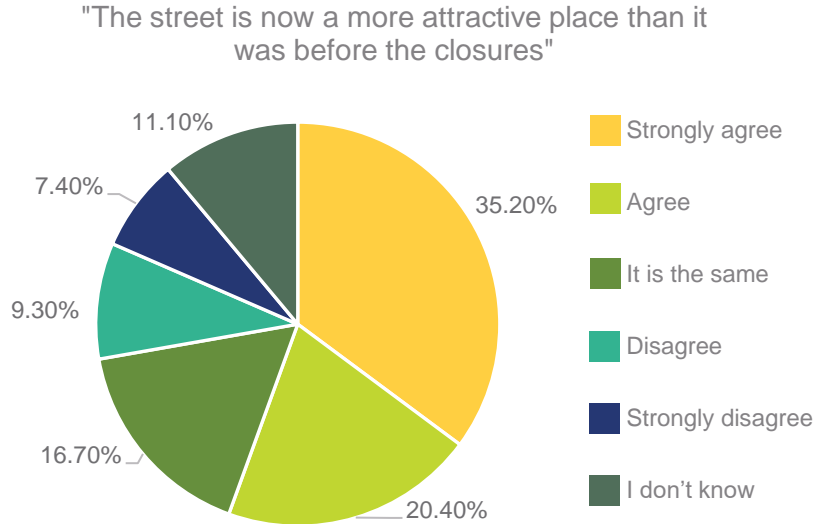


Autumn survey

Harrison Primary School – Attractiveness of the street

Perception survey results

In the Autumn survey, participants were asked their opinions about the relative attractiveness of the street. 55.6% agreed or strongly agreed that the street was a more attractive place since the closures. 16.7% disagreed or strongly disagreed.



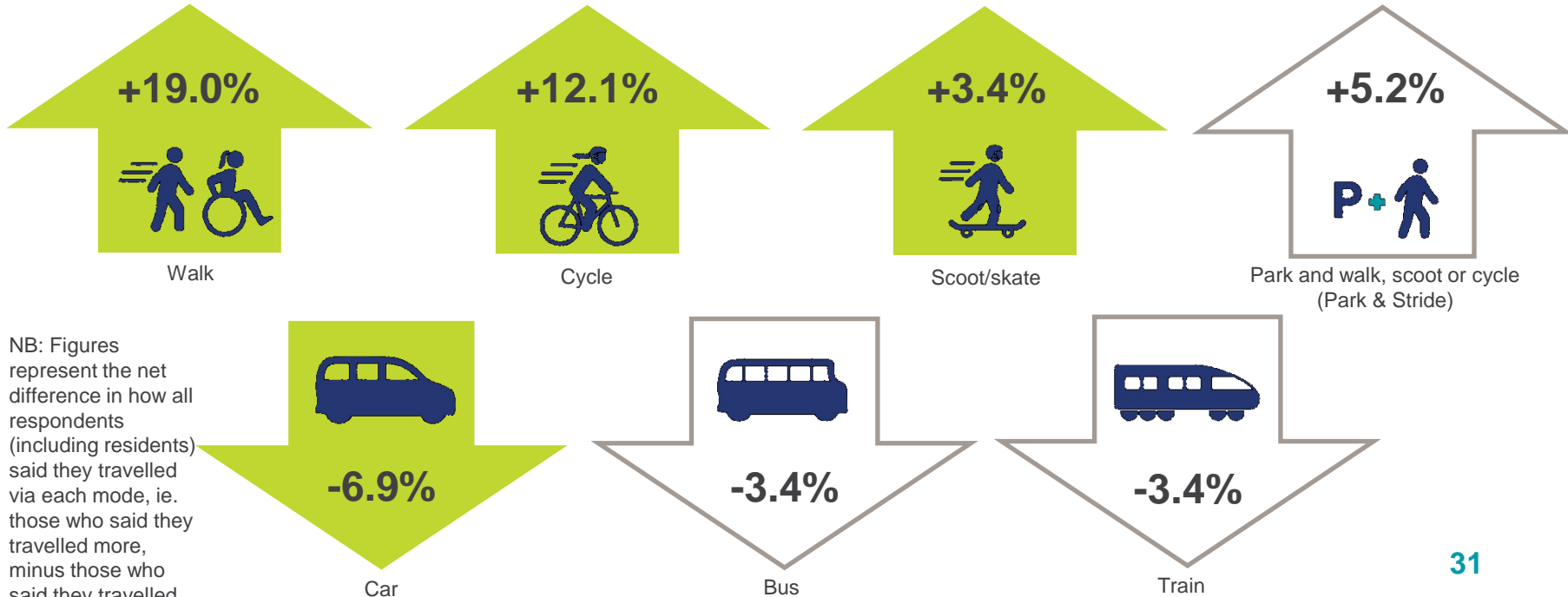
View of Harrison Primary School Street – Autumn 2021

Harrison Primary School – Travel mode

Perception survey results



In the Autumn survey, participants were asked how the school street closures impacted their use of each mode for travelling to school. More people chose active forms of travel to school than prior to the closures.



NB: Figures represent the net difference in how all respondents (including residents) said they travelled via each mode, ie. those who said they travelled more, minus those who said they travelled less by each mode.

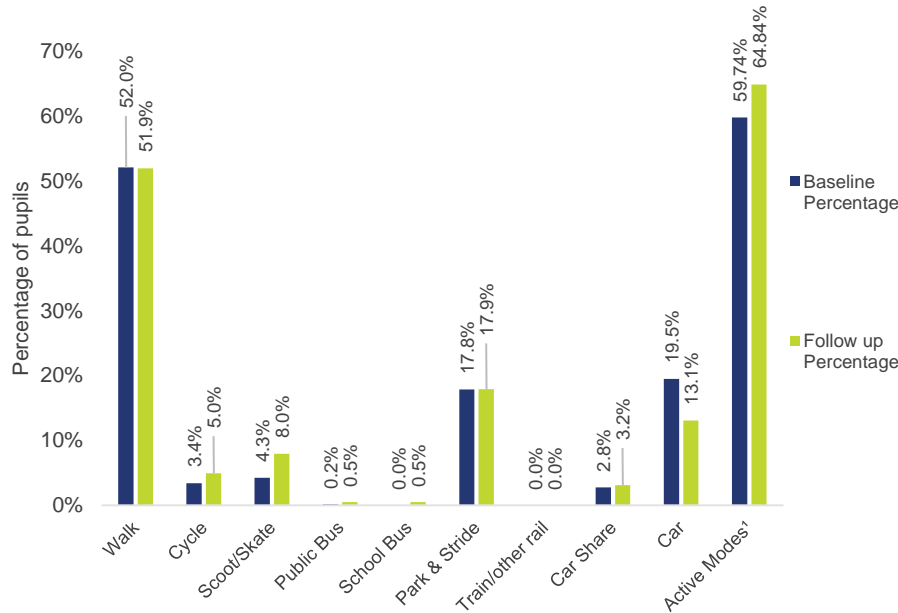
Harrison Primary School – Travel mode

Pupil travel survey results

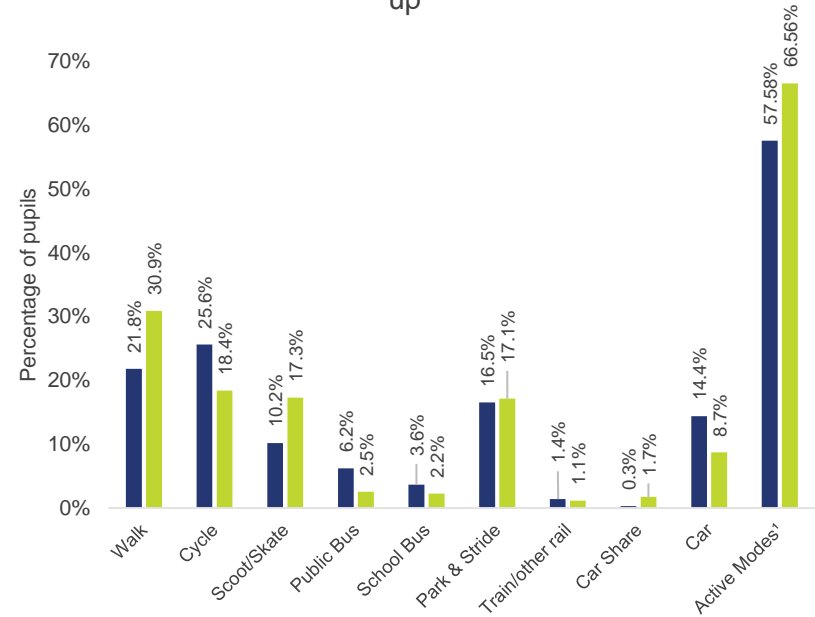


Schools were asked to provide ‘hands up surveys’ of the pupils’ usual modes of travel to school before and during the School Street initiative. The breakdown is shown below. Usual active travel modes increased by 5.1 percentage points overall. Travel by car or car share dropped by 6 percentage points.

Usual mode comparison at baseline and follow up



Preferred mode comparison at baseline and follow up

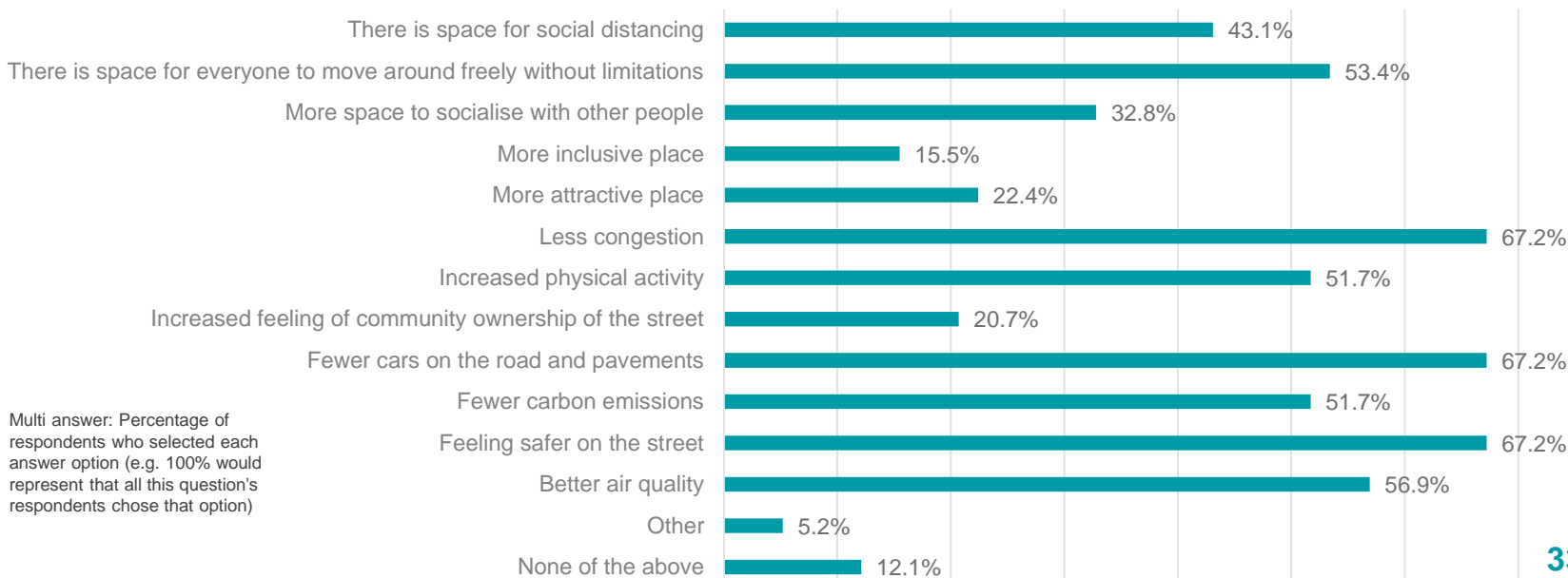


Harrison Primary School – Perceived advantages

Perception survey results

In the Autumn survey, participants were asked what they felt the advantages of the closures were. 67.2% of respondents selected 'Less congestion', 'Fewer cars on the road and pavements' and 'Feeling safer on the street'

What are the advantages of school street closures in your opinion? [Select all that apply]



Multi answer: Percentage of respondents who selected each answer option (e.g. 100% would represent that all this question's respondents chose that option)

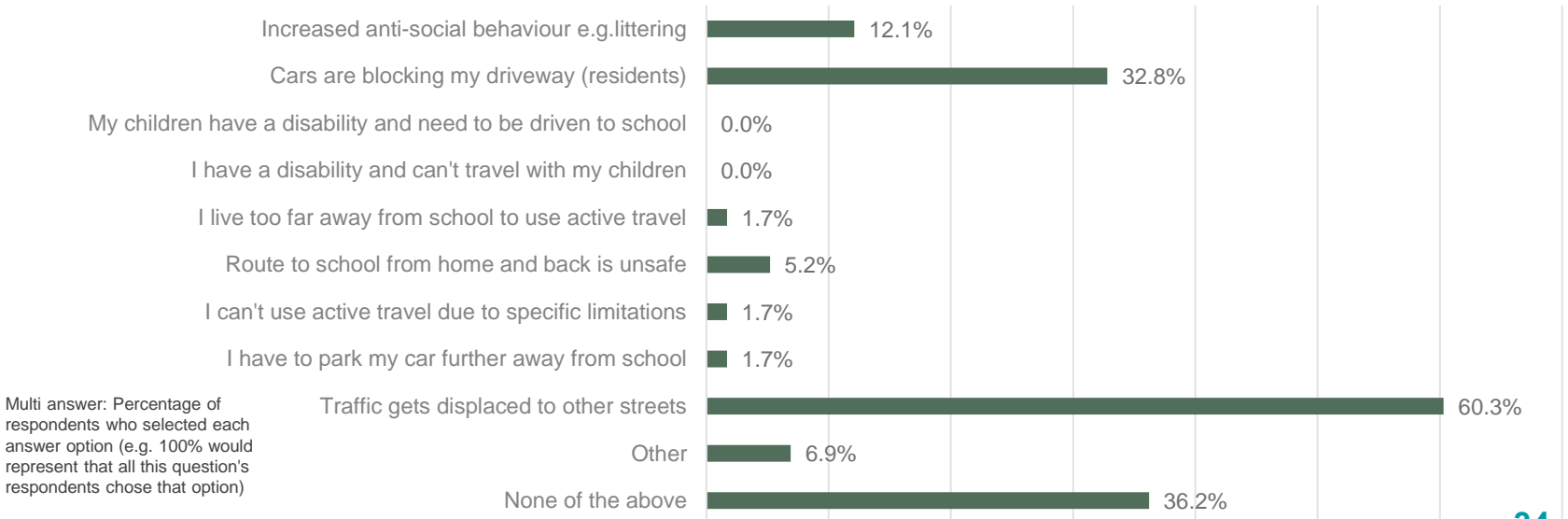
Harrison Primary School – Perceived disadvantages

Perception survey results



In the Autumn survey, participants were asked what they felt the disadvantages of the closures were. 60.3% of respondents selected 'Traffic gets displaced to other streets'. 36.2% selected 'None of the above'. 32.8% selected 'Cars are blocking my driveway (residents)'.

What are the disadvantages of the school street closures in your opinion? [Select all that apply]



Harrison Primary School – Feelings about the School Street

Focus group findings



Focus group members were asked how they felt about the School Street before and the trial began. Below is a summary of the main points raised.

BEFORE:

- Generally positive towards the initiative
- The road had been stressful and dangerous, with not enough space to social distance
- Some concern about how residents' parking would be affected
- Focus group members felt it was a good idea

AFTER:

- Extremely positive
- Worried about the shortage of volunteers
- People are aware of what's happening now
- Concern over inconsiderate parking at school drop-off and pick-up times

Re parents/carers parking in permit holders' parking or on double yellow lines:

“ I thought great, bring it on. We've had children go there and we've had grandchildren at the school and for years. It's been very dangerous at times, so we welcomed it. ”

Grandparent, resident and steward

“ I mean, people pay £40, £50 a year for a car to park ...so I can see why some residents could be concerned if that's the time that they come back or it's limiting how well they can park. ”

Parent and resident

Harrison Primary School – Support to continue

Perception survey results

In the Summer survey, 75.7% said would want the School Street closures to continue in the longer term, and a further 5.8% said ‘yes, with changes’.

In the Autumn survey, 64.9% of respondents said they would want the School Street road closure to become permanent. A further 10.5% said they would want it to be made permanent, subject to changes.

Free-text comments include:

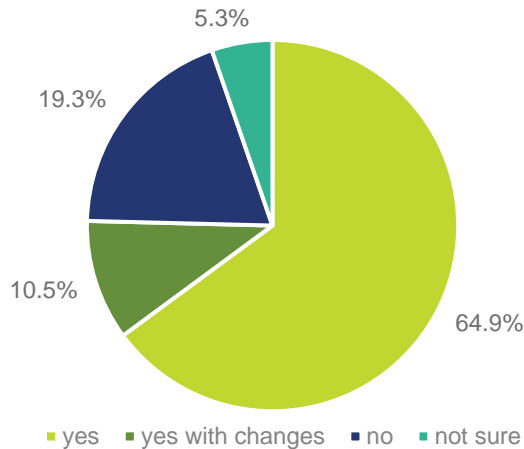
“As a household we fully support this scheme and very much hope it continues.”

A resident of the School Street – Autumn survey

“All that has happened is the traffic has just moved to somewhere else namely our street and other surrounding streets”

A local resident of a surrounding street - Autumn survey

Would you want to see the school street road closure made permanent?



64.9%
wish to continue
(Autumn survey)

+10.5%
wish to continue,
subject to
changes
(Autumn survey)

36

Harrison Primary School – Support to continue

Focus group findings

Of the five members of the focus group, two said they would like the School Street to continue, and the remaining three said they would like it to continue with changes.

YES (40%)

YES, WITH
CHANGES (60%)

Answers to the question: Would you like this School Street to continue?



View of Harrison Primary School Street – Autumn 2021

Harrison Primary School – Suggested changes

Perception survey results



Survey respondents were invited in both the Summer and Autumn surveys to comment on the School Street. Where they suggested changes, these have been summarised here and on the following page.

Summer survey suggestions	Number of times suggested	Summer survey suggestions continued	Number of times suggested
Make Harrison Road one-way	7	Improve children's road safety awareness	1
Introduce drop-off zone for children	7	Remote control barriers	1
Ban cars altogether during the closure times	4	School crossing patrol officer instead	1
Open school grounds early for children to play	3	Extend scheme to surrounding roads	1
Need parking warden / enforcement / surveillance	3	School start and finish times to be as pre-Covid	1
Safer crossing at Sainsbury's roundabout	2	School staff to walk and cycle to lead by example	1
Provision for an earlier drop-off for working parents	1	Slow down cars within closure area	1
Shade for stewards	1		

Harrison Primary School – Suggested changes

Perception survey results



There were more comments in the Summer survey than in the Autumn survey. In the Summer survey, people focussed more on a proposed one-way and a drop-off point. These didn't feature in the Autumn survey. Instead most wished more was done to enforce traffic regulations.

Autumn survey	Number of times suggested
Need parking warden / enforcement / surveillance	6
Extend time by 10 minutes to catch pick up time	1
Safer storage of road signs (trip hazard on pavement)	1
Educate about engine idling	1
Pedestrianise the street / pop-up bollards / close Harrison Rd	1
Permanent barriers that can be locked open	1
Stewards to be friendlier to those driving	1

Harrison Primary School – Suggested changes

Focus group findings

Focus group participants were asked whether they would recommend any changes to the way the School Street operates, if it continues. The suggestions are summarised below. There was a strong desire amongst participants for more traffic enforcement immediately outside of the School Street area, notably on Southampton Road.

- Increased presence of a traffic warden
- Traffic cones to deter parking on the double yellow lines at corners of the junction with Southampton Road, where the parking is dangerous and children need to cross
- Shift closure time by a quarter of an hour in the afternoon, as older year groups are not all out before the barriers come down.
- (The original closure timings were decided during Covid, when school pick-up was at a different time.)
- Give stewards walkie-talkies (This will help with relations with those permitted entry, as they won't need to be asked several times why they are there.)
- Blue badge holders should be asked to clearly display their blue badges on the dashboard, so that they don't need to be asked.
- Signage at eye level, so that it is more obvious to people.
- Lighter barriers that are easier to carry
- Permanent barriers that can be locked into position, so that only one steward is needed
- Consider making Harrison Road one-way
- Stop Google maps and satnavs showing Harrison Road as a route to Fareham Town Centre
- Provide free childcare for steward volunteers to encourage more people to volunteer

Cadland Primary School

Findings from the monitoring of Cadland Primary School Street

Cadland Primary School - Who did we ask?

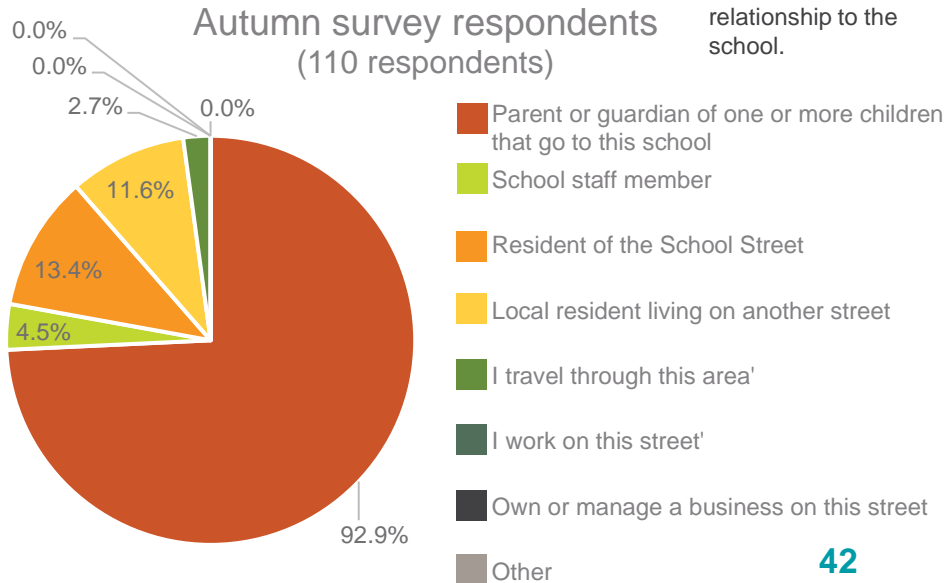
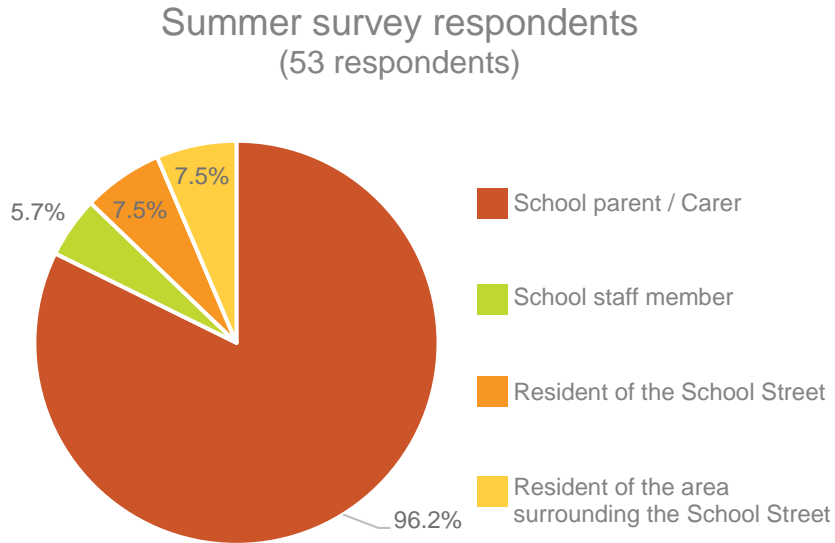
Perception survey and focus groups respondents' relationship to the school



The Autumn survey saw over double the number of respondents than the Summer survey. There was a similar percentage representation of the various groups in both surveys.

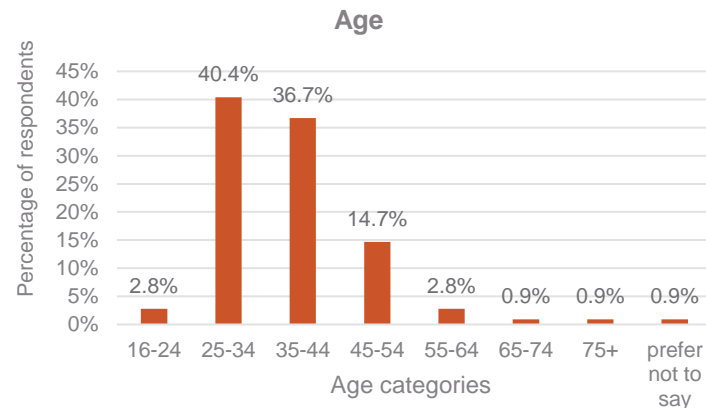
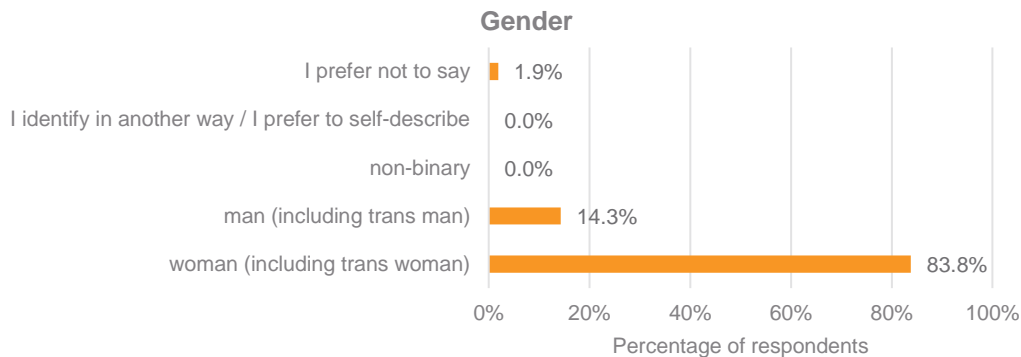
Focus group participants were either a parent, a grandparent, a resident, a member of the school staff, a governor or a School Street steward. Most were more than one of these.

Respondents could select more than one relationship to the school.

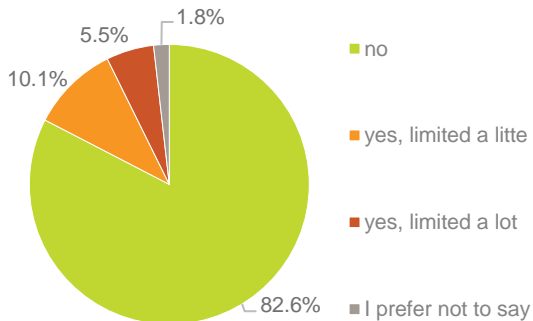


Cadland Primary School - Who did we ask?

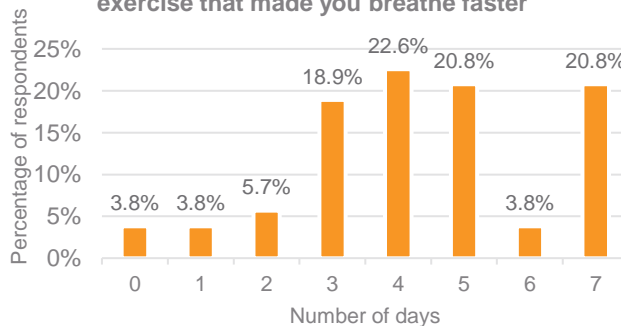
The Autumn perception survey (questions not requested in Summer survey)



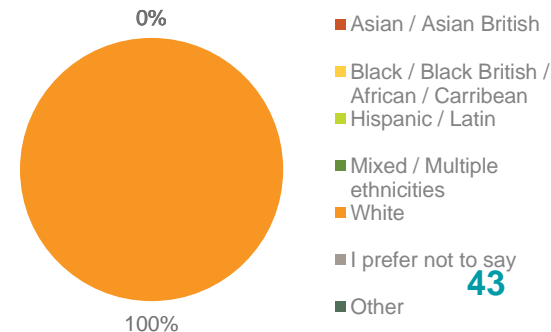
Day-to-day activities limited because of a health issue or disability (12 months+)



Number of days in the last week you've done a total of 30 or more minutes of physical exercise that made you breathe faster



Ethnicity



Cadland Primary School - Communication

Focus group findings

Below is a summary of the main points raised by the focus group regarding the communication of the School Streets to the school community and local residents.



Photo of Cadland Primary School Street banner

- Parents/guardians and residents were quite well informed that it was going to happen
- The actual closure area should have been clearer on maps from the outset. Residents thought the closure area was going to be much wider. It may have been confused by the concentric circles on the Park & Stride map
- Closure area maps came out too late
- Discussions about a possible School Street took a long time, then it was all too rushed once a decision was made to go ahead
- July was not the right time
- Would have preferred all the communications to go via one channel, or for school to be more heavily involved in communications, as they know the community better
- Would have liked Hampshire County Council (HCC) staff to engage with the community in advance, so that HCC could better understand the issues
- Would have liked a survey in advance to seek opinions on how it could work

“ We went from two years of asking to ‘it’s happening, it’s happening in a month’. More time would have been better to prepare the message and recruit volunteers. On reflection, it may have been better to wait for a September start. ”

Staff member and Steward

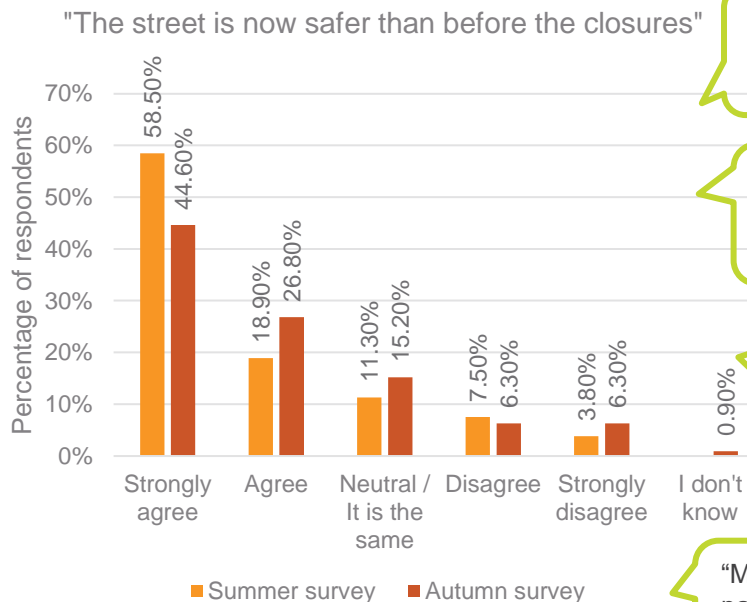
Cadland Primary School - Safety

Perception survey results



A similar percentage of respondents to both surveys felt the street was safer than before the trial. 77.4% agreed or strongly agreed in the Summer survey that it was safer. 71.4% agreed or strongly agreed in the Autumn survey.

Free-text comments include:



"It has made children slightly more safer directly outside the school. However surrounding streets are now more dangerous as parents try to park as close as possible." Parent / guardian – Autumn survey

"Its easier now the street is closed i feel safe if any of my children were to cross the road without me they could do so safely"

School parent / carer – Summer survey

"It works in theory however it is the main road outside the school which poses the most risk not a tiny little close next to the school it has not stopped the ridiculous and completely unsafe parking of the parents outside and around the surrounding area, the roads directly outside are still congested and dangerous to use"

Parent / carer and resident of the area surrounding the school street – Summer survey

"My road is no longer used as a race track. I no longer have to put up with abuse from parents because I live here and no more worries about a child being knocked over"

Parent / guardian and resident of the school street – Autumn survey

Cadland Primary School - Safety

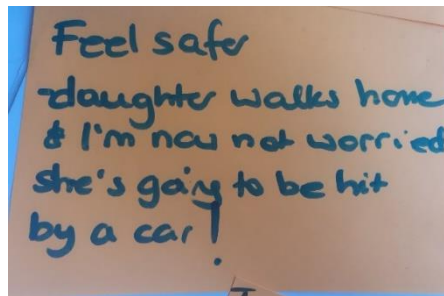
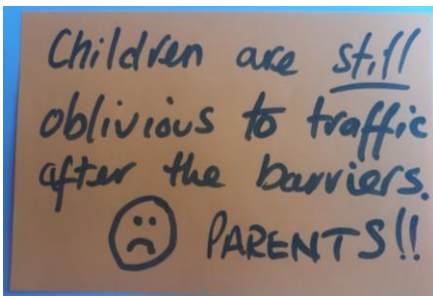
Focus group findings

The seven focus group participants were asked “What effect, if any, has the School Street had on you and your family?” Safety featured among the comments made.

- Overwhelmingly, people felt safety was much improved for the school children within the closure area, but that more needed to be done to address safety immediately outside of the closure area.
- There was mention that some children’s road safety awareness may have diminished since being able to walk in the school road during closure times.
- There were numerous comments about dangerous vehicle speed, parking and manoeuvring outside of the School Street area. Some said they see near misses on a regular basis. One participant’s cat has been run over during school run time since the School Street began.
- All the group’s residents said they had experienced near misses due to poor parking.

“ Parking has left no safe space for walking and crossing. ”

Focus group participant



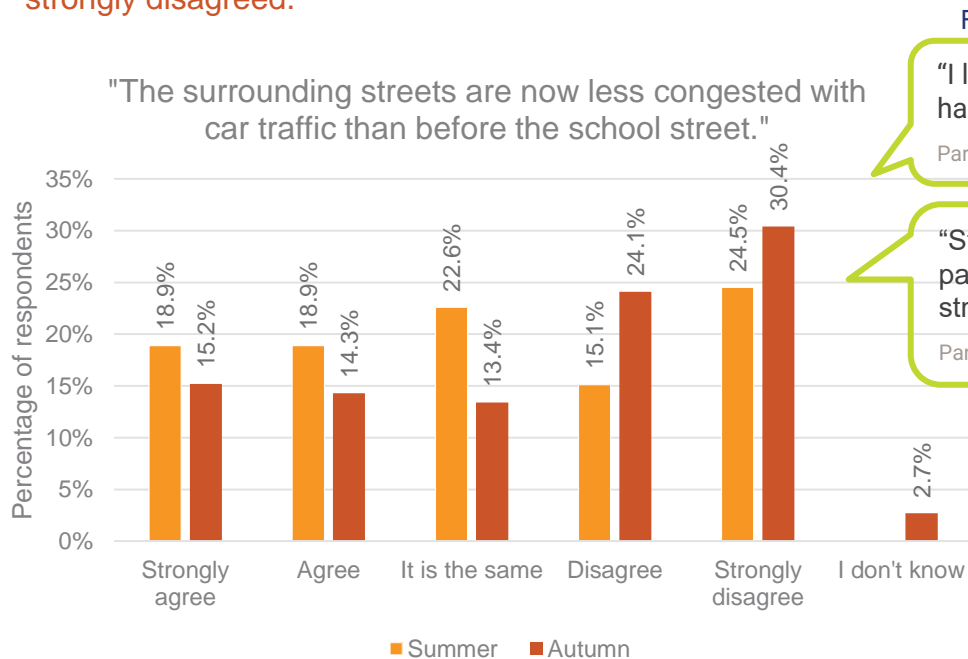
Focus group story:

One parent focus group participant has a child in a wheelchair. They are forced to walk and wheel in the middle of the road with a younger sibling walking with them due to pavement parking. This situation has got worse since the School Street was put in place.

Cadland Primary School – Congestion and traffic dispersal

Perception survey results

In the Summer survey, 37.8% of respondents agreed or strongly agreed that levels of congestion in the surrounding streets had improved since the School Street began. 29.5% disagreed or strongly disagreed. 39.6% of Autumn survey respondents agreed or strongly agreed that congestion had improved, and 54.5% disagreed or strongly disagreed.



Free-text comments include:

"I live on Whitefield Road so the closure of Mary Drake Close has just made our street more congested and dangerous..."

Parent / guardian and resident of the school street – Autumn survey

"Studley Avenue is now very dangerous with the parents parking there instead. It was not like this before the school street scheme."

Parent / guardian – Autumn survey

"The street closure has just made it more congested in the main part of whitefield road plus the parents now arrive earlier so they can park as close to the school as possible, we as residents cannot allways get to park outside or even near to our properties because of this"

A resident of the school street - Autumn survey

Cadland Primary School – Congestion and traffic dispersal

Focus group findings



The seven focus group participants were asked “What effect, if any, has the School Street had on you and your family?” Congestion and traffic dispersal featured heavily among the discussion points. Below is a summary:

- The focus group participants unanimously agreed that whilst the traffic situation within the closure was much improved, outside it was worse.
- Burbush Close and Whitefield Road residents more frequently experience their driveways getting blocked, and have received verbal abuse from school parents / visitors when they are asked to move.
- Grass verges in Burbush Close are being churned up.
- Dangerous, illegal and antisocial parking and manoeuvring has increased in the residential roads outside of the School Street area.



Photo taken by a focus group participant showing pavement parking and parking within 10 metres of the Watton Road / Whitefield Road junction



Photo taken by a focus group participant showing parking in front of an entrance to a property and where the kerb has been lowered on Whitefield Road



Photo taken by a focus group participant showing pavement /verge parking and parking within 10 metres of the Burbush Road / Whitefield Road junction




Photo taken by a focus group participant showing pavement /verge parking and parking within 10 metres of the Burbush Road / Whitefield Road junction



Cadland Primary School – Congestion and traffic dispersal

Traffic speed and volume survey – sensor locations

The map below shows the locations of the traffic sensors. Each  symbol represents two counters, one for each direction (where applicable). Traffic speed and volume data were collected for a period of a week before the launch of the School Street (07/07/2021 – 13/07/2021) and for another week once the School Street was up and running (05/09/2021 – 12/09/2021).

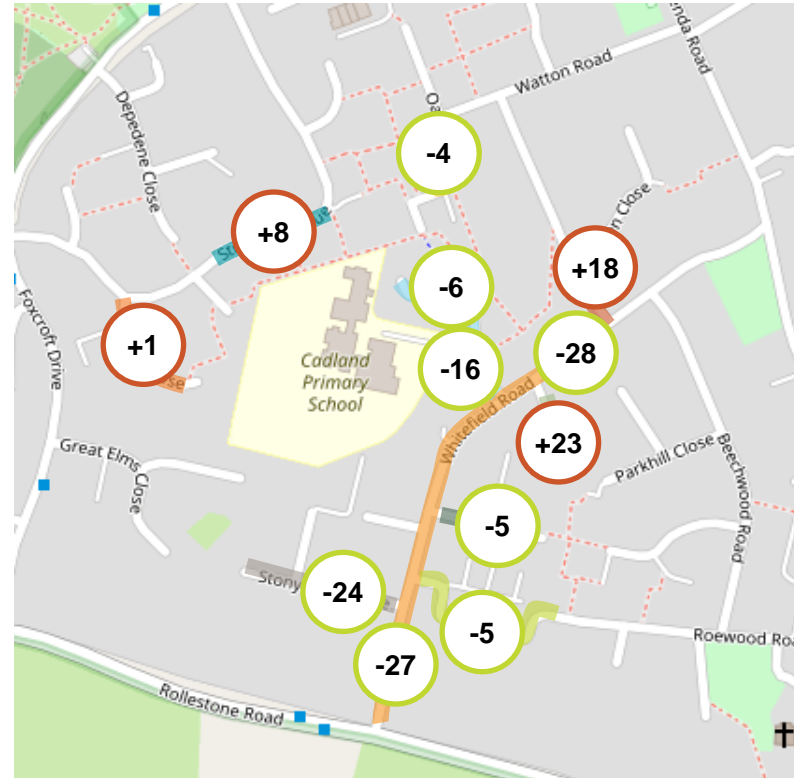


Cadland Primary School – Congestion and traffic dispersal

Traffic speed and volume survey – Average vehicle counts (morning)

Increases and decreases in the average number of vehicles between July and September readings per counter

Time period: 08:00 to 09:00

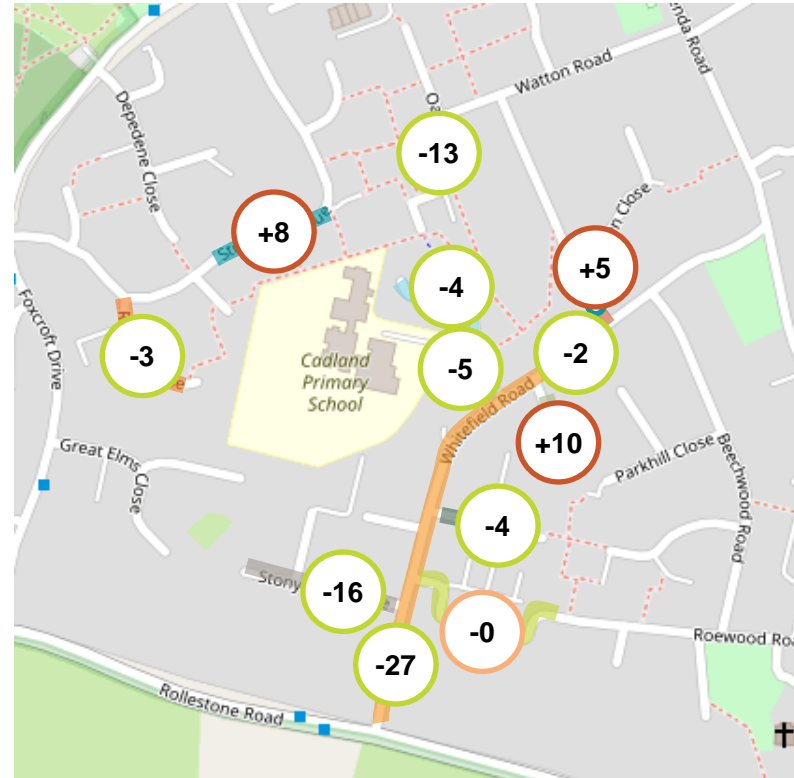


Cadland Primary School – Congestion and traffic dispersal

Traffic speed and volume survey – Average vehicle counts (afternoon)

Increases and decreases in the average number of vehicles between July and September readings per counter

Time period: **15:00 – 16:00**

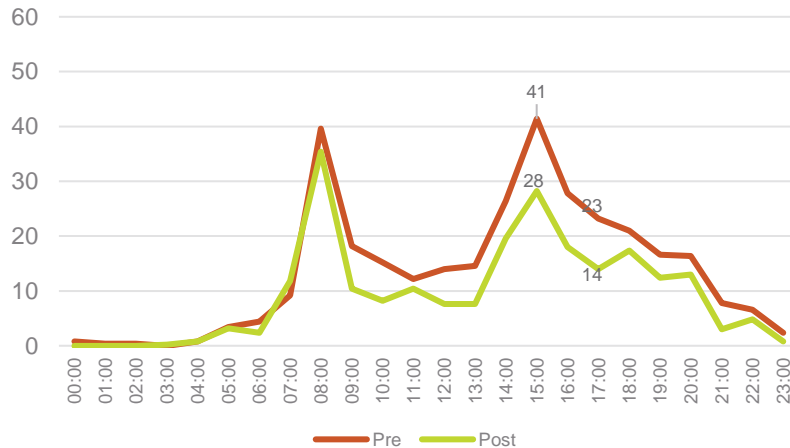


Cadland Primary School – Congestion and traffic dispersal

Traffic speed and volume survey – Average vehicle counts

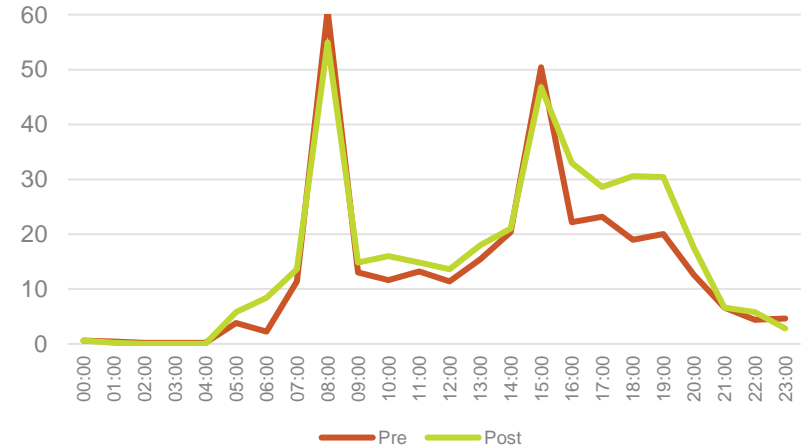
Four of the sensor locations recorded a marked difference in average vehicle counts outside of School Street road closure times, as well as during. Two of the graphs representing this data are shown below. It is not possible to know whether the differences are as a direct result of the School Street or not.

Average Weekday Traffic Flow Combined Channels
8809 – Oakley Close



On average, there were fewer vehicles counted in September on Oakley Close for the majority of the day than there were in the July counts.

Average Weekday Traffic Flow Combined Channels
8799 – Mary Drake Close



On average, there were more vehicles counted in September on Mary Drake Close 09:00 – 15:00 and 16:00 – 21:00 than there were in the July counts.

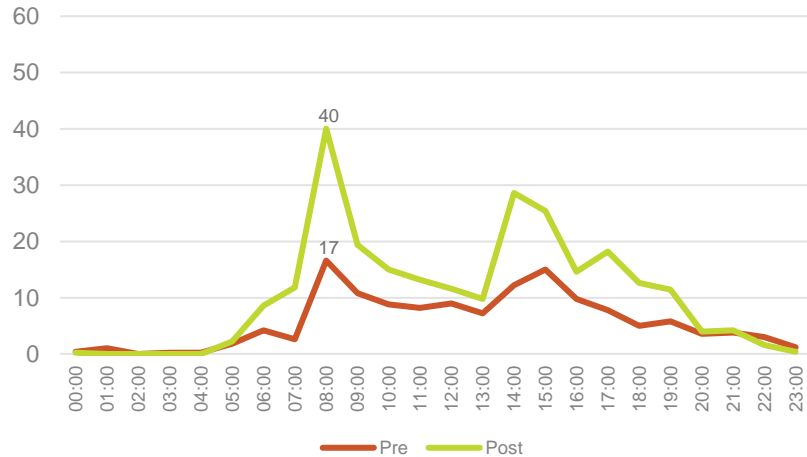
Cadland Primary School – Congestion and traffic dispersal

Traffic speed and volume survey – Average vehicle counts



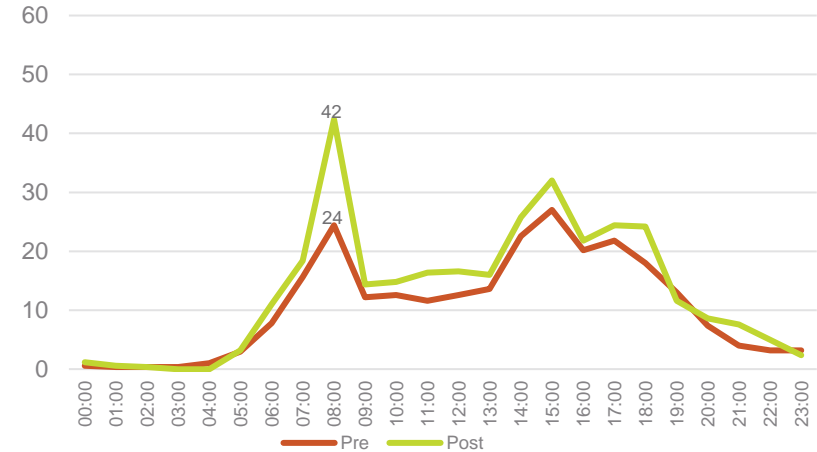
Four of the sensor locations recorded a marked difference in average vehicle counts outside of School Street road closure times, as well as during. Two of the graphs representing this data are shown below. It is not possible to know whether the differences are as a direct result of the School Street or not.

Average Weekday Traffic Flow Combined Channels
8801 – Burbush Close



On average, there were more vehicles counted in September on Burbush Close between 06:00 and 20:00 than there were in the July counts.

Average Weekday Traffic Flow Combined Channels
8804 – Watton Road



On average, there were more vehicles counted in September on Watton Road between 06:00 and 19:00, and 20:00 and 22:00 than there were in the July counts.

Cadland Primary School – Congestion and traffic dispersal

Traffic speed and volume survey – speed



An analysis of the speeds recorded at the sensor locations reveals little notable difference between before the School Street was launched (Pre) and during (Post). All traffic speeds recorded were within the limit, with the exception of the main stretch of Whitefield Road.



On average, 7% of traffic recorded during the monitoring travelled over the speed limit along Whitefield Road

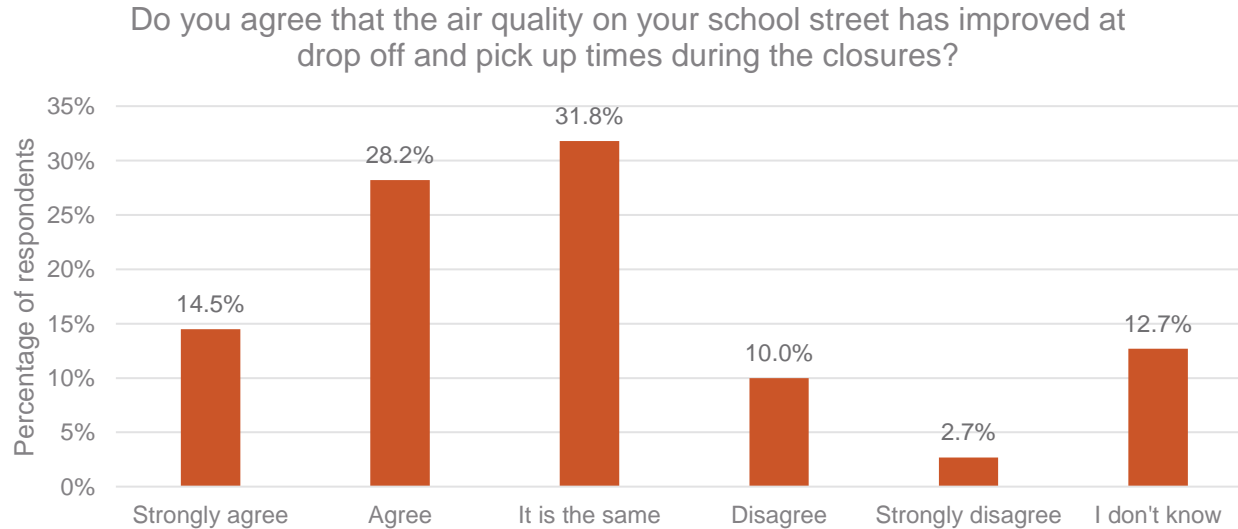


Cadland Primary School – Air Quality

Perception survey results

41.5% of Summer survey respondents said they were very or fairly worried about the health impacts of car exhaust fumes at school drop-off and pick-up times. 47.2% were not very or not at all worried.

42.7% of Autumn survey respondents agreed or strongly agreed that the air quality on the school street improved at drop off and pick up times during the closures. 12.7% disagreed or strongly disagreed.



There was no mention of air quality in the free-text comments for either survey.

41.5%
worried about air quality – Summer survey

Cadland Primary School – Social interaction and community

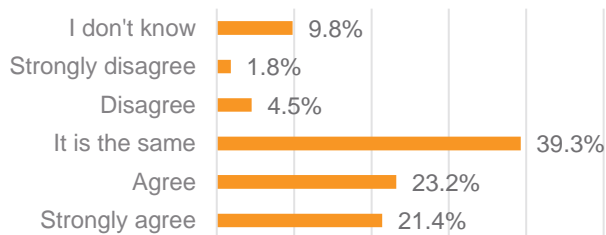


Perception survey results

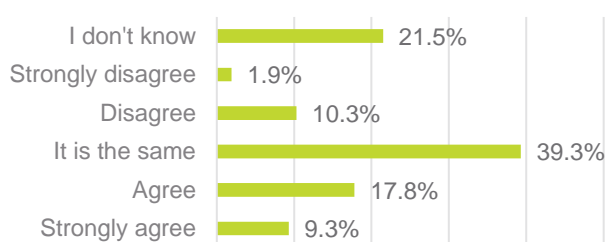
Autumn survey participants were asked their opinions on how the changes had affected the street from a social and inclusive point of view. Around a third of people felt things were the same. Many more felt things had improved than not.

57.6% agree it's more sociable

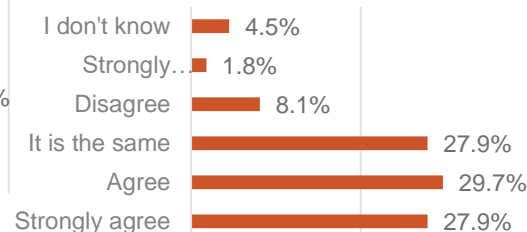
"The street is now a more inclusive place that it was before the closures"



"The street closures have strengthened relationships in the local community."



"The street is now a more sociable space for me and/or my children than before the closures."



Free-text comments include:

"Today's walk to school was very relaxing for me and my anxiety levels were reduced.

School parent/carer and resident of the area surrounding the school street – Summer survey

"It's nice for the children to see school staff out front but that's the only positive I can see."

School parent / guardian – Autumn survey

Cadland Primary School – Social interaction and community

Focus group findings

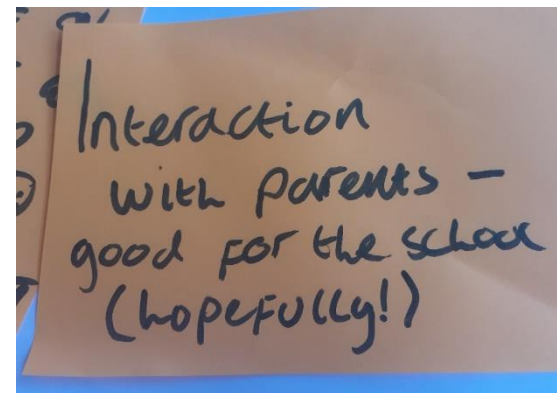


The seven focus group participants were asked “What effect, if any, has the School Street had on you and your family?” The main **positive** points discussed are summarised below:

- The School Street has helped children to gain more independence, which is enjoyed by adults and children alike.
- Many more parents are stopping to chat with one another than before.
- Residents within the School Street area no longer have to deal with school parents/carers blocking driveways or leaving their engines running outside their houses, so community relations have improved.
- Stewarding the School Street has provided a good opportunity for school staff to greet children and interact with parents.

“ Parents can now let their children walk into school from the barrier. It has helped the children be more independent. ”

Focus group participant



Written comment at the focus group session

Cadland Primary School – Social interaction and community

Focus group findings



The seven focus group participants were asked “What effect, if any, has the School Street had on you and your family?”

The main **negative** points discussed are summarised below:

- Community relations have worsened for residents living outside of the School Street in roads affected by increased levels of parking. The situation is stressful and residents are angry.
- All believe the worsened situation outside of the School Street closure area is due to the School Street AND the closure of a second gate into the school that had relieved pressure on the entrance/exit road.
- There is a sense of great disappointment in the local authority for failing to put in better measures to improve the traffic management of the roads surrounding the school, including signage, verge parking deterrents and parking enforcement. (See full list of suggested measures on p.*)
- The group were unanimously in favour of the School Street, but angry and frustrated by the antisocial behaviour of parents/visitors to the school.

Regarding antisocial parking:

“ It’s a lack of respect.
Focus group participant ”

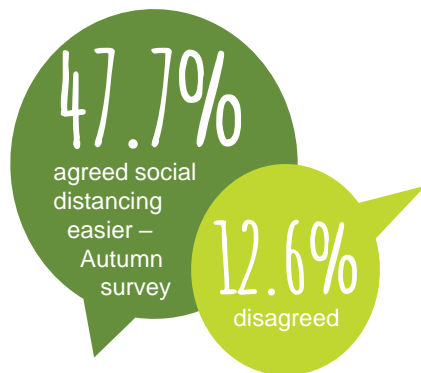
“ They only care about getting *their* little one as close as possible to the school, they don’t care if they’re blocking someone’s drive or making it dangerous for other children and families. ”
Focus group participant

Cadland Primary School – Social distancing

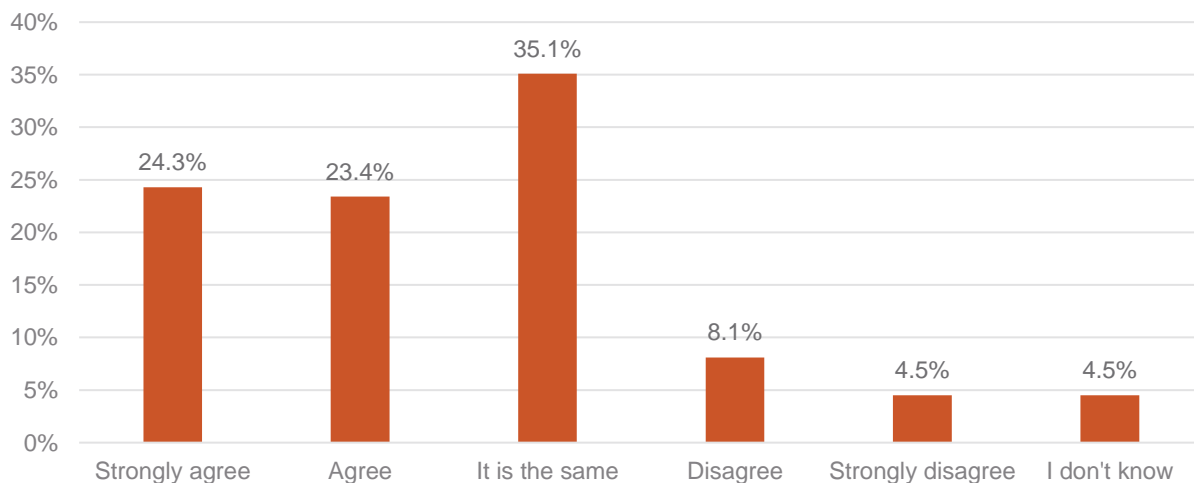
Perception survey results

Survey participants in the Autumn survey were asked whether they felt it was easier to social distance on the school run than before the school street closures. 47.7% of respondents strongly agreed or agreed that social distancing was easier. 12.6% disagreed or strongly disagreed.

There was no mention of social distancing in the free-text comments in either survey.



"It is now easier to social distance while travelling to school and back than before the school street closures"

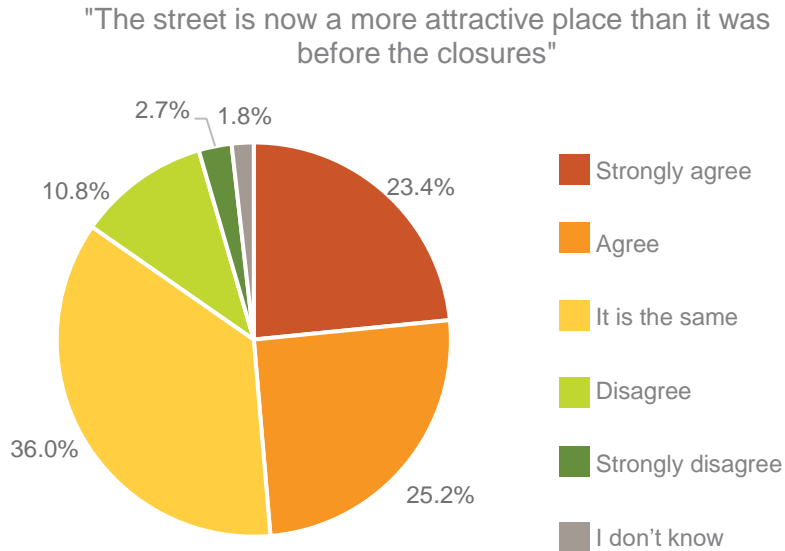


Autumn survey

Cadland Primary School – Attractiveness of the street

Perception survey results

In the Autumn survey, participants were asked their opinions about the relative attractiveness of the street. 48.6% agreed or strongly agreed that the street was a more attractive place since the closures. 13.5% disagreed or strongly disagreed.



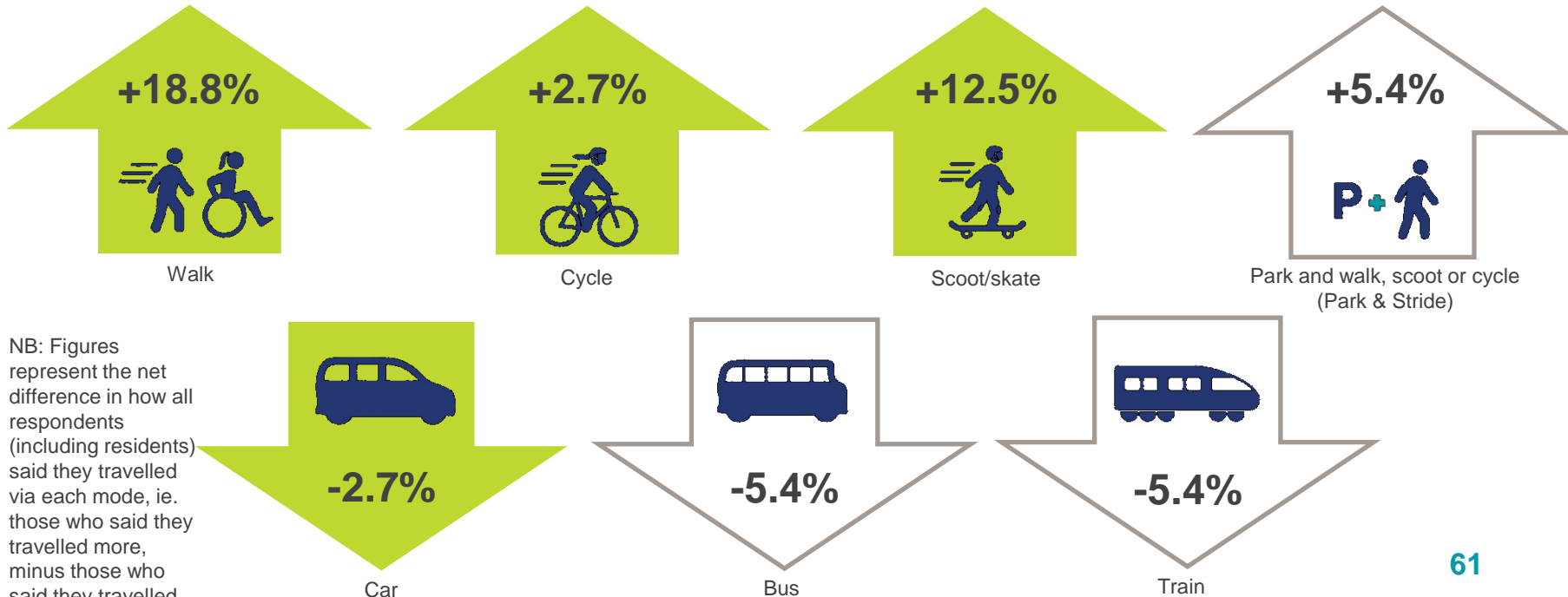
Google Streetview of Whitefield Road from September 2012

Cadland Primary School – Travel mode

Perception survey results



In the Autumn survey, participants were asked how the school street closures impacted their use of each mode for travelling to school. More people chose active forms of travel to school than prior to the closures.



NB: Figures represent the net difference in how all respondents (including residents) said they travelled via each mode, ie. those who said they travelled more, minus those who said they travelled less.

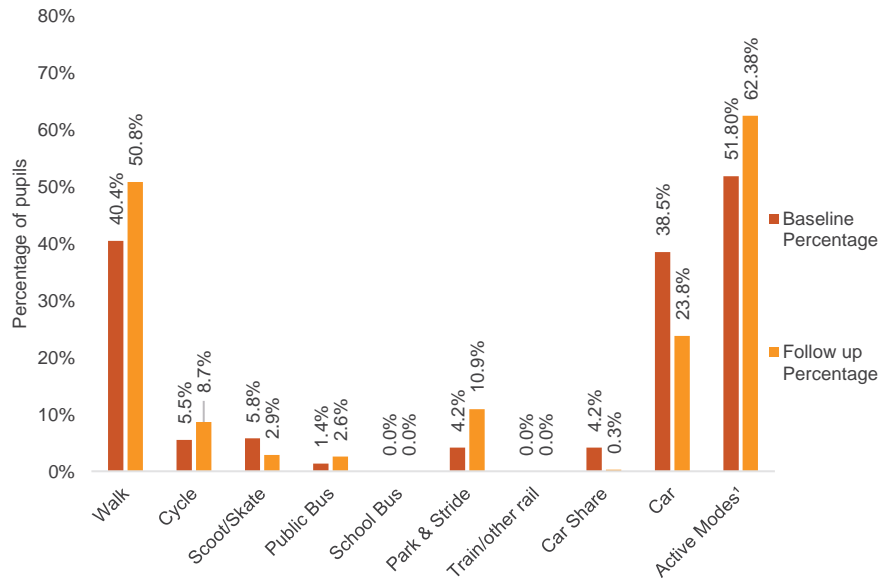
Cadland Primary School – Travel mode

Pupil travel survey results

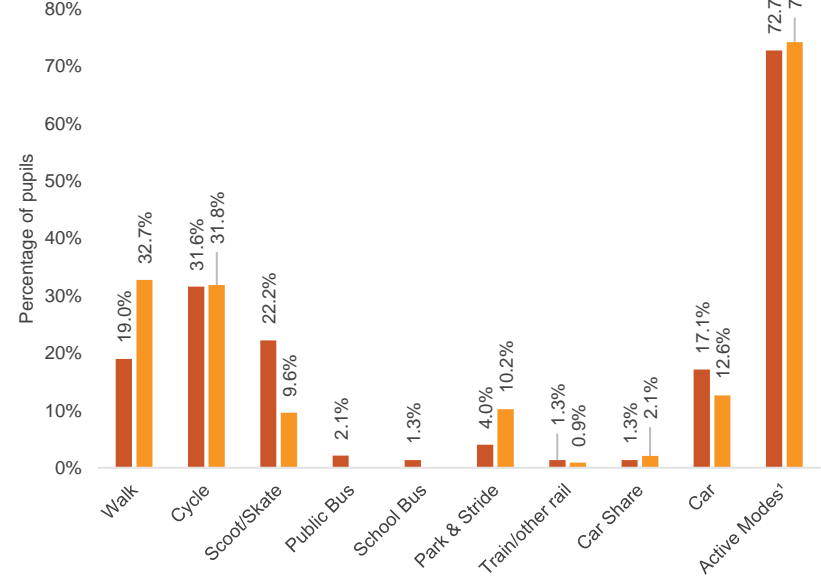


Schools were asked to provide ‘hands up surveys’ of the pupils’ usual modes of travel to school before and during the School Street initiative. The breakdown is shown below. Usual active travel modes increased by 10.6 percentage points overall. Travel by car or car share dropped by 18.6 percentage points.

Usual mode comparison at baseline and follow up



Preferred mode comparison at baseline and follow up

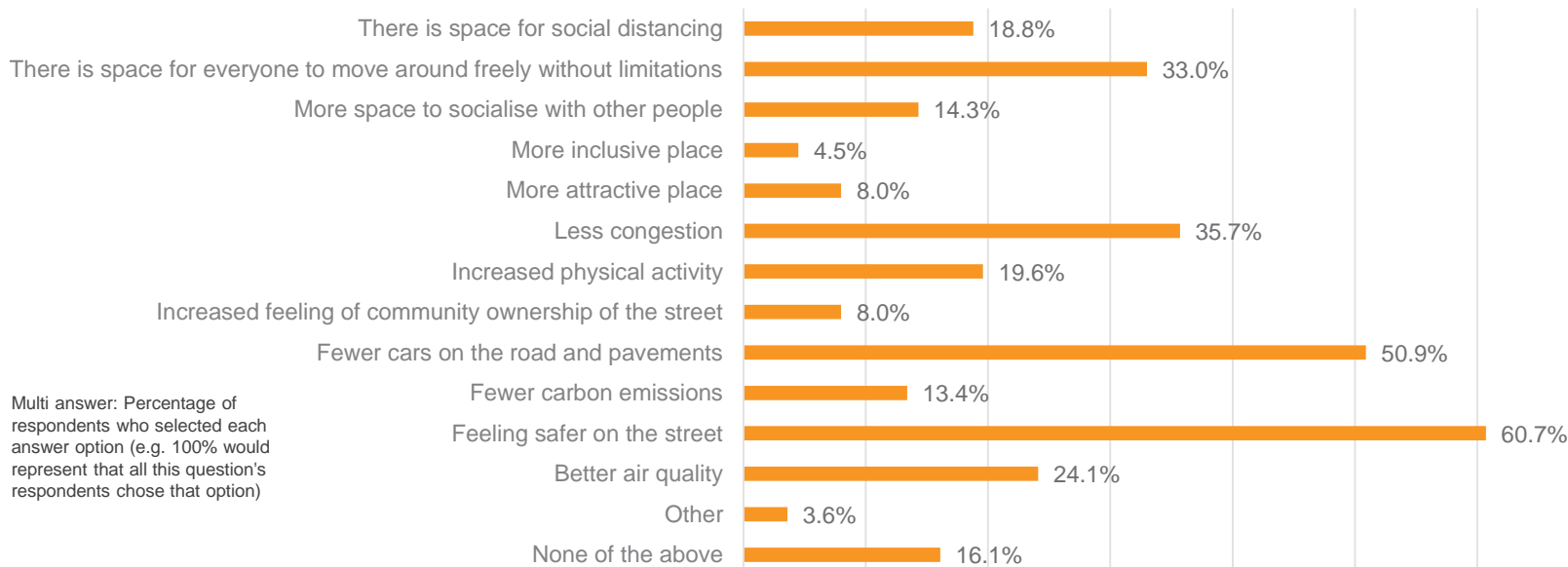


Cadland Primary School – Perceived advantages

Perception survey results

In the Autumn survey, participants were asked what they felt the advantages of the closures were. 60.7% of respondents selected 'Feeling safer on the street', 50.9% selected 'Fewer cars on the road and pavements' and 35.7% selected 'Less congestion'.

What are the advantages of school street closures in your opinion? [Select all that apply]



Multi answer: Percentage of respondents who selected each answer option (e.g. 100% would represent that all this question's respondents chose that option)

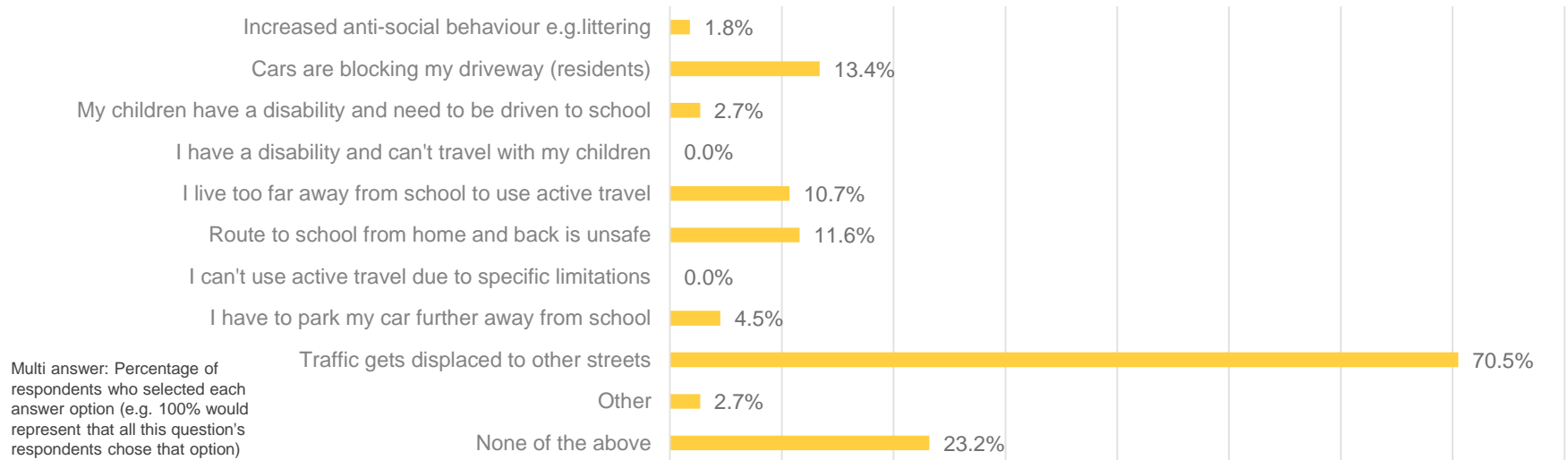
Cadland Primary School – Perceived disadvantages

Perception survey results



In the Autumn survey, participants were asked what they felt the disadvantages of the closures were. 70.5% of respondents selected 'Traffic gets displaced to other streets'. 23.2% selected 'None of the above'. 13.4% selected 'Cars are blocking my driveway (residents)'

What are the disadvantages of the school street closures in your opinion? [Select all that apply]



Cadland Primary School – Feelings about the School Street

Focus group findings

Focus group members were asked how they felt about the School Street before and the trial began. Below is a summary of the main points raised.

BEFORE:

- All were happy that the situation was being addressed
- Some expressed relief, as the road was dangerous
- One or two felt the area should have been bigger
- One resident was initially worried about being able to get in and out until realising they would be able to

AFTER:

- It is much calmer and safer inside the closure area
- It has displaced traffic and moved dangerous, illegal and antisocial vehicle parking and manoeuvring to surrounding streets
- The closure area is too small
- Responsibility lies with parents, not the school street.
- A good idea, but needs adjustments
- Worried that it is not sustainable without more volunteers

“

It was only a matter of time before a child got hurt.

”

Grandparent, resident and steward

“

A nice positive first step.

”

Parent and resident

Cadland Primary School – Support to continue

Perception survey results

In the Summer survey, 71.7% said would want the School Street closures to continue in the longer term, and a further 15.1% said 'yes, with changes'.

In the Autumn survey, 71.4% of respondents said they would want the School Street road closure to become permanent. A further 9.8% said they would want it to be made permanent, subject to changes.

Free-text comments include:

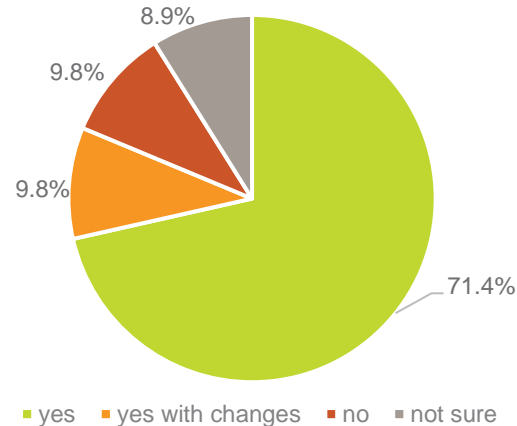
"I think the school street closure should be extended to further roads around Cadland."

A parent or guardian and a local resident living on another street – Autumn survey

"Unless parents are prepared to actually walk their children to school, or a park and stride put in place, or some incentive for people to walk. the problem is just going to be moved around."

A parent or guardian and a local resident living on another street – Autumn survey

Would you want to see the school street road closure made permanent?



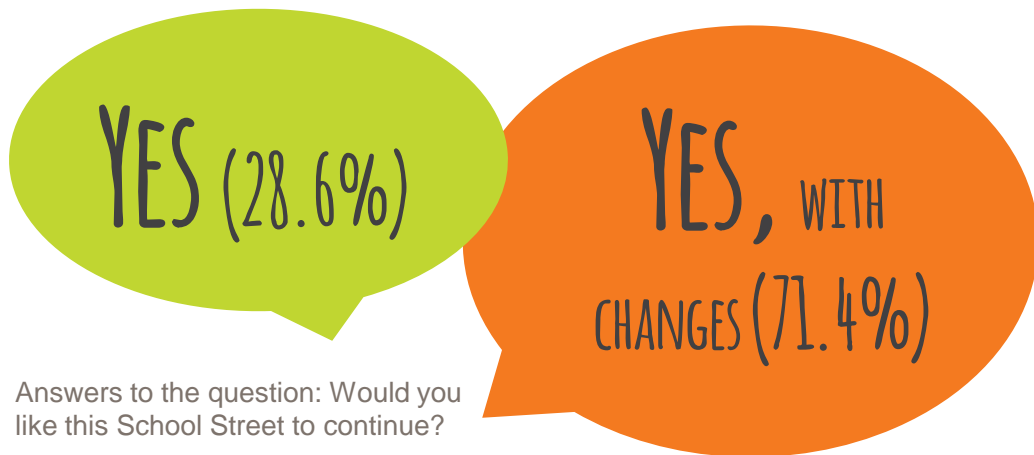
71.4%
wish to continue
(Autumn survey)

+ 9.8%
wish to continue,
subject to
changes
(Autumn survey)

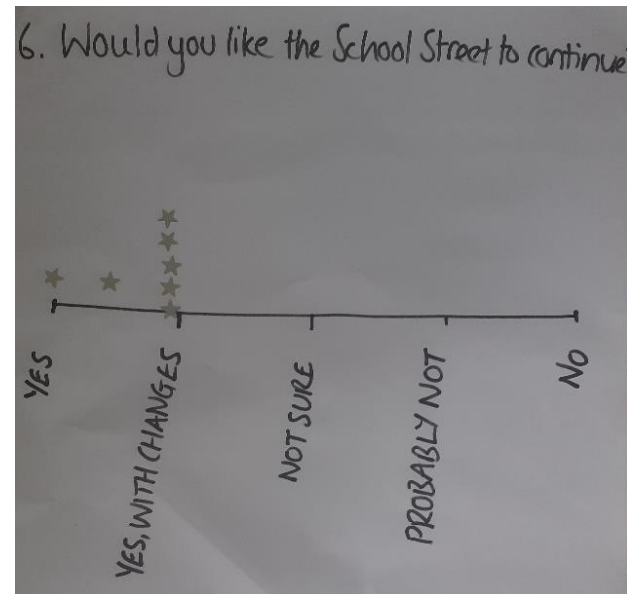
Cadland Primary School – Support to continue

Focus group findings

Of the seven members of the focus group, two said they would like the School Street to continue, and the remaining five said they would like it to continue with changes.



Answers to the question: Would you like this School Street to continue?



Sticker vote at Cadland Primary focus group
September 2021

Cadland Primary School – Suggested changes

Perception survey results

Survey respondents were invited in both the Summer and Autumn surveys to comment on the School Street. Where they suggested changes, these have been summarised here and on the following page.

Expanding the School Street closure area further and addressing inconsiderate/dangerous parking/driving featured frequently in respondents' free text comments in both surveys. Addressing congestion in surrounding streets was the third most commented on issue in the Autumn survey.

Summer survey	Number of times suggested
Expand the school street closure area further	5
Address inconsiderate/dangerous parking/driving	2
Address congestion in surrounding streets	1
Traffic officers for on the spot fines	1
Traffic calming measures	1
Maintain the through alleys for walking/cycling	1
10 mph signage within school street	1
Close road permanently	1

Cadland Primary School – Suggested changes

Perception survey results

Autumn survey suggestions

Autumn survey	Number of times suggested
Address inconsiderate/dangerous parking/driving	10
Expand the school street closure area further	9
Address congestion in surrounding streets	5
Provide parking for those who need to drive	1
Reopen the other entrances to the school	1
Close road permanently	1
Allow residents in and out more easily (clear people standing in road)	1
Prevent cycling through the school grounds	1
More people to manage the barrier	1
Introduce one-way system on Whitefield road	1
School crossing patrol officer on main road	1
Install sign to indicate that there's a school and to drive slowly	1

Cadland Primary School – Suggested changes

Focus group findings



Focus group participants were asked whether they would recommend any changes to the way the School Street operates, if it continues. The suggestions are summarised below.

Residents felt very strongly that something ought to be done urgently about the traffic situation around the school, in consultation with the whole school community, including residents. There is a sense of having been forgotten by Hampshire County Council. Suggested changes and measures span this page and the following page.

These measures were brainstormed by the group and offer a wide range of potential solutions based on extensive local knowledge and experience. It is understood that not all of them would be necessary, and that the ideal solution would likely be a combination of several different interventions. The group also understand limitations around a lack of volunteers as well as the cost implications of some of these ideas.

Suggested changes / measures

- Consider camera enforcement or regular/frequent parking enforcement officers. (There is not much known history of enforcement in the area. PCSO's are said to visit occasionally and ask people to move on, but nobody knows of anyone receiving a ticket here. The group believe that even a small amount of enforcement with parking fines would be an effective deterrent.)
- Expand the School Street closure area further.
- (The exact area was not agreed on. Some wished to expand the length of Whitefield Road, some wished to include Watton Road and Roewood Road.)
- Introduce traffic calming measures, such as speed bumps and/or chicanes (though some concern that chicanes could encourage some to speed up instead of slow down)

Cadland Primary School – Suggested changes

Focus group findings

Suggested changes / measures, continued...

- Install additional and more impactful signage to make clear that there is a school and of expectation towards drivers in the area, e.g. 'School Ahead', flashing lights, 'slow' signs, '20 is Plenty', child-shaped bollards or small cut-outs of children etc. The group noted strongly that the school have almost no signage compared with many other schools such as in Southampton.
- Provide cones for corners, junctions and double yellow lines to deter antisocial parking/manoeuvring.
- Recruit paid staff to steward the barriers



Google Maps view of existing school road signage on Whitefield Road



Example of child-shaped bollards used elsewhere

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Cadland Primary School – Suggested changes

Focus group findings

Suggested changes / measures, continued...

- Provide a free breakfast club to parents volunteering to steward the barriers
- Consider resident permits
- Provide alternative car parking as park and stride option. Could use part of Whitefield or Renda parks and provide proper play equipment at the same time.
- Impactful teaching of road safety to school pupils and their parents as a priority
- Plant trees in the verges to combat antisocial parking, climate change and enhance the attractiveness of the area. This could be done in tandem with 'crocodile teeth' while the trees mature. This was a very popular suggestion.
- Recruit a School Crossing Patrol Officer for Whitefield Road
- Provide opportunity for meaningful engagement between the council and the school community and to discuss these issues with a council member of staff. The focus group suggested they could reform as a group to represent the local community in communication with the council



Example of trees planted in residential verges in a housing estate.

License: Pete Chapman / Modern Residential Area of Nettleham: "Greenfields", Nettleham Lincolnshire / [CC BY-SA 2](#).

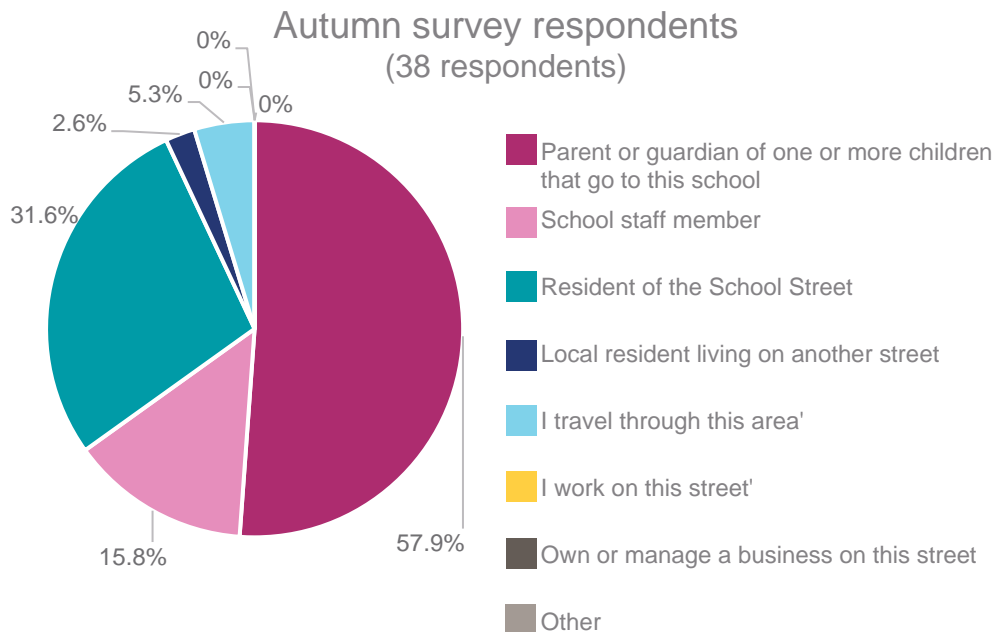
Alverstoke Infant School

Findings from the monitoring of Alverstoke Infants School Street

Alverstoke Infant School - Who did we ask?

Perception survey respondents' relationship to the school

There was only one respondent in the Summer survey (a resident of the School Street). There were 38 respondents in the Autumn survey. Over half of Autumn survey respondents were school parents/guardians, just under a third were residents.

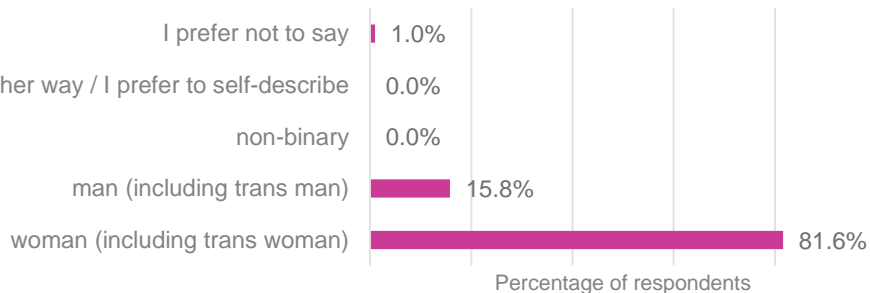


Respondents could select more than one relationship to the school.

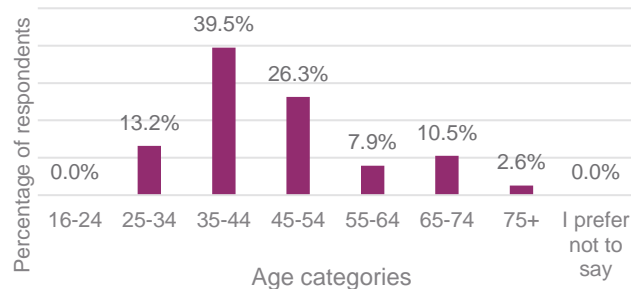
Alverstoke Infant School - Who did we ask?

The Autumn perception survey (questions not requested in Summer survey)

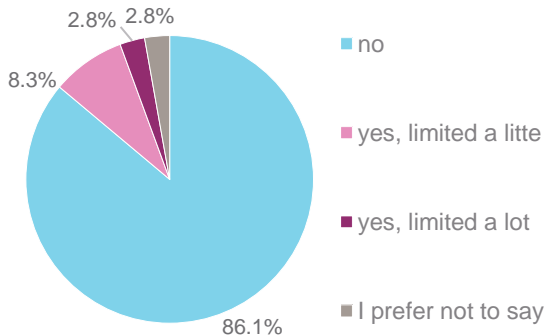
Gender



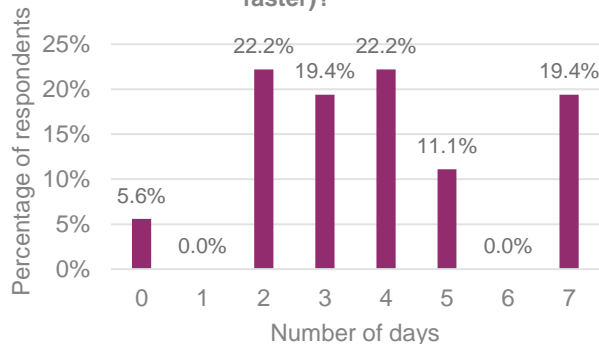
Age



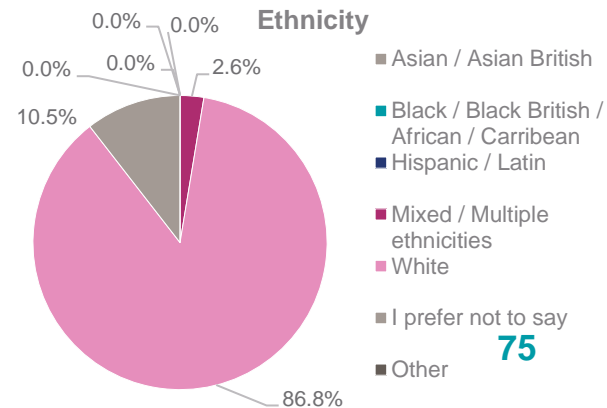
Day-to-day activities limited because of a health issue or disability (12 months+)



Number of days in the last week you've done a total of 30 or more minutes of physical exercise that made you breathe faster?



Ethnicity



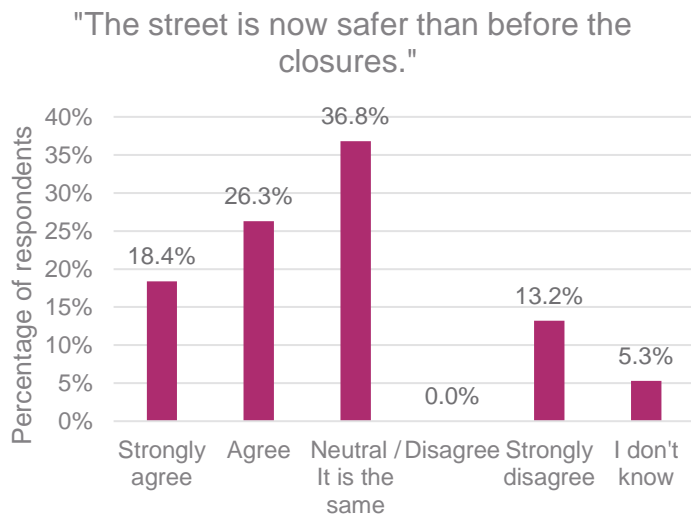
Alverstoke Infant School - Safety

Perception survey results



44.7% agreed or strongly agreed that the street was safer than before the closures. 13.2% disagreed or strongly disagreed. Only the Autumn survey respondents' answers are summarised below, as there was only one Summer survey respondent.

Free-text comments include:



"Myself and my son's walk to school every day. [...]. The fact that there are now no cars all parked up around the school is fantastic! The area looks safer, clear and clean. No commotion or anxiety about crossing the road either."

Parent / guardian– Autumn survey

"Only a small part of the street is closed so does not affect other road users and children are safer walking out if school"

Parent / guardian– Autumn survey

"...in Elgar Close, the traffic has become dangerous at school times, with cars trying to find space in our small close to park and drop off their children. They park dangerously on corners and cause congestion for the residents."

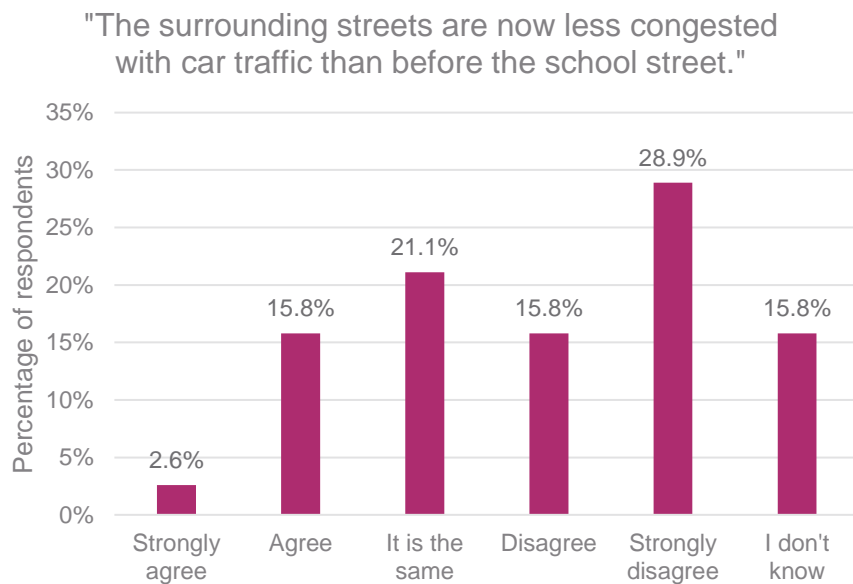
A local resident living on another street – Autumn survey

"This has not resolved any traffic issues, as the road which has been closed is a no entry zone between 8:30 - 16:30 anyway! The problems are within the surrounding streets. The wrong road was chosen for this trial." Parent / guardian – Autumn survey

Alverstoke Infant School – Congestion and traffic dispersal

Perception survey results

18.4% of Autumn survey respondents agreed or strongly agreed that congestion had improved, and 44.7% disagreed or strongly disagreed. Only the Autumn survey respondents' answers are summarised below, as there was only one Summer survey respondent.



Free-text comments include:

"I think there is still lots of cars parking and driving around school. also now lots more cars parking on Clayhall road."

Parent / guardian – Autumn survey

"I think it makes that small part of the street safer for kids, but there are still no many cars trying to park as close as possible to the school and the whole of that corner and Ashburton Rd is an issue"


Parent / guardian – Autumn survey

"...on Coward Road; a very busy cul-de-sac behind the village shops - the road closure has helped tremendously with parking space and the already narrow vehicle access

A local resident living on another street - Autumn survey

Alverstoke Infant School – Congestion and traffic dispersal

Traffic speed and volume survey – sensor locations

The map below shows the locations of the traffic sensors. Each  symbol represents two counters, one for each direction (where applicable). Traffic speed and volume data were collected for a period of a week before the launch of the School Street (26/06/2021 – 30/06/2021) and for another week once the School Street was up and running (29/09/2021 – 06/10/2021).

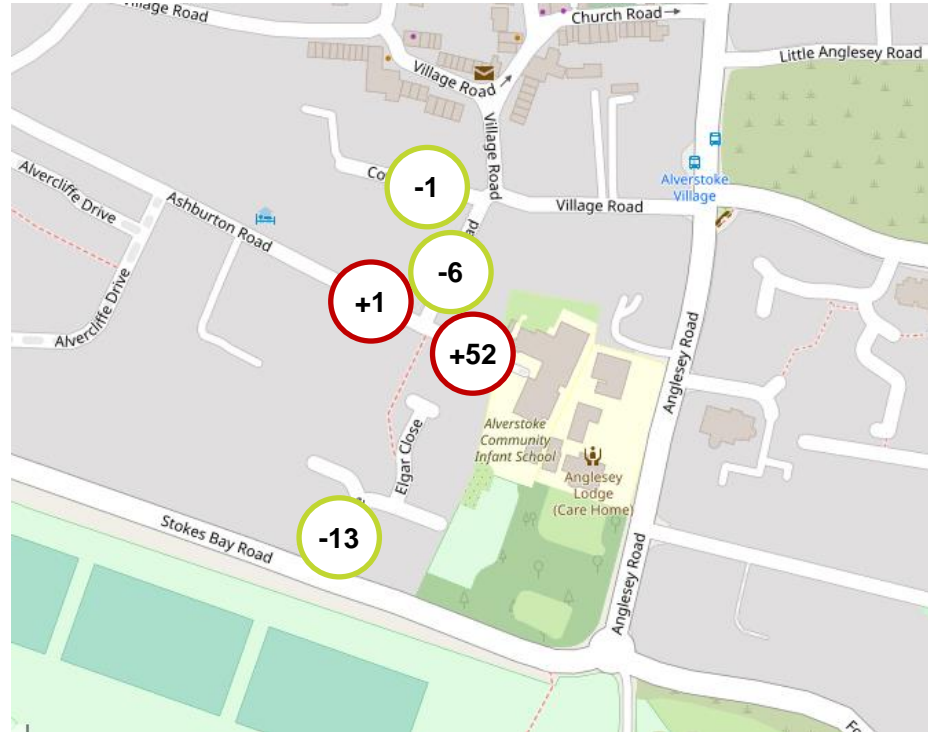


Alverstoke Infant School – Congestion and traffic dispersal

Traffic speed and volume survey – Average traffic counts (morning)

Increases and decreases in the average number of vehicles between July and September readings per counter

Time period: 08:00 – 09:00

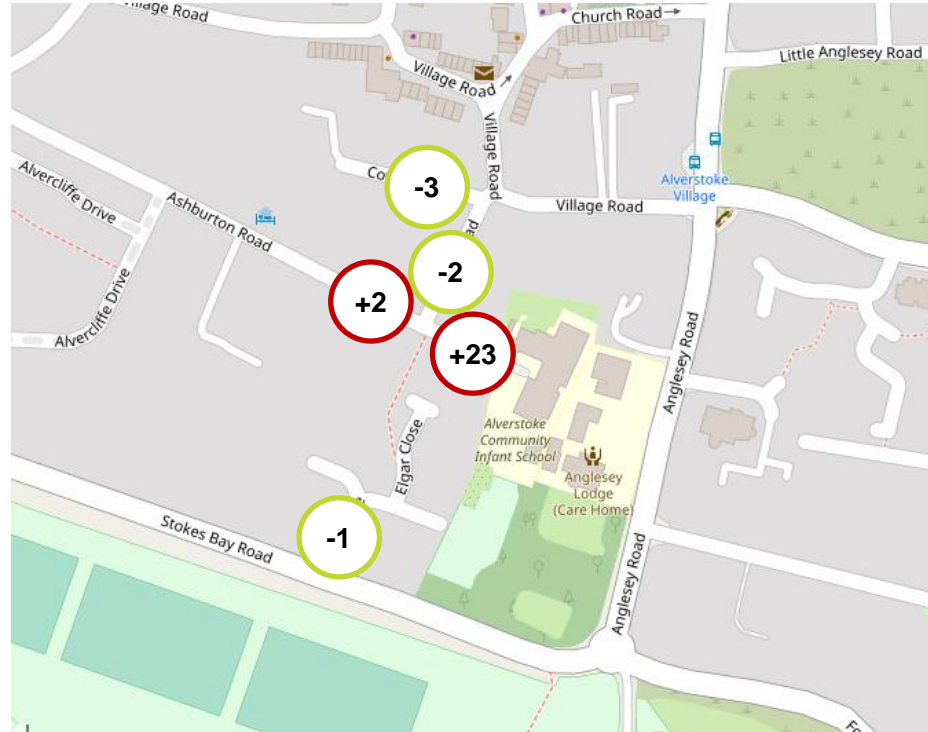


Alverstoke Infant School – Congestion and traffic dispersal

Traffic speed and volume survey – Average traffic counts (morning)

Increases and decreases in the average number of vehicles between July and September readings per counter

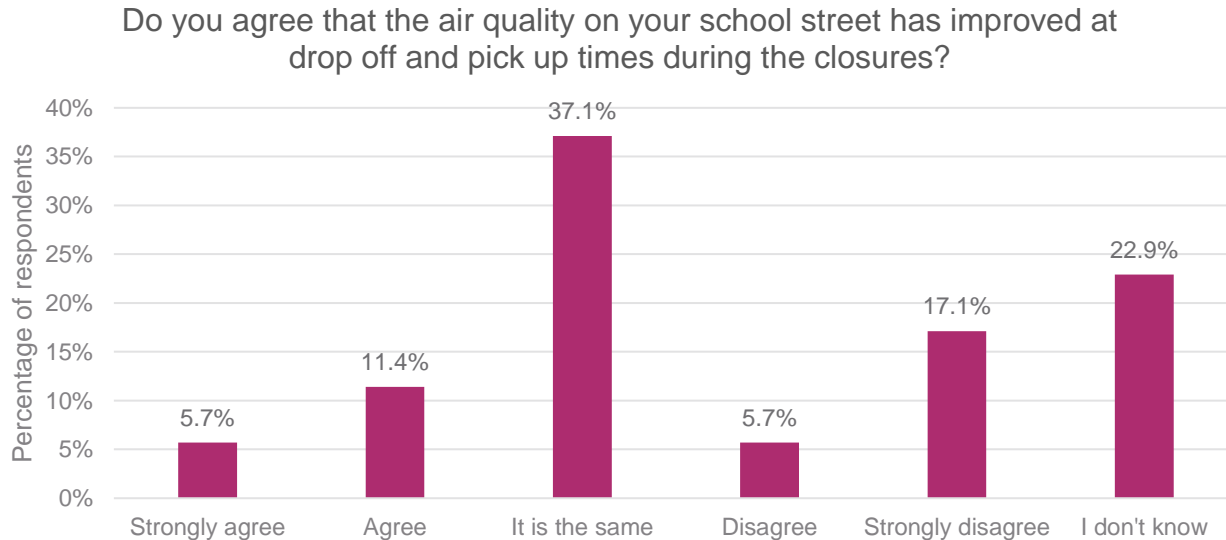
Time period: **15:00 – 16:00**



Alverstoke Infant School – Air Quality

Perception survey results

17.1% of Autumn survey respondents agreed or strongly agreed that the air quality on the school street improved at drop off and pick up times during the closures. 22.8% disagreed or strongly disagreed. Only the Autumn survey respondents' answers are summarised below, as there was only one Summer survey respondent.



There was no mention of air quality in the free-text comments for either survey.

37.1%
felt the air quality
remained the
same

Alverstoke Infant School – Social interaction

Perception survey results

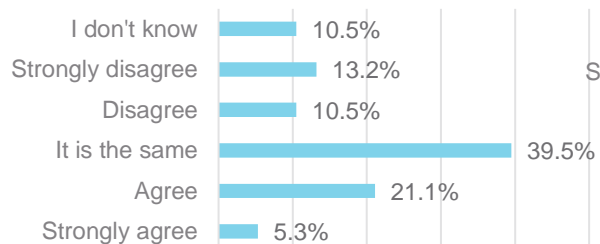


Autumn survey participants were asked their opinions on how the changes had affected the street from a social and inclusivity point of view.

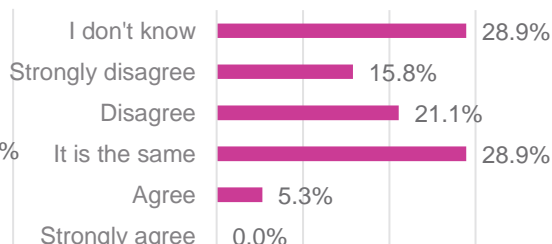
- Around a third of people felt things were the same.
- Regarding whether the street is now more inclusive than before the closures, opinions were divided between agree/strongly agree (26.4%) and disagree/strongly disagree (23.7%).
- 36.9% disagreed or strongly disagreed that relationships had strengthened in the local community against only 5.3% who agreed or strongly agreed.
- 29.7% of respondents agreed or strongly agreed that the street is now a more sociable space. 16.2% disagreed or strongly disagreed.



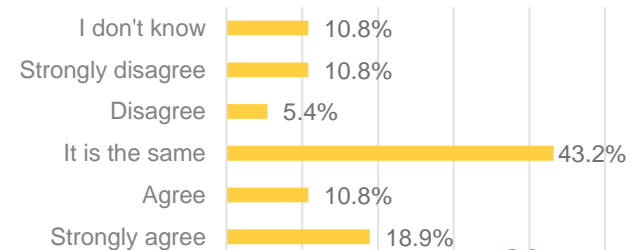
"The street is now a more inclusive place that it was before the closures."



"The street closures have strengthened relationships in the local community."



"The street is now a more sociable space for me and/or my children than before the closures."

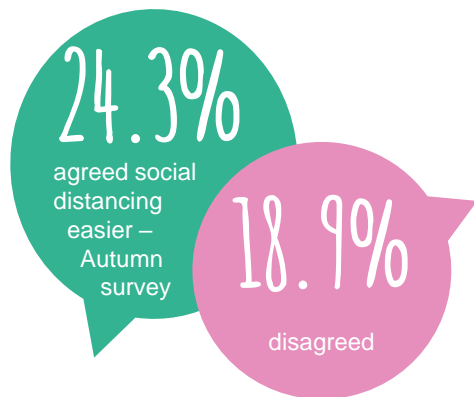


Alverstoke Infant School – Social distancing

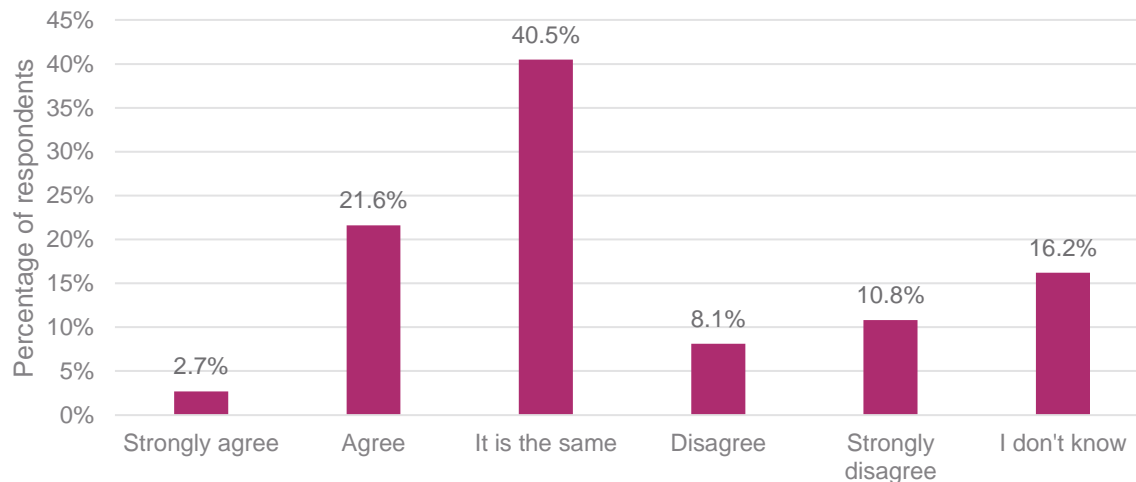
Perception survey results

In the Autumn survey, participants were asked whether they felt it was easier to social distance on the school run than before the school street closures. 24.3% of respondents strongly agreed or agreed that social distancing was easier. 18.9% disagreed or strongly disagreed.

There was no mention of social distancing in the free-text comments in either survey.



"It is now easier to social distance while travelling to school and back than before the school street closures."



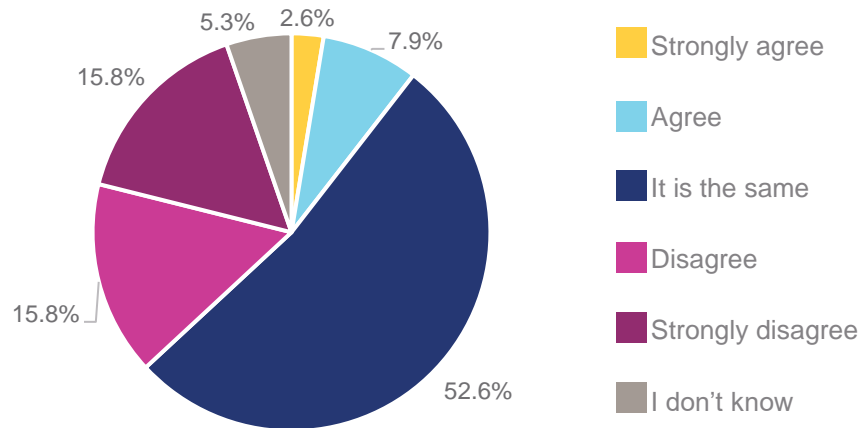
Autumn survey

Alverstone Infant School – Attractiveness of the street

Perception survey results

In the Autumn survey, participants were asked their opinions about the relative attractiveness of the street. 10.5% agreed or strongly agreed that the street was a more attractive place since the closures. 31.6% disagreed or strongly disagreed.

"The street is now a more attractive place than it was before the closures"



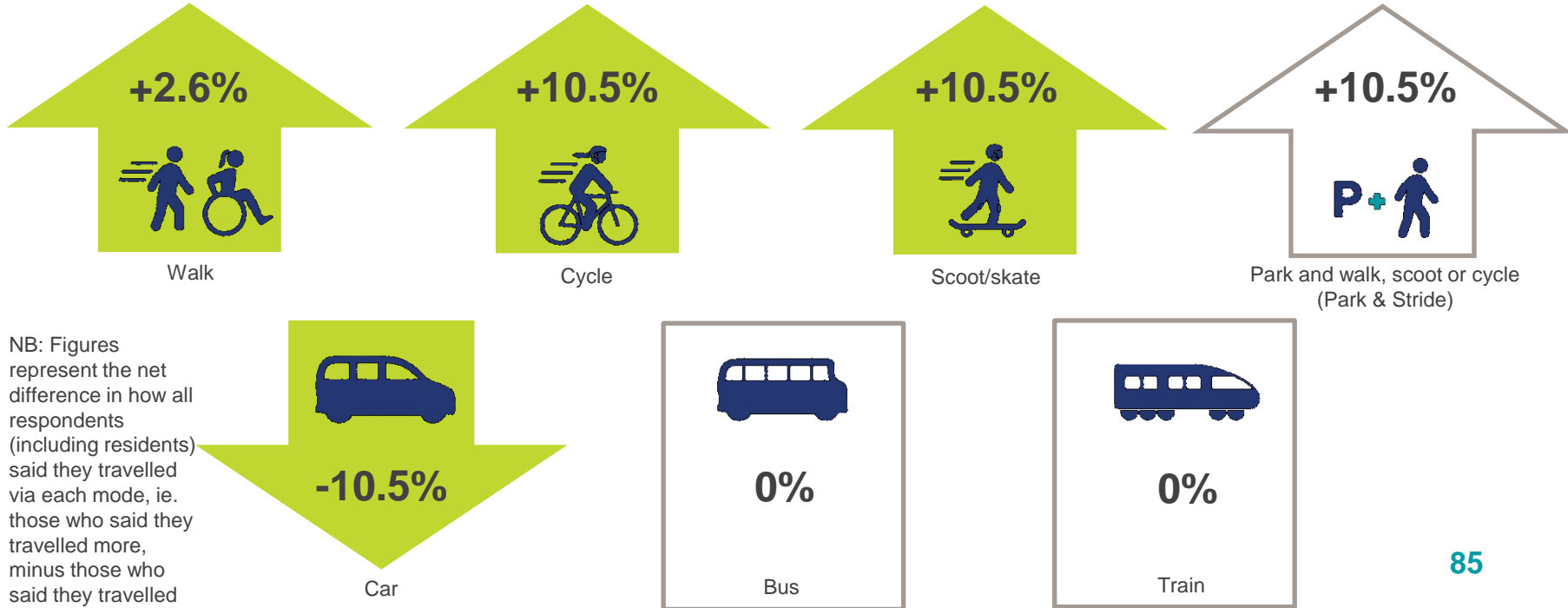
Google Streetview image of Paget Road from August 2020

Alverstoke Infant School – Travel mode

Perception survey results



In the Autumn survey, participants were asked how the school street closures impacted their use of each mode for travelling to school. More people chose active forms of travel to school than prior to the closures.



NB: Figures represent the net difference in how all respondents (including residents) said they travelled via each mode, ie. those who said they travelled more, minus those who said they travelled less.

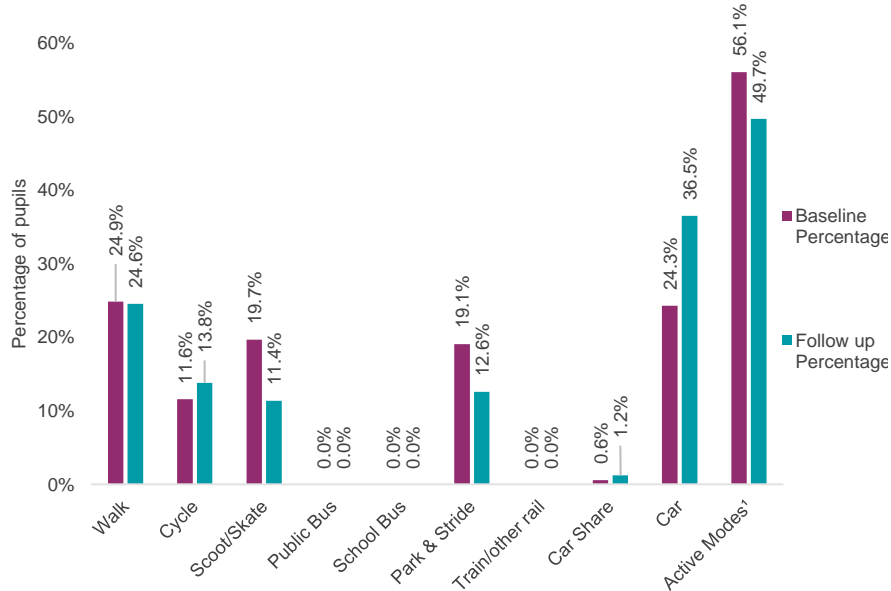
Alverstoke Infant School – Travel mode

Pupil travel survey results

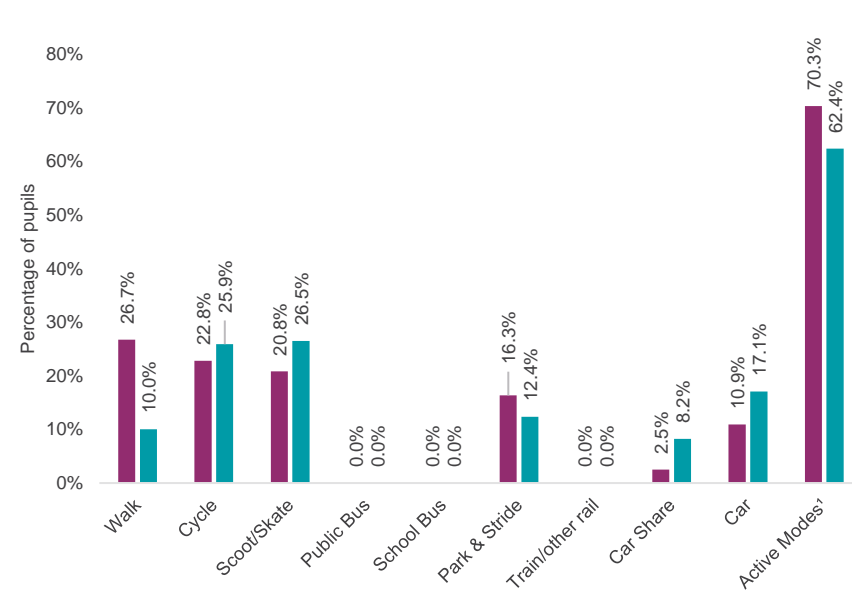


Schools were asked to provide ‘hands up surveys’ of the pupils’ usual modes of travel to school before and during the School Street initiative. The breakdown is shown below. Usual active travel modes reduced by 6.4 percentage points overall. Travel by car or car share increased by 12.8 percentage points.

Usual mode comparison at baseline and follow up



Preferred mode comparison at baseline and follow up

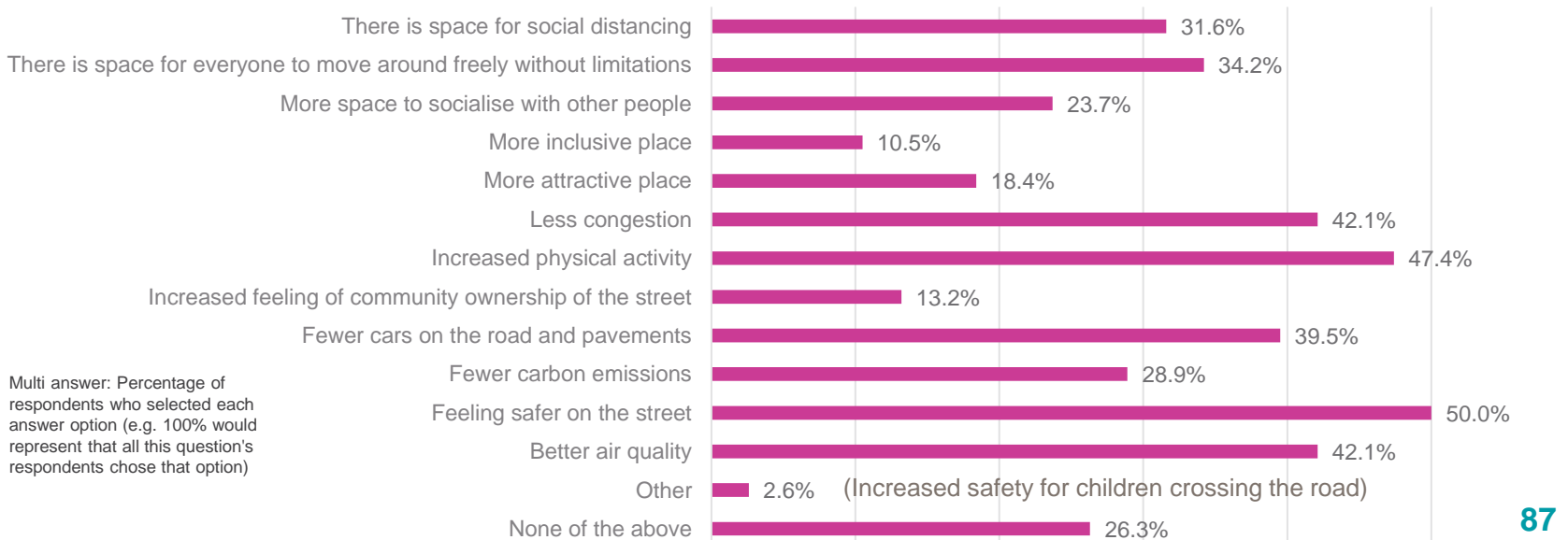


Alverstoke Infant School – Perceived advantages

Perception survey results

In the Autumn survey, participants were asked what they felt the advantages of the closures were. 50.0% of respondents selected 'Feeling safer on the street', 47.4% selected 'Fewer cars on the road and pavements' and 42.1% selected 'Less congestion' and 'Better air quality'.

What are the advantages of school street closures in your opinion? [Select all that apply]



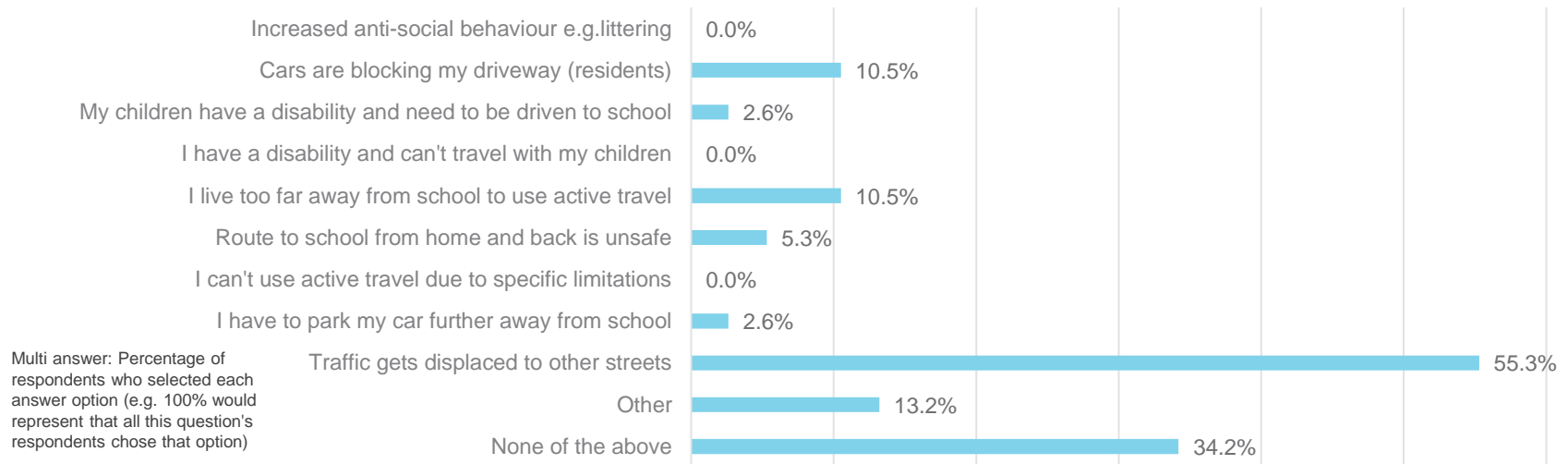
Multi answer: Percentage of respondents who selected each answer option (e.g. 100% would represent that all this question's respondents chose that option)

Alverstoke Infant School – Perceived disadvantages

Perception survey results

In the Autumn survey, participants were asked what they felt the disadvantages of the closures were. 55.3% of respondents selected 'Traffic gets displaced to other streets'. 34.2% selected 'None of the above'. 13.2% selected 'Other', but did not list what the disadvantages were.

What are the disadvantages of school street closures in your opinion? [Select all that apply]



Alverstoke Infant School – Support to continue

Perception survey results

In the Autumn survey, 40.5% of respondents said they would want the School Street road closure to become permanent. A further 16.2% said they would want it to be made permanent, subject to changes. As there was only one respondent to the Summer survey, these results have not been included here.

Free-text comments include:

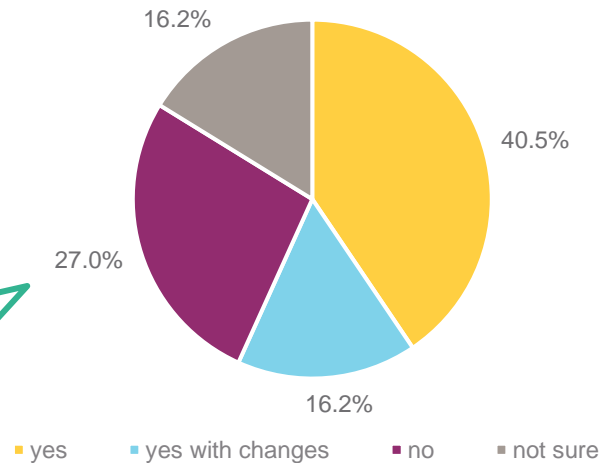
“Such a small road closure that it makes no difference whatsoever.”

A resident of the School Street – Autumn survey

“Either extend it to meaningfully cover more roads and safer alternatives to the car or scrap it and take the signs down..”

A local resident living on another street – Autumn survey

Would you want to see the school street road closure made permanent?



40.5%
wish to continue
(Autumn survey)

+16.5%
wish to continue
subject to
changes
(Autumn survey)

Alverstoke Infant School – Suggested changes

Perception survey results



Survey respondents were invited in both the Summer and Autumn surveys to comment on the School Street. Where they suggested changes, these have been summarised here. NB, there was only one respondent in total to the Summer survey.

Expanding the School Street closure area further was the most frequently mentioned suggested change. A further nine respondents commented on the closure area being too small, but didn't directly suggest increasing its size.

Summer survey	Number of times suggested	Autumn survey	Number of times suggested
Provide an additional entrance to the school	1	Expand the school street closure area further	9
		Closure area too small to make a difference / not enough done	9
		Introduce a School Street at Alverstoke Juniors / more schools	2
		Close road and continue to have street marshalls	1
		Introduce a no-parking zone at intersection of Page Rd and Ashburton Rd	1
		Introduce a park and stride area on Clayhall road	1

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