Equality Impact Assessment (EqIA)

Sutton School Streets

London Borough of Sutton

Reference: 1000007295

Date: May 2021

Sutton

PROJECT CENTRE
part of Marston Holdings

DOCUMENT CONTROL

Project Centre has prepared this report in accordance with the instructions from the London Borough of Sutton. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Rev	V01	V02	
Reason	First draft	Second draft	
Prepared by	Saskia Huizinga	Saskia Huizinga	
Date	May 2021	May 2021	
Reviewed by	Steven Alexander	Steven Alexander	
Date	May 2021	May 2021	
Authorised by	Scott Lester	Scott Lester	
Date	May 2021	17 May 2021	

File path: \\itservices.local\shared$\Project Centre\Project-BST\1000007295 - LBSu - Areawide and School Streets\2 Project Delivery\3 Reports\1 Draft Reports\EqIA

CONTENTS PAGE

1. SECTION 1. INTRODUCTION

1.1 Sutton School Streets Proposal

Sutton Council implemented five Low Traffic Neighbourhoods (LTN's) and thirteen School Street schemes in September 2020 using Emergency Traffic Orders (Section 9 of the Road Traffic Regulation Act). These schemes are now to be revoked; however, following stakeholder consultation, it is proposed that eleven School Streets are reinstated under Permanent Traffic Orders (Section 6 of the Road Traffic Regulation Act). See the School Street location map below.

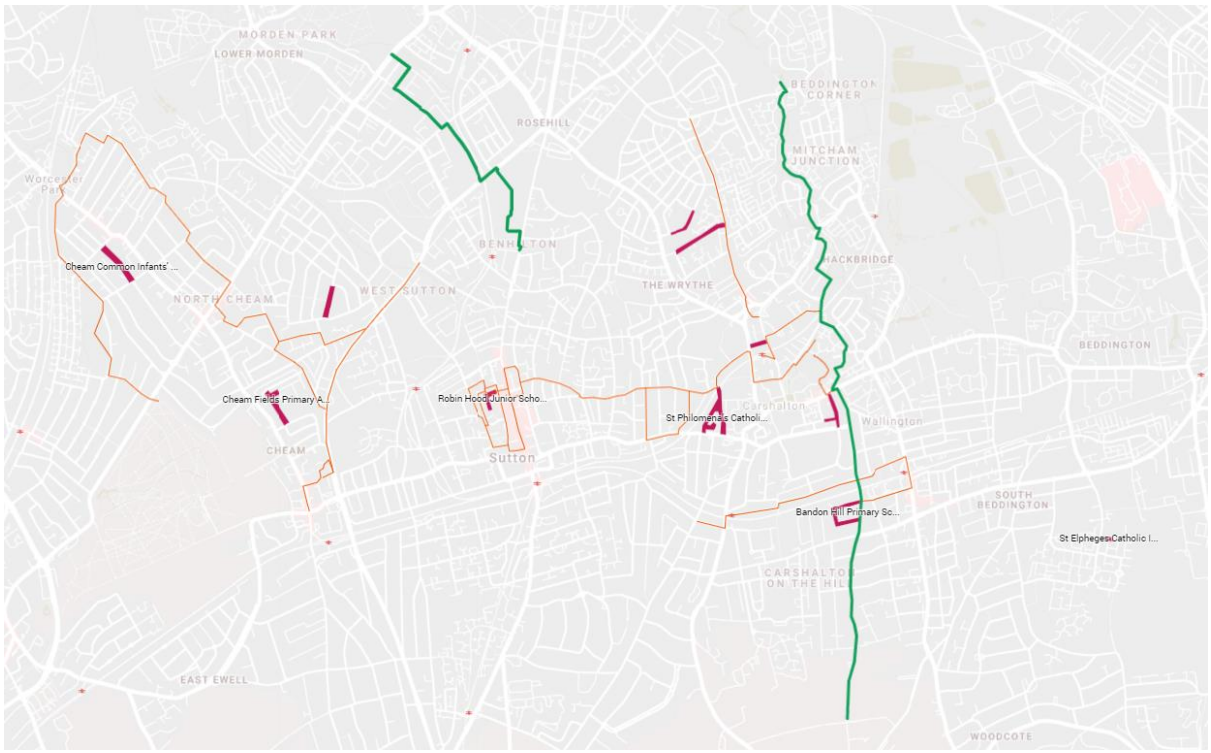


Figure 1. School Street highlighted in purple location map (with main and secondary existing cycleways)

The overall benefits of Schools Streets are:

- Reduced school related parking and congestion at the school gates, within the school street zone;
- Improved environment for safe and sustainable travel to school;
- Raised awareness of active travel and encouraging walking, scooting and cycling by the school community;
- Improved mental and physical health and wellbeing by increasing active travel;
- Reduced air pollution through the reduction in car use.

The scheme will help to achieve the objectives of Sutton following strategies:

- Sutton Local Plan;
- Sutton's Sustainable Transport Strategy;
- Sutton Cycling Strategy;
- Sutton Environment Strategy and Climate Emergency Response Plan;
- Sutton Health and Wellbeing Strategy.

1.2 Equality Impact Assessment (EqIA)

Following Sutton Equality and Diversity Framework principles, this Equality Impact Assessment (EqIA) assesses the potential implications of 11 proposed permanent School Streets.

The need to undertake an EqIA arises from Section 149 of the Equality Act 2010 which introduces a 'general duty' on all public sector bodies to have regard to the following considerations in the exercise of their functions:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

In seeking to tackle prejudice, promote understanding and advance equality of opportunity for persons who share a relevant 'protected characteristic', public bodies should have regard to:

- Removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- Taking steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encouraging persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation. Two further groups have been identified to consider: parents and carers; socio-economic status.

The EqIA is a 'live document' and informs engagement consultants on the protected groups they need to consult and designers on how to create inclusive designs. As

engagement and proposals progress following the design process, the EqIA is reviewed and updated accordingly. It ensures proposals are fair, do not negatively impact equality groups in disproportional ways and will generally impact all groups positively, following Sutton's Equality & Diversity Framework principles.

1.3 Content of the EqIA report

The report consists of the following sections:

- Section 1. Introduction
- Section 2. Assessment
- Section 3. Conclusion, action plan and monitoring

Appendices

- Appendix 1. Proposals to date
- Appendix 2. Equality target groups, their needs and representation in Sutton
- Appendix 3. Consultation findings to date
- Appendix 4. Technical data
- Appendix 5. References

2. SECTION 2. ASSESSMENT

The results of the EqIA on each of the School Street proposal are set out in the Equalities Impact Assessment Matrix below (Table 3). For each School Street scheme, the extent of the likely beneficial or adverse impacts on each target equality group is recorded in the matrix using the symbols shown below in Table 2.

Table 2 – Guide to Symbols Used in the EqIA Screening Matrix

Symbol	Predicted Effect of Option on Equality Target Group Objective
+++	Very high beneficial impact
++	High beneficial impact
+	Beneficial impact
?	Uncertain impact
X	Adverse impact
O	None/ neutral effect

The Matrix also provides a detailed commentary to explain and justify the scores awarded by reference to the relevant equalities target groups. Comments are based on evidence that is to be found in the appendices regarding:

- Consultation findings
- Equality groups, their needs and representation in Sutton
- Technical data; and
- Evidence study literature.

Table 3 – EqIA Screening Matrix

Proposals	Impacts																	
	Children	Young people	Adults	Elderly	People with impairments	People with health conditions	Transgender	People in marriage or civil partnership	Pregnancy and maternity	BAME	White	Religious belief	Philosophical belief	Women	Men	LGBT	Parents and carers	People in deprivation
School street 1 All Saints' Carshalton Church of England Primary School	++	+	+	+	+	+	+	O	+	++	+	O	+	++	+	+	++	++
School street 2 St Elpheges Catholic Infants and Juniors	++	+	+	+	+	+	+	O	+	++	+	O	+	++	+	+	++	++
School street 3 Bandon Hill Primary School and Sherwood Hill School	++	+	+	+	+	+	+	O	+	++	+	O	+	++	+	+	++	++
School street 4 Carshalton Boys Sports College	++	+	+	+	+	+	+	O	+	++	+	O	+	++	+	+	++	++

School street 5 Cheam Park Farm Primary Academy	++	+	+	+	+	+	+	O	+	++	+	O	+	++	+	+	++	++
School street 6 Muschamp Primary	++	+	+	+	+	+	+	O	+	++	+	O	+	++	+	+	++	++
School street 7 Cheam Fields Primary Academy	++	+	+	+	+	+	+	O	+	++	+	O	+	++	+	+	++	++
School street 8 Cheam Common Infants' and Junior Academy	++	+	+	+	+	+	+	O	+	++	+	O	+	++	+	+	++	++
School street 9 Robin Hood Junior School	++	+	+	+	+	+	+	O	+	++	+	O	+	++	+	+	++	++
School street 10 St Philomena's Catholic High School for Girls & St Mary's Catholic Juniors	++	+	+	+	+	+	+	O	+	++	+	O	+	++	+	+	++	++
School street 11 Harris Junior Academy, Carshalton	++	+	+	+	+	+	+	O	+	++	+	O	+	++	+	+	++	++

Comments	*See list of evidence studies in the reference list at the end of the document in appendix 5.*
POSITIVE **Physical activity**	By generating a reduction of vehicular traffic, School Streets schemes improve walking and cycling opportunities, and this is key to encourage road users to shift from car use to active travel. Two 10-minute periods of brisk walking or cycling a day are enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity. Obesity significantly increases the risk of diabetes, high blood pressure, and heart disease. Furthermore, obesity and morbid obesity can increase a person's chances of dying from COVID-19 by 40 and 90% respectively. It was found that journey times to primary schools by car or by bike are relatively similar.
POSITIVE **Road safety**	School Streets are expected to reduce congestion and road danger around schools. Ethnic minority groups, the elderly and the youth are identified as more likely to be a casualty in a road collision, particularly as a pedestrian. The fear of being injured or killed by a motor vehicle is also one of the primary factors preventing greater use of active travel, particularly amongst children and women.
UNCERTAIN **Air quality**	The potential reduction of vehicular through-traffic and the improvement of the walking and cycling environment, all groups will benefit from a reduction of air pollution on School Streets. Groups that will benefit the most from improved air quality are ethnic minorities and elderly as they are more likely to have a respiratory condition. Young Londoners will also benefit, as, more than anywhere else in the country, they are prone to develop breathing conditions such as asthma and have lung developments issues. Improving air quality will also benefit

	pregnant women as spikes in pollution have also been linked to spikes in miscarriage numbers, with high NO2 levels having potential detrimental effects on unborn children. It is still uncertain whether pollution would be transferred to other streets as School Streets as people that used to stop in Schools Streets may (temporary) stop in adjacent streets and transfer exhaust fume pollution due to idling to these streets. **Mitigation** Parents/carers will receive walk and cycle maps and will be encouraged to walk and cycle instead of using their car. Incentives could be found for those using their car to go to work just after dropping their children to school. In consultation with residents, School Street extents could be increased and/or Controlled Parking Zones (CPZ) could be installed to prevent parents/carers from parking in adjacent streets.
POSITIVE **Noise reduction**	Reducing vehicular through traffic also means less noise. All groups will benefit from a quieter environment, in and outside their homes. Exposure to loud noise has been linked to high blood pressure, heart disease, sleep disturbances and stress, which can have a greater impact amongst certain groups such as the elderly disabled residents with underlying conditions.
POSITIVE **Perception of security**	We can expect higher natural surveillance on School streets and calmed streets nearby where people will spend more time. This is positive to all, especially the most vulnerable people, such as older and female users who are more likely to feel worried in isolated places.

POSITIVE **Inclusive access**	School Streets will offer more space for those getting around on foot/wheeling, including with pushchairs, wheelchairs, mobility scooters, tricycles and children on scooters or bikes. However, people with mobility issues using a car to move around and transport their children may be impacted. **Mitigations** Emergency vehicles will be exempt from the restrictions. Other groups such as Blue Badge holders, SEND pupils and school/community transport are being considered for inclusion in the exemptions.
POSITIVE **Social distancing space**	More space will be available for walking, queuing, sitting, social distancing around schools. This will be positive to all, and in particular, the most vulnerable to the pandemic such as the elderly, disabled people, men that were found to have a higher risk of death and serious complications related to COVID-19 than women, and ethnic minority populations that were found to have a higher risk of death than in the general population. This may be less important if the impacts of the COVID-19 pandemic subside.
POSITIVE **Climate change mitigation**	By reducing the amount of polluting traffic through the area and encouraging the use of clean modes of transport such as walking and cycling, we can expect levels of CO2 to reduce. Transport is the sector that generates the most part of CO2 emissions in the UK (about 27%). Greenhouse gases prevent the radiation of heat into space and contribute to climate change. Carbon dioxide (CO2) is the greenhouse gas that most abundant in the atmosphere and the one that stays the longest (100 to 10,000 years). The consequences of climate change for London include flooding, extreme hot weather, drought conditions or extreme cold weather. The effects of climate change can seriously harm people's quality of life, particularly the health and social and economic welfare of vulnerable people, such as the disabled and the elderly. Reducing climate change is positive to all and is expected to be particularly welcomed by younger generations concerned by the state of the planet.

POSITIVE **Sociability and sense of belonging**	Traffic-calming and traffic-reduction measures related to the School Streets will encourage people to spend more time outside. Doing so increases opportunities to interact with the rest of the local community, thereby helping the development of social cohesion, which is associated positively with mental health and inversely with mortality and depression.
POSITIVE **Space to play, exercise and grow**	Making routes to school quieter, School Streets are expected to encourage older children to independently walk or cycle to school as was the case in Bolzano, Italy in the early 1990's where the School Streets were implemented. The built environment as a whole has a fundamental importance in helping to shape a child's and young person's development (e.g. independence, trust in others, sociability). Besides active travel and structured exercise (e.g. at school), School Streets may give an opportunity to some children to do outdoor unstructured play. Playing in the streets that would normally allow children to obtain physical exercise but increases in traffic density and safety concerns of parents are reasons for the decline in time children spend outside.
POSITIVE **Economic vitality**	When cycling or walking to school, children and their carers may have a positive effect on nearby businesses. Research has found that walking and cycling projects can increase retail sales by 30% or more. In the city of New York pedestrian improvements at one junction increased local retail sales by 48%. Over a month, people who walk to a high street spend up to 40% more than people who drive to the high street. It was found that cycle parking delivers five times the retail spend per square metre than the same area of car parking. A healthy local economy also means more jobs for all.

	Research indicates that some businesses may be impacted, for instance, with their deliveries. However, the School Streets only operate for a maximum of two hours a day, allowing businesses to adapt to the change.
NEUTRAL **Attractiveness and pride**	Besides closure points, there is currently no public realm improvement proposed. However, in the future children could co-design the space in front of their school which would help children develop a sense of pride and belonging.
POSITIVE **Socio-economic equity**	Many studies looking at equity have highlighted how the negative impacts of motorised transport are unevenly distributed, providing evidence of disadvantaged groups disproportionately affected by transport-related air pollution, traffic collisions, or climate change. The same groups are also often less able to travel because of restricted access to a private car or to reliable public transport and safe active travel options. They may also have to spend a disproportionate amount of their income or time to travel. Measures that curb the dominance of general traffic and facilitate free and affordable means of transport such as walking, and cycling have the potential to reduce inequalities in a range of ways.
UNCERTAIN **Vehicular access**	School Streets are predominantly residential where most of the space is currently used for vehicular movement and parking. The program aims to rebalance land use so that all users can have a safe and pleasant experience. School Streets are part-time road closures and may impact people of all groups choosing or having to take journeys by private vehicles (e.g. older people, residents with mobility issues and their carers, large families, delivery/taxi staff). While vehicular journeys may take longer because of road closures, research has shown that

	they are likely to reduce in time as the general traffic falls. Emergency vehicle response times are generally unaffected by School Streets. The School Streets may impact an unknown number of parents who drop children at school and go on to work and are therefore constrained by time. **Mitigations** Vehicular access is maintained for all emergency services, residents and businesses of those streets, school staff, school bus, Blue Badge users, SEND pupils when their vehicle is registered for an exemption. It is currently being investigated if any business in the vicinity of the School Streets will be impacted by the scheme (e.g. for deliveries). Sutton could offer incentives to delivery riders and businesses to switch to cargo-bikes, e-bikes and other sustainable modes of transport. Cycle training would also be available to all willing to shift to cycling in Sutton, including families and the disabled.
UNCERTAIN **Parking provision**	Currently, there are few parking restrictions on the streets that are proposed to be included in the School Street areas. Waiting and loading restrictions are present near school entrances and only two disabled bays are located near St Philomena's Catholic High School for Girls & St Mary's Catholic Juniors and Carshalton Boys Sports College. There is just one Controlled Parking Zone (CPZ) in place around Robin Hood School (Zone R), thus most existing parking bays may currently be used for parents/carers to drop off/collect their kids. School Streets may have an impact on people willing to continue using their car to travel to school and people living in

	adjacent streets to Schools Streets that could see an increase of non-resident parking. A CPZ Permit Parking Area is currently proposed near All Saints' Carshalton Church of England Primary School. **Mitigations** All residents will have a permit to be able to continue park near their homes during controlled hours. Parents/carers will be encouraged to walk or cycle to school instead of using their car. It was found that the time to access schools by car or by bike was very similar (8-15min). Walk and cycle maps will be distributed. Incentives should be found for those using their car to go to work just after dropping their children to school. In consultation with residents, School Street extents could be increased and/or CPZ could be installed to prevent parents/carers to park in adjacent streets.

3. SECTION 3. CONCLUSION, ACTION PLAN AND MONITORING

3.1 Conclusion

To date, there are not expected to be any significant negative impacts on any equalities group. On the contrary, the School Street schemes are predicted to impact many groups positively. However, we continue working with all groups and stakeholders to include their needs as the design evolves.

3.2 Action plan and monitoring

Stage	Key activities	Progress milestone	Officer responsible	Recommendations and monitoring
Early engagement	Public survey Continue meeting with relevant stakeholders and work on improvements, exemptions and mitigations. Consultation report.	April 2021 May 2021 May 2021	Programme communication officer Stakeholder Manager Programme communication officer	Consultation of the public and all groups on the preliminary design making sure to fill any possible gaps with target meetings.

Detailed design	Develop detailed design in relation with public consultation findings, stakeholder meetings and identified areas of improvement. Update EqIA Cabinet approval on detailed design proposals and EqIA.	June 2021 June 2021 June-July 2021	School Street Programme Lead School Street Programme Lead School Street Programme Lead	Continue engagement activities throughout the next stages of the project as schemes are detailed to make sure all relevant stakeholders have been consulted (e.g. emergency services, schools, businesses, etc). Update the EqIA and show how the proposals evolve to meet protected group needs.
Statutory consultation	Consultation on detailed design. Continue meeting with relevant stakeholders and work on improvements, exemptions and mitigations. Consultation report.	July 2021 July 2021 August 2021	Programme communication officer Stakeholder Manager Programme communication officer	Consultation will be advertised through a range of channels including newsletter, web, mailing list, social media, stakeholder groups, letterbox, posters and form should be available online and in paper form. Register demographics data when respondents agree to ensure all groups are consulted and fill any potential gaps.

Final design	Update detailed design. Update EqIA.	August 2021 August 2021	School Street Programme Lead School Street Programme Lead	Final consultation results and final proposals to be shared with all addressees in the consultation area and be made available online.
Construction	Traffic orders. Information letters including walk and cycle to school routes Provide permits to allow access for those that are exempt in information pack. Implementation of proposals. Support schools to apply for STARS accreditation	Sept 2021 Sept 2021 Sept 2021 Sept 2021 October 2021	School Street Programme Lead Programme communication officer School Street Programme Lead School Street Programme Lead Programme communication officer	Information packs delivered to properties in the vicinity of the works and posters put up in the area prior to works starting. Hard copy of walk and cycle maps posted to schools and PDF versions provided to share with families and to put on their websites. Set up and communicate a feedback mechanism.
Yearly survey	Undertake quantitative surveys (e.g. air quality, pedestrian, cycle,	Yearly	School Street Programme Lead	Identify indicators, monitor and review the scheme. Make any essential changes only after one year to be able to collect

	vehicular traffic counts, collisions, crime, economic data, noise pollution, car ownership, Blue-badge holders, exemptions). Photographic evidence before/after. Undertake behaviour and satisfaction survey amongst different users. Survey findings shared with the public.		Programme communication officer Programme communication officer	enough data to measure impact of the schemes. Consider all impacts on qualities groups.
Review	Full review to take place 3 years after the installation of the scheme.	2024	School Street Programme Lead	Independent review to be carried out.

APPENDIX 1. PROPOSALS TO DATE

4. APPENDIX 1. PROPOSALS TO DATE

School Streets originated in Bolzano, Italy in the early 1990's when school communities were struggling to manage traffic during peak pick up and drop off hours. The programmes showed several positive impacts: road safety, improved air quality, healthier lifestyles, independent mobility, community connections, reduced congestion. Sutton Council proposes to make 11 Schools Streets permanent with the aim of attaining the similar positive impacts.

Resources and research supporting the implementation of School Streets to increase active travel can be found on this website: http://schoolstreets.org.uk/resources/ This includes a review of 16 existing School Streets, showing that these closures can improve the number of children walking, cycling and wheeling to school without creating road safety problems.

The proposals to date are explained below.

4.1 School Streets 1. All Saints' Carshalton Church of England Primary School (Rotherfield Road)

The extent of the proposed school street scheme is shown in blue on the plan below and covers Rotherfield Road, between its junctions with A232 High Street and B271 Ruskin Road, and Talbot Road between its junctions with Rotherfield Road and Carshalton Place.

There are three proposed closure points:

- Rotherfield Rd at junction with A232 High Street
- Rotherfield Road at junction with B271 Ruskin Road
- Talbot Road junction with Carshalton Place

The School Street scheme will operate Monday to Friday in term-time only and not at weekends or during school holidays. The suggested times of closure are Monday - Friday mornings (8:15-9:15am) and afternoons (2:45-3:45pm).

In order to ensure ongoing sustainability and compliance for the scheme it is recommended the scheme is enforced by a static ANPR (automatic number plate recognition) CCTV cameras.

Residents within the school street zone will be exempt from the restrictions along with emergency service vehicles. Exemptions for other users will be considered.

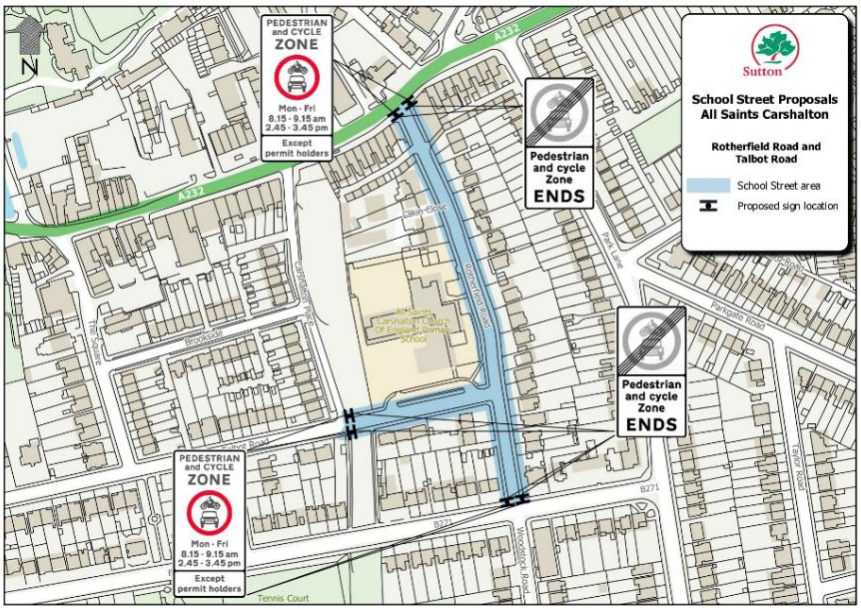


Figure 2. School Street 1: All Saints' Carshalton Church of England Primary School (Rotherfield Road)

4.2 School Street 2. St Elpheges Catholic Infants and Juniors (Roe Way)

The extent of the proposed school street scheme is shown in blue on the plan below and covers Roe Way from its junction with Mollison Drive.

There is one proposed closure point:

- Roe Way at its junction with Mollison Drive

The School Street scheme would operate Monday to Friday in term-time only and not at weekends or during school holidays. The suggested times of closure are Monday - Friday mornings (8:20-9:05am) and afternoons (2:45-3:30pm)

In order to ensure ongoing sustainability and compliance for the scheme it is recommended the scheme is enforced by a static ANPR (automatic number plate recognition) CCTV cameras.

Residents within the school street zone will be exempt from the restrictions along with emergency service vehicles. Exemptions for other users will be considered.

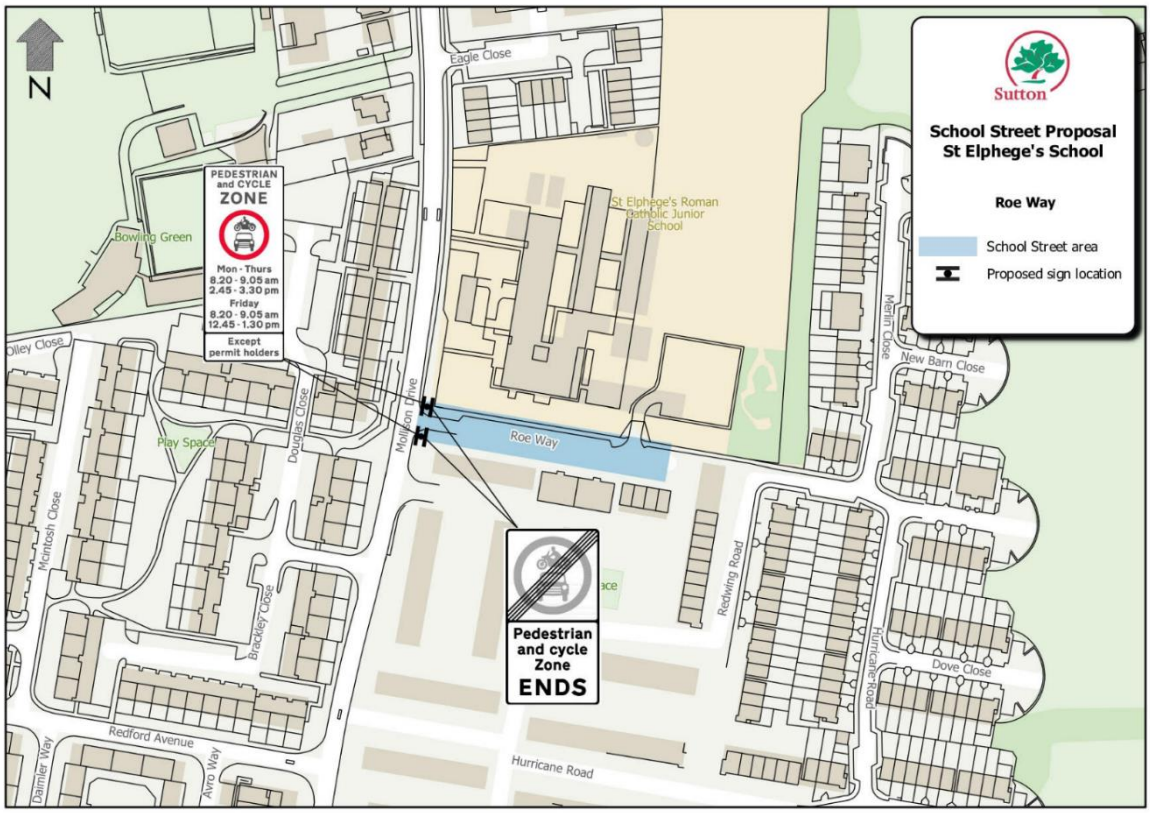


Figure 3. School Street 2: St Elpheges Catholic Infants and Juniors (Roe Way)

4.3 School Street 3. Bandon Hill Primary School and Sherwood Hill School (Beddington Gardens)

The extent of the proposed school street scheme is shown in blue on the plan below and covers Beddington Gardens between both its junction with B271 Boundary Road.

There are two proposed closure points:

- Beddington Way at its northerly junction with B271 Boundary Road
- Beddington Way at its southerly junction with B271 Boundary Road.

The School Street scheme would operate Monday to Friday in term-time only and not at weekends or during school holidays. The suggested times of closure are Monday - Friday mornings (8:15-9:30am) and afternoons (2:15-3:30pm)

Due to the high number of exemptions required for Sherwood Hill School it would not be feasible for this school to become a camera enforced scheme. It is proposed this scheme self-enforcing, subject to a future statutory consultation.

Residents within the school street zone will be exempt from the restrictions along with emergency service vehicles. Exemptions for other users will be considered.

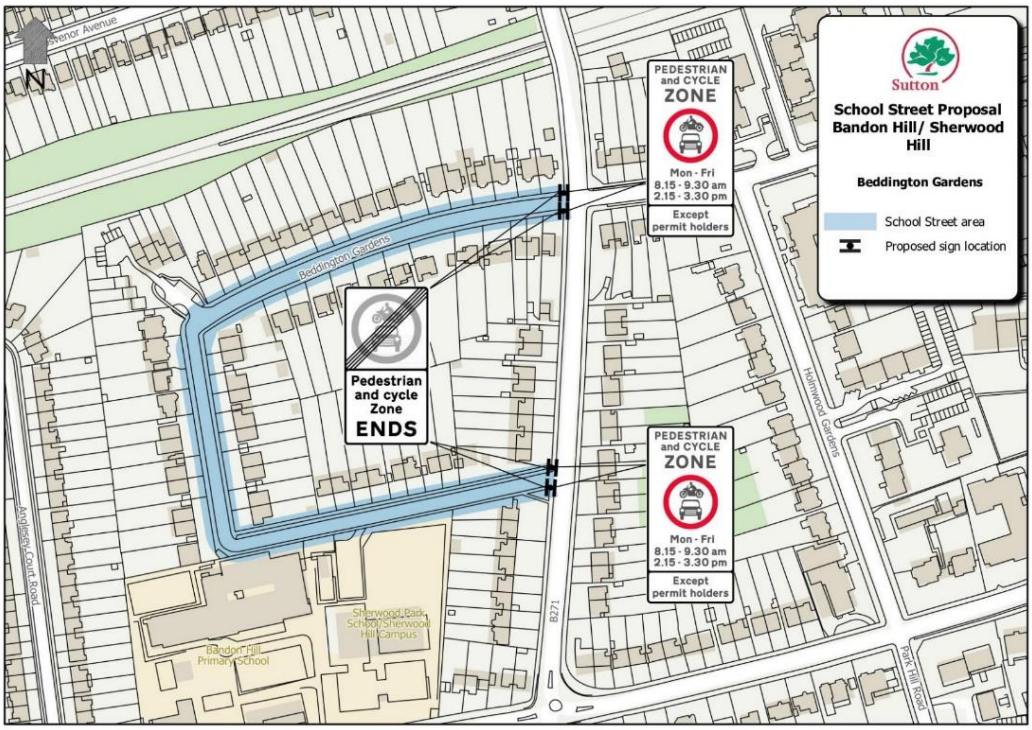


Figure 4. Bandon Hill Primary School and Sherwood Hill School (Beddington Gardens)

4.4 School Street 4: Carshalton Boys Sports College (Winchcombe Road)

The extent of the proposed school street scheme is shown in blue on the plan below and covers Winchcombe Road between both its junctions with Wellhouse road and Wigmore Road.

There are two proposed closure points:

- Winchcombe Road at its junction with Wellhouse Road
- Winchcomb Road at its junction with Wigmore Road

The School Street scheme would operate Monday to Friday in term-time only and not at weekends or during school holidays. The suggested times of closure are Monday - Friday mornings (8:10-9:00am) and afternoons (2:45-3:25pm)

In order to ensure ongoing sustainability and compliance for the scheme it is recommended the scheme is enforced by a static ANPR (automatic number plate recognition) CCTV cameras.

Residents within the school street zone will be exempt from the restrictions along with emergency service vehicles. Exemptions for other users will be considered.

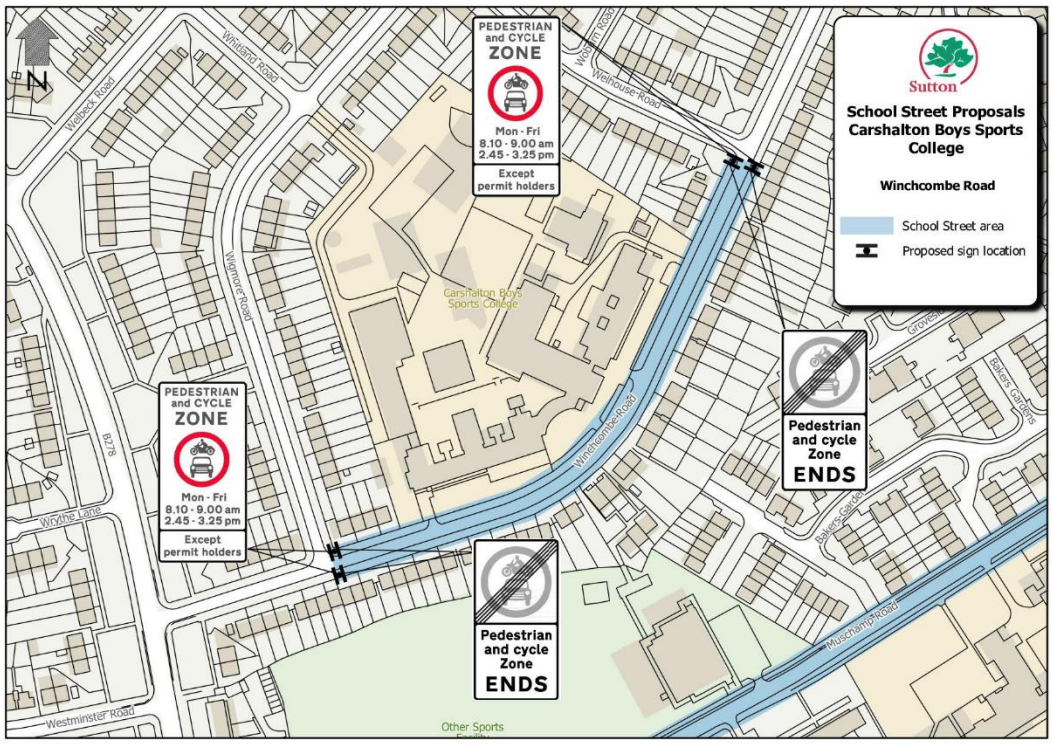


Figure 5. School street 4. Carshalton Boys Sports College (Winchcombe Road)

4.5 School Street 5: Cheam Park Farm Primary Academy (Kingston Avenue)

The extent of the proposed school street scheme is shown in blue on the plan below and covers Kingston Avenue between its junctions with Windsor Avenue and Wellhouse road and Kew Crescent.

There are two proposed closure points:

- Kingston Avenue at its junction with Windsor Avenue
- Kingston Avenue at its junction with Kew Crescent

The School Street scheme would operate Monday to Friday in term-time only and not at weekends or during school holidays. The suggested times of closure are Monday - Friday mornings (8:20-8:50am) and afternoons (2:45-3:30pm)

In order to ensure ongoing sustainability and compliance for the scheme it is recommended the scheme is enforced by a static ANPR (automatic number plate recognition) CCTV cameras.

Residents within the school street zone will be exempt from the restrictions along with emergency service vehicles. Exemptions for other users will be considered.

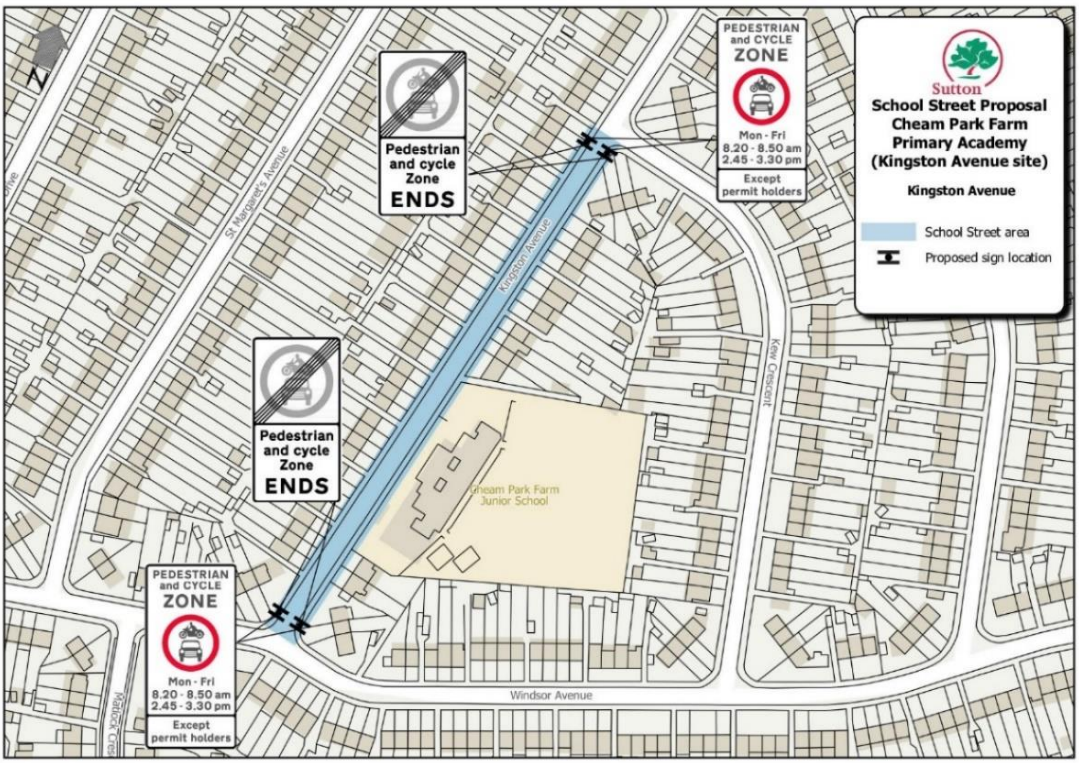


Figure 6. School street 5. Cheam Park Farm Primary Academy (Kingston Avenue)

4.6 School Street 6: Muschamp Primary School (Muschamp Road)

The extent of the proposed school street scheme is shown in blue on the plan below and covers Muschamp Road between its junctions with Green Wrythe Lane and Byne Road.

There are two proposed closure points:

- Muschamp Road at its junction with Green Wrythe Lane
- Muschamp Road at its junction with Byne Road.

The School Street scheme would operate Monday to Friday in term-time only and not at weekends or during school holidays. The suggested times of closure are Monday - Friday mornings (8:20-9:15am) and afternoons (2:45-3:30pm).

In order to ensure ongoing sustainability and compliance for the scheme it is recommended the scheme is enforced by a static ANPR (automatic number plate recognition) CCTV cameras.

Residents within the school street zone will be exempt from the restrictions along with emergency service vehicles. Exemptions for other users will be considered.

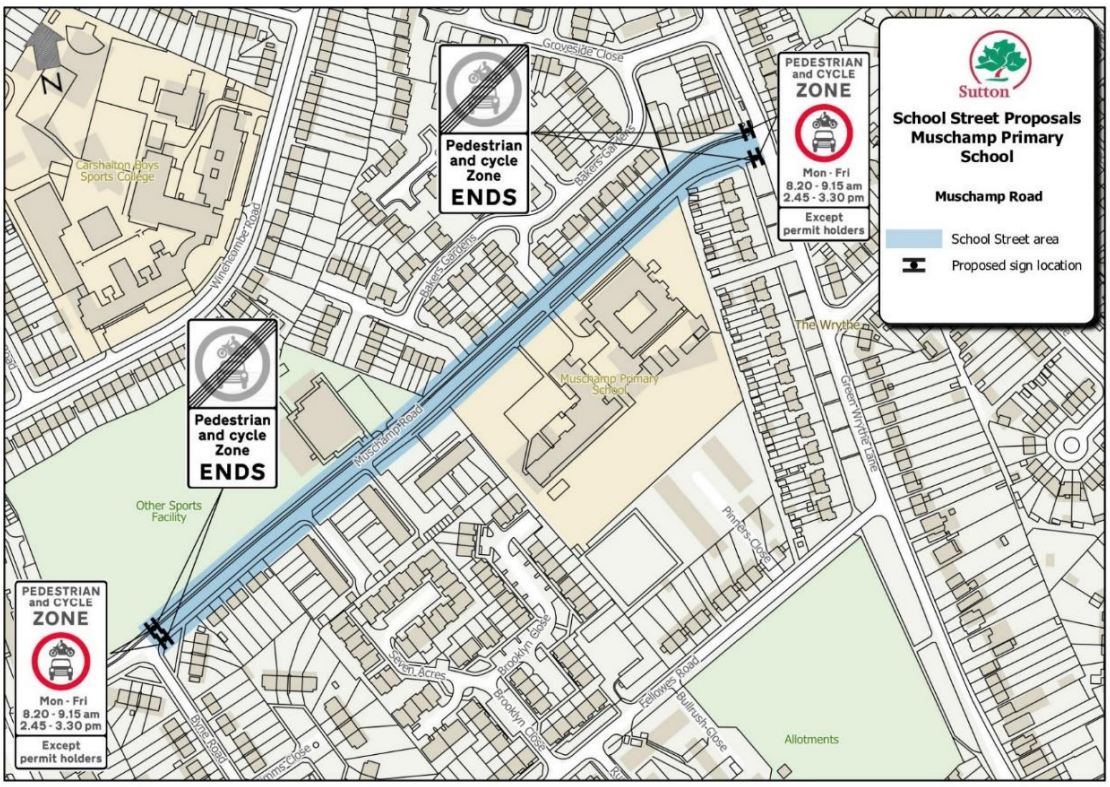


Figure 7. School Street 6: Muschamp Primary School (Muschamp Road)

4.7 School Streets 7: Cheam Fields Primary Academy (Stoughton Avenue)

The extent of the proposed school street scheme is shown in blue on the plan below and covers Stoughton Avenue between its junctions with Chatsworth Road and Tilehurst Road.

There are two proposed closure points:

- Stoughton Avenue at its junction with Green Chatsworth Road
- Kingston Avenue at its junction with Tilehurst Road.

The School Street scheme would operate Monday to Friday in term-time only and not at weekends or during school holidays. The suggested times of closure are Monday - Friday mornings (8:15-9:00am) and afternoons (2:45-3:30pm).

In order to ensure ongoing sustainability and compliance for the scheme it is recommended the scheme is enforced by a static ANPR (automatic number plate recognition) CCTV cameras.

Residents within the school street zone will be exempt from the restrictions along with emergency service vehicles. Exemptions for other users will be considered.

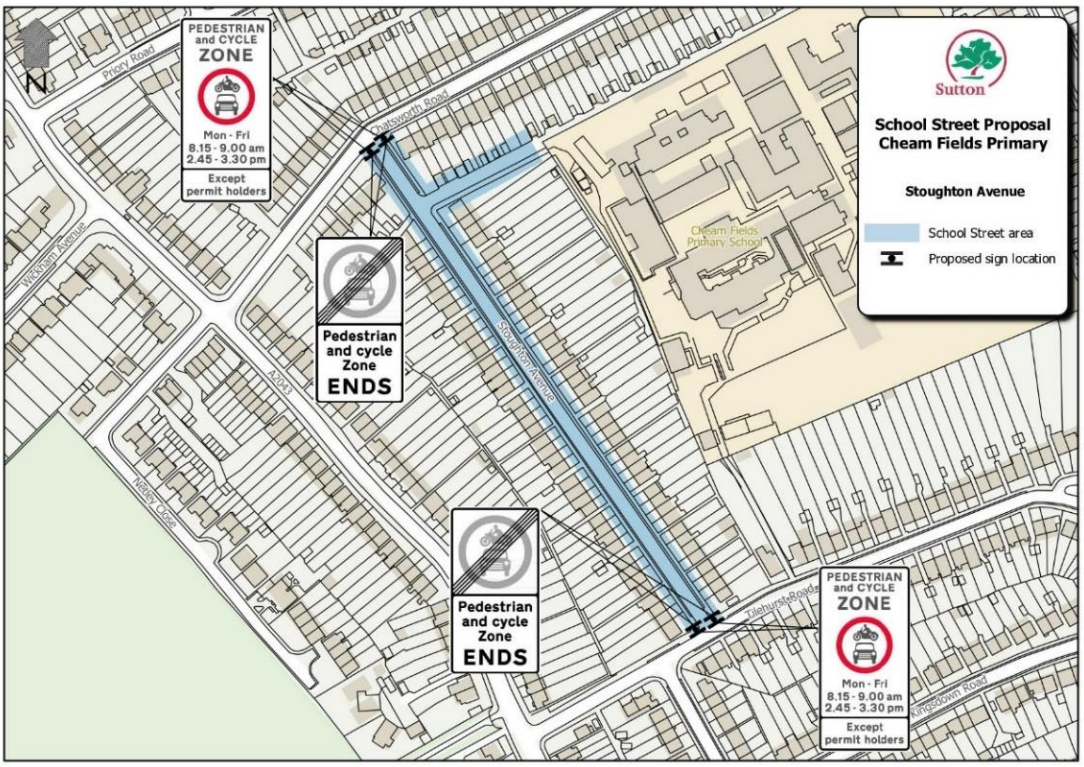


Figure 8. School Streets 7: Cheam Fields Primary Academy (Stoughton Avenue)

4.8 School Streets 8: Cheam Common Infants' and Junior Academy (Kingsmead Avenue)

The extent of the proposed school street scheme is shown in blue on the plan below and covers Kingsmead Avenue, between Balmoral Road and Dalmeny Road

There are two proposed closure points:

- Kingsmead Avenue at its junction with Green Balmoral Road
- Kingston Avenue at its junction with Dalmeny Road

The School Street scheme would operate Monday to Friday in term-time only and not at weekends or during school holidays. The suggested times of closure are Monday - Friday mornings (8:15-9:00am) and afternoons (2:45-3:30pm)

In order to ensure ongoing sustainability and compliance for the scheme it is recommended the scheme is enforced by a static ANPR (automatic number plate recognition) CCTV cameras.

Residents within the school street zone will be exempt from the restrictions along with emergency service vehicles. Exemptions for other users will be considered.

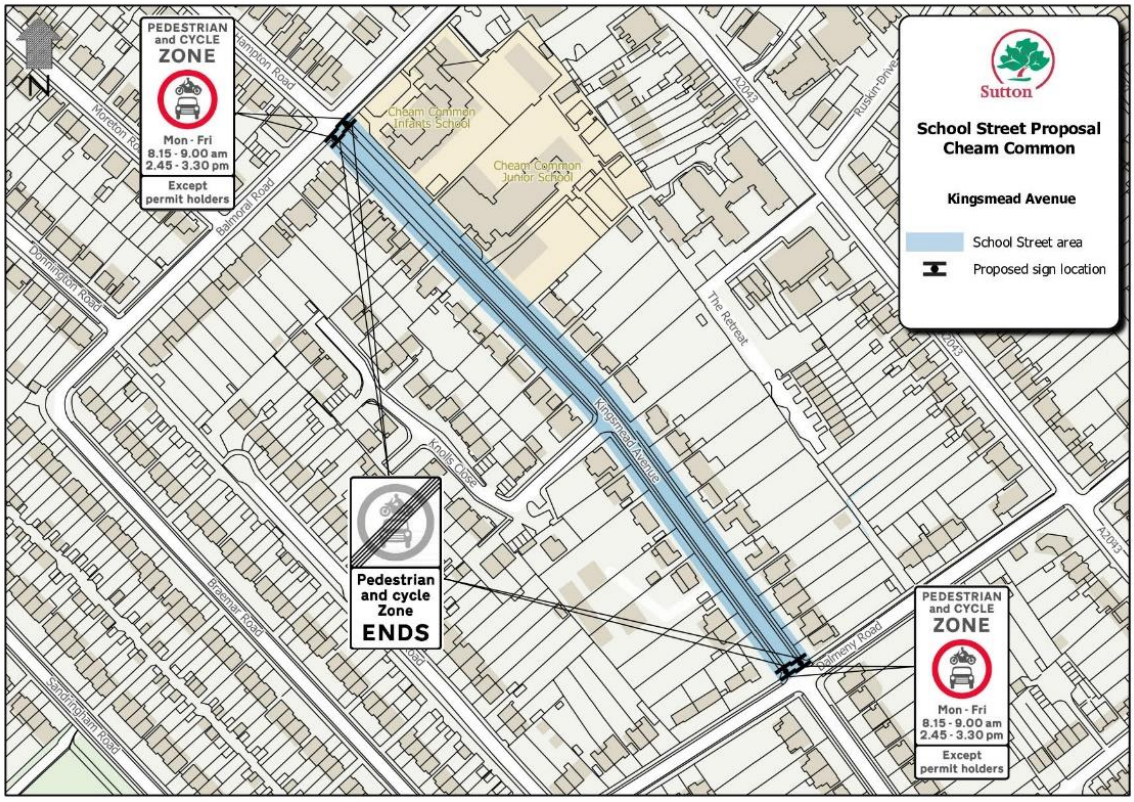


Figure 9. School Street 8: Cheam Common Infants' and Junior Academy (Kingsmead Avenue)

4.9 School Streets 9: Robin Hood Junior School (Thorncroft Road)

The extent of the proposed school street scheme is shown in blue on the plan below and covers Thorncroft Road between its junction with Greenford Road and its southernmost extremity and Greenford Road.

There is one proposed closure point:

- Thorncroft Road at its junction with Greenford Road

The School Street scheme would operate Monday to Friday in term-time only and not at weekends or during school holidays. The suggested times of closure are Monday - Friday mornings (8:20-9:30am) and afternoons (2:15-3:45pm)

In order to ensure ongoing sustainability and compliance for the scheme it is recommended the scheme is enforced by a static ANPR (automatic number plate recognition) CCTV camera.

Residents within the school street zone will be exempt from the restrictions along with emergency service vehicles. Exemptions for other users will be considered.

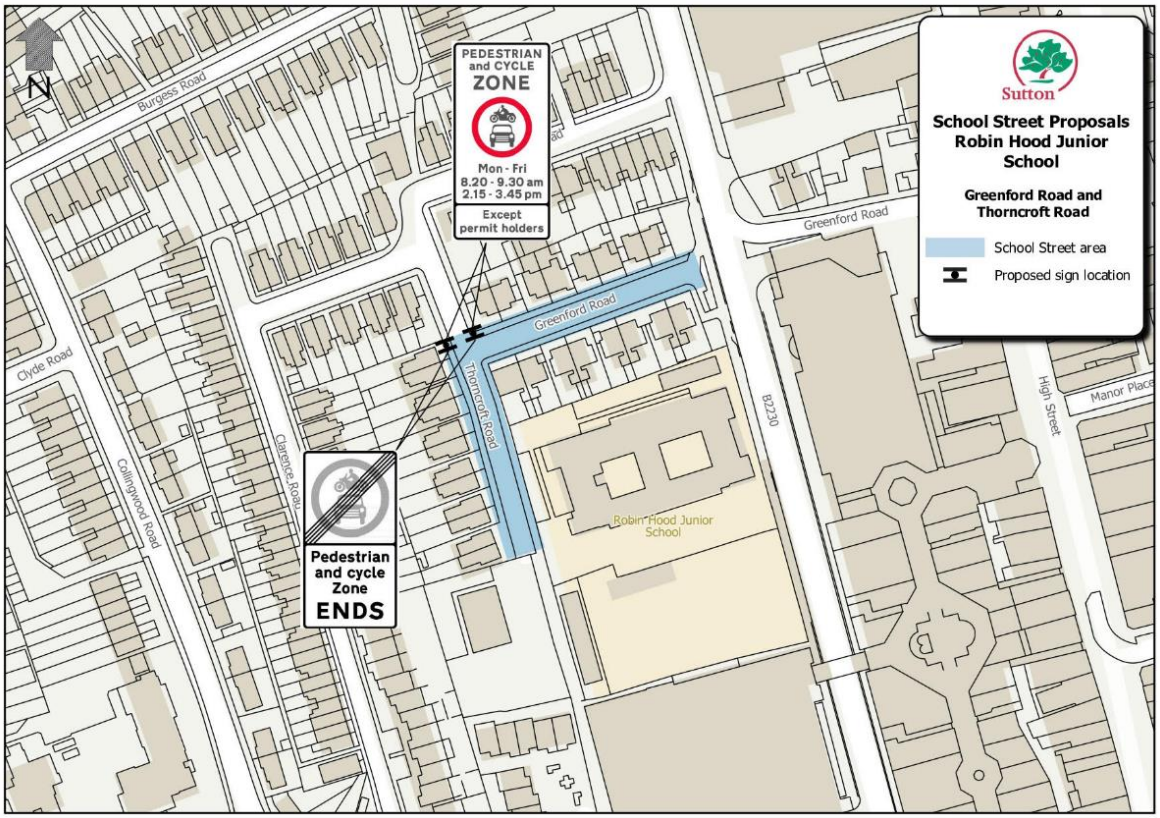


Figure 10. School Streets 9: Robin Hood Junior School (Thorncroft Road)

4.10 School Streets 10: St Philomena's Catholic High School for Girls & St Mary's Catholic Juniors (Shorts Road)

The extent of the proposed school street scheme is shown in blue on the plan below and covers Shorts Road, between its junctions with Colston Road roundabout and Carshalton Road, and Alma Road between Shorts Road and Carshalton Road.

There are two proposed closure points:

- Shorts Road at its junction with Colston Road roundabout
- Alma Road at its junction with Carshalton Road

The School Street scheme would operate Monday to Friday in term-time only and not at weekends or during school holidays. The suggested times of closure are Monday - Friday mornings (8:0-8:30am) and afternoons (2:45-3:30pm)

In order to ensure ongoing sustainability and compliance for the scheme it is recommended the scheme is enforced by a static ANPR (automatic number plate recognition) CCTV camera.

Residents within the school street zone and residents of houses in adjoining streets needing to access their garages from within the zone will be exempt from the restrictions along with emergency service vehicles. Exemptions for other users will be considered.

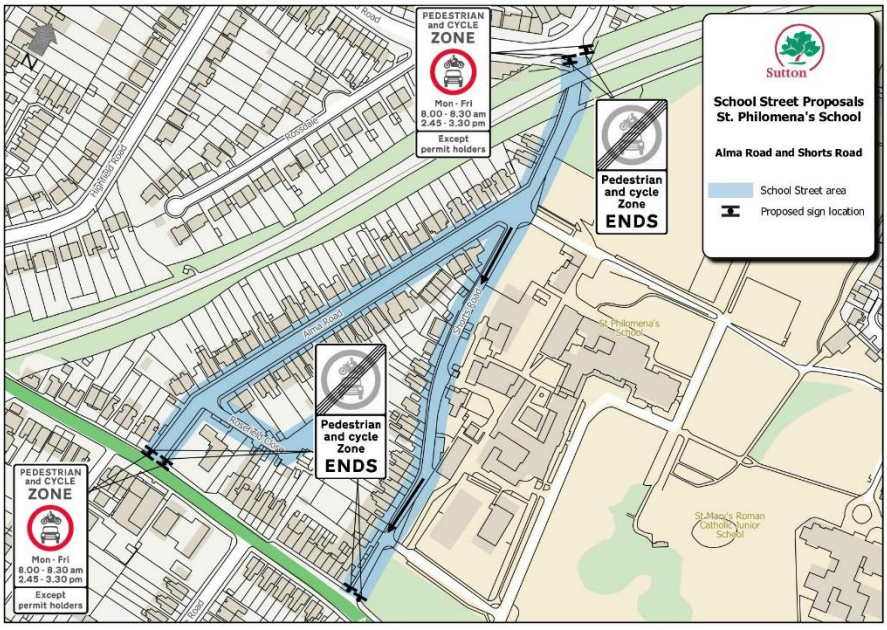


Figure 11. School Streets 10: St Philomena's Catholic High School for Girls & St Mary's Catholic Juniors (Shorts Road)

4.11 School Street 11: Harris Junior Academy, Carshalton (Camden Road)

The extent of the proposed school street scheme is shown in blue on the plan below and covers Camden Road, between its junctions with North Street and West Street.

There is one proposed closure point:

- Camden Road at its junction with North Street

The School Street scheme would operate Monday to Friday in term-time only and not at weekends or during school holidays. The suggested times of closure are Monday - Friday mornings (8:00-9:15am) and afternoons (3-4:00pm).

In order to ensure ongoing sustainability and compliance for the scheme it is recommended the scheme is enforced by a static ANPR (automatic number plate recognition) CCTV camera.

Residents within the school street zone will be exempt from the restrictions along with emergency service vehicles. Exemptions for other users will be considered.

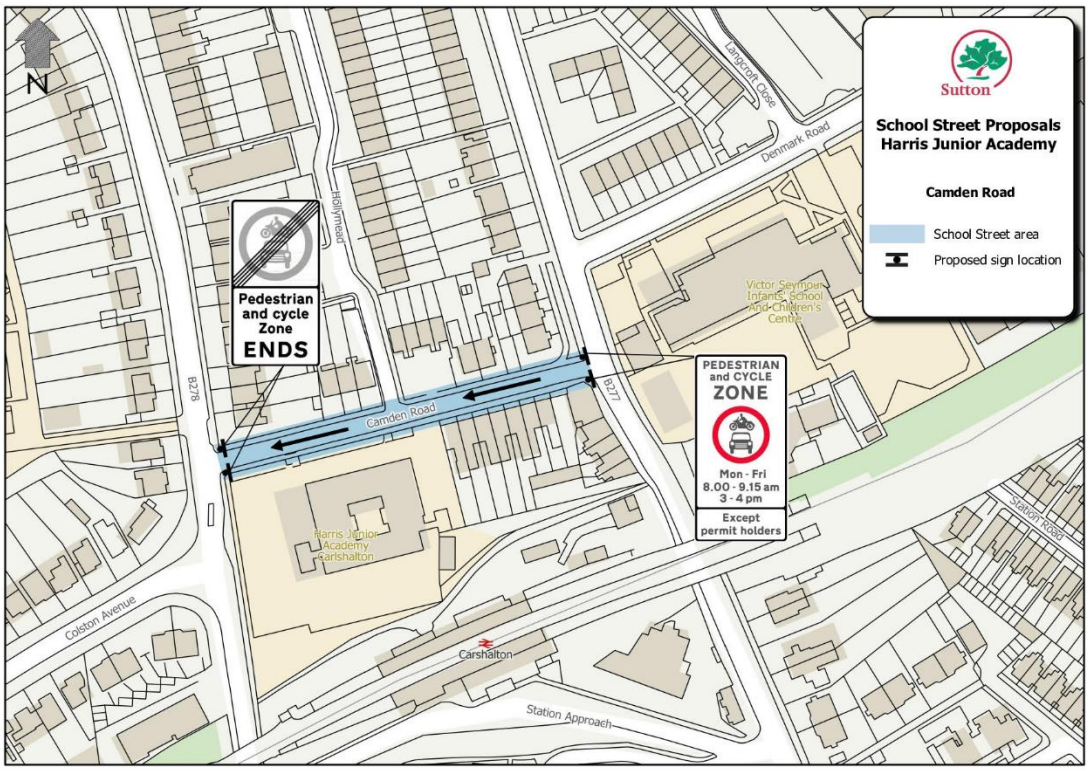


Figure 12. School Street 11: Harris Junior Academy, Carshalton (Camden Road)

APPENDIX 2. CONSULTATION TO DATE

5. APPENDIX 2. CONSULTATION TO DATE

Project Centre was commissioned by Sutton Council to outline and summarise the activities, respondent representativity and findings from the consultation carried out for eleven experimental School Streets.

5.1 Activities

From Monday 15 March to Sunday 4 April, an informal consultation took place to collect people's views on the 11 School Street proposals. The aim was to receive feedback from various users having a link to the scheme area: residents, schools, parents and guardians, community and stakeholder organisations and local businesses.

The survey had about 1,500 responses, mostly web-based but including 471 paper responses from residents within each school street area. Respondents could self-report as parents, staff members, residents or business owners within the closure zone, resident within the closure zone with visiting carers or residents outside of the closure zone.

The consultations asked respondents the following questions:

- Are you supportive of the proposed start and end times for the school street restrictions?
- Are you supportive of the proposed extents of the school street?
- Are you aware of particular categories of vehicle use that may need to considered for exemption from the restrictions?
- Overall, do you agree with the principle of reducing the amount of traffic in the restricted area during school drop-off and pick-up times?
- If you disagree, would you support alternatives.

Respondents were also given the opportunity to provide alternative proposals and provide other comments through free text questions following each of the above questions.

There will then be a final statutory consultation in the summer, with a view to approved schemes going live in the borough in Autumn 2021.

5.2 Respondent representation

There were 1444 respondents.

Age:

- 8% were aged 25-34,
- 31% were aged 35-45,
- 24% were aged 45-54,
- 14% were aged 55-64,
- 10% were aged 65-74,
- 4% were aged 75-84,
- 2% were aged 85+,
- 7% preferred not to say.

Ethnicity:

- 75% were White,
- 6% were Asian,
- 3% were Mixed,
- 2% were Black,
- 1% were Other,
- 13% preferred not to say.

Disability:

- 74% were not disabled,
- 7% had a disability affecting mobility,
- 2% had a disability affecting hearing,
- 2% were mentally ill,
- 2% had another form of disability,
- 1% had had a disability affecting vision,
- 1% had a learning disability,
- 12% preferred not to say.

Gender:

- 59% were women,
- 32% men,
- 9% preferred not to say.

Faith/religion/belief:

- 50% were Christian,
- 15% had no religion,
- 6% were atheist,
- 4% were agnostic,
- 3% had another religion,

- 2% were Hindu,
- 2% were Muslim,
- 18% preferred not to say.

Pregnancy/maternity:

- 85% were not/had not been recently pregnant,
- 3% were/had been recently pregnant,
- 12% preferred not to say.

Relationship with the area:

39% were parents

4% were teacher/ school staff member at this school

16% were resident/ business owner inside the suggested closure zone

4% were resident inside the suggested closure zone with visiting carers

44% were resident/ business owner outside the closure zone

4% were other

95% were based in Sutton

5% were based elsewhere

5.3 Key Results

The key outcomes of each consultation are summarised below.

- All but two of the consultation sites had **overall support** for reducing traffic outside of the schools. These schools all achieved **over 60% support**.
- These results indicate that all **schools' parents and residents within the proposed school street areas would be supportive of a School Street** where the timing and restriction points were consistent with the school's needs. However, overall results from St Philomena's were unsupportive of a school street. Across the board, parents, staff and residents within each school street area were **supportive of the proposals**. Those that were unsupportive were mostly residents from outside the area.
- St Elphege's showed **strong support** for the proposals, with 89% support for reducing traffic outside the school and strong support of the proposed timing and restriction points.
- Overall, the schools were also supportive of the proposed timing and restriction points. However, the responses at three of the sites highlighted

concerns about the timing of the school streets and the locations of the proposed restriction points.

- The responses for Carshalton Boys showed that 55% had concerns about the proposed timings and 59% were concerned about the proposed restriction points. Similarly, St Philomena's returned 56% and 55% of responses as unsupportive of both the proposed timing and restriction points, respectively. At Cheam Fields, 46% of respondents were concerned about the proposed restriction points.
- Carshalton Boys and Cheam Fields were supportive of reducing traffic outside schools. It is recommended that the designs of the School Streets at Carshalton Boys and Cheam Fields are reviewed to accommodate feedback from respondents.
- St Philomena were unsupportive of reducing traffic outside schools. However, there was overall support from parents and residents within the area. Those that were unsupportive were mostly residents from outside the area. It is recommended that the design of the School Streets at St Philomena's be reviewed to accommodate feedback from respondents and further engagement be undertaken.

School	Number of Responses	Supportive of Timing (%)	Supportive of Restriction Points (%)	Supportive of Reducing Traffic Outside Schools (%)
All Saints Carshalton	195	58%	57%	62%
Bandon Hill and Sherwood Hill	95	61%	58%	62%
Carshalton Boys	158	43% (55% unsupportive)	36% (59% unsupportive)	49% (42% unsupportive)
Cheam Common	140	59%	59%	67%
Cheam Fields	104	50%	40% (46% unsupportive)	60%
Cheam Park Farm	168	62%	63%	63%
Harris Junior Academy	137	63%	69%	64%
Muschamp Primary	163	55%	54%	60%

Robin Hood Junior	53	60%	53%	68%
St Elphege's	97	73%	88%	89%
St Philomena's	185	29% (56% unsupportive)	40% (55% unsupportive)	44% (48% unsupportive)

5.4 School Street Timing

Although there were many requests for different timing of the school streets, there was very little consistency between requests for each school except for St Elphege's.

There were 29 requests to implement alternative timing on Friday afternoons at St Elphege's to be consistent with the different school timetable on that day.

No changes other to the proposed school street times are recommended based on the outcome of the engagement.

5.5 School Street Restriction Points

The following changes to restriction points were requested multiple times and it may be worth considering including these within the restriction points:

- 4 requests to include Carshalton Place and 7 requests to include Talbot Road at All Saints
- 7 requests to include Wigmore Road and 5 requests to include Winchcombe Road at Carshalton Boys
- 13 requests to include Tilehurst Road at Cheam Fields
- 7 requests to include Molesley Drive at Cheam Park Farm
- 8 requests to include Clarence Road at Robin Hood Junior
- 5 requests to revert back to the previous restriction points at St Philomena's

5.6 Vehicle Exemption Requests

The following vehicles were suggested as requiring an exemption to the school streets:

- Delivery vehicles (106 requests)
- Carers (79 requests)
- Emergency vehicles (57 requests)
- Disabled users (56 requests)
- Taxis / cabs (55 requests)
- Residents (48 requests)

It is recommended that it is communicated that some of these vehicles would already have an exemption. It is also recommended that access to carers, delivery vehicles

and taxis be considered and where they are not provided access, this be communicated with residents.

5.7 Other Comments

Respondents were given the opportunity to provide any other comments they had. Overall, 30% were positive, 25% neutral and 44% negative. This is inconsistent with the overall results which are supportive. This suggests that more comments were made by respondents who are unsupportive.

The main themes of these comments were:

- Parking concerns including comments on parents parking illegally during school drop of and pick up and concern about residents having restricted access for delivery vehicles, visitors etc during the hours of operation
- Concern about congestion being displaced onto other roads
- Acknowledgement that school streets can improve safety for children but also concern that displaced traffic would increase safety concerns on other streets
- Concern that existing parking restrictions and speed limits are not enforced properly.

APPENDIX 3. EQUALITY TARGET GROUPS

6. APPENDIX 3. EQUALITY TARGET GROUPS

The 2010 Act identifies nine Protected Characteristics Groups (PCG) for consideration within EqIAs, as follows: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion and philosophical belief, sex, sexual orientation. Sutton Council has identified two additional groups to consider: parents and carers, socio-economic status groups.

The table below identifies the range of equality target groups considered in this report, their presence in Sutton and what their usual needs are when they use streets (School Streets and surrounding streets). While it should be recognised that many of the below equality target groups may overlap and have similar needs, it is not also always the case that all members of one target group will share the same needs.

See source of information and data in the reference list at the end of the document in appendix 5.

Table 1 – Target groups, strands, needs and Sutton data

Target groups and strands	Typical and particular needs of groups related to street use	Data for this group in Sutton and in relation with the School Streets
Age: People of a particular age or persons of the same age group		
6.1 Children (0-17)	• Large and step-free walkways to be carried in pushchairs • Safe streets to move around with a scooter or cycle, in particular to go to school • Safe and healthy spaces to play, explore and socialize, supervised and then unsupervised. The built environment shapes a child's development (e.g. independence, self-confidence, trust in others) • Clean air to allow healthy lung development and prevent asthma	• 23% in Sutton is aged 0-17 (2019) • 10% of children live in low-income families (2016) • 7.3% of the 4–5-year-olds are obese (2015-16) • 18.4% of the 10–11-year-olds are obese (2015-16)

	• Quiet streets as it was found that children with NIHL (Noise Induced Hearing Loss) suffer from decreased educational achievement and impaired social–emotional development, score significantly lower on basic skills, and exhibit behavioural problems and lower self-esteem • Safe space to be physically active, through play or active travel, to prevent obesity, risk of diabetes, high blood pressure, depression, and heart disease • Safe streets with speed adapted to children (children are less visible, less predictable, and less able to evaluate speed) • Properly designed cycleways for children to be safely transported in cargo-bikes, cycle trailers or bike seats, to cycle escorted by an adult and/or to cycle at a slow pace.	
6.2 Younger people (aged 18-24)	• Sustainable design for a generation concerned by climate change (e.g. cycling facilities, biodiversity, sustainable drainage, recycled/recyclable and local materials); • Free and safe space to stay active, to play and exercise, and for active travel; • Free and safe space to meet and socialize, to perform/express oneself and watch performances/others • Safe and sufficient travel and parking space to use affordable modes of transport such as walking, scooting, skating and cycling, including to go to school, education facilities, workplaces and group-related businesses and facilities. • Pleasant, safe and clean setting around group-related facilities.	• 4.4 to 9.6% in Sutton is aged 18-24 (2020), which is lower than London's average • No facilities specifically related to this group are known to exist around the school streets.

6.3 Adults (aged 25-64)	• Efficient ways to get to work and to do their work (e.g. for drivers of collection, street maintenance, courier, taxi, private hire, construction, emergency and delivery vehicles); • Efficient ways to take and pick up young children to/from school and other facilities; • Efficient ways to take and pick up people they support (e.g. disabled or elderly people); • Quiet streets as inadequate levels of noise can cause a wide variety of adverse health effects, including sleep disturbance, annoyance, noise-induced hearing loss (NIHL), cardiovascular disease, endocrine effects, and increased incidence of diabetes • Outdoor business and free green and quiet open space to have lunch; • For business staff and owners, comfortable and attractive outdoor space for their customers to queue, sit, shop and eat outside; • For adults with families, safe and sufficient space to travel and spend time with their kids.	• 55% in Sutton is aged 25-64 (2020); • There are businesses in the vicinity of school streets, for instance on Carshalton High Street, Stafford Road, Wrythe Lane, Chatsworth Road, Cheam Common Road, Carshalton Road and North Street.
6.4 Older people (aged 65 and over)	• Some older people may have physical, sensorial and mental impairments as well as health and medical conditions. Related needs are to find under 'Disability'; • Social space to meet neighbours and socialise to reduce loneliness, as older people suffer the most from this • Safe streets where the elderly can continue to carry out their activities autonomously and have daily physical exercise, including walking and cycling - at their own pace. Many adults	• 15.5% of Sutton population is aged 65+ (2019); • 16.7% projected in 2027; • No facilities specifically related to this group are known to exist around the school streets.

	aged 65+ spend, on average, 10 hours or more each day sitting or lying down, making them the most sedentary age group, and as a result a group with higher rates of falls, obesity and heart disease. • Increased street activity, leading to well overlooked and lit spaces that give a sense of security, which older people are particularly sensible to – while avoiding light pollution that can also cause adverse health effects such as sleep disturbance • Clean air as air pollution increases COVID-19 deaths by 15% worldwide and which affect vulnerable groups such as older people that may have a compromised immunity system and are more inclined to become seriously ill or die from the virus • Space for social distancing as it has been found the rate of mortality due to COVID-19 increases consistently with age. • Climate change mitigation (e.g. shade, water provision) from reduced vehicle use, to prevent urban heat islands to dangerously impact the elderly that are more inclined to dehydration.	
Disability: People with impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities		
6.5 People with auditory, visual, cognitive and physical impairment	• Comfortable space to use and park special transport means such as a wheelchair, mobility scooter, rollator/walker, stick or tricycle. • Visually impaired as well as neurodiverse people of any age need clear lines of sight and quieter streets. • Clean air as wheel-chair users are negatively impacted by pollution from cars as they may be nearer to the exhausts. Air	• 6.9% of Sutton population hold a Blue Badge and 2,993 badges were issued in Sutton in 2020. • 10.6% of people in Sutton have a disability in 2015 (from which 42.8% have MSK, 18% an impairment, 21.4% an illness and 17.8% a mental health condition).

	quality is also linked to COVID-19 cases. Between 24 January and 20 November 2020 in England, the risk of death involving the coronavirus (COVID-19) was 3.1 times greater for more-disabled men and 1.9 times greater for less-disabled men, compared with non-disabled men; among women, the risk of death was 3.5 times greater for more-disabled women and 2.0 times greater for less-disabled women, compared with non-disabled women. • Designs that are equitable, that do not segregate or stigmatize those with impairments (e.g. step-free streets with 60mm-high kerbs that work for everyone), that offer flexible use (e.g. right and left handed use, use for both a small and tall person), that use multiple information channels – auditory, visual and tactile; and that are simple and intuitive, easy to understand regardless of the user's experience, knowledge, language skills or concentration level. • When the disabled (including pupils) are carried on vehicles (community transport, car, cargo-bike), they need drop-off areas near destinations such as the school gates. • Some disabled people may rely on their car to move around and need a standard amount and size of disabled parking bays (3-6% as set in the London Plan 2021), including near schools and health facilities. Blue Badge holders are allowed to park on resident-only bays as well. • Safe streets where the disabled have the opportunity to carry out activities autonomously and have daily physical exercise, including walking and cycling - at their own pace. Research found that nearly half disabled people (42%) in England are	• No facilities specifically related to this group are known to exist around the school streets. • Only two disabled bays are located near St Philomena's Catholic High School for Girls & St Mary's Catholic Juniors and Carshalton Boys Sports College. There is just one CPZ in place around Robin Hood School (Zone R). Blue Badge holders can use resident-only parking bays. However, a CPZ (Controlled Parking Zone) / Permit Parking Area is proposed near All Saints' Carshalton Church of England Primary School.

	inactive per week compared to 21% of non-disabled people and four in five disabled people report they would like to do more physical activity, highlighting continued barriers that prevent them from being active. Evidence also shows that disabled people are five times more likely to be injured as a pedestrian than non-disabled people – reporting 22 motor vehicle injuries per million miles walked, compared to 4.8 among pedestrians without a disability. • Social spaces where people can socialize as disabled people could be more inclined to suffer from loneliness. The proportion of disabled people (13.3%) who report feeling lonely "often or always" is almost four times that of non-disabled people (3.4%), with the greatest disparity for young adults, aged 16 to 24 years old.	
6.6 People with health and medical conditions	• Air quality is key for people with asthma and a respiratory condition – which also make them more vulnerable to the Covid 19. It is known that the installation of school streets help reduce traffic and congestion overall around the schemes. • Clean and safe space to exercise and stay active to help people that are overweight and with obesity (with potential related diabetes) to improve their health. Obesity and morbid obesity can increase a person's chances of dying from COVID-19 by 40 and 90% respectively. Over 70% of patients critically ill with confirmed COVID-19 are overweight or obesity. • Social, safe and quiet spaces to maintain people's mental health so they can cultivate a sense of belonging, security and calm.	• The proportion of Sutton residents with a long-term health problem or disability was 14.3%, slightly higher than that for the South London Sub-Region (13.4%), and for London as a whole (14.2%) (census 2011). • 63.2% of adults in Sutton are overweight or obese (2015-16). • 10.6% of people in Sutton have a disability in 2015 (from which 42.8% have MSK, 18% an impairment, 21.4% an illness and 17.8% a mental health condition).

	• Aesthetic environment. Several studies found that mental wellbeing was higher when people considered that their neighbourhood had very good aesthetic qualities. • Good accessibility for private vehicles, ambulances, taxis or community transport that disabled, older and people with medical conditions may have to use. • Good access and parking facilities for this group to visit health facilities.	• No facilities specifically related to this group are known to exist around the school streets.
Gender reassignment: People who are transgender, that have a gender identity that is different from the gender assigned to them when they were born.		
6.7 Transgender	• Increased street activity, leading to well overlooked and lit spaces as this group is particularly subject to harassment, bullying and physical violence. • Spaces that associate several types of activities and thus made for diverse user groups, as crowds of similar users are perceived as intimidating (e.g. crowds of men near pubs or liquor stores). • Safe and convenient space for affordable individual transport such as cycling as studies found that public transportation was the site where transgender people feel their difference is most visible and subject to unwanted scrutiny from other transit users. • Good access to facilities used by transgender people.	• No facilities specifically related to this group are known to exist around the school streets.

Marriage & civil partnership: People in a civil partnership or marriage between same sex or opposite sex.		
6.8 Married women	• No discrimination should take place regarding the employment of married people, especially women. This is not relevant for this scheme.	
Pregnancy & maternity: People who is pregnant or expecting a baby and a person who has recently given birth.		
6.9 Pregnant women and young mothers	• Traffic-calming and planting to improve air quality. Pregnant women are in a higher risk category than the average person of poor air quality – academic study shows spikes in pollution have been linked to spikes in miscarriage numbers, with high NO2 levels in particular having potential detrimental effects on unborn children. • Safe space to keep active, including by walking and cycling. Walking is the easiest physical activity to keep fit during pregnancy and when looking after a toddler. Two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity. • Traffic calming and reduction as pregnant women and young children's parents may be more sensitive to perceived safety, worrying for the children they carry. • Sufficient and comfortable walking space to use pushchairs, as well as quiet spaces to sit and rest (e.g. for breastfeeding). • Social and safe space as mothers could be more inclined to suffer from loneliness while (temporarily) not working. • It was found that where public realm is improved, there is significant reduction of violence, pickpocketing and anti-social	• The General Fertility Rate in Sutton (66.9 per 1,000 female population aged 15 – 44) is significantly higher than for London (63.3) and England (62.2) (2008-2012). Rates are even higher in some wards where the proposed school streets are located (Sutton Central, Sutton South, St Helier). • No facilities specifically related to this group are known to exist around the school streets.

	behaviour. This could be significant for this group that are more inclined to feel insecurity. • Studies also found an association between mental wellbeing and neighbourhood good aesthetic qualities and this can have a positive impact on women during or after pregnancy as they may suffer from perinatal anxiety and postnatal depression. • Good access to facilities used by this group (e.g. health facilities).	
Race: People defined by their race, colour and nationality (including citizenship), ethnic or national origins		
6.10 BAME (Black, Asian and minority ethnic) groups	• Streets with less traffic as BAME groups are more likely to suffer from respiratory illnesses as a result of poor air quality and pollution levels. In England, there are significantly higher rates of incidence of asthma within BAME groups. Studies also found that air pollution increases COVID-19 deaths by 15% worldwide, which affect vulnerable groups such as BAME groups that are already more inclined to become seriously ill or die from the virus. Data from the ONS shows that the virus does not have the same impact on all demographic groups. In England, all ethnic groups other than Chinese females were at higher risk of coronavirus-related mortality than the White ethnic population, with Black African men and Black Caribbean women having the highest risk. • Improved walking and cycling environments are positive to BAME groups as studies found that walking was the most used type of transport by this group. However, only a few BAME residents cycle compare to white people. The School Street schemes offer an opportunity to address this inequality.	• 27.3% of Sutton population belongs to the BAME group, compared to 43.5% London-wide (2020). • No facilities specifically related to this group are known to exist around the school streets.

	• BAME Londoners, both adults and children are almost twice as likely as white Londoners to be injured on the roads in a car accident and reducing this statistic is a priority. BAME road users also have the highest risk of being a pedestrian casualty and are less likely than white Londoners to say that they feel safe from road accidents when walking around London, either during the day or at night. • BAME groups often have larger families than their white counterparts and they need more space for walking and cycling with family members, including with wheelchairs, pushchairs and children scooters. Incentives should be offered to encourage active travel and use of public transport instead of car-based journeys. • More space for moving around, queuing and sitting outside benefit BAME populations. The risk of death involving COVID-19 for people of Black ethnic background of all ages together was 2.0 times greater for males and 1.4 times greater for females compared with those of White ethnic background. Males of Bangladeshi, Pakistani and Indian ethnic background also had a significantly higher risk of death involving COVID-19 (1.5 and 1.6 times, respectively) than White males. • Good access to facilities used by BAME groups.	
6.11 White	• Studies found that white Londoners are at higher risk of being involved in a cycle collision than other groups of cyclists. • Studies also found that car ownership is highest amongst London residents of White ethnic origin, with car ownership around a third lower amongst BAME groups.	• 72.7% of Sutton population is White (2020). • No facilities specifically related to this group are known to exist around the school streets.

7. Religion & philosophical belief: People with religious and philosophical beliefs including no belief (may include beliefs such as, for instance, existence of climate change, ethical veganism, abstinence from alcohol, political belief)		
6.12 People of various religions or no religion	• Optimal multimodal parking and inclusive access to worship places and (religious) schools. • Sufficient convivial space around worship places and (religious) schools to wait and socialize. • Clean air and road safety around worship places and (religious) schools.	• In 2011: 58.4% were Christian, 24.6% had no religion, 4.2% were Hindu, 4.1% were Muslim and 1.6% had other religions • Some churches and a mosque are in the vicinity of the school streets, however most services do not take place during 'school runs'.
Sex		
6.13 Women	• Better facilities for active travel positively impact women as there are lower rates amongst the female population regarding adults (16+) participation in a sport. Active travel is a great opportunity to reduce inequalities as two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity. Therefore, scheme improving the walking and cycling environment will help reducing existing inequalities. • Women are those that are more likely to care for children, to support elderly or disabled friends or family members and to take them to schools, shops and facilities and need safe routes to do so. • Women that are more sensitive to perceived safety, for themselves and the children they may be carrying or escorting.	• 51.2% in Sutton are women (2020) • No facilities specifically related to this group are known to exist around the school streets.

	• Female users who are more likely to feel worried in darker and isolated places. Presenting as female in public space increases vulnerability to violence and this is exacerbated at certain times of night in certain locations of the city. This is especially relevant in London, where 40 per cent of sexual assaults take place in public spaces including the transport network. • They also still make more 'escort' trips with children and more shopping trips than men, which require them to have appropriate space and equipment to carry children and goods. Safer and more space for walking and cycling is positive to women using pushchairs, cargo-bikes, trailers and people cycling with young children and walking with children riding scooters. Studies found that even people that are usually happy to ride on busy roads themselves are generally not keen to ride there with eight-year-olds, and riding with children on residential streets was often avoided due to fear of aggressive, rat-running traffic. Women currently using motorised vehicles to carry their children to school may need incentive to make a modal shift. • Good access to facilities used by women.	
6.14 Men	• Good road safety as studies found that men may usually take more risks when driving, cycling or walking on the street. • Clean air and space for physical activity as air pollution and lack of physical activity are linked to more COVID-19 cases, and despite making up 46% of diagnosed cases, men make up almost 60% of deaths from COVID-19 and 70% of admissions to intensive care units.	• 48.8% in Sutton are men (2020) • No facilities specifically related to this group are known to exist around the school streets.

	• Men are more likely to drive waste collection, street maintenance, courier, taxi, private hire, construction, emergency and delivery vehicles and need efficient access (time, distance and cost). An analysis of the Spring 2003 Labour Force Survey. It shows that women comprised only 9% of those employed in transport occupations. • Good access to facilities used by men.	
Sexual orientation: People's sexual orientation towards persons of the same sex, persons of the opposite sex or persons of either sex.		
6.15 LGBT group	• Perception of security. The LGBT population can sometimes be a target of anti-social behaviour. A third of LGBT people avoid particular streets because they do not feel safe there as an LGBT person. • Studies found an association between mental wellbeing and neighbourhood good aesthetic qualities which can impact gay and bisexual men positively as they are more likely to attempt suicide, self-harm and have depression than their heterosexual peers. • Gay and bisexual men are also more likely to smoke, drink and take illegal drugs thus a healthy environment encouraging people to walk and cycle may give them an incentive to improve their lifestyle and keep active. • Good access to facilities used by the LGBT community.	• It is estimated that the lesbian and gay population comprises 5% to 7% of people in Sutton, though this does not include bisexual or transgender individuals. • No facilities specifically related to this group are known to exist around the school streets.

Parents & carers: People taking care of vulnerable people such as children, the disabled or the elderly.		
6.16 Parents and carers	• Clean air for those that require care, such as children, disabled people or elderly people. • Safe and inclusive streets designed to be easily used by those with pushchairs, cargo-bikes, trailers, to cycle with young children and to walk with children riding scooters. It was found that even people that are usually happy to ride on busy roads themselves are generally not keen to ride there with children younger than nine years, and riding with children on residential streets was often avoided due to fear of aggressive, rat-running traffic. • Childcaring may not allow much time for exercising so active travel is one of the easiest and most time-efficient physical activity to keep fit during busy times. Two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity. • When taking care of disabled and older people, having access to a safe cycle infrastructure to take them on a ride on adapted bikes is beneficial to provide an easy way to exercise for parents/carers and provide a good time to the people they look after at the same time. • Appropriate cycle parking, including for cargo-bikes, cycle trailers and tricycles and vehicular parking space, including for Blue Badge holders.	• 29.4% of households in Sutton live with dependent children (including 7.1% single parent households). • There are 18,298 carers in Sutton. Of these 3,620 provide over 50 hours care per week. People providing higher hours of care are at greater risk of poor health and social exclusion. • Carers are found across the borough but are heavily concentrated in some of Sutton's most deprived wards (e.g. St Helier, Wandle Valley and Wallington South). Sutton's carers are subsequently at high risk of income poverty, particularly when considering that Sutton has a low proportion of carers (11%) in employment, compared to other London boroughs • There are a high number of older carers (3,550) in Sutton, and the percentage of carers who also have a health condition is higher in Sutton than the majority of London boroughs.

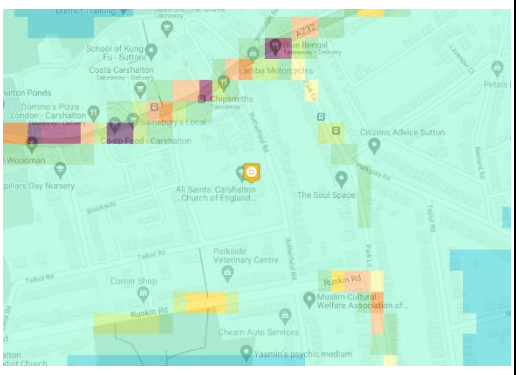
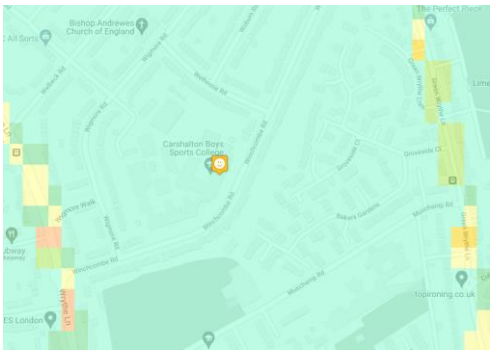
	• Sufficient seating facilities for a group that can have reduced mobility and may need to rest more often than other groups, for instance to feed their babies and children. • Vehicular access for those that cannot use any active travel means of transport.	• Sutton's carers are predominantly white (84%), and a higher proportion are women (58%) than men (42%)
Socio-economic status		
6.17 People living in an income deprived household.	• Many studies looking at equity have highlighted how the negative impacts of motorised transport are notoriously unevenly distributed, providing evidence of disadvantaged groups disproportionately affected by transport-related air pollution, traffic collisions, or climate change. • The same groups are also often less able to travel because of restricted access to a car or to reliable public transport and safe active travel options or have to spend a disproportionate amount of their income or time to travel. Measures that curb the dominance of motorised transport and facilitate free and affordable means of transport such as walking and cycling have the potential to reduce inequalities in a range of ways. • It is often believed that interventions increasing the attractiveness of an area feed through into higher prices and rents. The problem results from housing and land use policies that prioritise free markets and profit maximisation over tenancy rights, not public realm improvement. The solution to high house prices is not to prevent improving residential streets to suppress prices.	• Sutton is one of the least deprived London boroughs. However, there are still some significant pockets of deprivation (Beddington South, Belmont, Wandle Valley, St Helier and Sutton Central). • 10% of children live in low-income families (2016) • 8% of households experiencing fuel poverty (2018) • No facilities specifically related to this group are known to exist around the school streets.

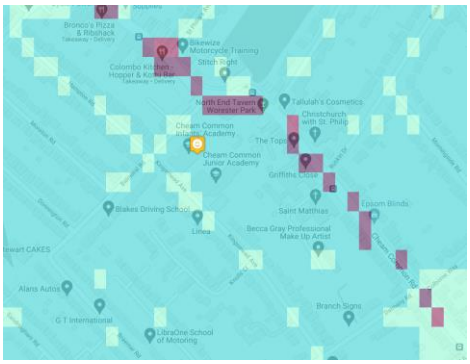
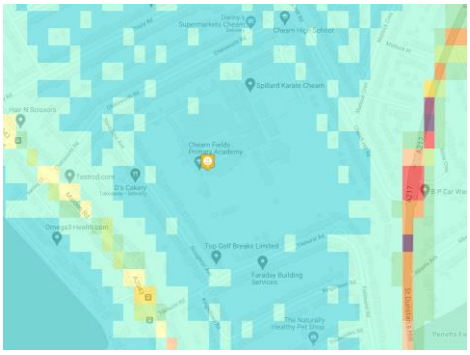
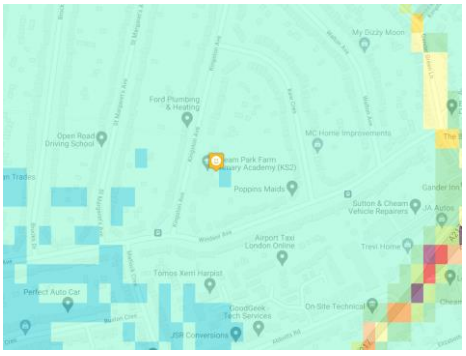
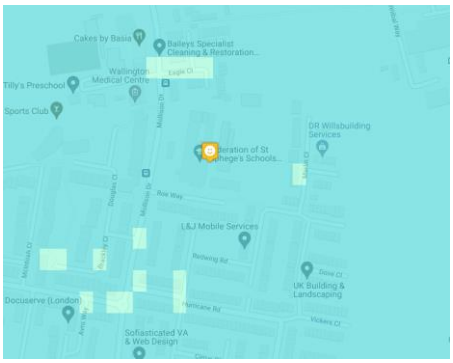
APPENDIX 4. TECHNICAL DATA

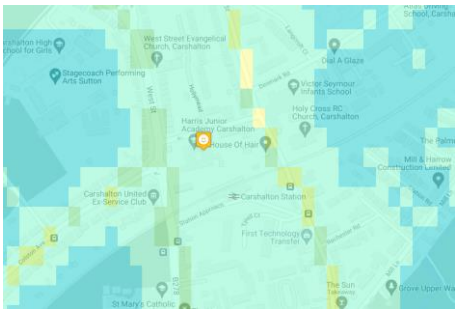
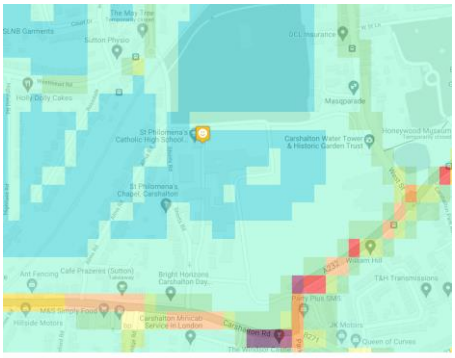
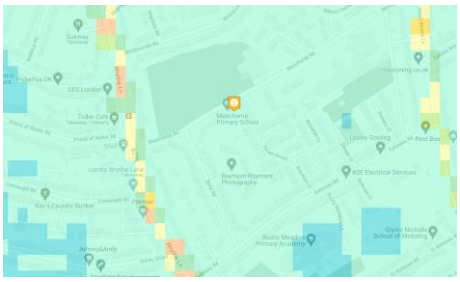
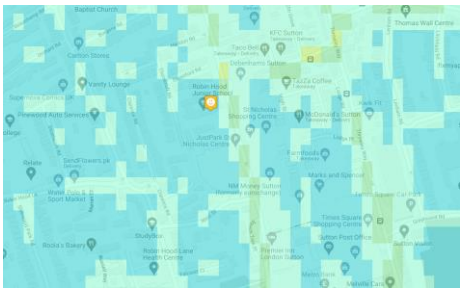
7. APPENDIX 4. TECHNICAL DATA

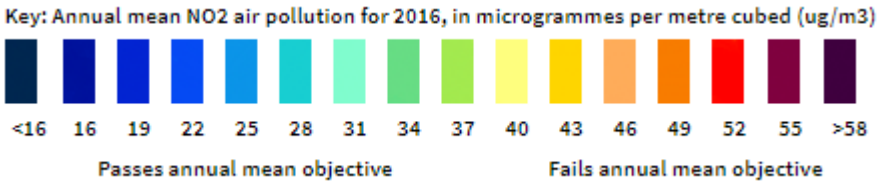
7.1 Air pollution

Outside pandemic time, that saw traffic and pollution levels drop, streets included in the proposed School Street schemes were under the UK legal limit of 40 ug/m3.

School Street Area	Pollution map	No2 Pollution levels 2016
All Saints' Carshalton Church of England Primary School		31ug/m3
Bandon Hill Primary School and Sherwood Hill School		34ug/m3
Carshalton Boys Sports College		31ug/m3

Cheam Common Infants' and Junior Academy		31ug/m3
Cheam Fields Primary Academy		28ug/m3
Cheam Park Farm Primary Academy		31ug/m3
St Elpheges Catholic Infants and Juniors		28ug/m3

Harris Junior Academy		31ug/m3
St Philomena's Catholic High School for Girls & St Mary's Catholic Juniors		31ug/m3
Muschamp Primary School		31ug/m3
Robin Hood Junior School		31ug/m3



https://www.londonair.org.uk/london/asp/annualmaps.asp

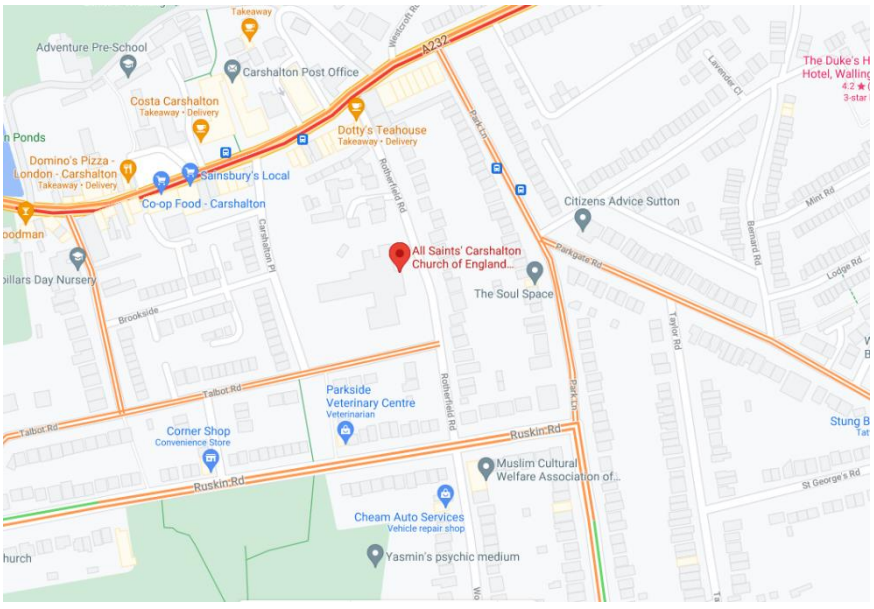
7.2 Traffic

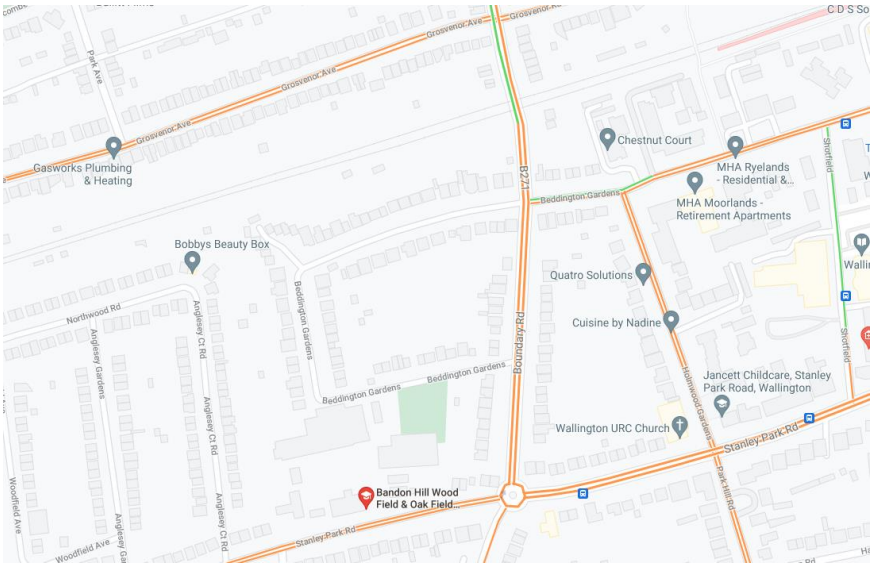
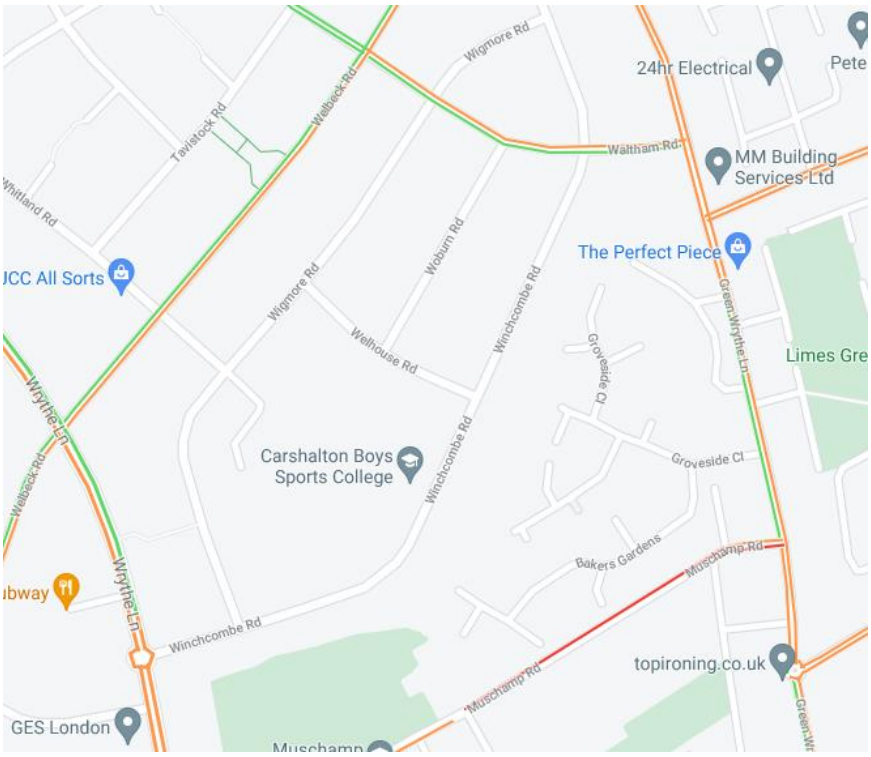
Journey time to the nearest primary or secondary school. Studies found that the time spent to travel to school by bike was relatively similar to that by car. School Streets are opportunities for people to consider alternative cleaner and healthier means of transport.

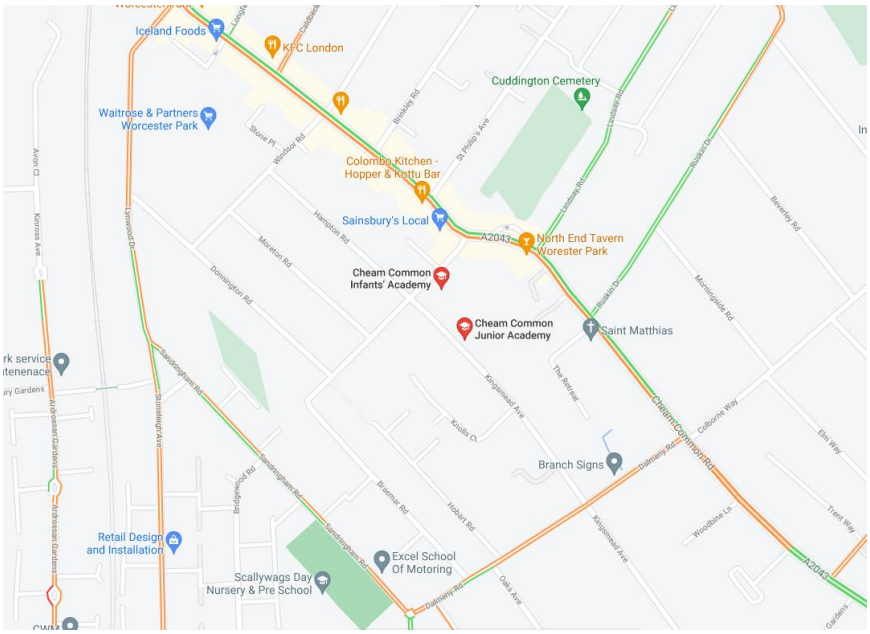
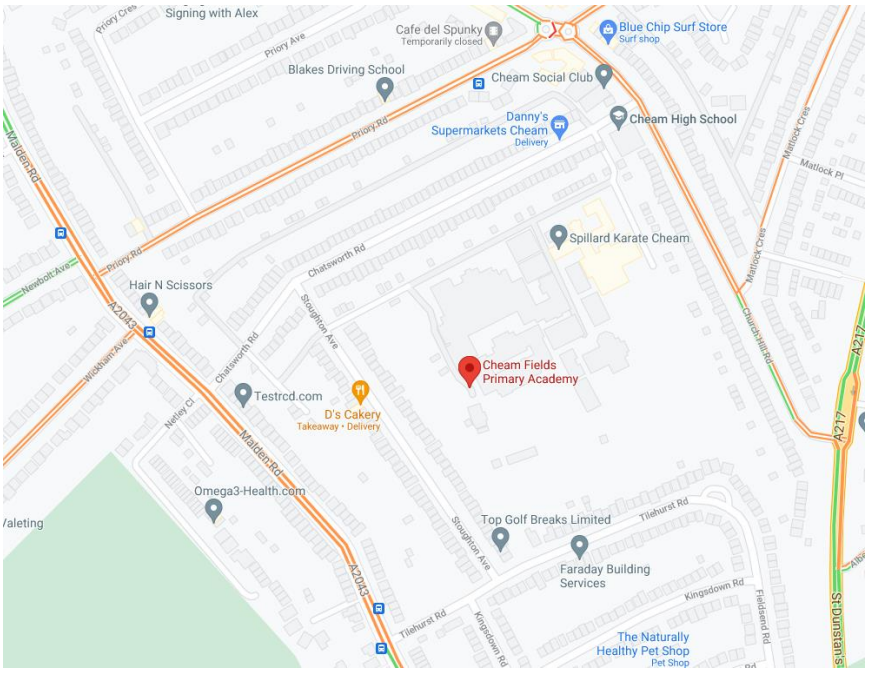
- Time by car - primary school: 8 min
- Time by car - secondary school: 10 min
- Time by PT/walk - primary school: 9 min
- Time by PT/walk - secondary school: 15 min
- Time by bike - primary school: 8 min
- Time by bike - secondary school: 11 min.

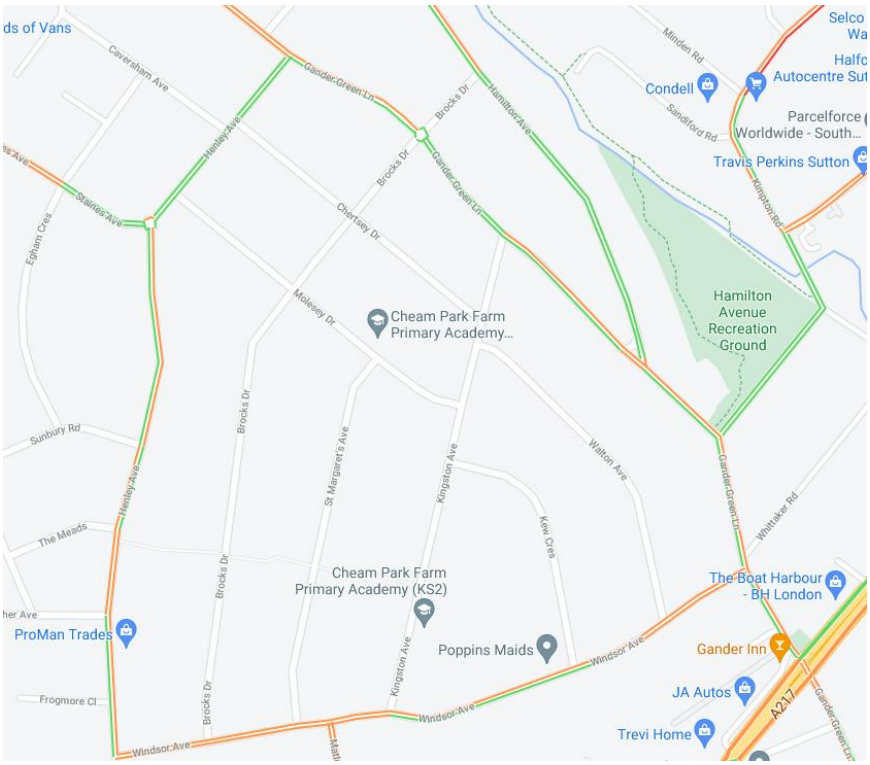
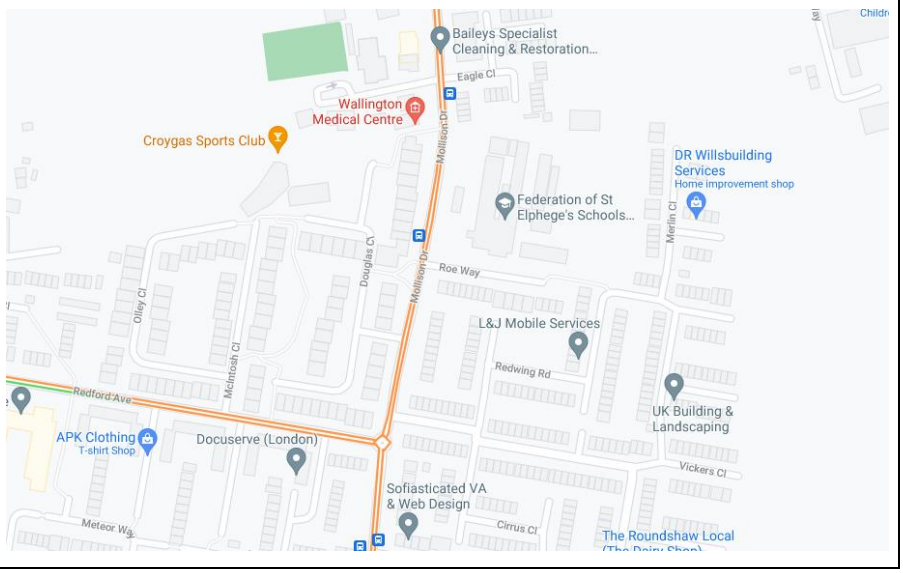
https://data.sutton.gov.uk/children-and-young-people/

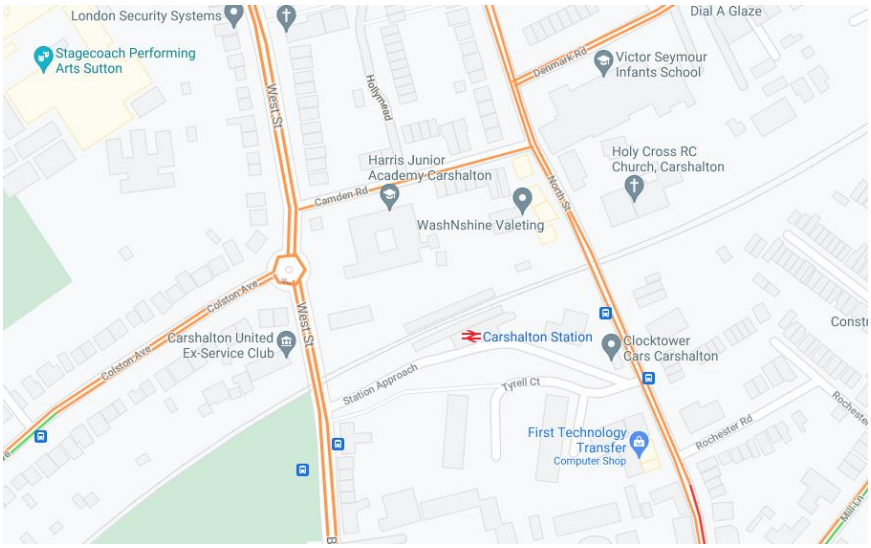
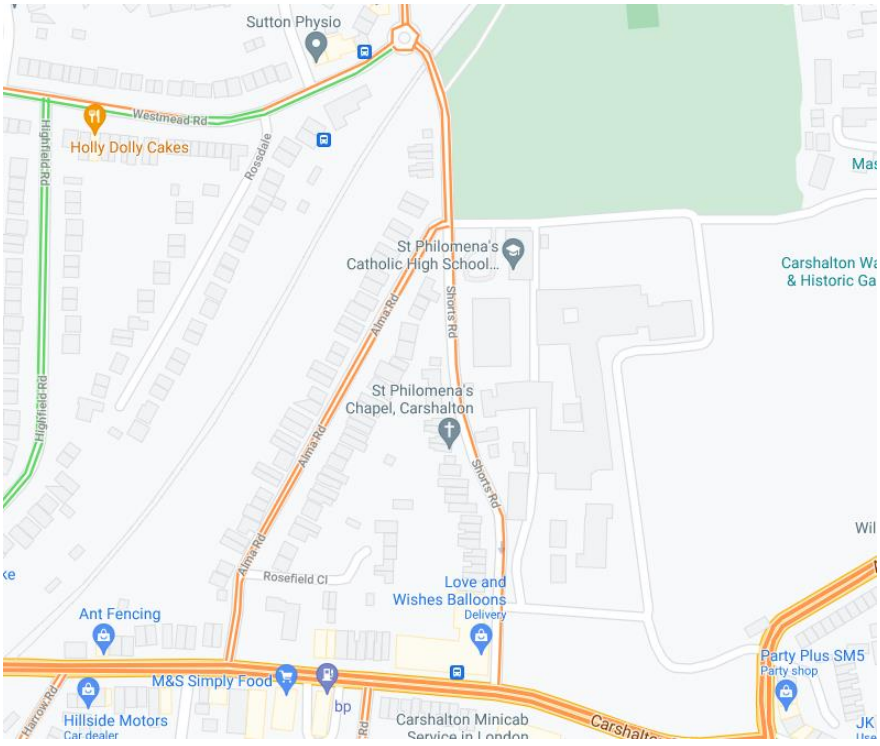
Congestion. While we do not have formal traffic data available, typical traffic as seen on Google Map on Mondays at 8.30am let us assume that some streets included or located around the proposed School Street schemes are usually busy and relatively congested. Schools Street schemes are known for decreasing congestion levels as more people choose to walk and cycle.

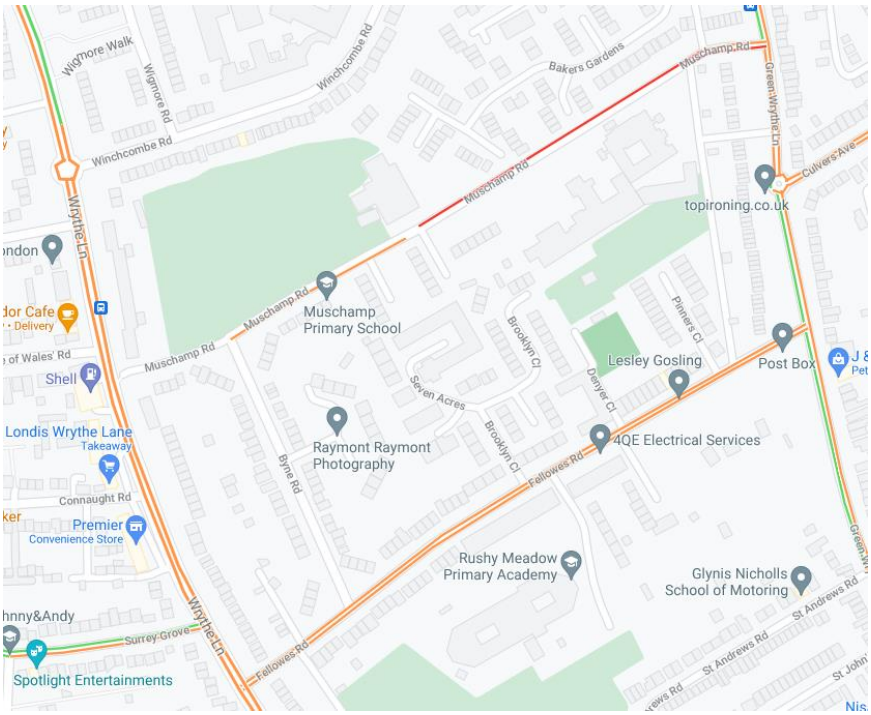
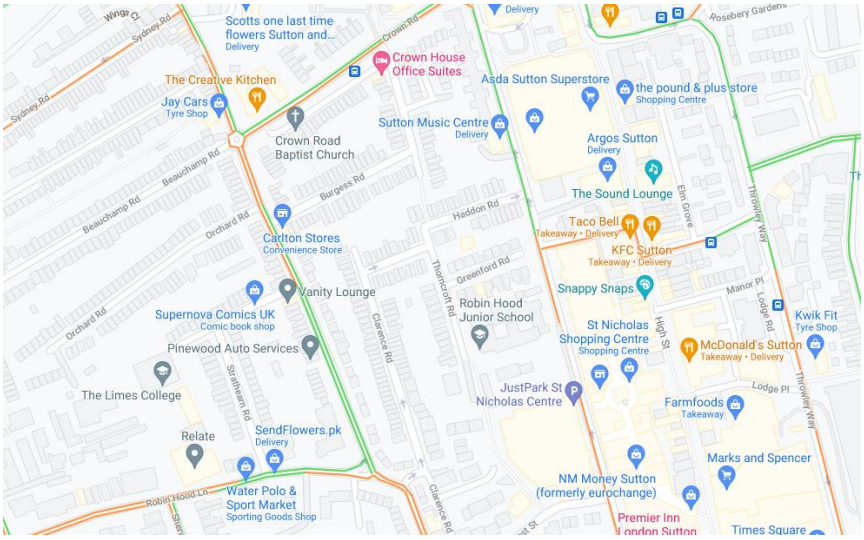
School Street Area	Congestion maps
All Saints' Carshalton Church of England Primary School	

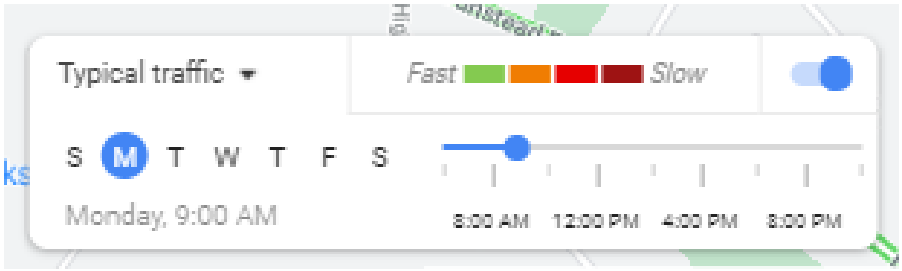
Bandon Hill Primary School and Sherwood Hill School	
Carshalton Boys Sports College	

Cheam Common Infants' and Junior Academy	
Cheam Fields Primary Academy	

Cheam Park Farm Primary Academy	
St Elpheges Catholic Infants and Juniors	

Harris Junior Academy	
St Philomena's Catholic High School for Girls & St Mary's Catholic Juniors	

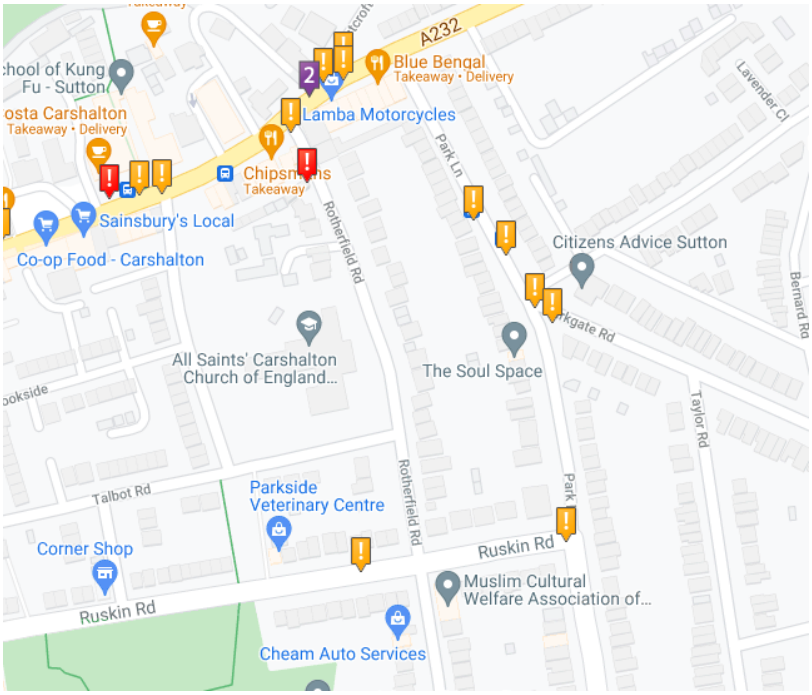
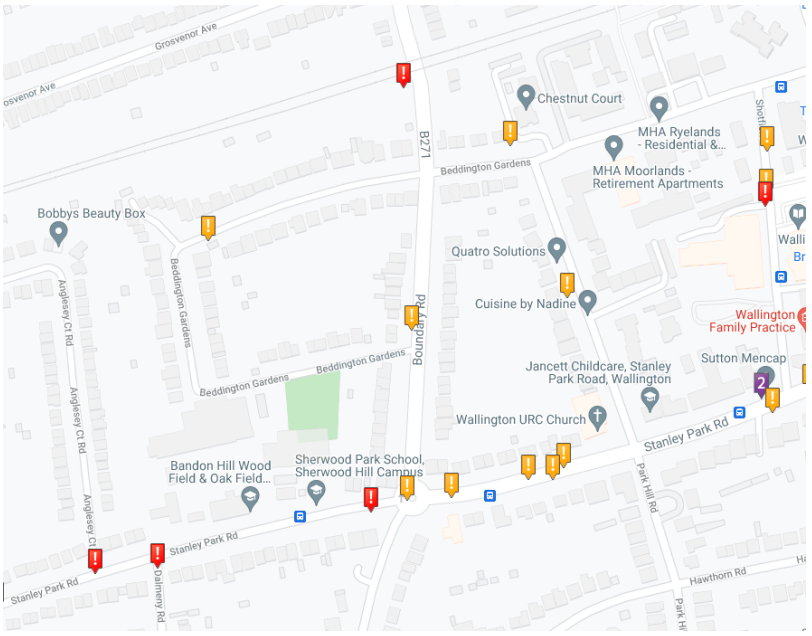
Muschamp Primary School	
Robin Hood Junior School	

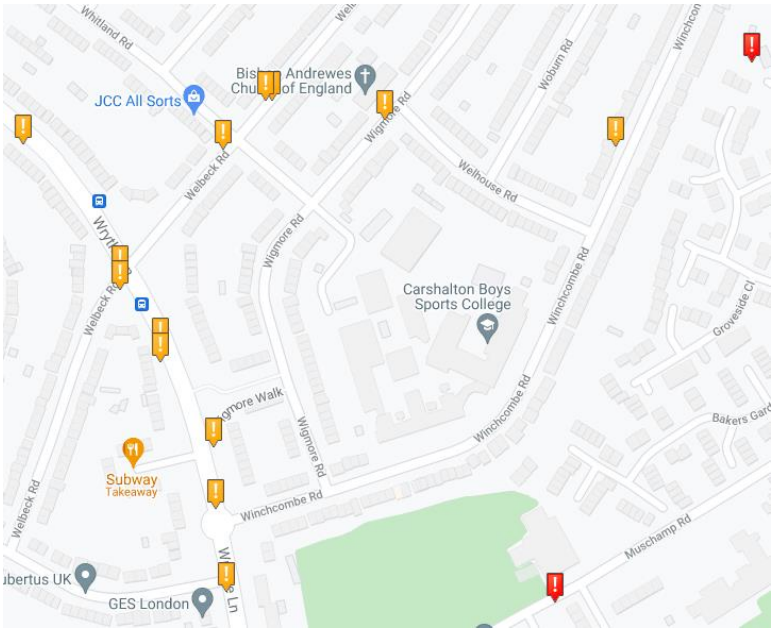
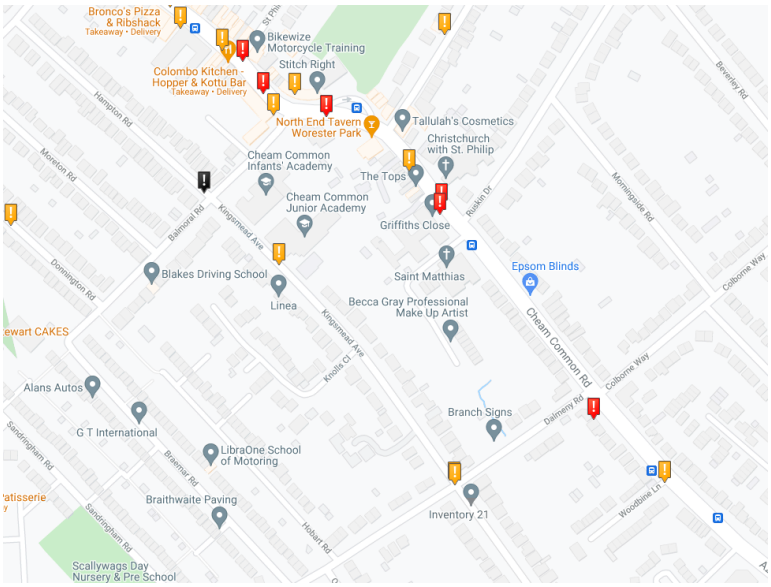
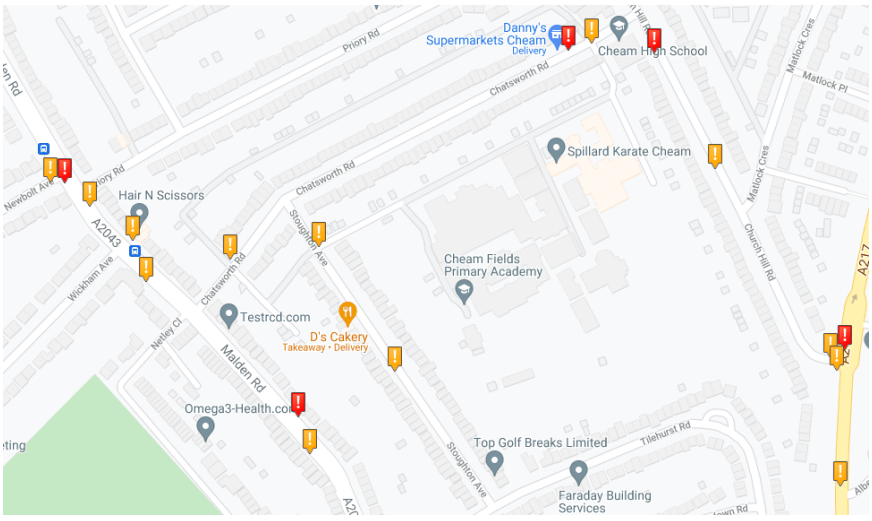


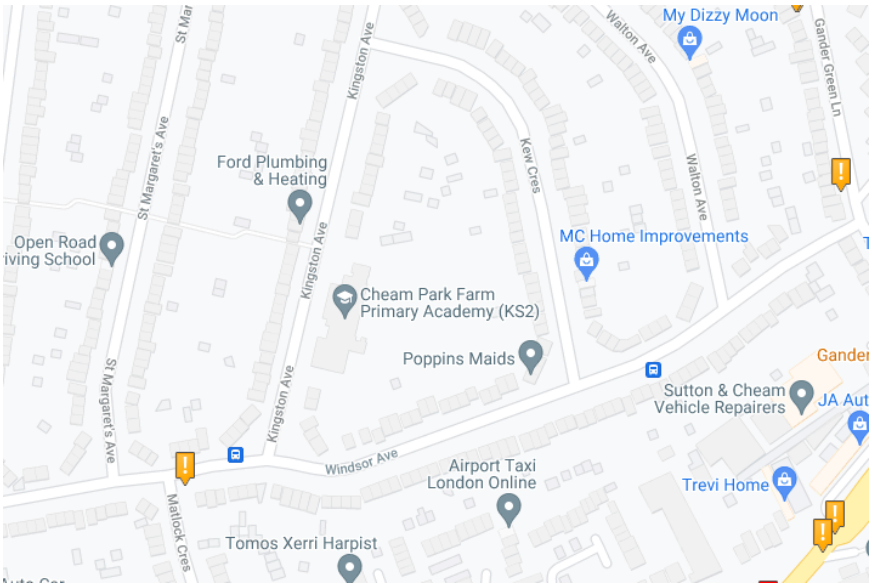
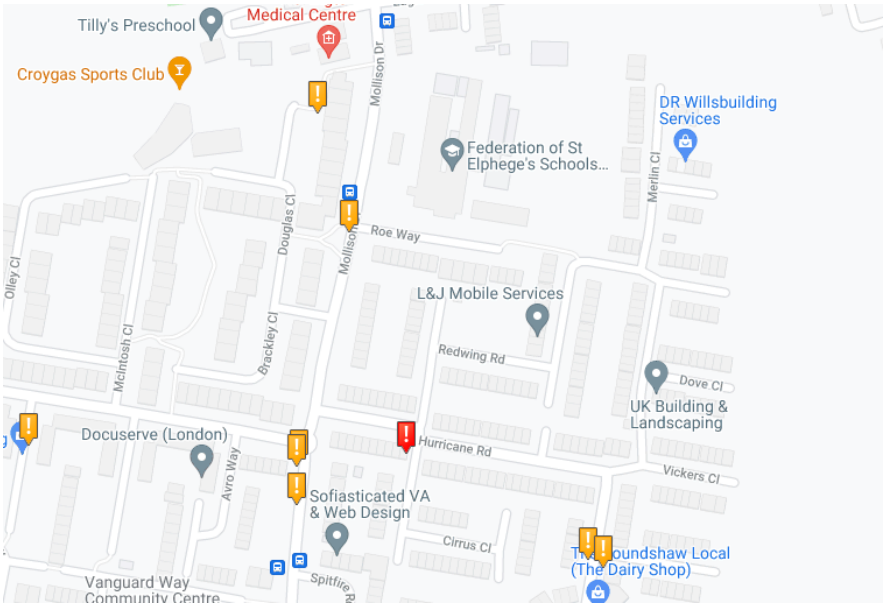
https://www.google.com/maps/@52.376744,4.8921063,14z

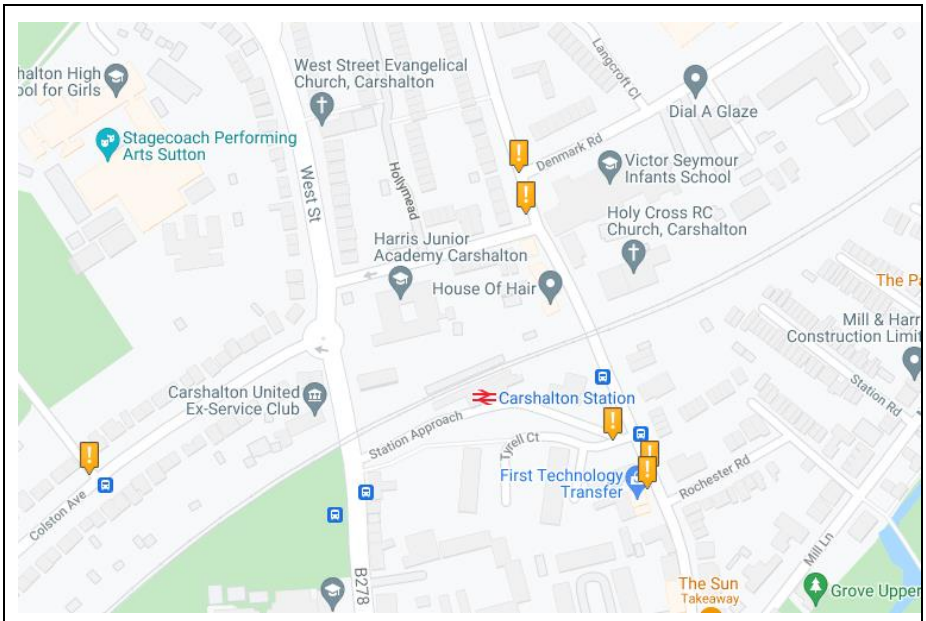
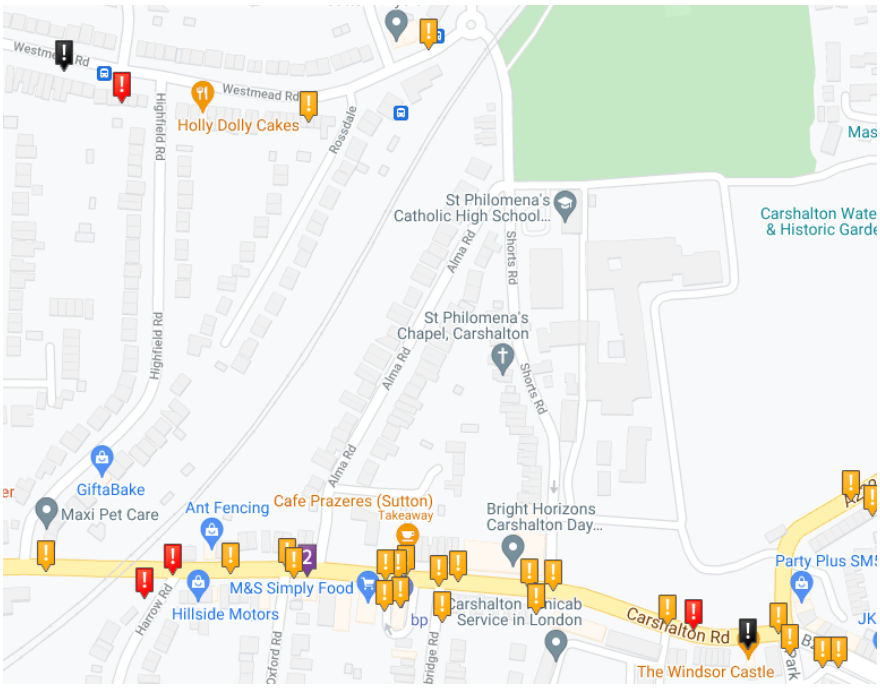
7.3 Casualties

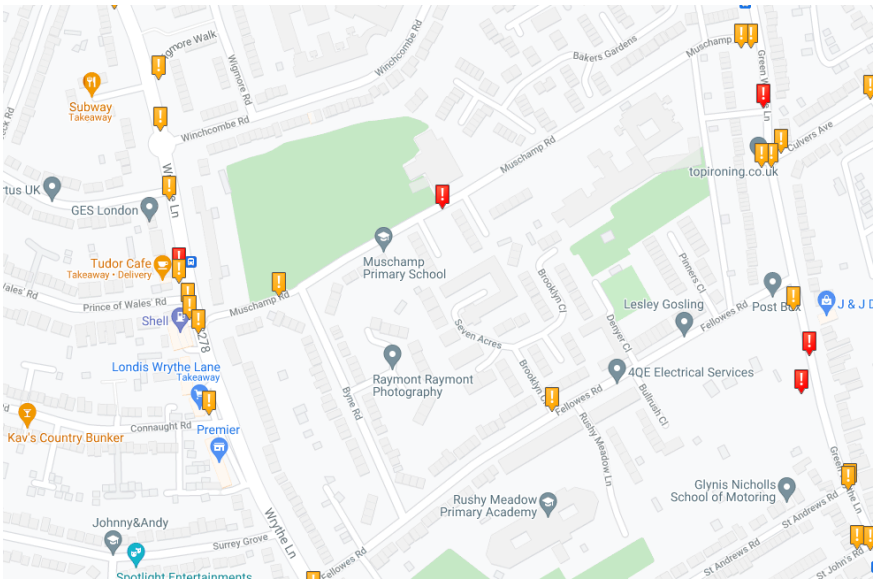
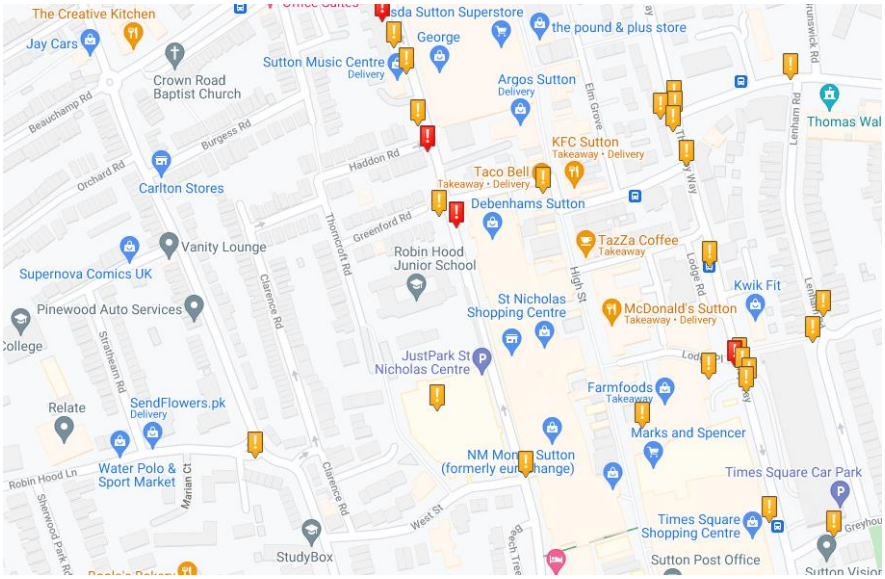
CrashMap (the online collision database) show that light to serious casualties have taken place within and around the proposed School Street extents. Reduced traffic at peak times should have a positive impact on the casualty numbers.

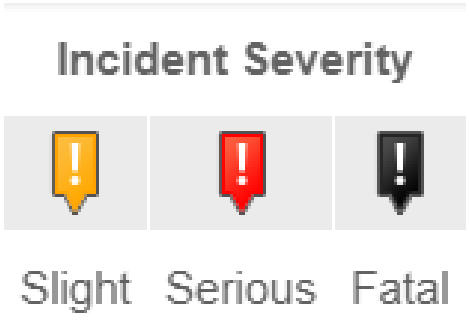
School Street Area	Crash maps
All Saints' Carshalton Church of England Primary School	
Bandon Hill Primary School and Sherwood Hill School	

Carshalton Boys Sports College	
Cheam Common Infants' and Junior Academy	
Cheam Fields Primary Academy	

Cheam Park Farm Primary Academy	
St Elpheges Catholic Infants and Juniors	

Harris Junior Academy	
St Philomena's Catholic High School for Girls & St Mary's Catholic Juniors	

Muschamp Primary School	
Robin Hood Junior School	

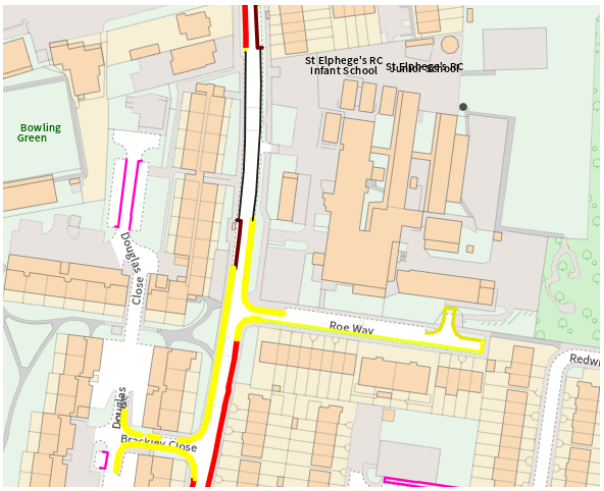


https://www.crashmap.co.uk/

7.4 Parking

School Street Area	Parking map	Existing parking
All Saints' Carshalton Church of England Primary School		Very little restrictions. 'No stopping Mon-Fri 8am-4pm on School Entrance Markings', 'No Loading At Any Time' and 'No Waiting At Any Time' near school entrances. Proposed Permit Parking Area (Controlled Parking Zone CPZ)
Bandon Hill Primary School and Sherwood Hill School		Very little restrictions. 'No stopping Mon-Fri 8am-7pm on School Entrance Markings'
Carshalton Boys Sports College		Very little restrictions. 'Free Parking' Bays where there is no driveway access. 'No stopping Mon-Fri 8am-9.30am and 2.30pm-4pm on School Entrance Markings' and 'No waiting Mon-Fri 8am-4pm' near the school. One 'Disabled Badge Holders Only'

Cheam Common Infants' and Junior Academy		Very little restrictions. 'No waiting Mon-Fri 7am-5pm' Existing 'No stopping Mon-Fri 8am-4pm on School Entrance Markings' near school entrances. Propose parking restriction at junction with Knolls Close.
Cheam Fields Primary Academy		Very little restrictions. 'No stopping Mon-Fri 8am-9.30am and 2.30pm-4pm on School Entrance Markings'
Cheam Park Farm Primary Academy		Very little restrictions. No stopping Mon-Fri 8am-9.30am and 2.30pm-4pm on School Entrance Markings. No Loading Mon-Fri 8am-9.30am and 2.30pm-4pm across the school. Proposed parking restriction at junction with Windsor Ave.

St Elpheges Catholic Infants and Juniors		Very little restrictions. No Loading Mon-Fri 8am-9am and 2pm-4pm. No stopping Mon-Fri 8am-9am and 2pm-4pm on School Entrance Markings.
Harris Junior Academy		Some restrictions. No stopping Mon-Fri 8am-9.30am and 2.30pm-4pm on School Entrance Markings.
St Philomena's Catholic High School for Girls & St Mary's Catholic Juniors		Only restrictions on Shorts Road. One Disabled Badge Holders Only bay.

Muschamp Primary School		Very little parking restrictions. No stopping Mon-Fri 8am-9.30am and 2.30pm-4pm on School Entrance Markings.
Robin Hood Junior School		Permit holders only Mon-Sat 8am-6.30pm Zone R.

https://lbos.maps.arcgis.com/apps/webappviewer/index.html?id=61a44d18d1f946c5b86b11df6c041f7b

APPENDIX 5. REFERENCES

8. APPENDIX 5. REFERENCES

8.1 Sutton

- Sutton data https://data.sutton.gov.uk/
- Sutton Joint Strategic Needs Assessment https://data.sutton.gov.uk/jsna/
- Sutton Resident Survey, 2020 https://moderngov.sutton.gov.uk/documents/s69723/Residents%20Survey%20-%20Report.pdf
- Sutton Local Plan
- Sutton's Sustainable Transport Strategy
- Sutton Cycling Strategy
- Sutton Environment Strategy and Climate Emergency Response Plan
- Sutton Health and Wellbeing Strategy.

8.2 Disabilities

- Blue Badge Scheme Statistics, 2020 https://www.gov.uk/government/statistics/blue-badge-scheme-statistics-2020
- Supporting disabled people into work, 2018 https://www.smf.co.uk/wp-content/uploads/2018/04/Supporting-disabled-people-into-work-a-view-from-London.pdf
- First evidence review of physical activity among disabled adults, Activity Alliance, 2018 http://www.activityalliance.org.uk/news/4453-first-evidence-review-of-physical-activity-among-disabled-adults#:~:text=There%20are%2011.5%20million%20disabled,prevent%20them%20from%20being%20active.
- Bikeworks, All Ability Clubs https://www.bikeworks.org.uk/all-ability
- Disabled and low-income pedestrians at 'higher risk of road injury', Road Safety GB, 2018 https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury/
- Disability and Climate Resilience Research Project, UCL, 2018 https://assets.publishing.service.gov.uk/media/5af94ae4e5274a25e78bbe03/FINAL_Climate_research_report_100518.pdf
- Disabled shoppers: How to be open to everyone, Convenience Store, 2019 https://www.conveniencestore.co.uk/your-business/disabled-shoppers-how-to-be-open-to-everyone/591980.article
- Disability, well-being and loneliness, UK: 2019, ONS https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/bulletins/disabilitywellbeingandlonelinessuk/2019

8.3 Air quality

- Air pollution restricting children's lung development, King's College London, 2018 https://www.kcl.ac.uk/news/air-pollution-restricting-childrens-lung-development
- Study estimates exposure to air pollution increases COVID-19 deaths by 15% worldwide, European Society of Cardiology, 2020 https://www.escardio.org/The-ESC/Press-Office/Press-releases/study-estimates-exposure-to-air-pollution-increases-covid-19-deaths-by-15-world
- Air pollution restricting children's lung development, King's College London, 2018 https://www.kcl.ac.uk/news/air-pollution-restricting-childrens-lung-development
- Study estimates exposure to air pollution increases COVID-19 deaths by 15% worldwide, European Society of Cardiology, 2020 https://www.escardio.org/The-ESC/Press-Office/Press-releases/study-estimates-exposure-to-air-pollution-increases-covid-19-deaths-by-15-world

8.4 Noise pollution

- Noise Pollution, National Geographics, 2019 https://www.nationalgeographic.org/encyclopedia/noise-pollution/#:~:text=Noise%20pollution%20impacts%20millions%20of,%2C%20sleep%20disturbances%2C%20and%20stress.&text=Noise%20pollution%20also%20impacts%20the%20health%20and%20well%2Dbeing%20of%20wildlife

8.5 Health and wellbeing

- The London Intelligence | Health and wellbeing, Centre for London, 2019 https://www.centreforlondon.org/reader/the-london-intelligence-health-and-wellbeing/data/#adult-obesity
- Healthy Streets for London, TfL, 2017 http://content.tfl.gov.uk/healthy-streets-for-london.pdf
- Exploring the relationships between housing, neighbourhoods and mental wellbeing for residents of deprived areas, BMC Public Health, 2012 https://bmcpublichealth.biomedcentral.com/articles/10.1186/1471-2458-12-48
- Health inequality and asthma, Asthma UK https://www.asthma.org.uk/support-us/campaigns/publications/inequality/

8.6 COVID-19

- COVID-19 Report, ICNARC, 2020 https://www.icnarc.org/Our-Audit/Audits/Cmp/Reports
- Updated estimates of coronavirus (COVID-19) related deaths by disability status, England: 24 January to 20 November 2020, ONS https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/articles/coronaviruscovid19relateddeathsbydisabilitystatusenglandandwales/24januaryto20november2020
- Coronavirus (COVID-19) related deaths by ethnic group, England and Wales: 2 March 2020 to 15 May 2020, ONS https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/articles/coronaviruscovid19relateddeathsbyethnicgroupenglandandwales/2march2020to15may2020
- Disparities in the risk and outcomes of COVID-19, Public Health England, 2020 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908434/Disparities_in_the_risk_and_outcomes_of_COVID_August_2020_update.pdf
- Gender equality in the COVID-19 recovery, Centre for London, 2020 https://www.centreforlondon.org/blog/gender-equality-coronavirus/

8.7 Road safety

- Inequalities in self-report road injury risk in Britain: A new analysis of National Travel Survey data, focusing on pedestrian injuries, Journal of Transport & Health, 2018 https://www.sciencedirect.com/science/article/pii/S2214140517306308
- The Impact of Introducing Low Traffic Neighbourhoods on Road Traffic Injuries, Findings, 2021 https://findingspress.org/article/18330-the-impact-of-introducing-low-traffic-neighbourhoods-on-road-traffic-injuries
- Inequalities in self-report road injury risk in Britain: A new analysis of National Travel Survey data, focusing on pedestrian injuries, Journal of Transport & Health, 2018
- https://www.sciencedirect.com/science/article/pii/S2214140517306308
- Disabled and low-income pedestrians at ‘higher risk of road injury’, Road Safety GB, 2018 https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury/

8.8 Economic vitality

- The Pedestrian Pound, Living Streets, 2018 https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf

- Walking & Cycling: the Economic Benefits, TfL, 2018 https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf
- Street Appeal. The value of street improvements Summary Report, TfL, 2013 http://content.tfl.gov.uk/street-appeal.pdf

8.9 Inclusive design

- Inclusive Mobility, DfT, 2005 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf
- LTNs for all? Mapping the extent of London's new Low Traffic Neighbourhoods, 2020 https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf

8.10 Travel behaviour

- Travel in London, Report 13, TfL, 2020 https://content.tfl.gov.uk/travel-in-london-report-13.pdf
- Travel in London: Understanding our diverse communities, TfL, 2019 http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf
- Understanding the travel needs of London's diverse communities, BAME, 2012 http://content.tfl.gov.uk/BAME.pdf
- National Travel Survey 2014: Travel to school, DfT, 2014 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf

8.11 Older people

- Loneliness in older people, NHS, 2018 https://www.nhs.uk/conditions/stress-anxiety-depression/loneliness-in-older-people/

8.12 School Streets

- School Street Guidebook, 880 Cities, 2019 https://www.880cities.org/wp-content/uploads/2019/11/school-streets-guidebook-2019.pdf
- School Streets Initiatives http://schoolstreets.org.uk/resources/

8.13 Children and young people

- Inactivity linked to depression in young people, NHS Camden and Islington https://www.candi.nhs.uk/news/inactivity-linked-depression-young-people
- Licence to be active: parental concerns and 10–11-year-old children's ability to be independently physically active, Journal of Public Health, 2009 https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2781721/

8.14 Traffic and car ownership

- Disappearing traffic? The story so far, Municipal Engineer, 2002 https://nacto.org/docs/usdg/disappearing_traffic_cairns.pdf
- Roads Task Force – Technical Note 12 How many cars are there in London and who owns them? TfL, 2012 http://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf

8.15 Emergency services

- The Impact of Introducing a Low Traffic Neighbourhood on Fire Service Emergency Response Times, in Waltham Forest London, Findings, 2020 https://findingspress.org/article/18198-the-impact-of-introducing-a-low-traffic-neighbourhood-on-fire-service-emergency-response-times-in-waltham-forest-london

8.16 Pregnancy and maternity

- The NICHD Consecutive Pregnancies Study: recurrent preterm delivery by subtype, PubMed, 2014 https://pubmed.ncbi.nlm.nih.gov/24036403/

8.17 Walking and cycling

- Why don't more women cycle? Cycling UK, 2017 https://www.cyclinguk.org/article/campaigns-guide/women-cycling
- Walking and Cycling Statistics, England: 2019, DfT https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906698/walking-and-cycling-statistics-england-2019.pdf
- Clean freight and logistics cargo and e-cargo bikes deliveries, LEPT Policy Briefs, 2019 https://www.londoncouncils.gov.uk/node/36076

8.18 Gender gap

- Sexual Violence, NHS, 2016 https://www.london.gov.uk/sites/default/files/sexual_violence_needs_assessment_report_2016.pdf
- Women and the Economy, House of Commons, 2020 https://researchbriefings.files.parliament.uk/documents/SN06838/SN06838.pdf
- Gendered employment in the transport sector, 2005

https://www.ssatp.org/sites/ssatp/files/publications/HTML/Gender-RG/Source%20%20documents/Technical%20Reports/Gender%20and%20Transport/TEGT2%20Promoting%20gender%20equality%20in%20transport%20UK%202005.pdf

8.19 LGBT

- LGBT in Britain - Hate Crime and Discrimination https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination

QUALITY

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

1. Ensure a clear understanding of customer requirements;
2. Ensure projects are completed to programme and within budget;
3. Improve productivity by having consistent procedures;
4. Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
5. Continually improve the standard of service we provide internally and externally;
6. Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.

Sutton

PROJECT CENTRE
part of Marston Holdings

Award Winning

national transport awards

LTA LONDON TRANSPORT AWARDS

british parking awards 2018 WINNER

CIHT AWARDS 2015

LANDSCAPE INSTITUTE AWARDS 2020 WINNER

HEALTHY STREETS 2017

LONDON PLANNING AWARDS 2015/16

british parking awards 2020 WINNER

Certifications

bsi ISO 9001 Quality Management Systems CERTIFIED

Accreditations

CIHT Diversity & Inclusion Charter

POSITIVE ABOUT DISABLED PEOPLE

INVESTORS IN PEOPLE™ We invest in people Platinum

New Civil Engineer 100 COMPANIES OF THE YEAR 2016 RANKED COMPANY

constructionline

Memberships

PLEDGE TO NET ZERO

CIHT Corporate Partner

ice Institution of Civil Engineers

RoSPA Member

Landscape Institute Registered practice

BPA MEMBER OF THE BRITISH PARKING ASSOCIATION

MEMBER OF CIRAS

Contact

London Head Office

Unit 2 Holford Yard
London
WC1X 9HD
tel: 0330 1358 950

Old Street Office

29-33 Old Street
London
EC1V 9HL

Brighton Office

38 Foundry Street
Brighton
BN1 4AT
tel: 01273 056 122

Slough Office

Fourth Floor
The Urban Building
3-9 Albert Street
Slough, SL1 2BE
tel: 0330 1358 950

Edinburgh Office

12 Lower Gilmore Place
Edinburgh, EH3 9NY

Manchester Office

Bartle House
Oxford Court
Manchester, M2 3WQ
tel: 0161 914 9300

info@projectcentre.co.uk • www.projectcentre.co.uk