

Sutton School Streets Findings Report

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part of Marston Holdings



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EXECUTIVE SUMMARY

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

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 sites 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. Across the board, parents, staff and residents within each school street area were **supportive of the proposals**. Overall results from the St Philomena's site were unsupportive of a school street, however, those that were unsupportive were mostly residents from outside the area.
- Note – Residents "Within" a School Street area are defined as having a property that faces on to a street that is proposed to be part or all of the School Street zone.
- The respondents to 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 respondents 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 the Carshalton Boys consultation showed that 55% had concerns about the proposed timings and 59% were concerned about the proposed restriction points. Similarly, the St Philomena's consultation returned 56% and 55% of responses as unsupportive of both the proposed timing and restriction points, respectively. The Cheam Fields consultation had 46% of respondents concerned about the proposed restriction points.



- The respondents to Carshalton Boys and Cheam Fields consultation 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.
- The respondents to the St Philomena's consultation were unsupportive of reducing traffic outside schools overall. However, there was overall support from those that self-identified as parents and residents within the area. Those that were unsupportive were mostly those that self-identified as 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)

Overall responses including those outside the School Street zone areas



- A comparison was made between the overall responses (see above) and the responses from those residents that are located in a street that lies within one of the proposed School Street zones. This can be seen in the figure below. The levels of support were generally higher within the School Street zones.

School	Number of Responses (Excluding those outside of School Street zone)	Supportive of Timing (%)	Supportive of Restriction Points (%)	Supportive of Reducing Traffic Outside Schools (%)
All Saints Carshalton	126	79%	79%	83%
Bandon Hill and Sherwood Hill	79	71%	72%	75%
Carshalton Boys	86	45% (53% unsupportive)	41% (56% unsupportive)	51%
Cheam Common	80	68%	74%	80%
Cheam Fields	67	55%	48% (39% unsupportive)	70%
Cheam Park Farm	122	78%	79%	80%
Harris Junior Academy	94	77%	83%	79%
Muschamp Primary	107	70%	69%	71%
Robin Hood Junior	15	53%	53%	67%
St Elphege's	86	78%	98%	95%
St Philomena's	97	38% (37% unsupportive)	60%	64%

Overall responses excluding those outside the School Street zone areas

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 at 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. St Elphege's has recently advised that they are returning to a 2.30pm finish on



Fridays. It is recommended that this timetable is confirmed and the school street operation hours are updated to reflect this timetable.

As there were no consistent requests for changes to the school street times at the remaining schools, no changes to the proposed operational hours are proposed.

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:

- Four requests to include Carshalton Place and seven requests to include Talbot Road at All Saints
- Seven requests to include Wigmore Road and five requests to include Winchcombe Road at Carshalton Boys
- Thirteen requests to include Tilehurst Road at Cheam Fields
- Seven requests to include Molesley Drive at Cheam Park Farm
- Eight requests to include Clarence Road at Robin Hood Junior
- Five requests to revert back to the previous restriction points at St Philomena's

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. Consistent with other London Boroughs, it is not recommended that taxis and delivery vehicles be provided access. However, access to carers could be considered. It is recommended that which vehicles would be exempt is clearly communicated with residents.

It is also important that residents have access to garages and parking areas within the scheme areas. For example, a resident with an address on Carshalton High Street may have a designated parking or garages on Rotherfield Road. Other examples include:



- Ruskin Road and Carshalton High Street (All Saints Carshalton)
- Chatsworth Road (Cheam Fields)
- North Street (Harris Junior Academy)
- Green Wrythe Lane (Muschamp Primary)

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



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1. INTRODUCTION

Project Centre was commissioned by Sutton Council to outline and summarise the findings from the consultation carried out for experimental school streets:

1. All Saints Carshalton
2. Bandon Hill and Sherwood Hill
3. Carshalton Boys
4. Cheam Common
5. Cheam Fields
6. Cheam Park Farm
7. Harris Junior Academy
8. Muschamp Primary
9. Robin Hood Junior
10. St Elphege's
11. St Philomena's

These school streets form part of Sutton Council's Safer, Active, Greener Streets (SAGS) programme. Previously, surveys were undertaken for thirteen school streets. The findings of these surveys can be found in the SAGs Findings Report.

The survey had about 1,500 responses, 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 be 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.

2. ALL SAINTS CARSHALTON

A total of 195 responses were recorded for the All Saints Carshalton engagement. Most of these responses came from residents of Sutton.

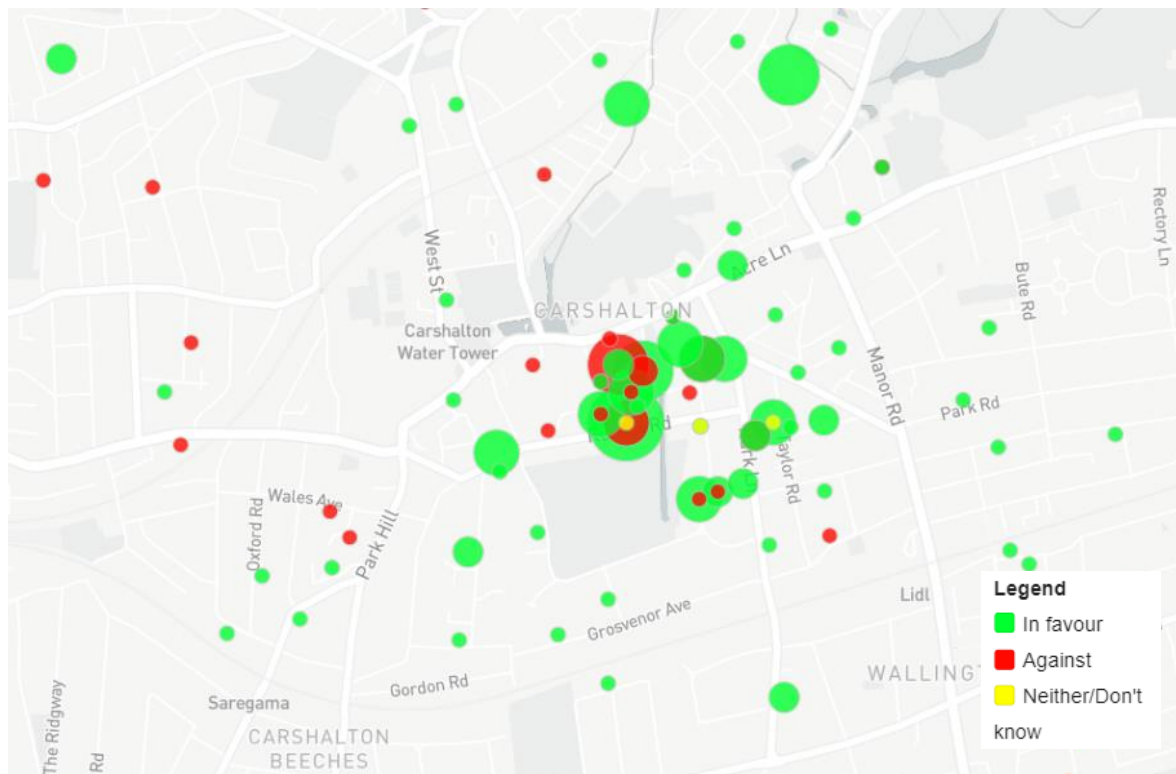


Figure 1: All Saints Map of Overall Support

2.1 Proposed School Street Times

Overall, 58% of respondents were supportive of the proposed timing of the school street. Those respondents who were unsupportive of the timing were mostly residents with visiting carers and residents outside of the closure zone.

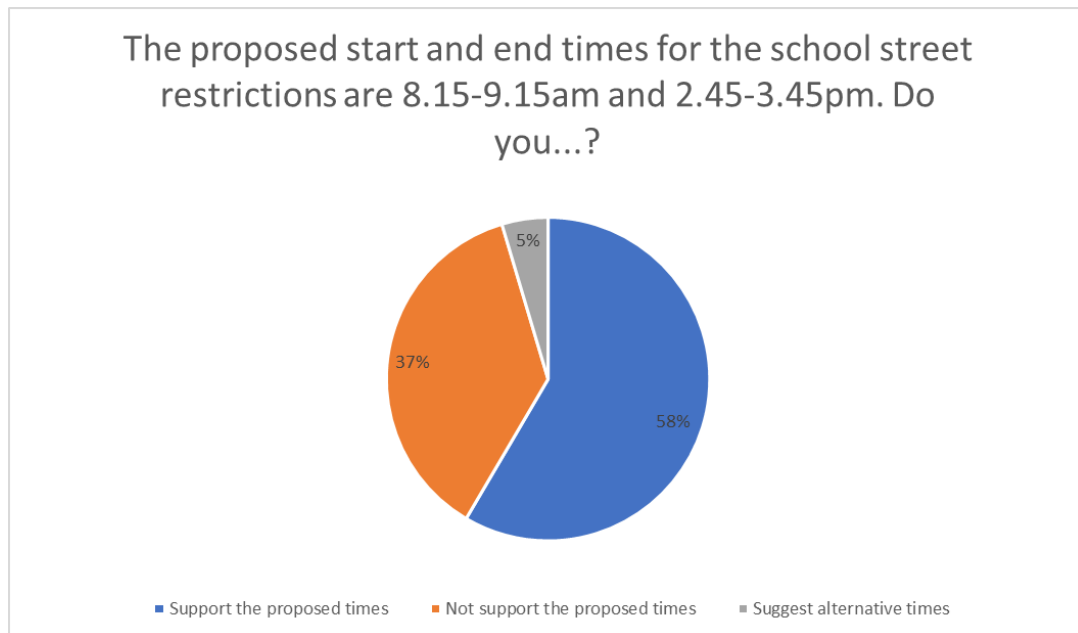


Figure 2: All Saints Carshalton Timing

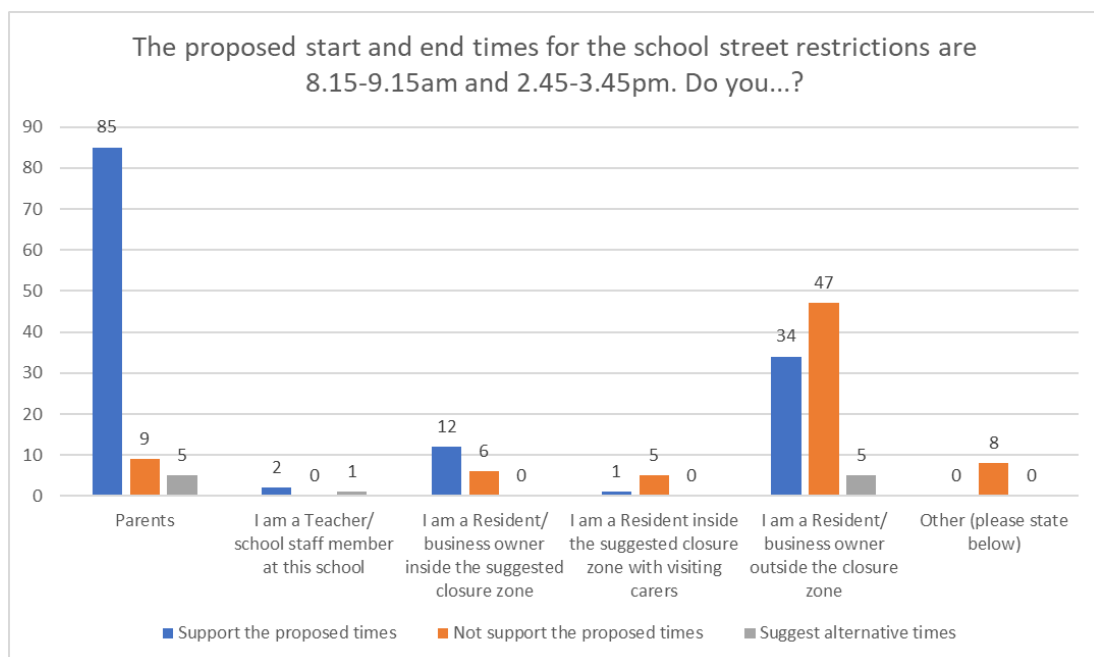


Figure 3: All Saints Carshalton Timing Breakdown

There were 33 comments responding to question asking for alternative school street timing. Of these, 8 suggested alternative times and 4 suggested other changes to the timed restrictions. There were no common alternative times suggested. Similarly, there were both requests to shorten and lengthen the times.



2.2 Proposed School Street Restriction Points

The proposed restriction points start at Rotherfield Road, Lakin Close and Talbot Road (from the junction with Carshalton Place). Overall, 57% of respondents were supportive of these restriction points. Residents with visiting carers and residents from outside this area were not as supportive.

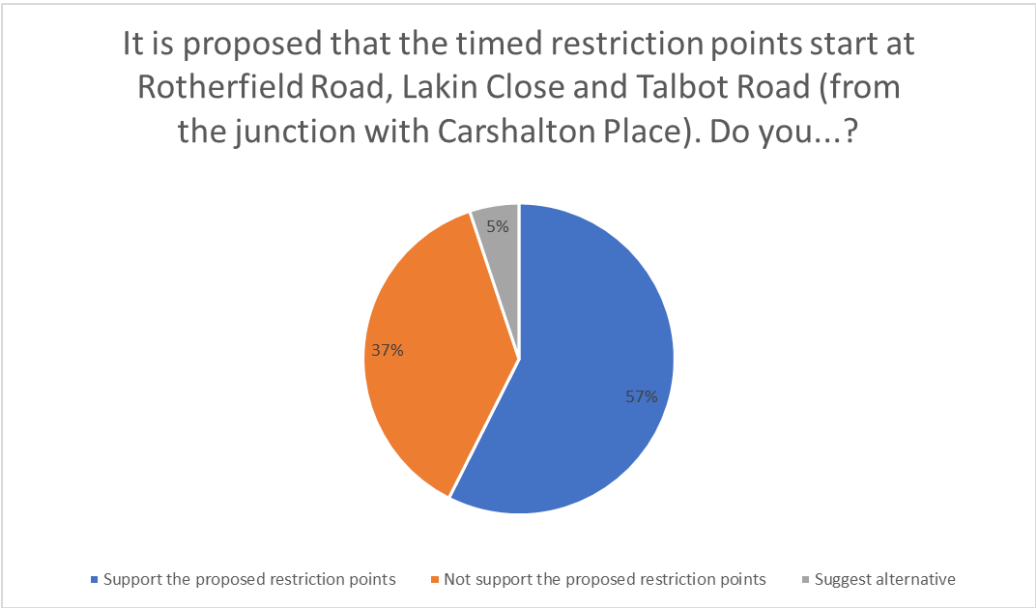


Figure 4: All Saints Carshalton Restriction Points

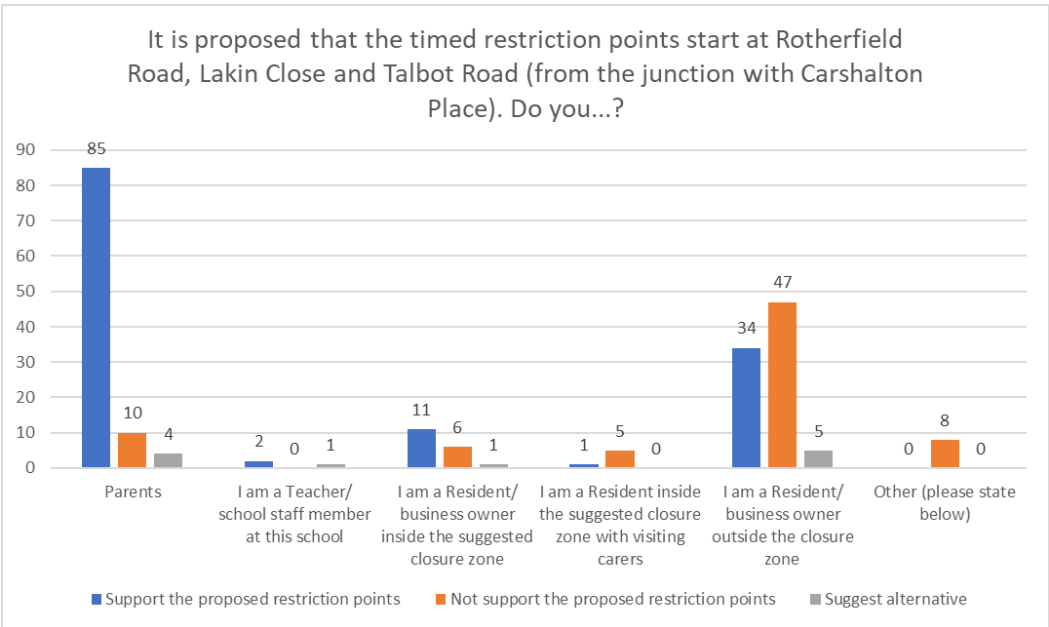


Figure 5: All Saints Carshalton Restriction Points Breakdown

There were 38 comments in response to the question about alternative restriction points, of which 13 suggested alternative restriction points as follows:

- 4 requests to include Carshalton Place
- 7 requests to include Talbot Road

2.3 Vehicle Exemptions

55% of respondents were not aware of any additional vehicles that may need an exemption from the restrictions. Residents with carers did suggest that other vehicles may need exemptions.

It was also recorded that residents wanted to have access to garages and parking areas within the scheme area, including Ruskin Road and Carshalton High Street residents.

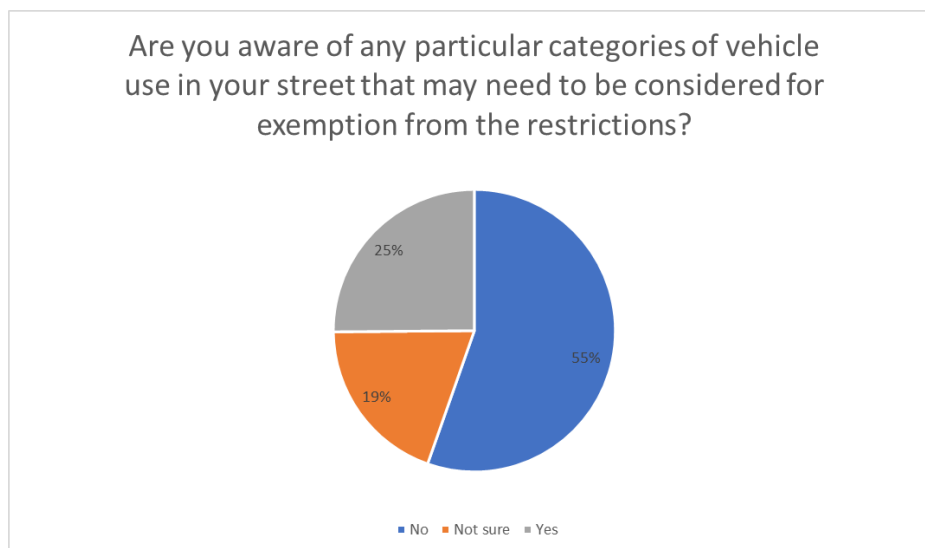


Figure 6: All Saints Carshalton Vehicle Exemptions

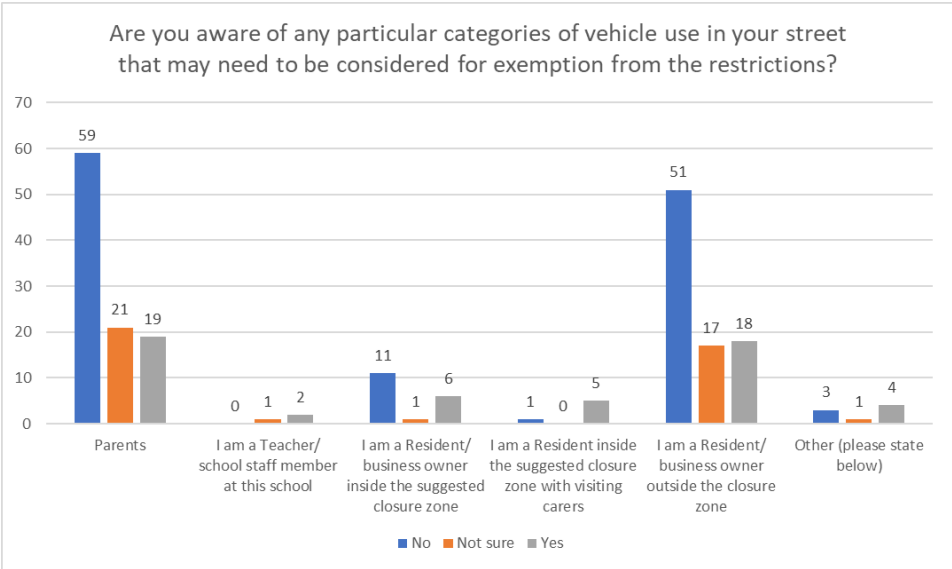


Figure 7: All Saints Carshalton Vehicle Exemptions Breakdown

There were 55 comments suggesting additional vehicles that may require exemption for the school street restriction times.

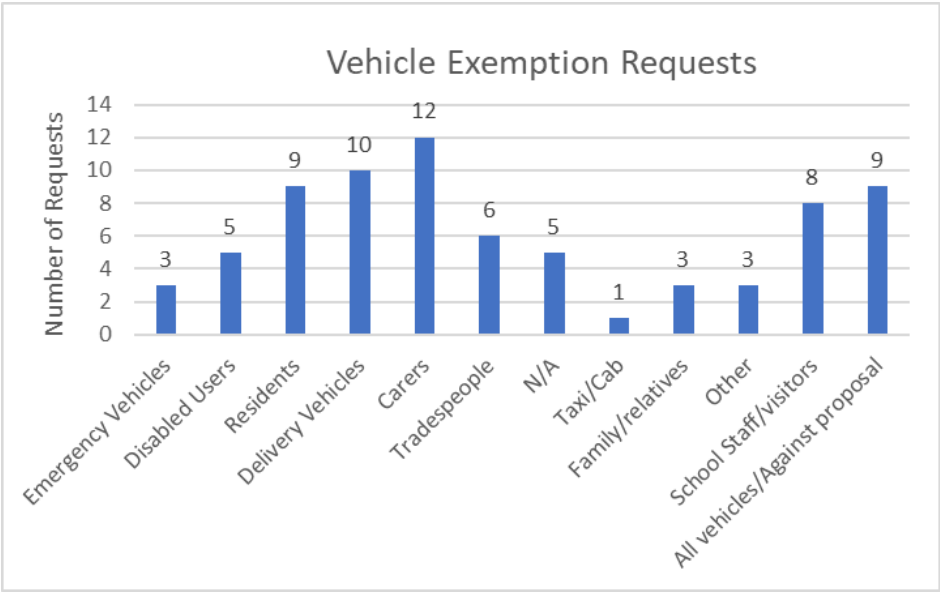


Figure 8: All Saints Vehicle Exemption Requests

2.4 Support for Reducing Traffic Outside School

Overall, 61% of respondents agreed with the principle of reducing the amount of traffic in the area during school drop-off and pick-up times. Those who disagreed were mostly residents with carers or residents outside the area. The geographical spread of these responses is also shown in the map above.

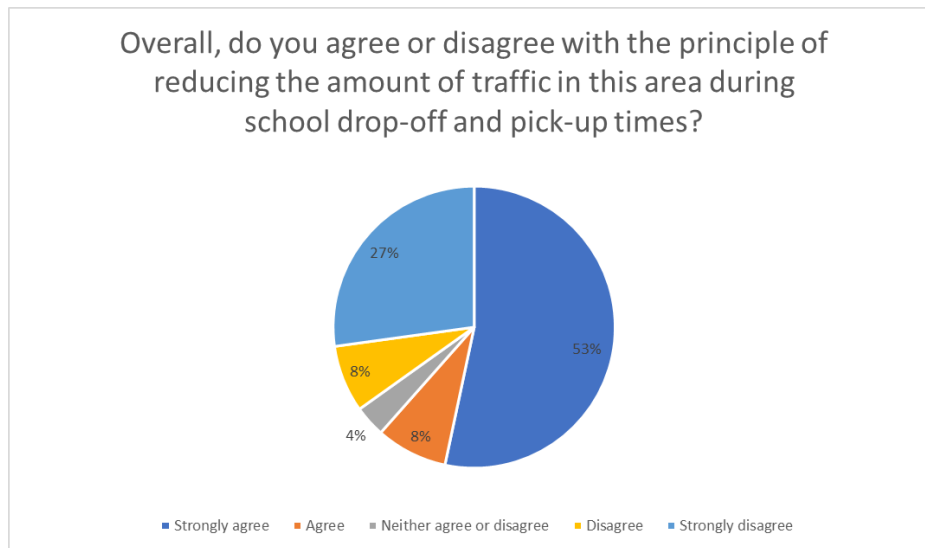


Figure 9: All Saints Carshalton Overall Support

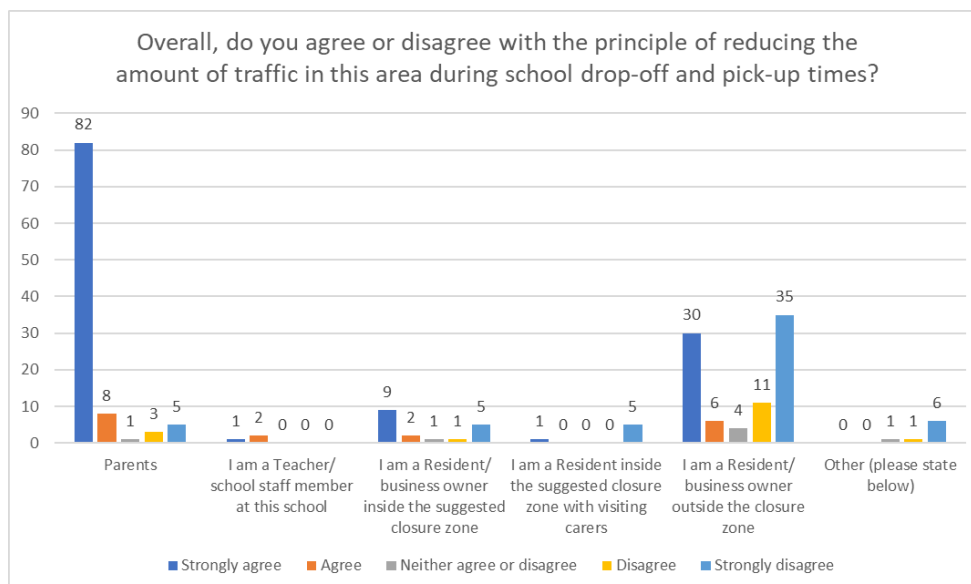


Figure 10: All Saints Carshalton Overall Support Breakdown

Those that disagreed also indicated that they were broadly supportive of 20mph zones and traffic calming measures.

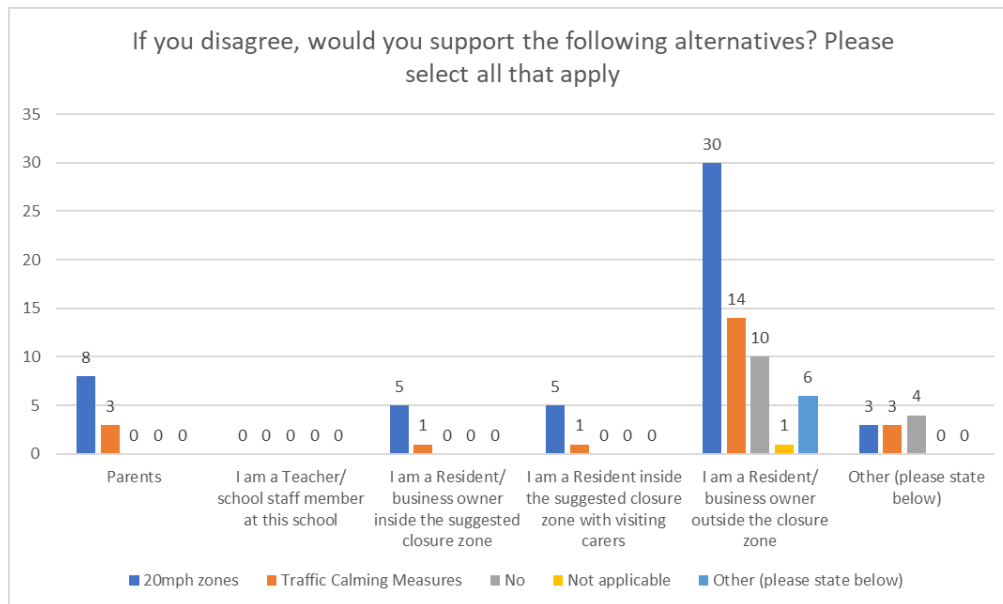


Figure 11: All Saints Carshalton Alternative Proposals

Other measures that were suggested included introducing a zebra crossing, providing traffic wardens to prevent school drop off problems and lowering vehicle speeds to 10mph.

Respondents indicated that their reasons for suggesting alternatives included safety, congestion and parking concerns. Most comments did not suggest particular locations for these alternatives however some locations that were mentioned included:

- The crossing on Ruskin Road outside the Muslim Community Centre was mentioned as a safety issue
- The school street worsening parking on Ruskin Road
- Introducing a 20mph zone on Park Lane, Parkgate Road and Ruskin Road

2.5 Free Text Analysis

Respondents were also given the opportunity to provide other comments. There were 94 comments, of which 39 were positive, 11 neutral and 44 negative sentiment. These comments were mostly concerned with school safety. Congestion and social distancing were also raised several times.

A review of these comments does not indicate any particular streets where parking was a concern.

Comments indicate that speeding has increased outside of the school since the removal of the temporary school street. It was also suggested that a 20mph zone is required on Park Lane and Ruskin Road.

Comments regarding congestion and traffic operations were mostly concerned about the displacement of traffic. In particular, Ruskin Road was mentioned as having increased traffic.

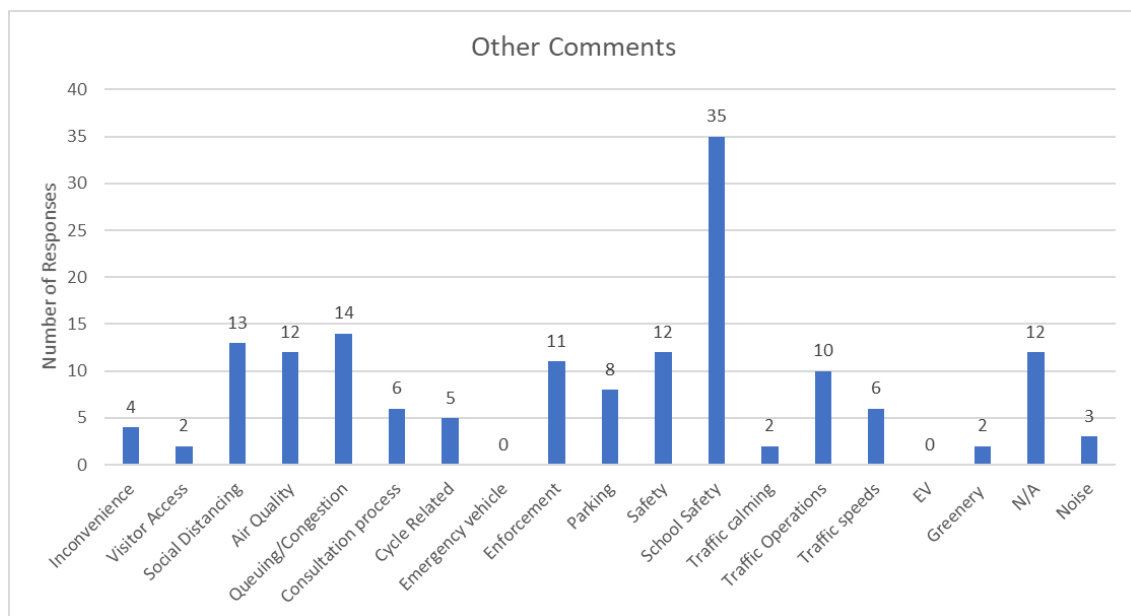


Figure 12: All Saints Other Comments

2.6 Business Responses

The proposed school street adjoins Carshalton High Street which may impact deliveries to businesses on Carshalton High Street. In particular, Elwyns Windows which is on the north-eastern corner of the Rotherfield Road / Carshalton High Street junction may be impacted. A response from Elwyns was received as part of the consultation. They indicated that they were concerned about deliveries to their business during the school street operation hours. It is recommended that further engagement with Elwyns is undertaken to reduce the impact of the school street on deliveries. This could include considering changes to the school street extents to allow access to their loading bays or vehicle exemptions.

3. BANDON HILL AND SHERWOOD HILL

A total of 95 responses were recorded for the Bandon Hill and Sherwood Hill engagement. Most of these responses came from residents of Sutton.

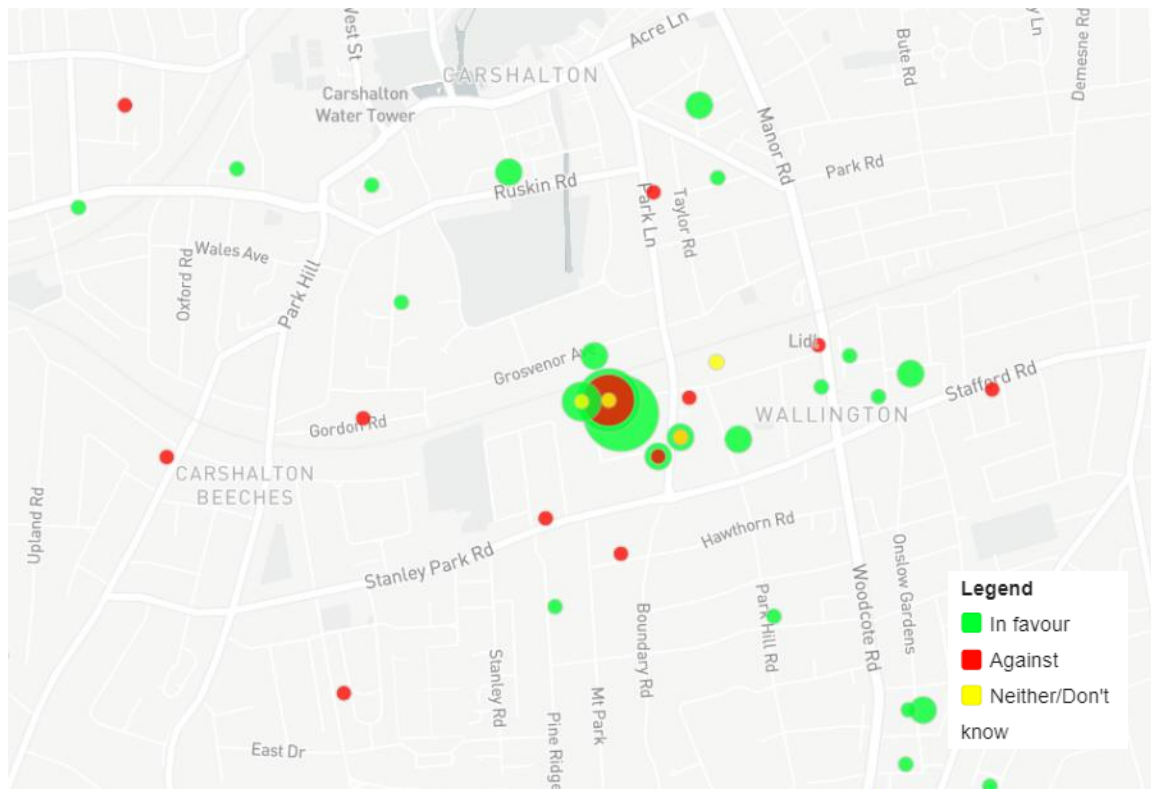


Figure 13: Bandon Hill and Sherwood Hill Map of Overall Support

3.1 Proposed School Street Times

Overall, 61% of respondents were supportive of the proposed timing of the school street. Those respondents who were unsupportive of the timing were mostly residents with visiting carers and residents outside of the closure zone.

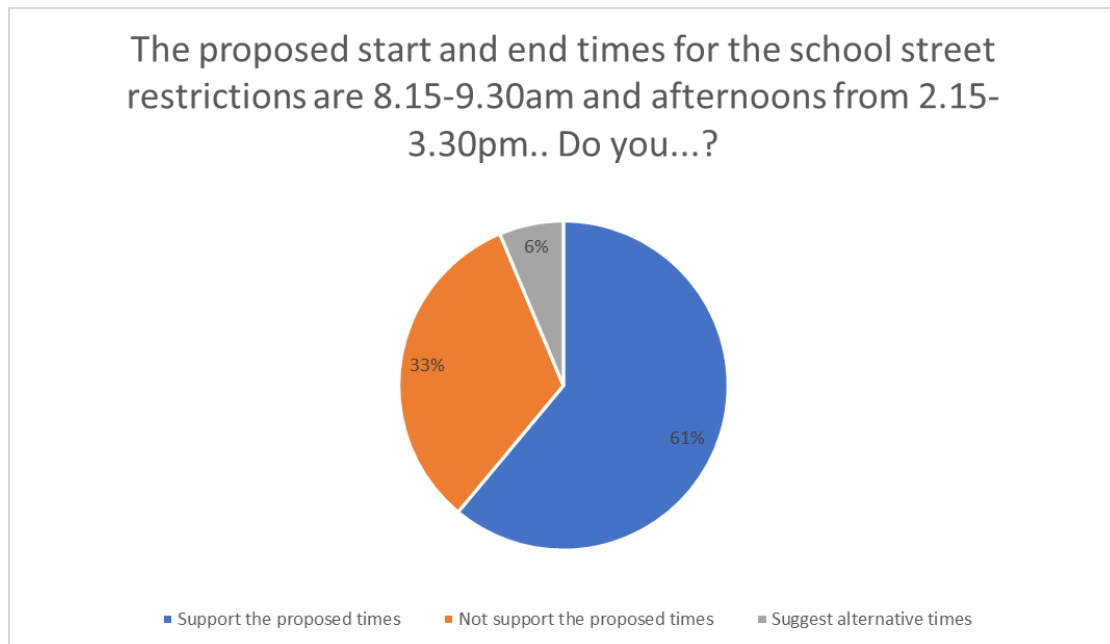


Figure 14: Bandon Hill and Sherwood Hill Timing

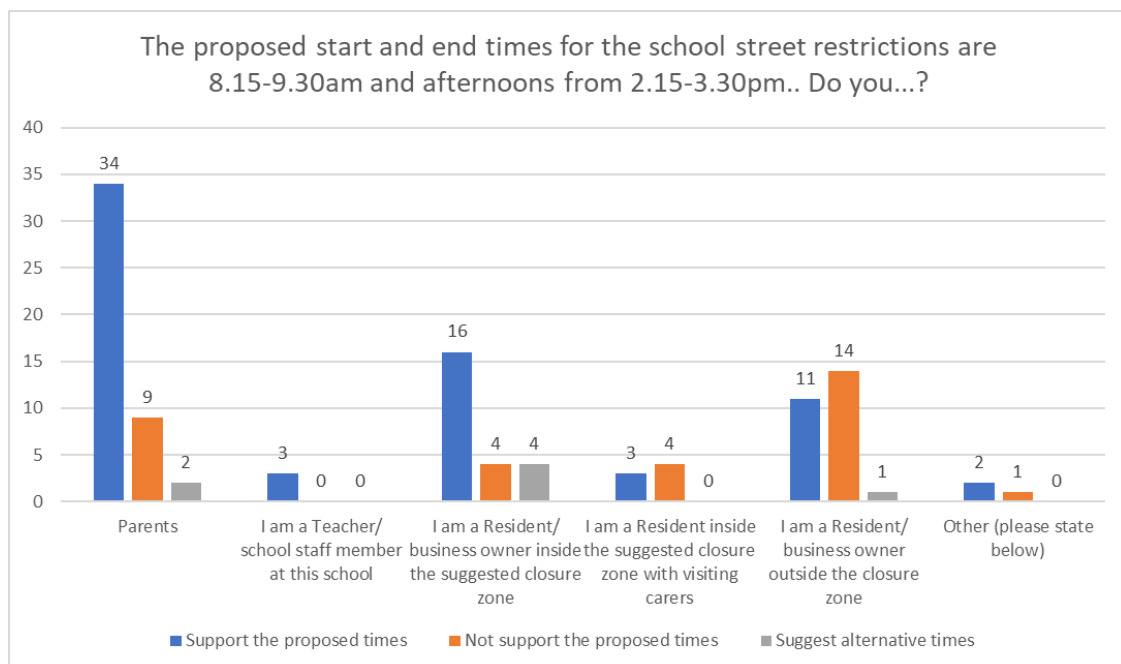


Figure 15: Bandon Hill and Sherwood Hill Timing Breakdown

There were 21 comments responding to question asking for alternative school street timing. Of these, 4 suggested alternative times and 2 that the suggested times were too long. There were no common alternative times suggested, however, they all were for shorter periods of time.

3.2 Proposed School Street Restriction Points

The proposed restriction points start at Beddington Gardens, west of Boundary Road and Longacre Place. Overall, 58% of respondents were supportive of these restriction points. Residents from outside this area were not as supportive.

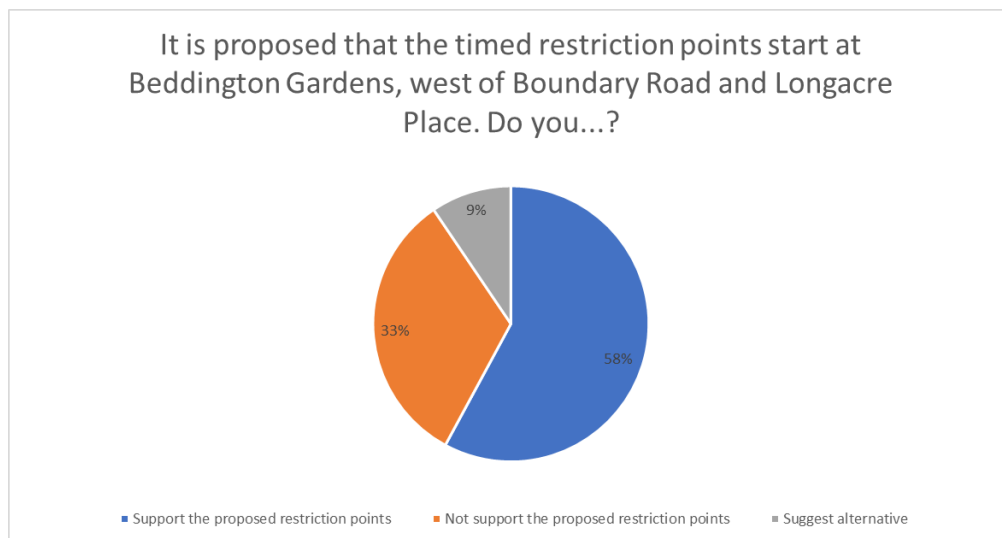


Figure 16: Bandon Hill and Sherwood Hill Restriction Points

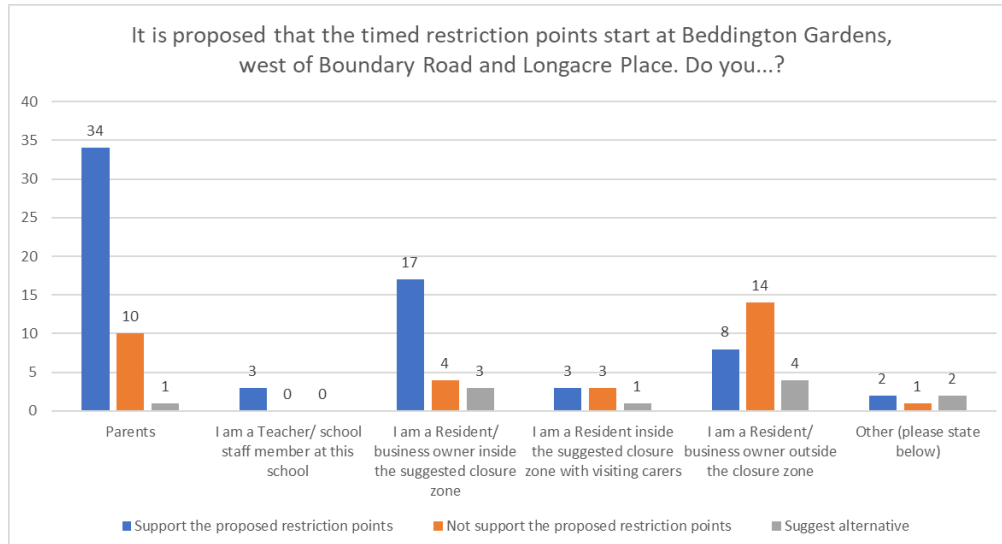


Figure 17: Bandon Hill and Sherwood Hill Restriction Points Breakdown

There were 23 comments in response to the question about alternative restriction points, of which 6 suggested alternative restriction points as follows:

- 2 requests to include Boundary Road
- 2 requests to include Boundary Road and Stanley Park Road
- 2 requests to include Longacre Place

3.3 Vehicle Exemptions

51% of respondents were not aware of any additional vehicles that may need an exemption from the restrictions.

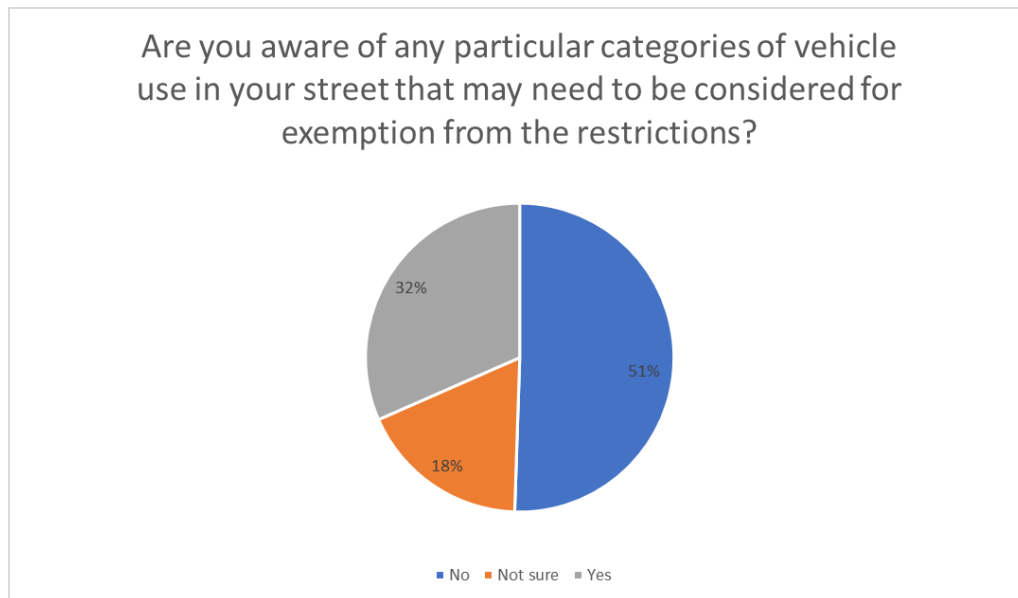


Figure 18: Bandon Hill and Sherwood Hill Vehicle Exemptions

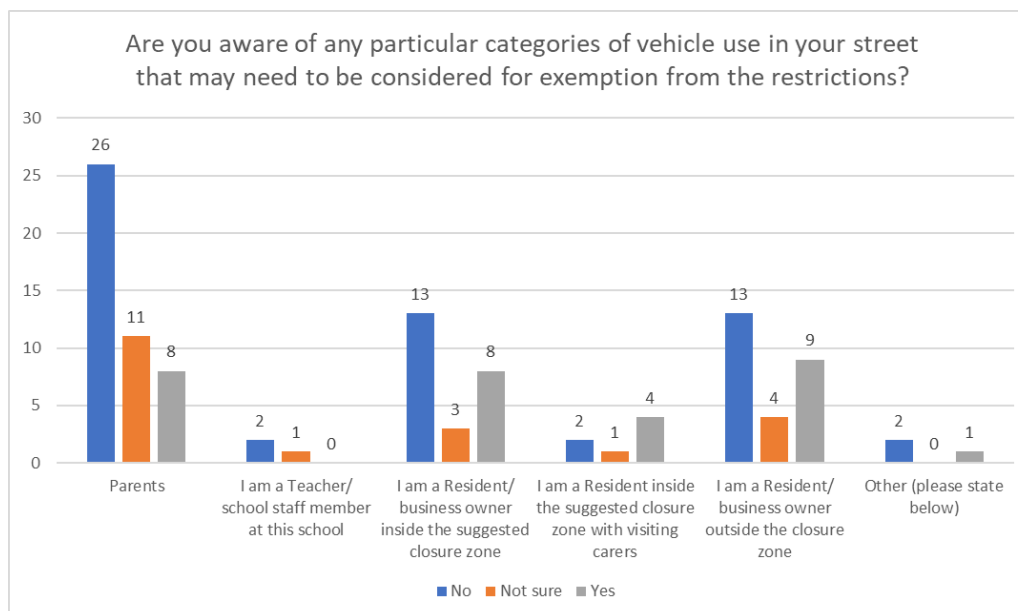


Figure 19: Bandon Hill and Sherwood Hill Vehicle Exemptions Breakdown

There were 32 comments suggesting additional vehicles that may require exemption for the school street restriction times.

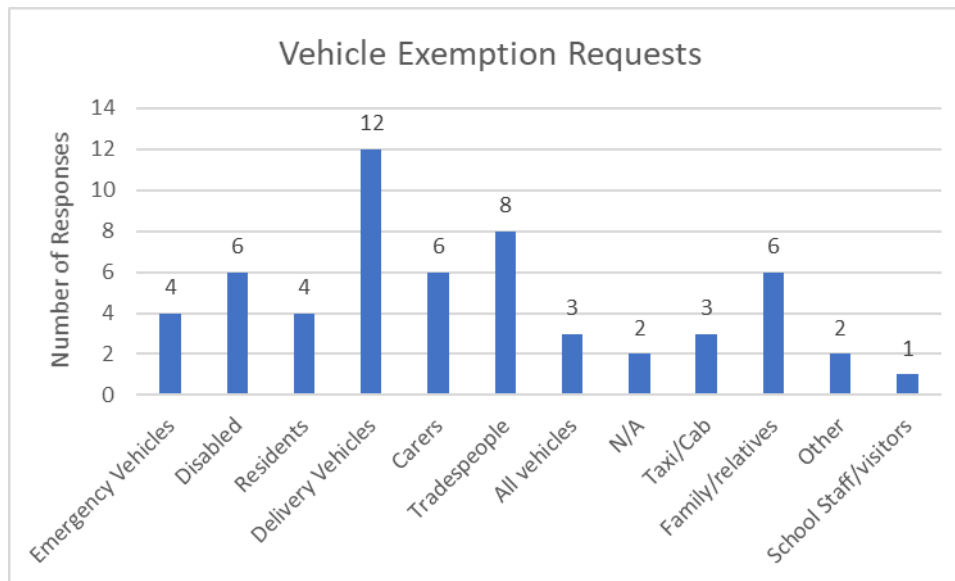


Figure 20: Bandon Hill and Sherwood Hill Vehicle Exemption Requests

3.4 Support for Reducing Traffic Outside School

Overall, 62% of respondents agreed with the principle of reducing the amount of traffic in the area during school drop-off and pick-up times. Those who disagreed were mostly residents with carers or residents outside the area. The geographical spread of these responses is also shown in the map above.

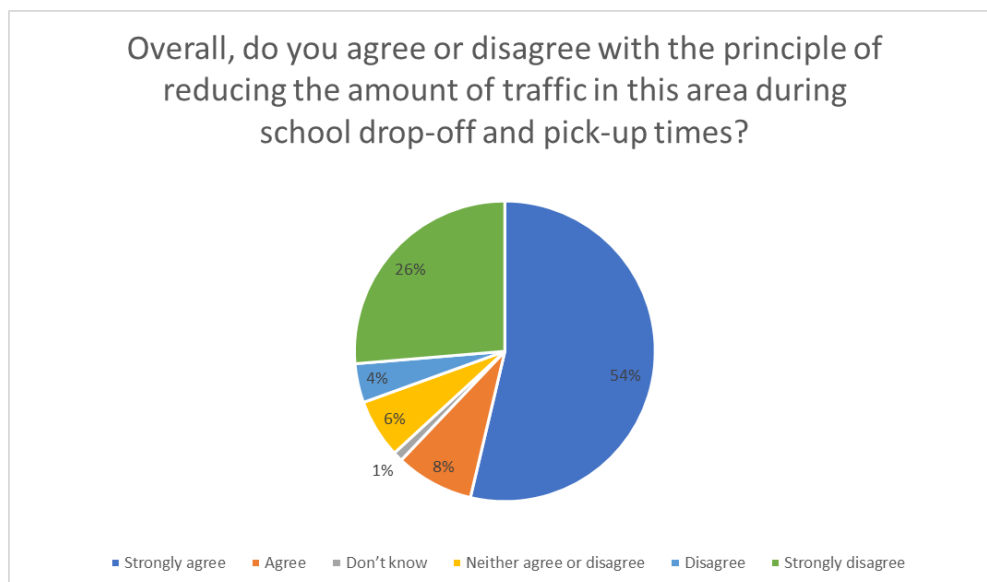


Figure 21: Bandon Hill and Sherwood Hill Overall Support

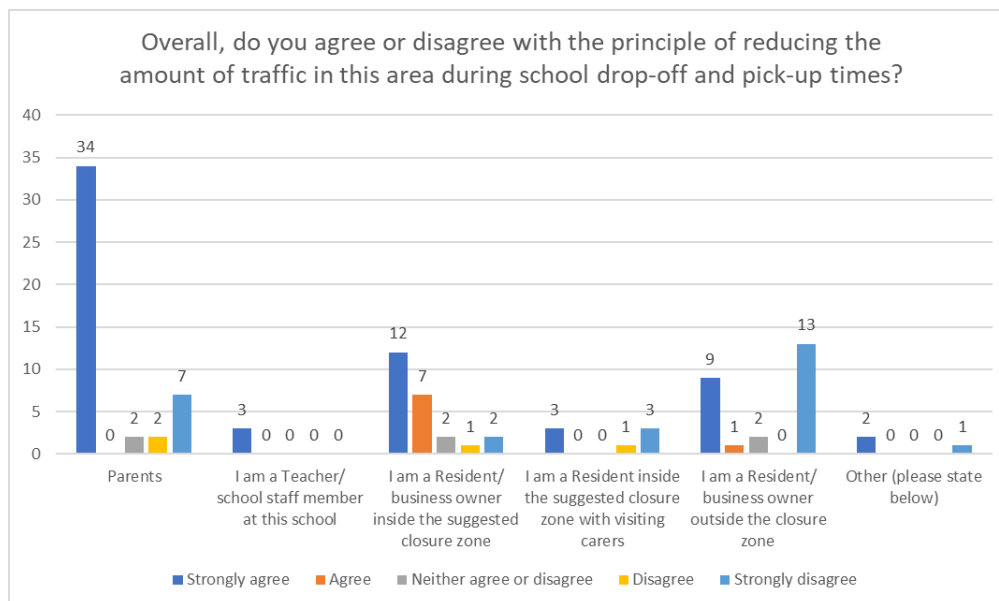


Figure 22: Bandon Hill and Sherwood Hill Overall Support Breakdown

Those that disagreed also indicated that they were broadly supportive of 20mph zones.

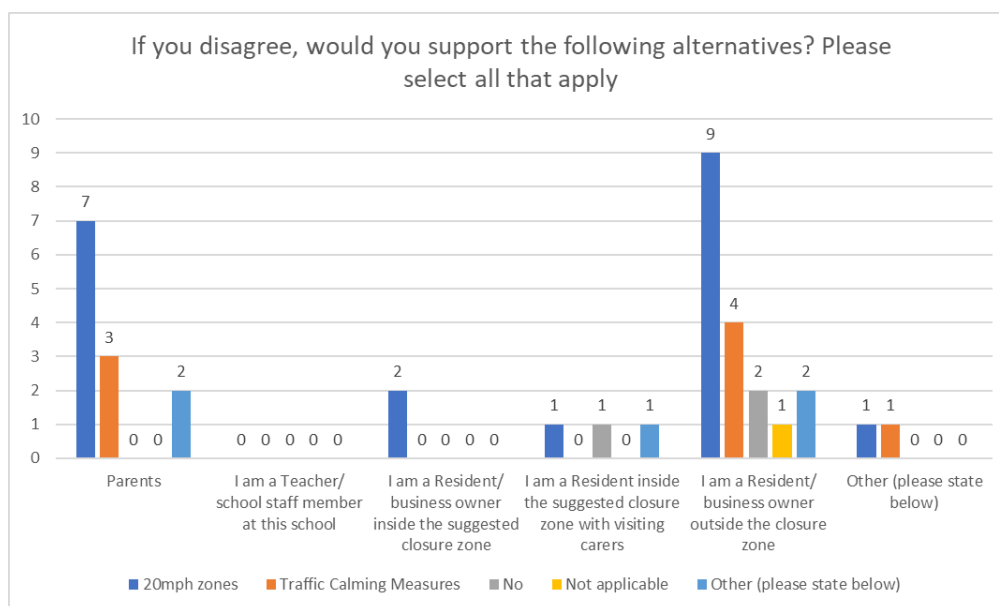


Figure 23: Bandon Hill and Sherwood Hill Alternative Proposals

Other measures that were suggested included introducing speed bumps, a one-way drop off system and yellow lines.

Respondents indicated that their reasons for suggesting alternatives included safety, parking, congestion and speeding concerns. In particular the following was mentioned:

- Parking issues during school drop off and pick up on Stanley Park Road and Boundary Road
- Speeding on Boundary Road
- Increased congestion on Boundary Road and Stanley Park Road

3.5 Free Text Analysis

Respondents were also given the opportunity to provide other comments. There were 62 comments, of which 16 were positive, 20 neutral and 26 negative sentiment. These comments were mostly concerned with inconvenience of the school street. Air quality, traffic operations and traffic speeds were also mentioned a number of times.

The comments indicated that when the temporary measures were in place, people were parking on Boundary Road or Stanley Park Road for the school, instead of Beddington Gardens. There were also comments indicating that there was parking on yellow lines in Beddington Gardens when the temporary measures were not in place.

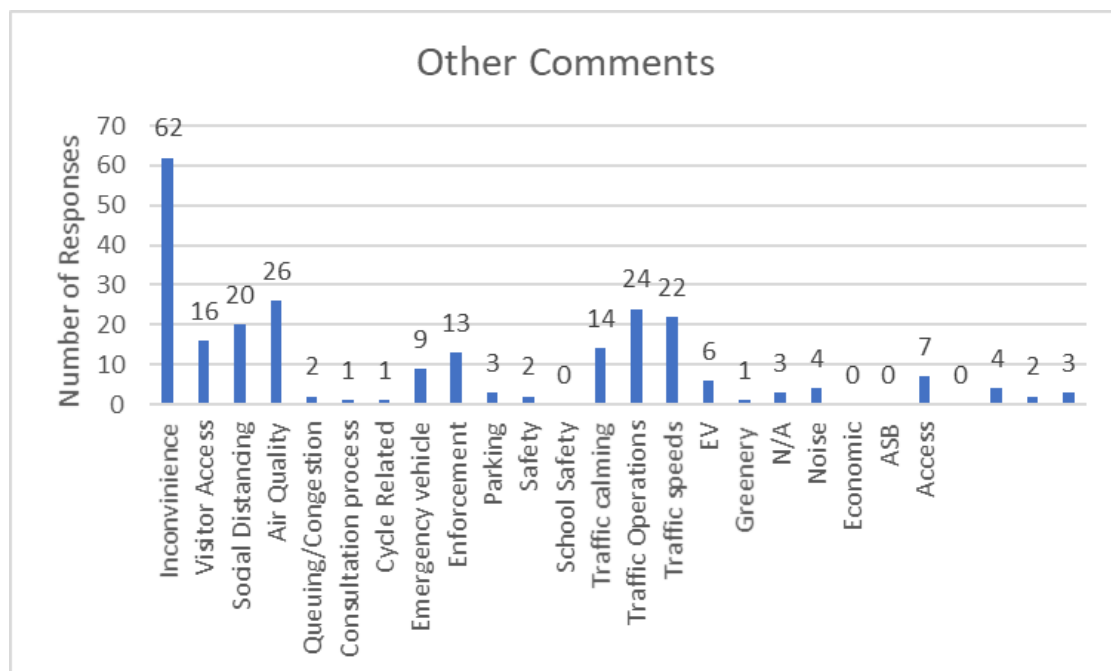


Figure 24: Bandon Hill and Sherwood Hill Other Comments

4. CARSHALTON BOYS

A total of 158 responses were recorded for the Carshalton Boys engagement. Most of these responses came from residents of Sutton.

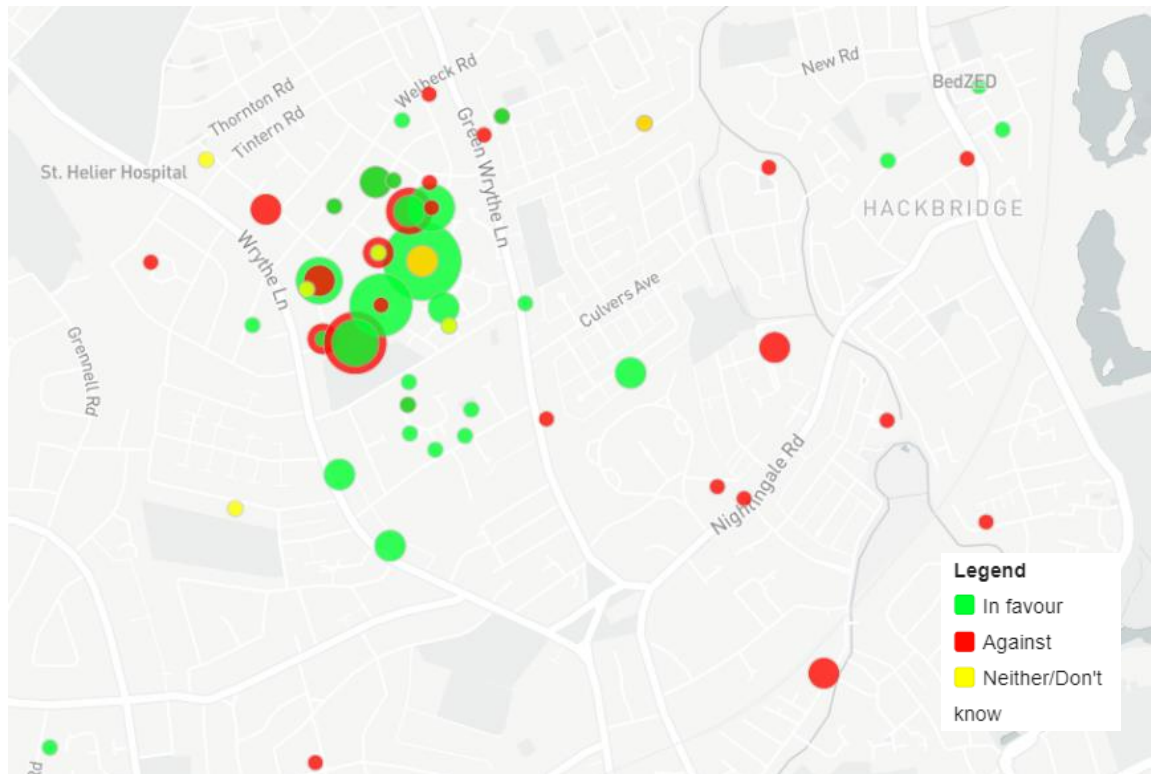


Figure 25: Carshalton Boys Map of Overall Support

4.1 Proposed School Street Times

Overall, 43% of respondents were supportive of the proposed timing of the school street. Those respondents who were unsupportive of the timing were mostly residents outside of the closure zone.

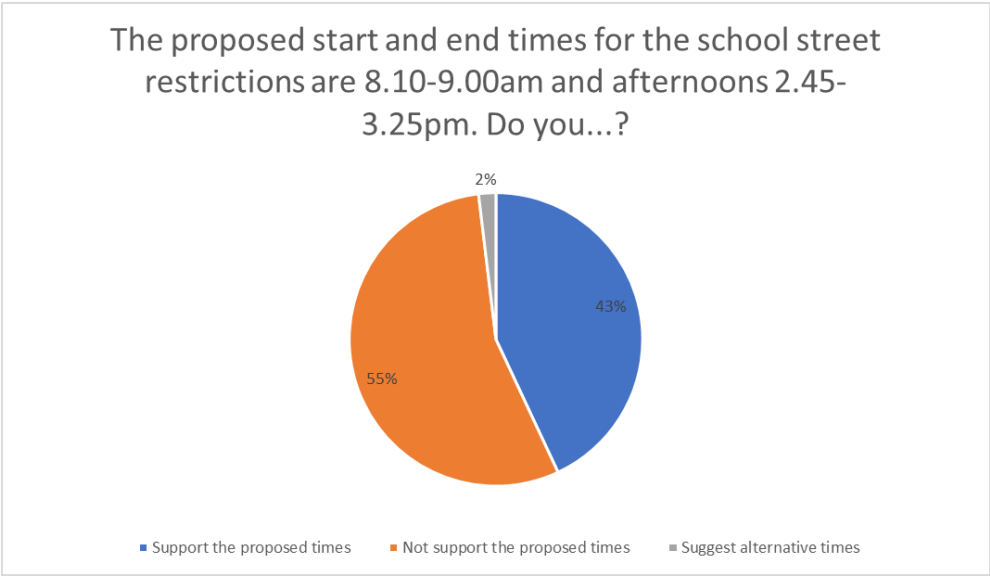


Figure 26: Carshalton Boys Timing

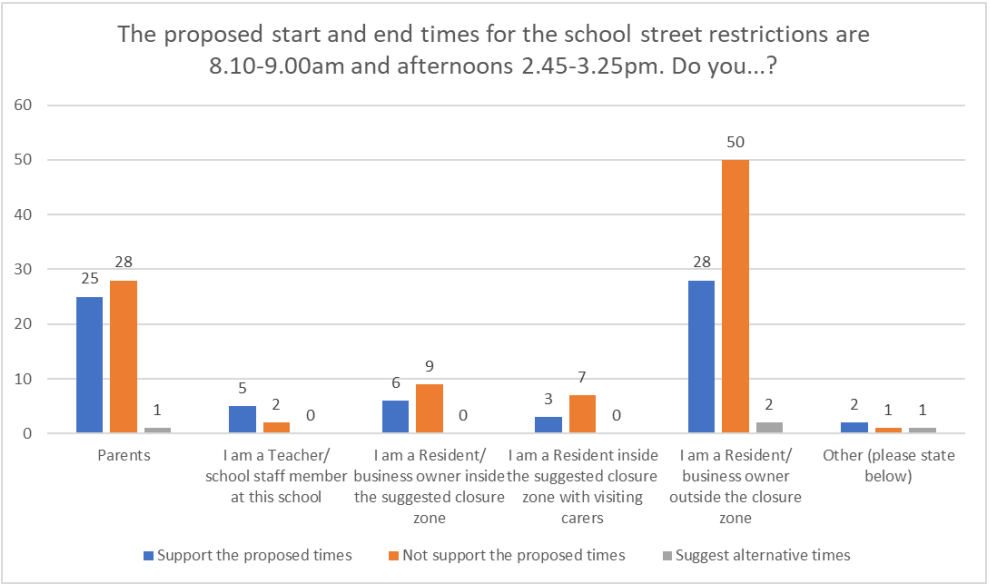


Figure 27: Carshalton Boys Timing Breakdown

There were 45 comments responding to question asking for alternative school street timing. Of these, 3 suggested alternative times. There were no common alternative times suggested.

4.2 Proposed School Street Restriction Points

The proposed restriction points start at Winchcombe Road between the junctions of Wigmore Road and Wellhouse Road. Overall, 36% of respondents were supportive of these restriction points. Residents from outside this area were not as supportive.

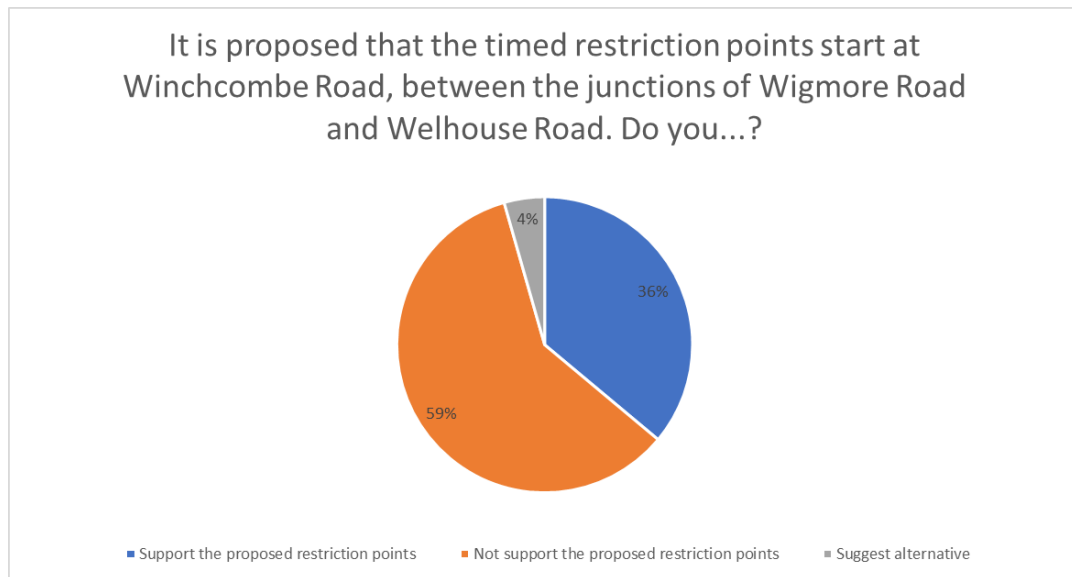


Figure 28: Carshalton Boys Restriction Points

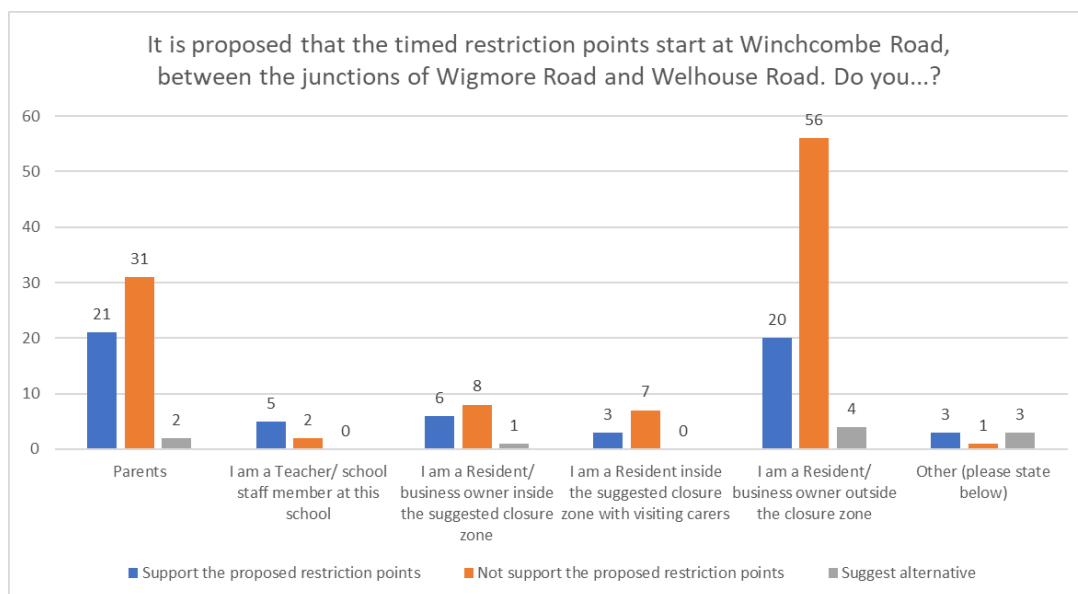


Figure 29: Carshalton Boys Restriction Points Breakdown

There were 51 comments in response to the question about alternative restriction points, of which 12 suggested alternative restriction points as follows:

- 7 requests to include Wigmore Road
- 3 requests to include Wrythe Lane
- 5 requests to include Winchcombe Road
- 3 requests to include Waltham Road
- 1 request each to include Whitland Road, Welbeck Road and Wellhouse Road

4.3 Vehicle Exemptions

55% of respondents were not aware of any additional vehicles that may need an exemption from the restrictions.

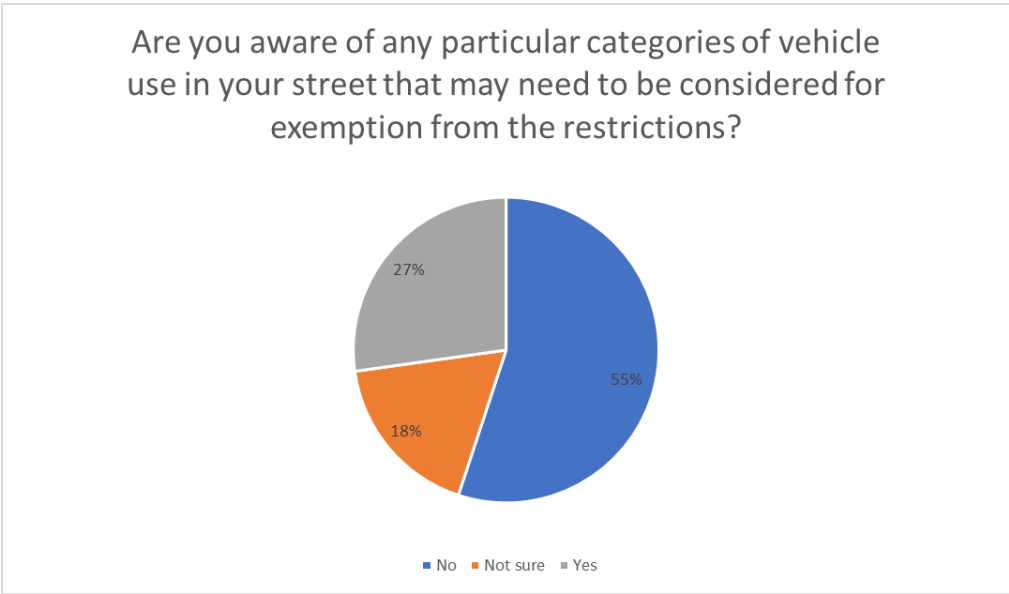


Figure 30: Carshalton Boys Vehicle Exemptions

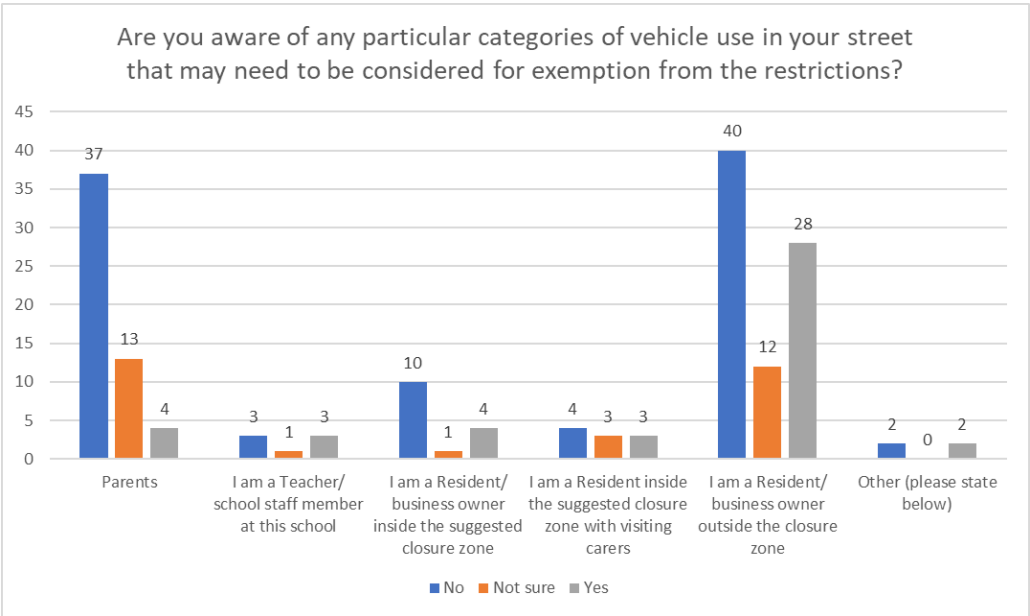


Figure 31: Carshalton Boys Vehicle Exemptions Breakdown

There were 47 comments suggesting additional vehicles that may require exemption for the school street restriction times.

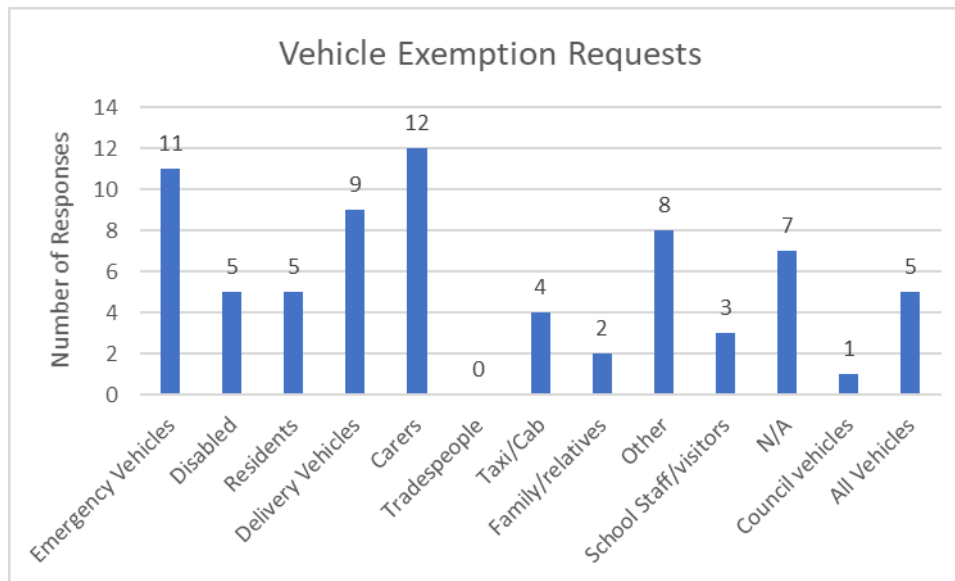


Figure 32: Carshalton Boys Vehicle Exemption Requests

4.4 Support for Reducing Traffic Outside School

Overall, 50% of respondents agreed with the principle of reducing the amount of traffic in the area during school drop-off and pick-up times. Those who disagreed were mostly residents outside the area. The geographical spread of these responses is also shown in the map above.

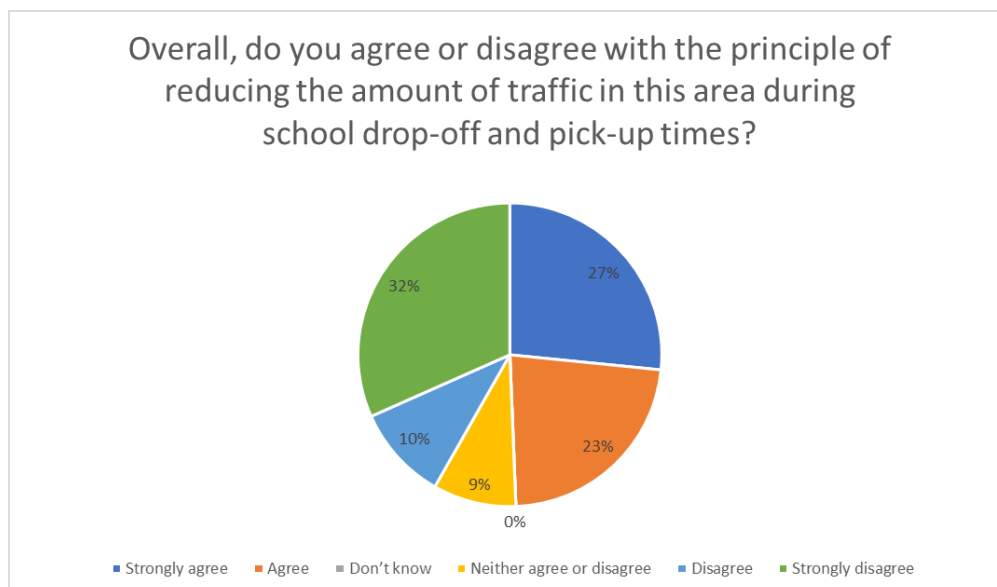


Figure 33: Carshalton Boys Overall Support

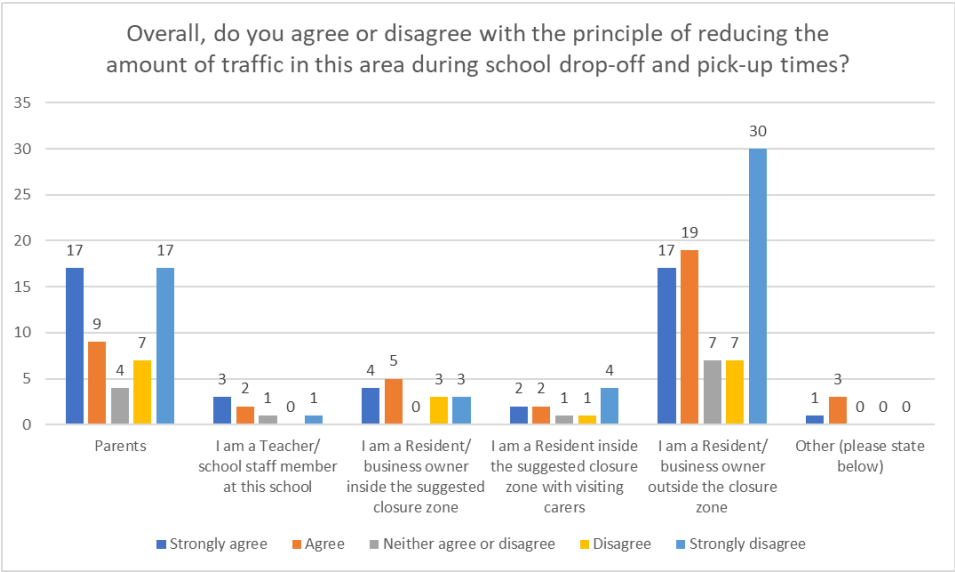


Figure 34: Carshalton Boys Overall Support Breakdown

Those that disagreed also indicated that they were broadly supportive of 20mph zones.

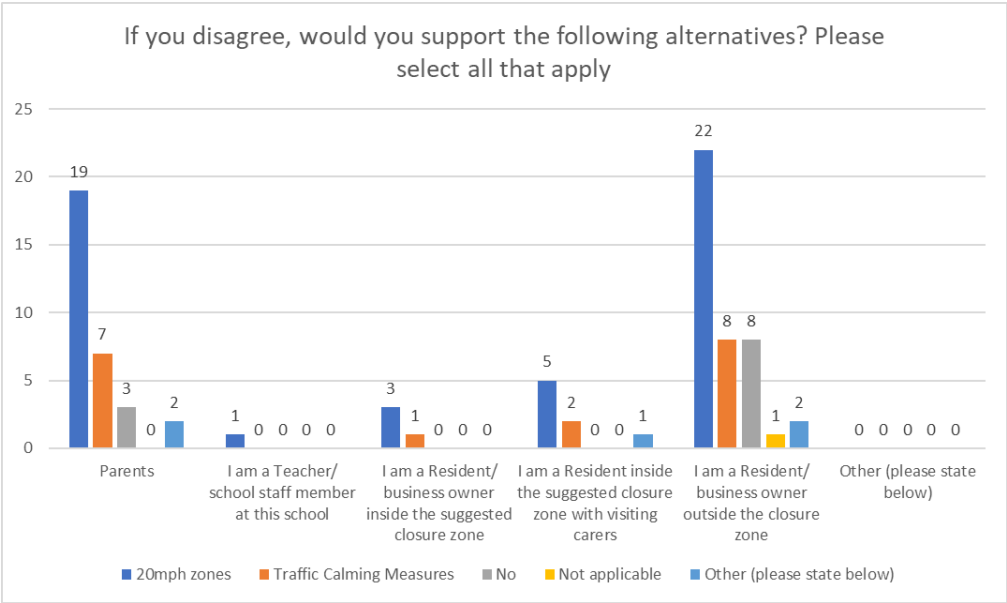


Figure 35: Carshalton Boys Alternative Proposals

Other measures that were suggested included introducing traffic calming, a lollipop person, 10mph zone and a school bus service.

Respondents indicated that their reasons for suggesting alternatives included congestions, speeding and safety concerns. In particular the following was mentioned:

- Traffic calming was suggested on Wellhouse Road
- Issues with traffic displacement on Winchcombe Road and Wigmore Road when the temporary measures were in place

4.5 Free Text Analysis

Respondents were also given the opportunity to provide other comments. There were 80 comments, of which 17 were positive, 17 neutral and 39 negative sentiment. These comments were mostly concerned with congestions, parking and safety.

The comments indicate that while the temporary measures were in place there were issues with people parking for the school across resident driveways on Whitland Road, Wigmore Road and Fellowes Road, double parking and a lack of parking for residents on Winchcombe Road.

Respondents also indicated that there was increased congestion on Wigmore Road, Winchcombe Road and Wellhouse Road.

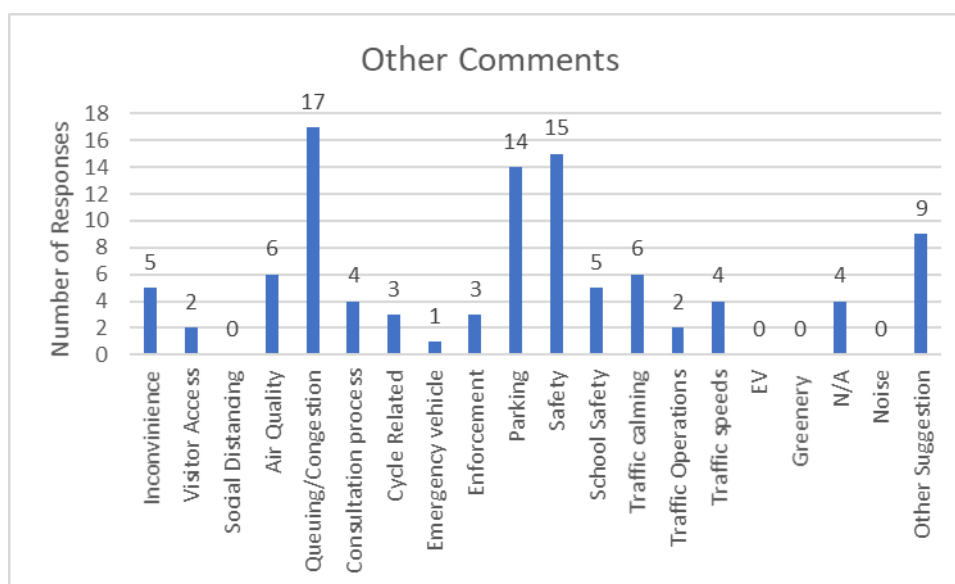


Figure 36: Carshalton Boys Other Comments

5. CHEAM COMMON

A total of 140 responses were recorded for the Cheam Common engagement. Most of these responses came from residents of Sutton.

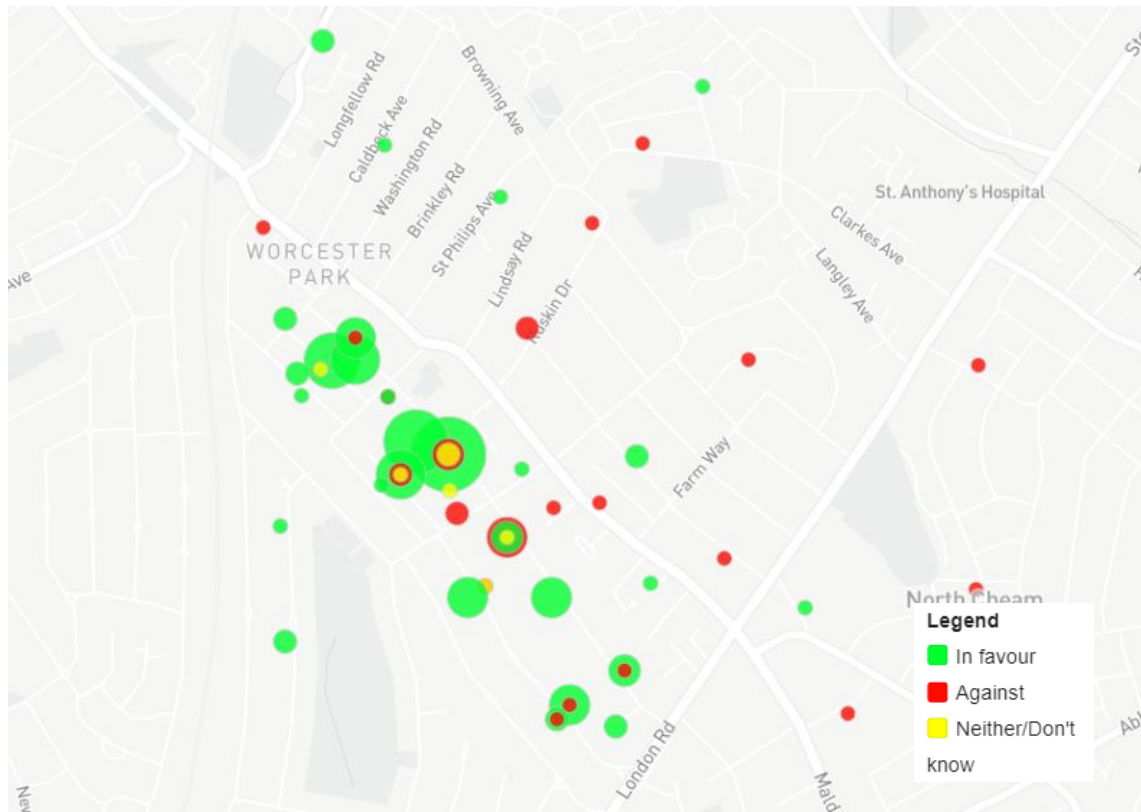


Figure 37: Cheam Common Map of Overall Support

5.1 Proposed School Street Times

Overall, 59% of respondents were supportive of the proposed timing of the school street. Those respondents who were unsupportive of the timing were mostly residents outside of the closure zone.

The proposed start and end times for the school street restrictions are 8.15- 9am and from 2.45 -3.30pm in the afternoons. Do you...?

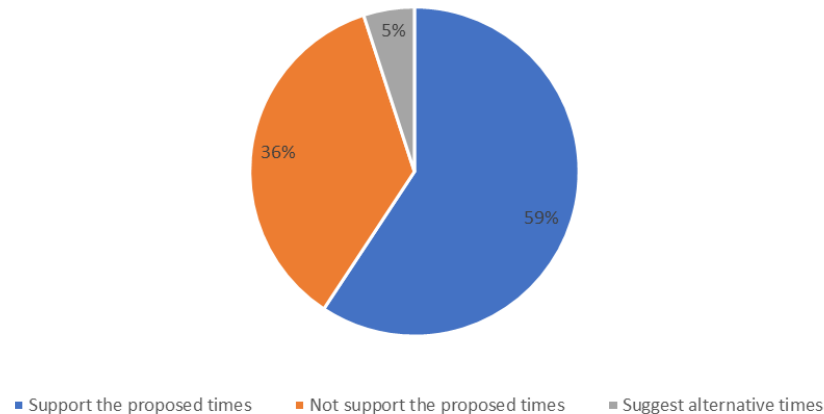


Figure 38: Cheam Common Timing

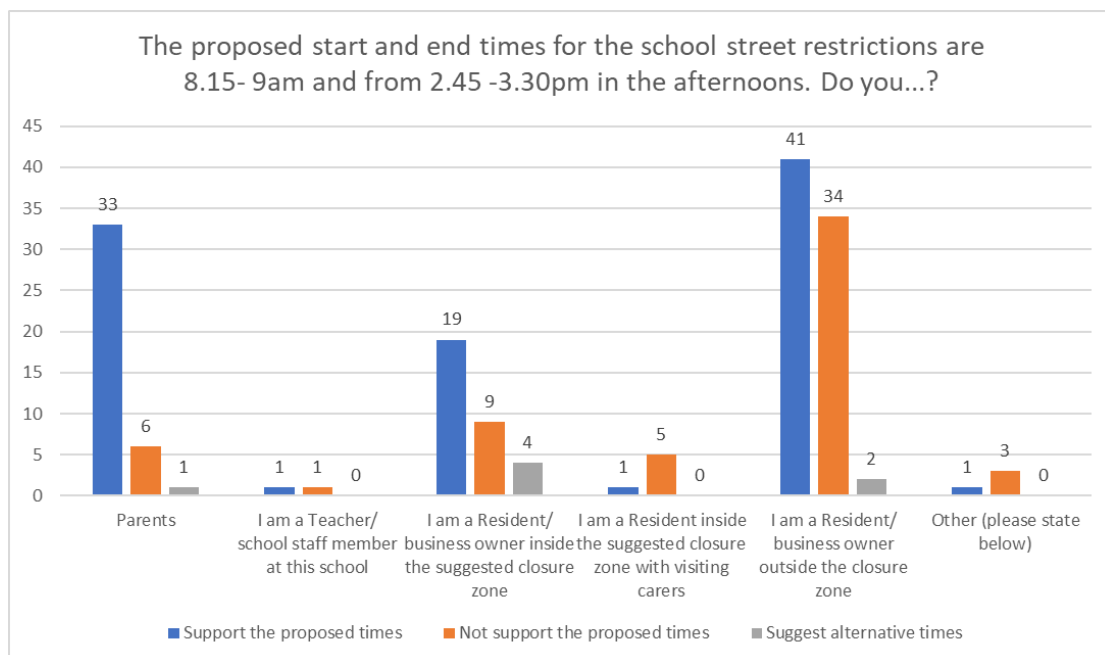


Figure 39: Cheam Common Timing Breakdown

There were 35 comments responding to question asking for alternative school street timing. Of these, 5 suggested alternative times. This included 2 requests to include school club times and a request to consider the staggered school timetables.

5.2 Proposed School Street Restriction Points

The proposed restriction points start at Kingsmead Avenue between Balmoral Road and Dalmeny Road. Overall, 59% of respondents were supportive of these restriction points. Residents from outside this area were not as supportive.

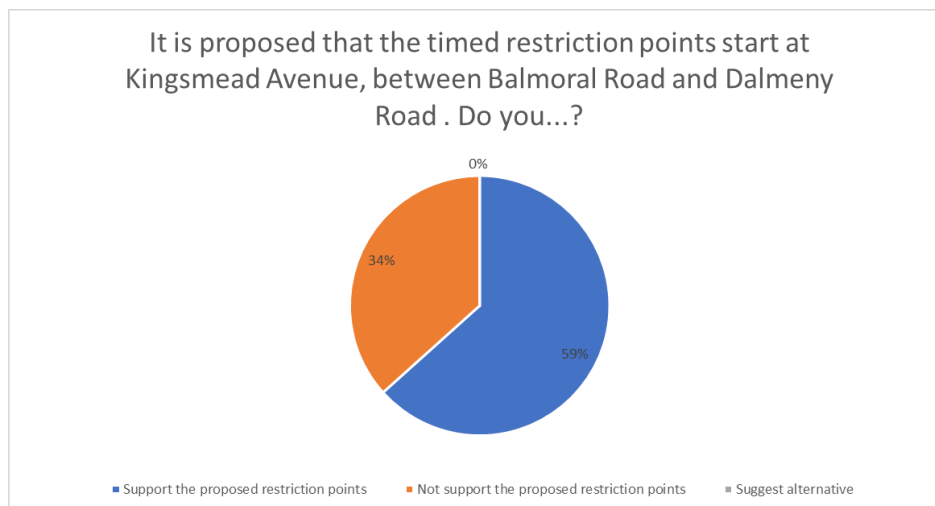


Figure 40: Cheam Common Restriction Points

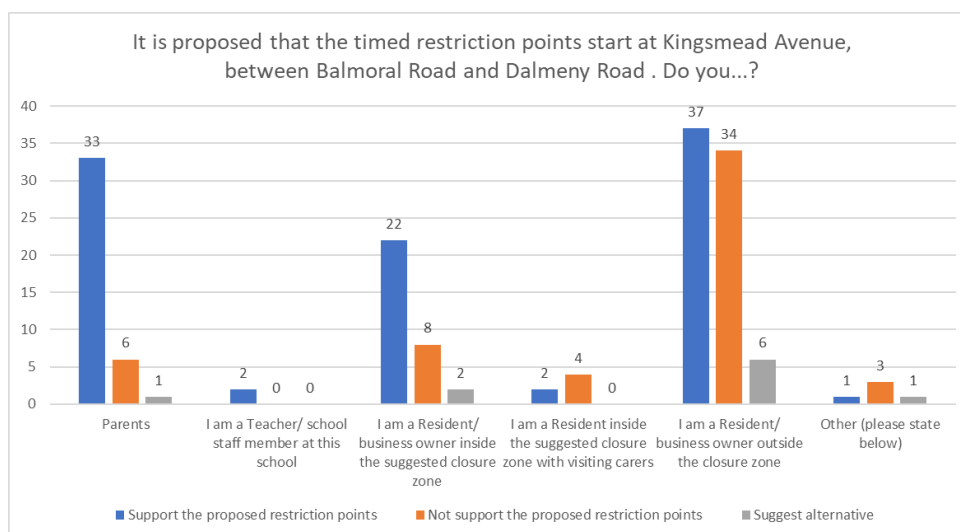


Figure 41: Cheam Common Restriction Points Breakdown

There were 32 comments in response to the question about alternative restriction points, of which 5 suggested alternative restriction points as follows:

- 3 requests to include Kingsmeade Avenue
- 1 request to include Oaks Avenue
- 2 requests to include Balmoral Road
- 1 request each to include Knows Close and Hampton Road

5.3 Vehicle Exemptions

52% of respondents were not aware of any additional vehicles that may need an exemption from the restrictions.

It was also recorded that residents wanted to have access to garages and parking areas within the scheme area including Chatsworth Road residents.

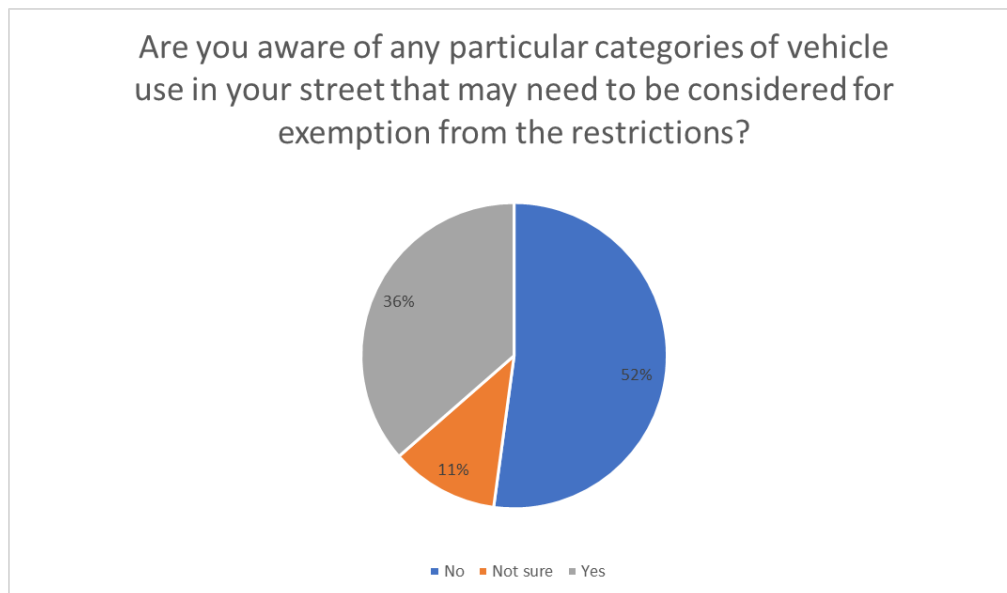


Figure 42: Cheam Common Vehicle Exemptions

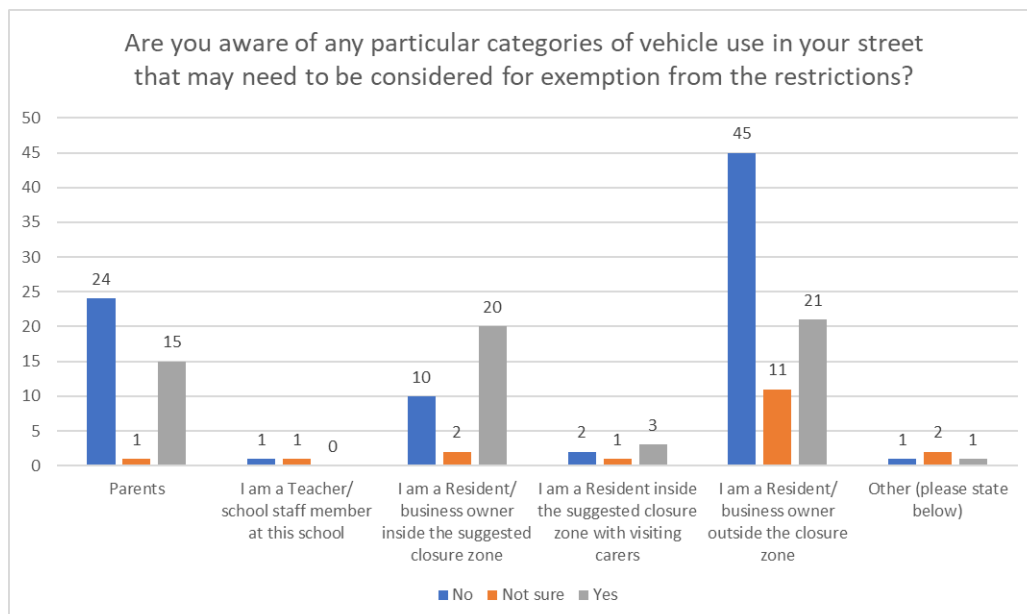


Figure 43: Cheam Common Vehicle Exemptions Breakdown

There were 46 comments suggesting additional vehicles that may require exemption for the school street restriction times.

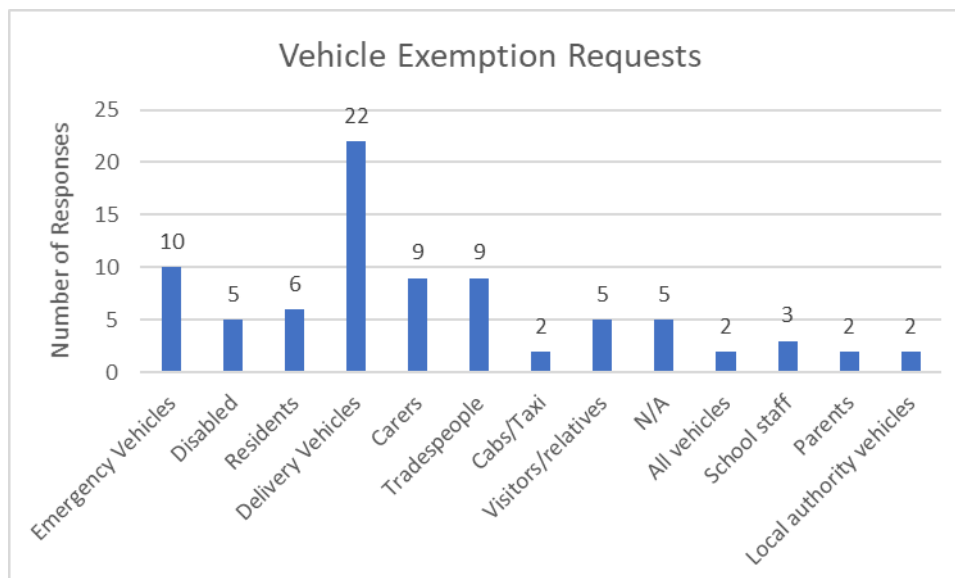


Figure 44: Cheam Common Vehicle Exemption Requests

5.4 Support for Reducing Traffic Outside School

Overall, 67% of respondents agreed with the principle of reducing the amount of traffic in the area during school drop-off and pick-up times. Those who disagreed were mostly residents outside the area. The geographical spread of these responses is also shown in the map above.

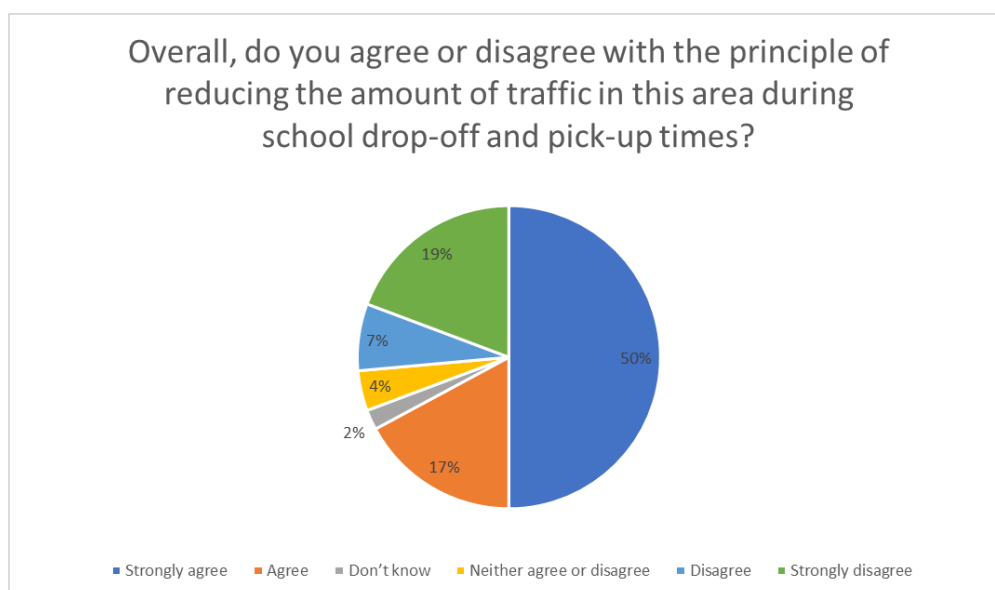


Figure 45: Cheam Common Overall Support

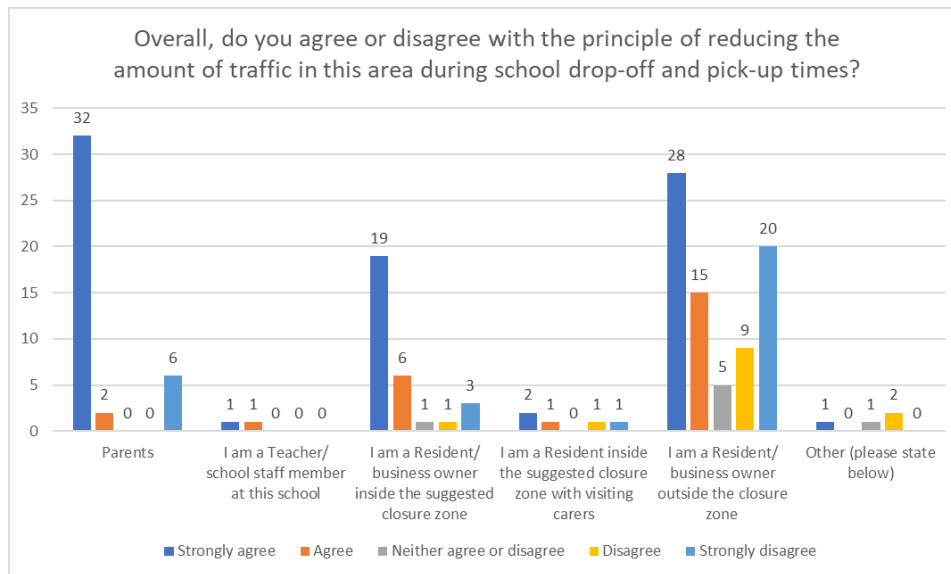


Figure 46: Cheam Common Overall Support Breakdown

Those that disagreed also indicated that they were broadly supportive of 20mph zones.

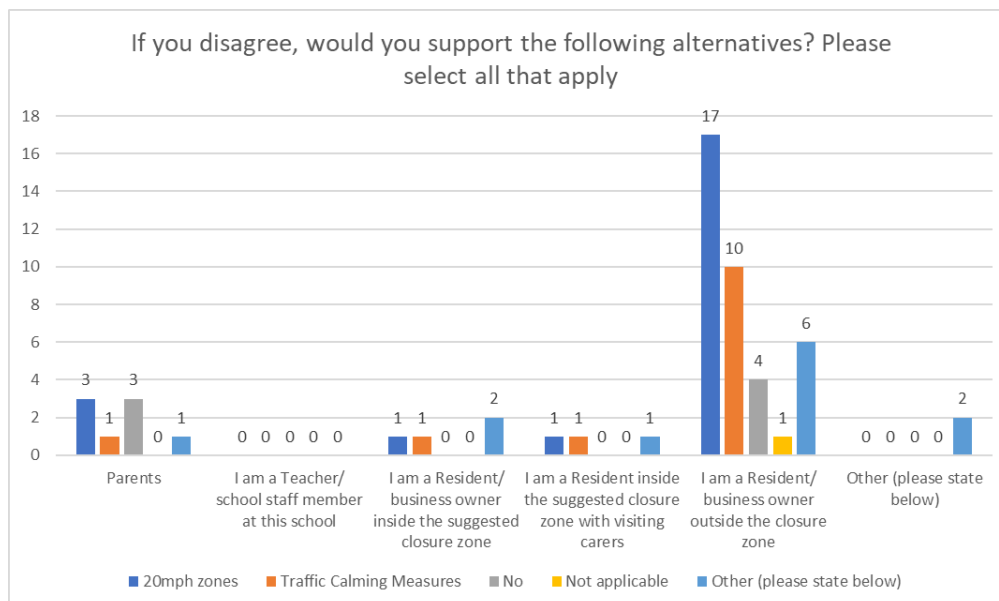


Figure 47: Cheam Common Alternative Proposals

Other measures that were suggested included introducing traffic calming (including on Oaks Avenue and Kingsmead Avenue), speed enforcements and single or double yellow lines outside the school on Kingsmead Avenue.

Respondents indicated that their reasons for suggesting alternatives included parking and enforcement concerns. Kingsmead Avenue was mentioned multiple times as causing parking issues and that enforcement is necessary. Knolls Close was also mentioned as having parking issues.

5.5 Free Text Analysis

Respondents were also given the opportunity to provide other comments. There were 83 comments, of which 13 were positive, 38 neutral and 32 negative sentiment. These comments were mostly concerned with parking, safety, enforcement and congestion.

Concerns about parking were mainly related to parents parking on yellow lines and blocking traffic on Kingsmead Avenue. Parking on double yellow lines at the junction of Hampton Road and Balmoral Road, Knolls Close, Dalmeny Road and Balmoral Road were also mentioned.

Respondents also observed that congestion increased on Dalmeny Road, Central Road, Cheam Common Road.

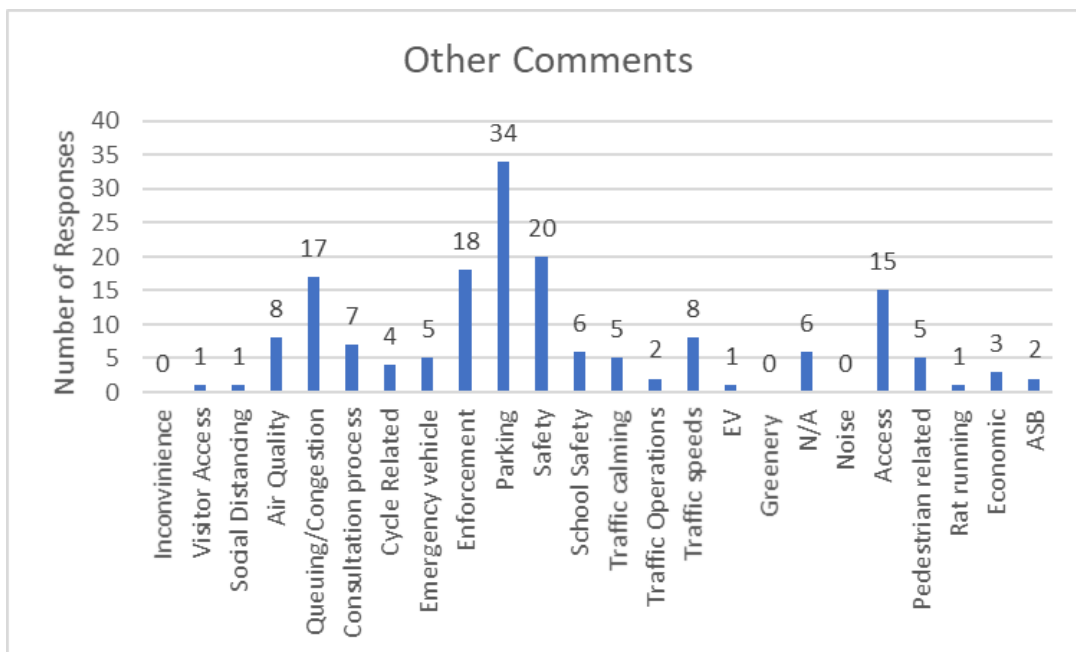


Figure 48: Cheam Common Other Comments

6. CHEAM FIELDS

A total of 104 responses were recorded for the Cheam Fields engagement. Most of these responses came from residents of Sutton.

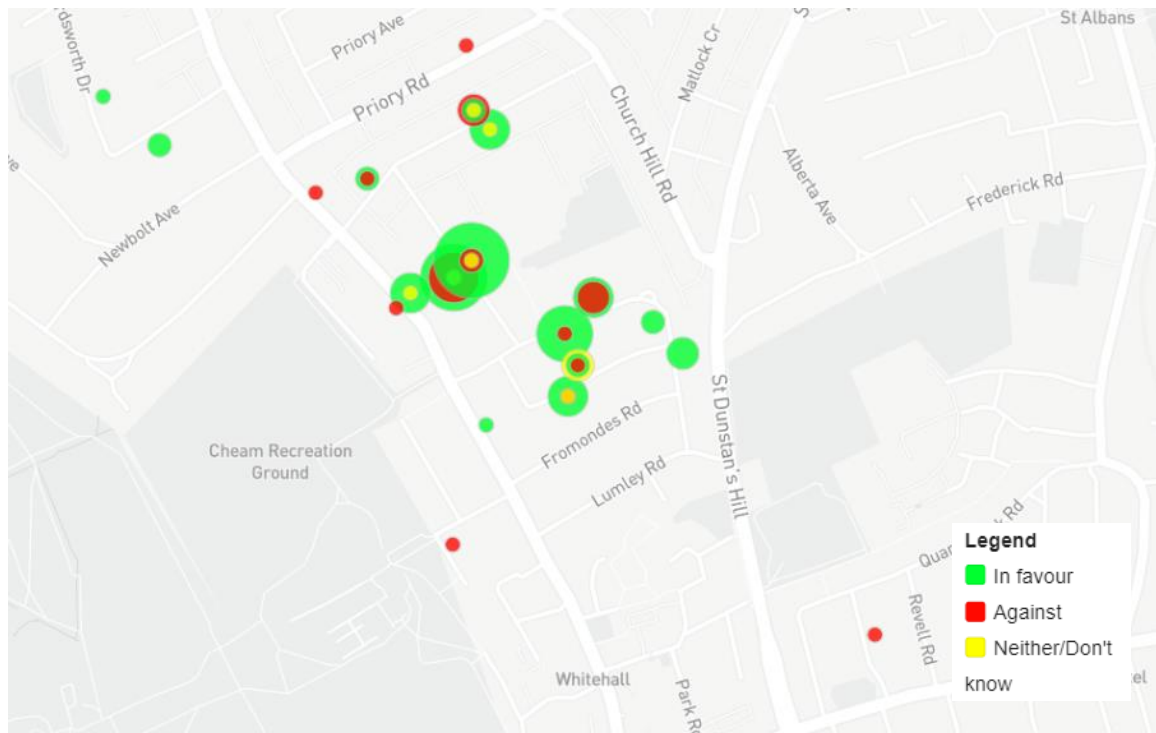


Figure 49: Cheam Fields Map of Overall Support

6.1 Proposed School Street Times

Overall, 50% of respondents were supportive of the proposed timing of the school street. Those respondents who were unsupportive of the timing were mostly residents outside of the closure zone.

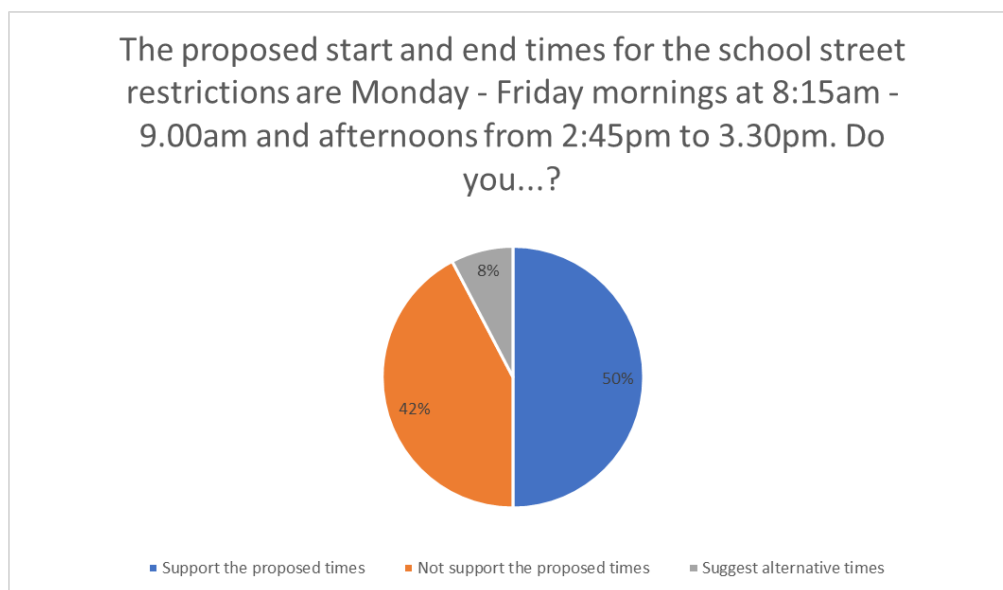

Figure 50: Cheam Fields Timing

Figure 51: Cheam Fields Timing Breakdown

There were 17 comments responding to question asking for alternative school street timing. Of these, 5 suggested alternative times. All of these requested longer times although each specific requested outlined different times.

6.2 Proposed School Street Restriction Points

The proposed restriction points start at Stoughton Avenue between Chatsworth Road and Tilehurst Road. Overall, 40% of respondents were supportive of these restriction points. Residents from outside this area were not as supportive.

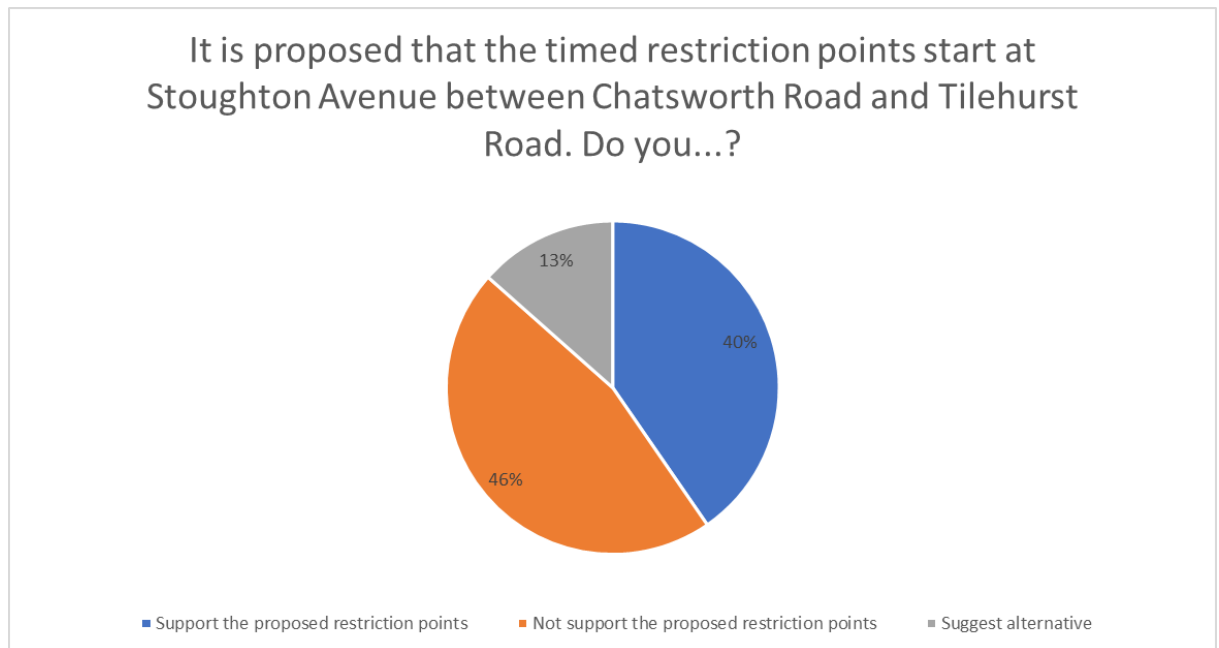


Figure 52: Cheam Fields Restriction Points

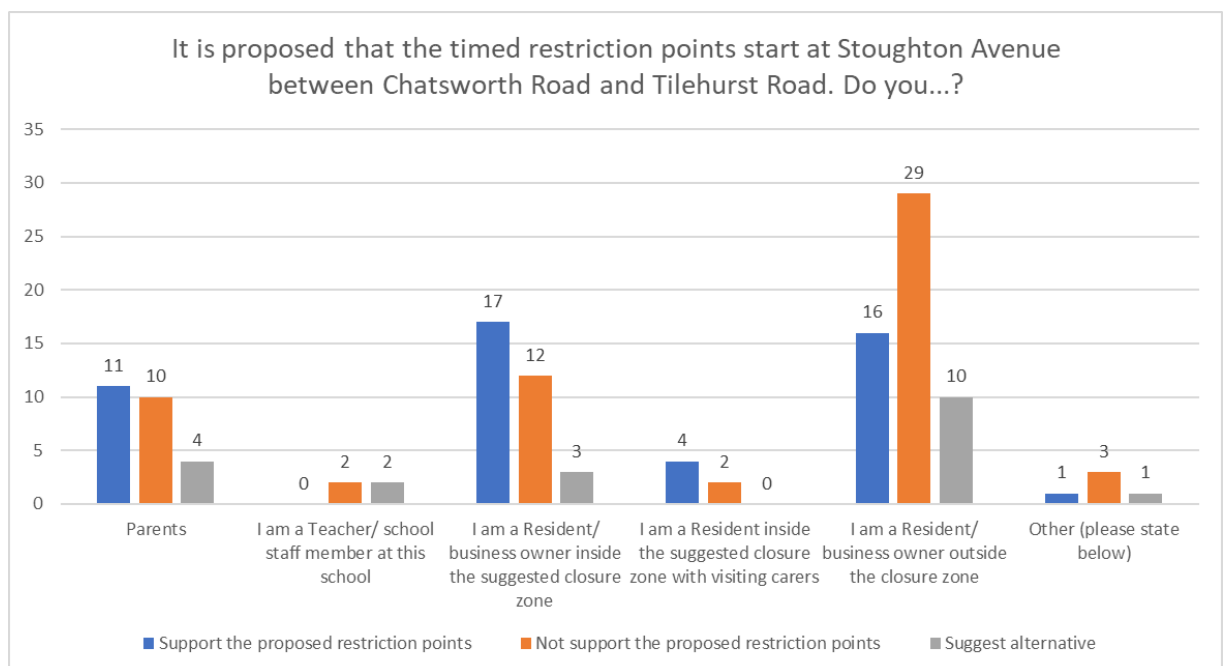


Figure 53: Cheam Fields Restriction Points Breakdown

There were 31 comments in response to the question about alternative restriction points, of which 15 suggested alternative restriction points as follows:

- 13 requests to include Tilehurst Road
- 1 request each to include Malden Road, Chatsworth Road and Kingsdown Road

6.3 Vehicle Exemptions

56% of respondents were not aware of any additional vehicles that may need an exemption from the restrictions.

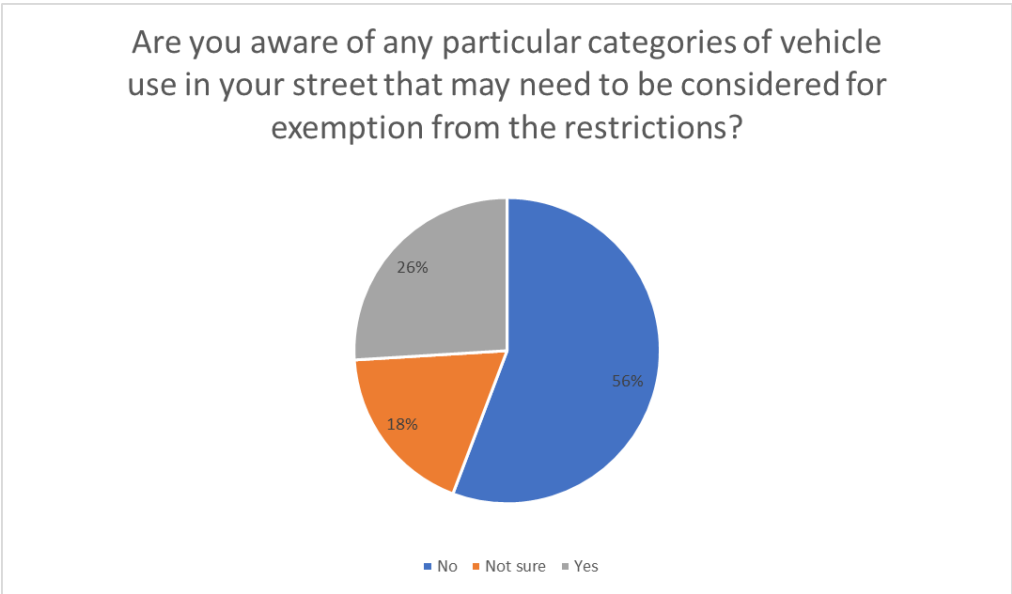


Figure 54: Cheam Fields Vehicle Exemptions

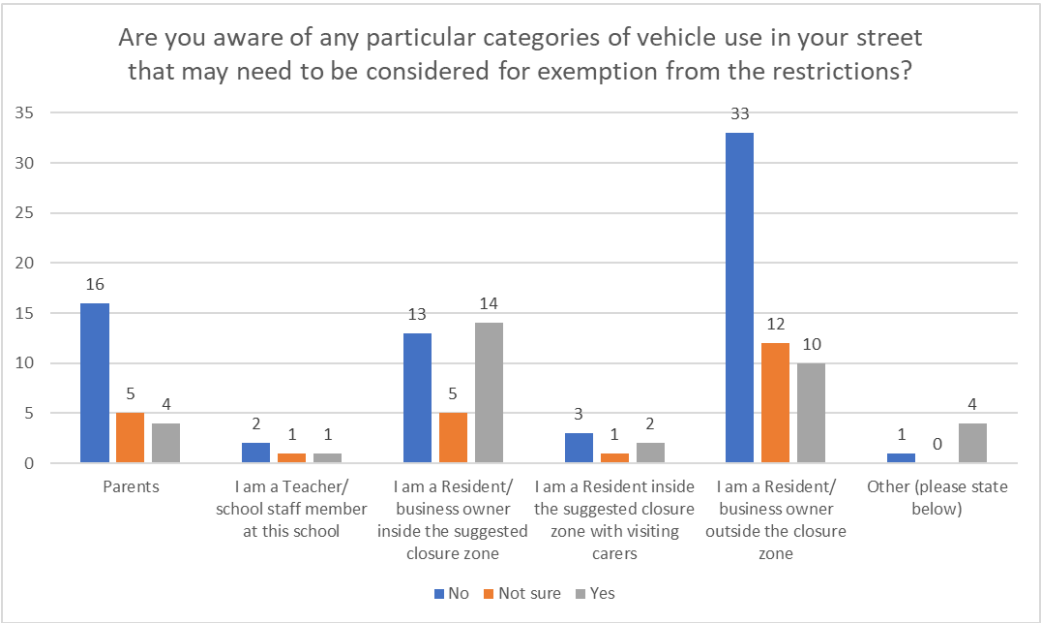


Figure 55: Cheam Fields Vehicle Exemptions Breakdown

There were 29 comments suggesting additional vehicles that may require exemption for the school street restriction times.

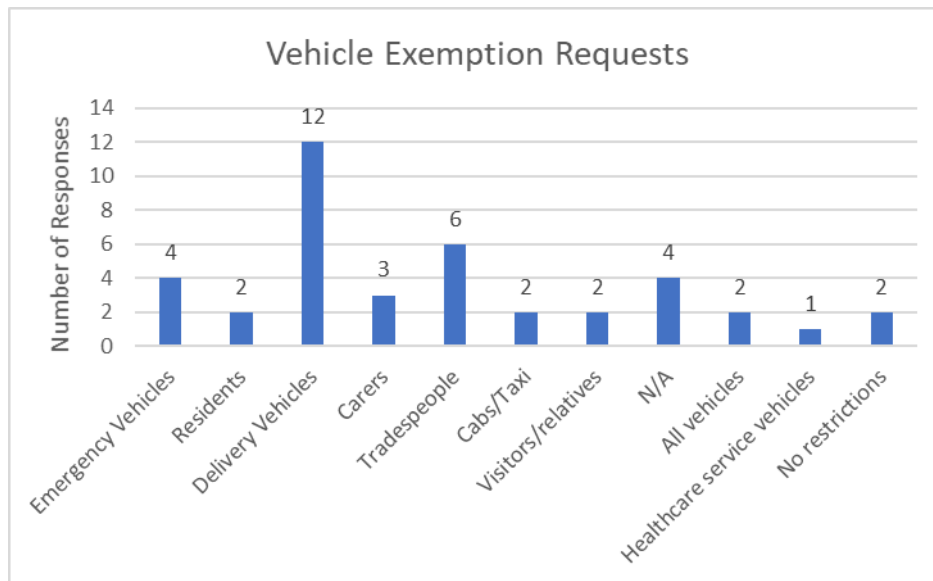


Figure 56: Cheam Fields Vehicle Exemption Requests

6.4 Support for Reducing Traffic Outside School

Overall, 60% of respondents agreed with the principle of reducing the amount of traffic in the area during school drop-off and pick-up times. Those who disagreed were mostly residents outside the area. The geographical spread of these responses is also shown in the map above.

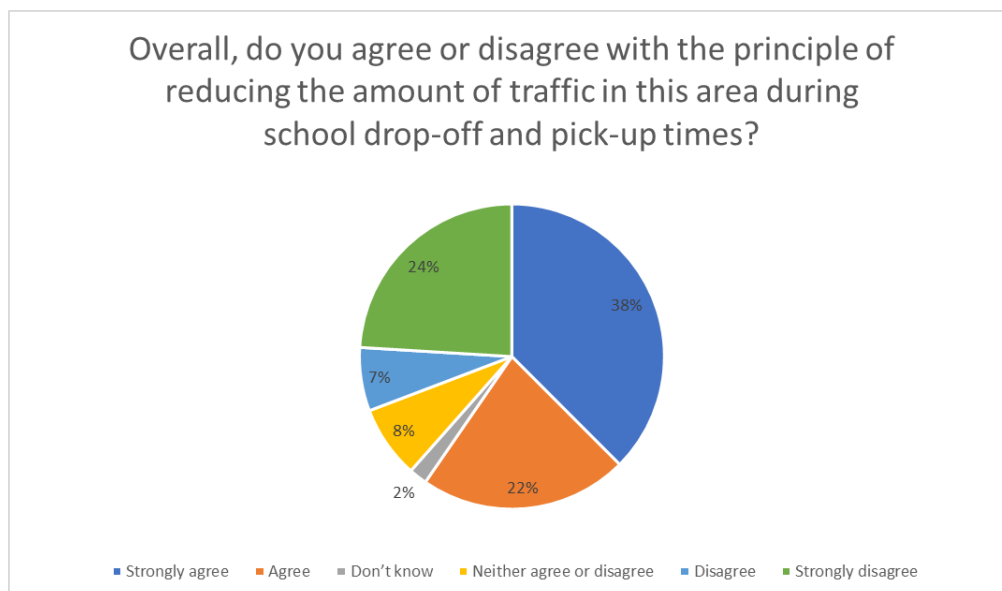


Figure 57: Cheam Fields Overall Support

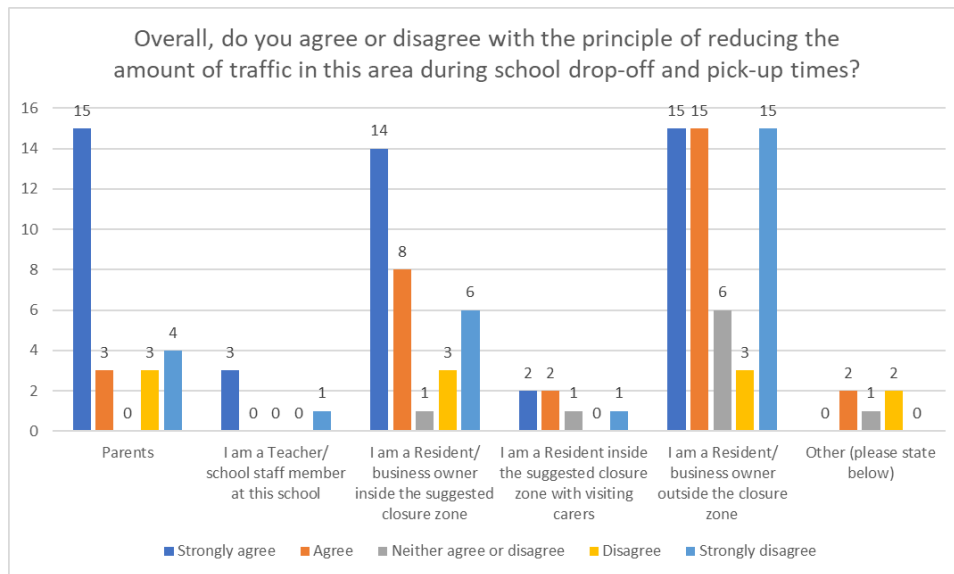


Figure 58: Cheam Fields Overall Support Breakdown

Those that disagreed also indicated that they were broadly supportive of 20mph zones.

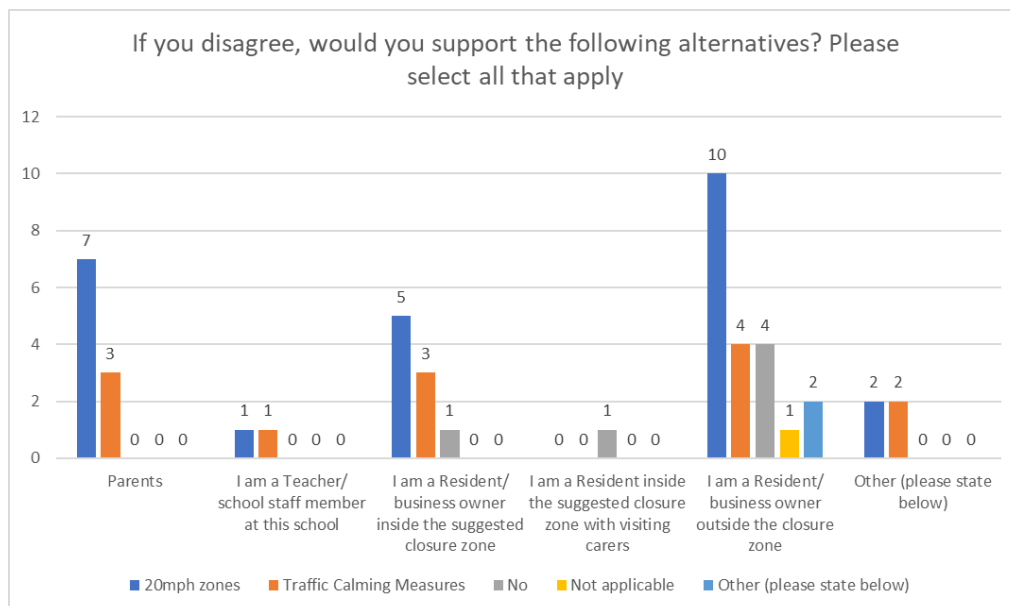


Figure 59: Cheam Fields Alternative Proposals

Other measures that were suggested included introducing 10mph zones, enforcing the 20mph speed limit and more traffic calming.

Respondents indicated that their reasons for suggesting alternatives included congestion, enforcement, parking, speeding, safety and traffic calming. Suggestions included:

- Including Tilehurst Road in the school street area
- Introducing traffic calming on Malden Road
- Introducing double yellow lines and enforcement cameras on Tilehurst Road, Stoughton Road and Churchill Road.

Respondents also indicated that there were issues with people parking for the school across driveways on Kingsdown Road and issues with rat running and speeding on Stoughton Avenue.

6.5 Free Text Analysis

Respondents were also given the opportunity to provide other comments. There were 75 comments, of which 9 were positive, 33 neutral and 33 negative sentiment. These comments were mostly concerned with congestion, parking and access.

Respondents were concerned that the proposals would increase school parking and congestion on Chatsworth Road, Tilehurst Road and Kingsdown Road

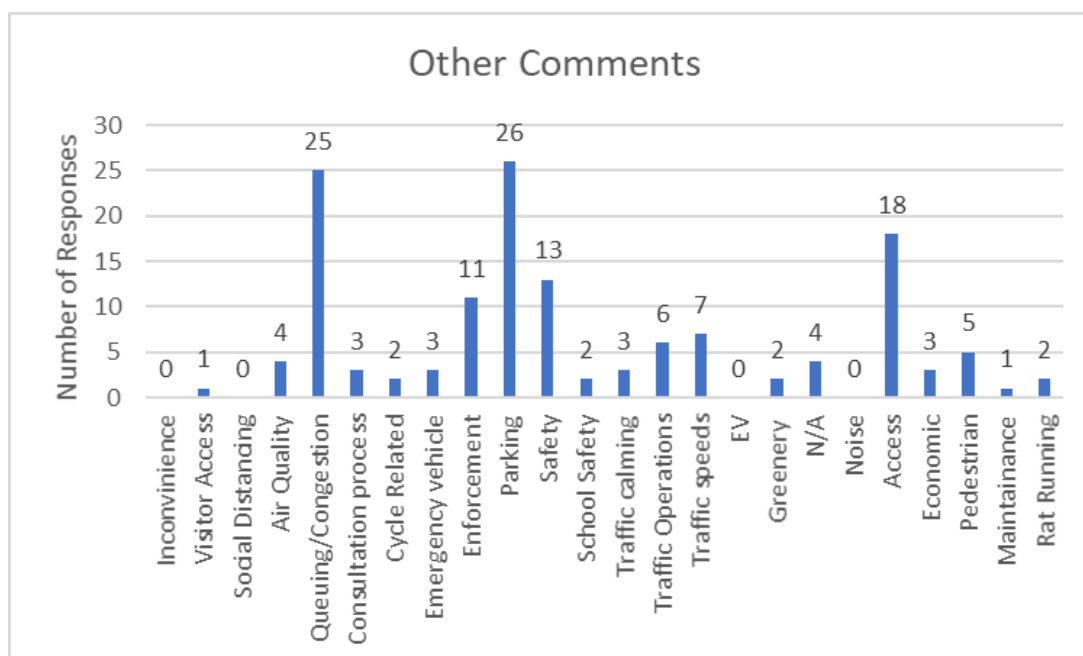


Figure 60: Cheam Fields Other Comments

7. CHEAM PARK FARM

A total of 168 responses were recorded for the Cheam Park Farm engagement. Most of these responses came from residents of Sutton.

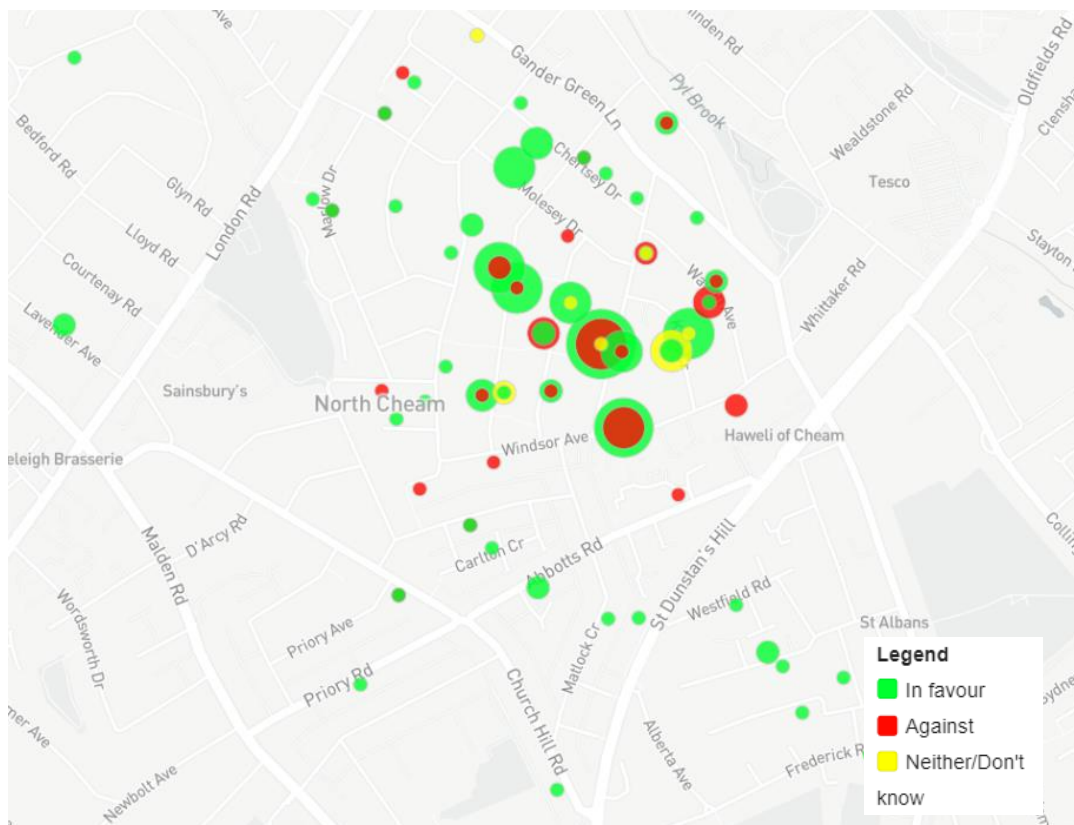


Figure 61: Cheam Park Farm Map of Overall Support

7.1 Proposed School Street Times

Overall, 62% of respondents were supportive of the proposed timing of the school street. Those respondents who were unsupportive of the timing were mostly residents outside of the closure zone.

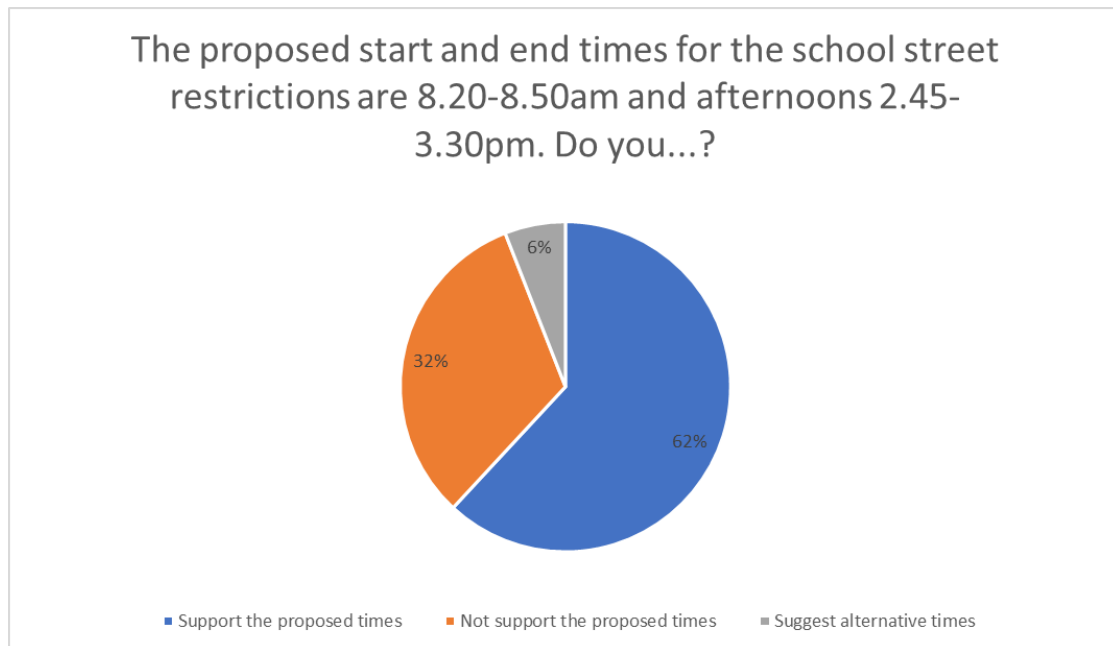


Figure 62: Cheam Park Farm Timing

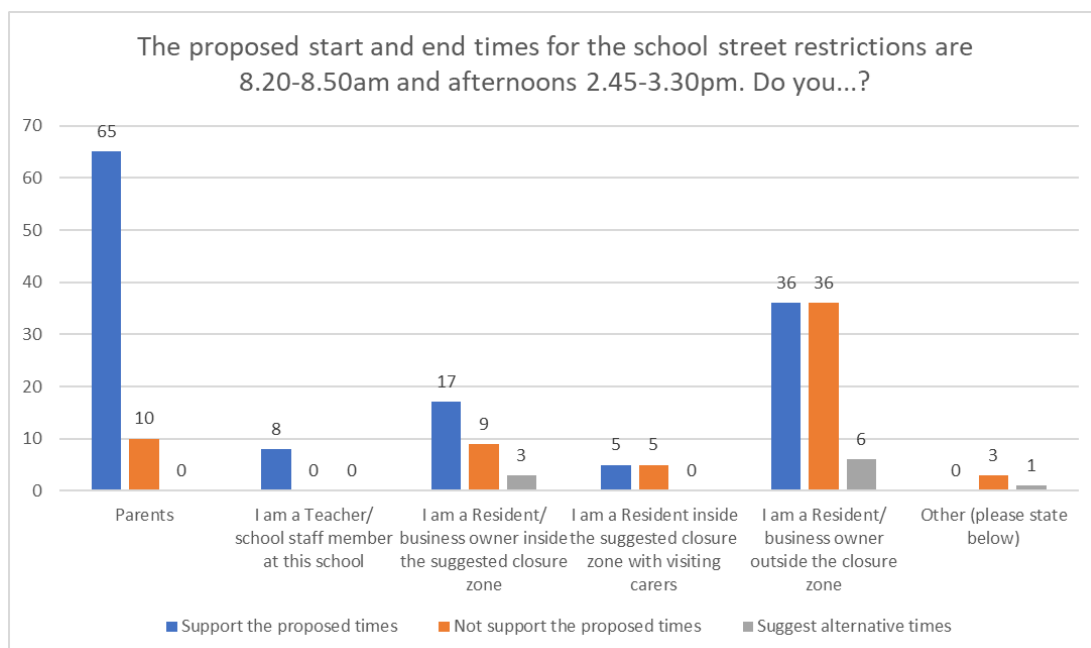


Figure 63: Cheam Park Farm Timing Breakdown

There were 30 comments responding to question asking for alternative school street timing. Of these, 5 suggested alternative times. All of these requested longer times in the mornings although each specific requested outlined different times. Similarly, 3 also suggested longer times in the afternoons.

7.2 Proposed School Street Restriction Points

The proposed restriction points start at Kingston Avenue (between Windsor Avenue and Kew Crescent) Overall, 63% of respondents were supportive of these restriction points. Residents from outside this area were not as supportive.

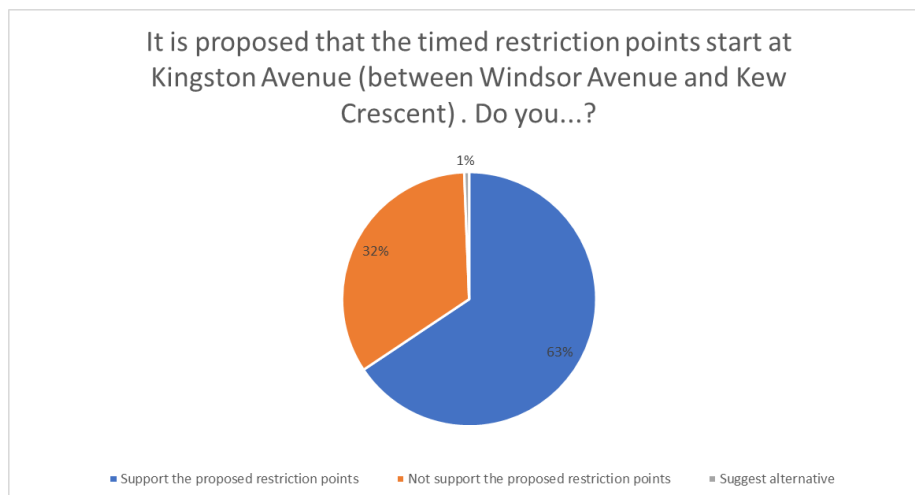


Figure 64: Cheam Park Farm Restriction Points

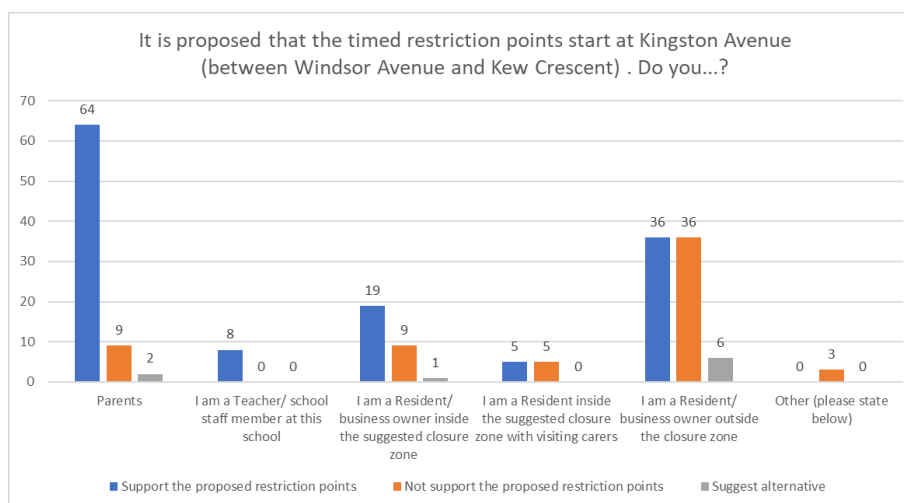


Figure 65: Cheam Park Farm Restriction Points Breakdown

There were 34 comments in response to the question about alternative restriction points, of which 11 suggested alternative restriction points as follows:

- 7 requests to include Molesley Drive
- 2 requests to include Windsor Avenue
- 2 suggested that more streets should be included in general
- 1 request each to include St Margarets Avenue, Kingston Avenue, Chertsey Drive, Kew Crescent

7.3 Vehicle Exemptions

57% of respondents were not aware of any additional vehicles that may need an exemption from the restrictions.

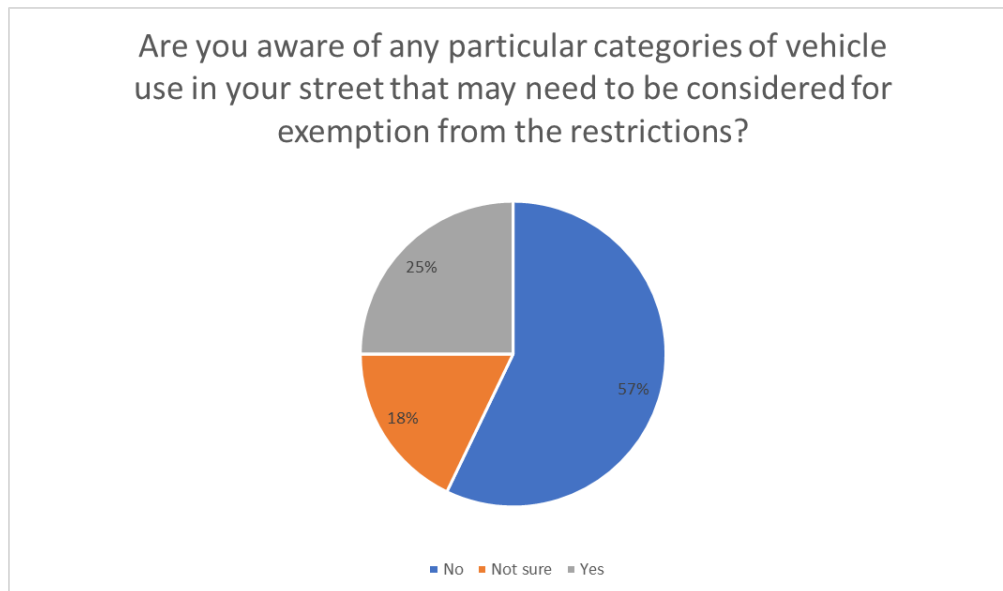


Figure 66: Cheam Park Farm Vehicle Exemptions

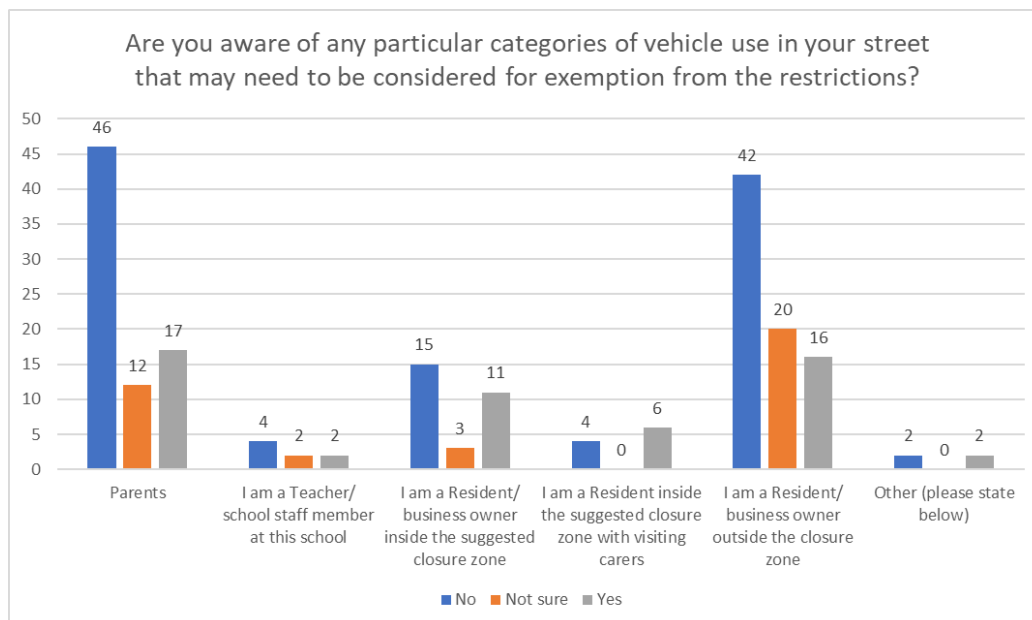


Figure 67: Cheam Park Farm Vehicle Exemptions Breakdown

There were 41 comments suggesting additional vehicles that may require exemption for the school street restriction times.

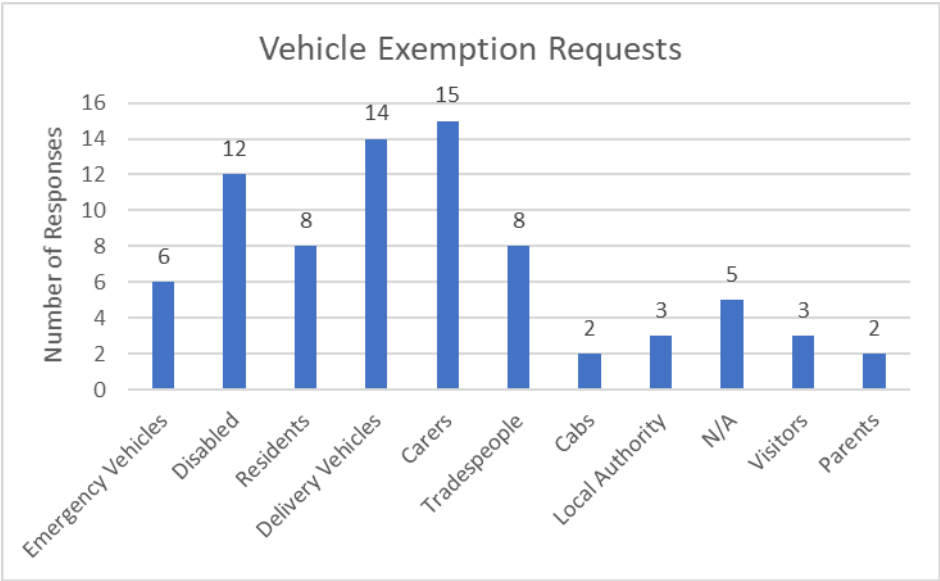


Figure 68: Cheam Park Farm Vehicle Exemption Requests

7.4 Support for Reducing Traffic Outside School

Overall, 62% of respondents agreed with the principle of reducing the amount of traffic in the area during school drop-off and pick-up times. Those who disagreed were mostly residents outside the area. The geographical spread of these responses is also shown in the map above.

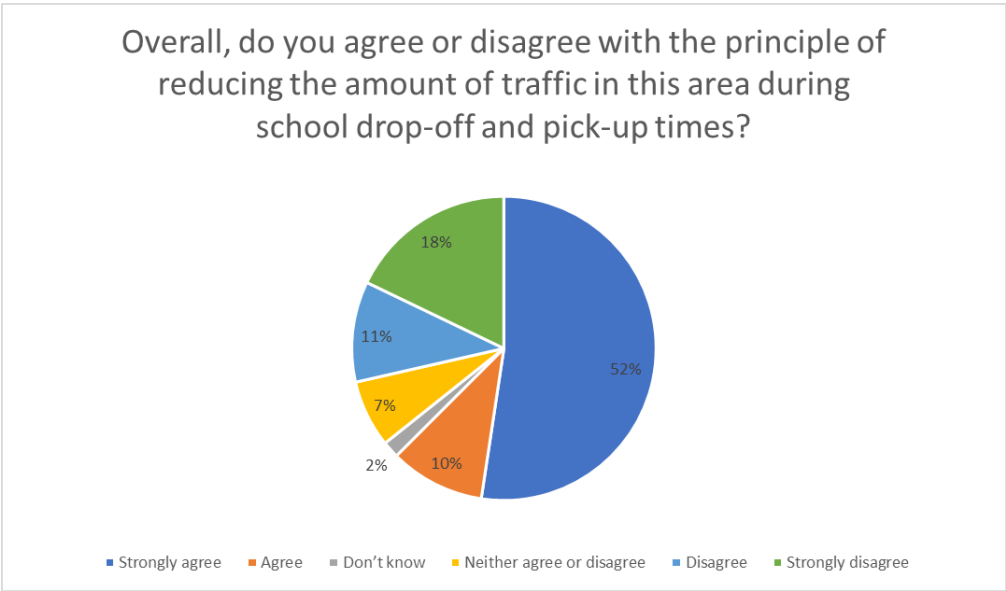


Figure 69: Cheam Park Farm Overall Support

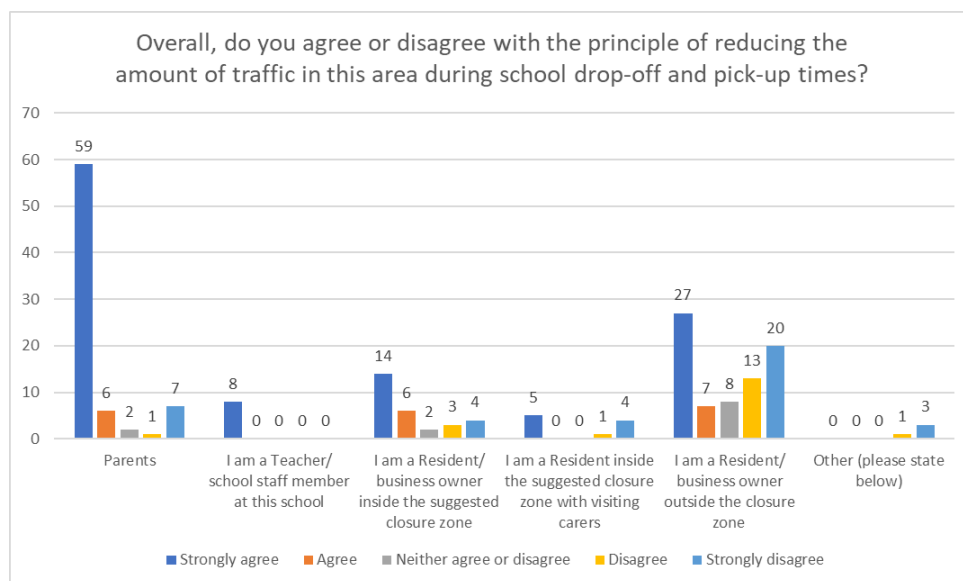


Figure 70: Cheam Park Farm Overall Support Breakdown

Those that disagreed also indicated that they were broadly supportive of 20mph zones and traffic calming measures.

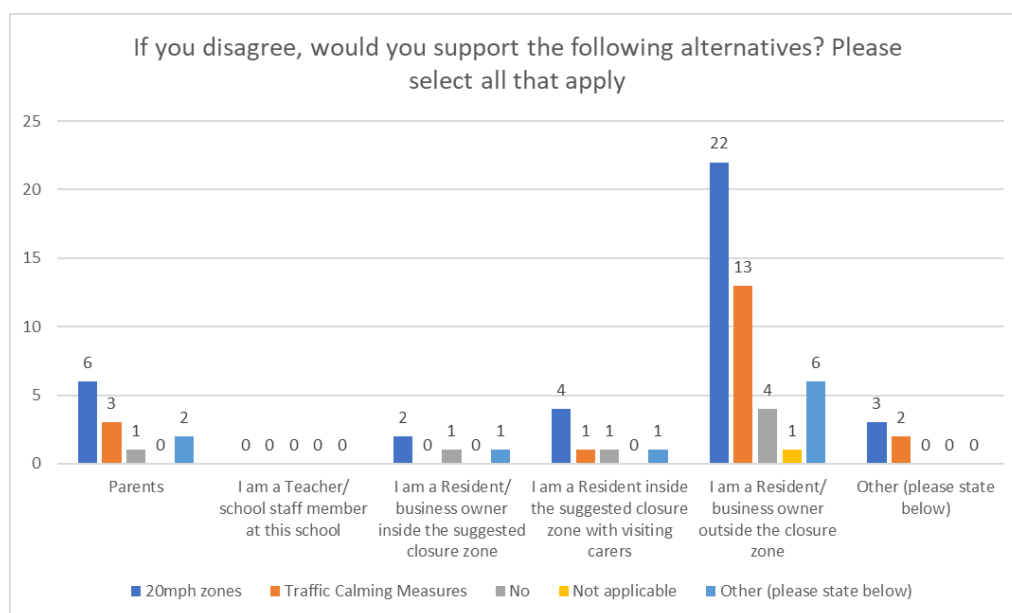


Figure 71: Cheam Park Farm Alternative Proposals

Other measures that were suggested included introducing traffic calming and providing more enforcement of parking at drop off and pick up times.

Respondents indicated that their reasons for suggesting alternatives included safety, parking, congestion, speeding and access for parents. Suggestions included:

- Introducing double yellow lines at the Kingston Avenue / Windsor Avenue, Kingston Avenue / Kew Crescent and Windsor Avenue / Matlock Crescent junctions to improve visibility
- Provide traffic calming on Windsor Avenue

7.5 Free Text Analysis

Respondents were also given the opportunity to provide other comments. There were 99 comments, of which 36 were positive, 27 neutral and 36 negative sentiment. These comments were mostly concerned with parking, school safety and safety in general.

Respondents indicated that they were concerned that the proposals would increase congestion and cause parking for the school illegally on Windsor Avenue, Matlock Crescent and Kew Crescent. They also indicated that double yellow lines were required at Kingston Avenue / Windsor Avenue, Kingston Avenue / Kew Crescent and Windsor Avenue / Matlock Crescent junctions to improve visibility. There were also requests for more formal crossing points including at the Windsor Avenue / Matlock Crescent junction.

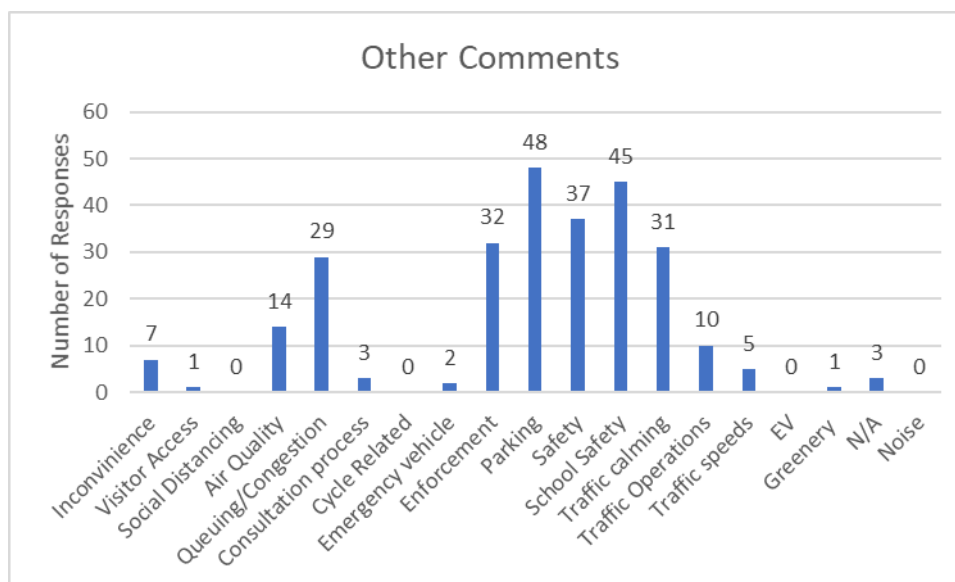


Figure 72: Cheam Park Farm Other Comments

8. HARRIS JUNIOR ACADEMY

A total of 137 responses were recorded for the Harris Junior Academy engagement. Most of these responses came from residents of Sutton.

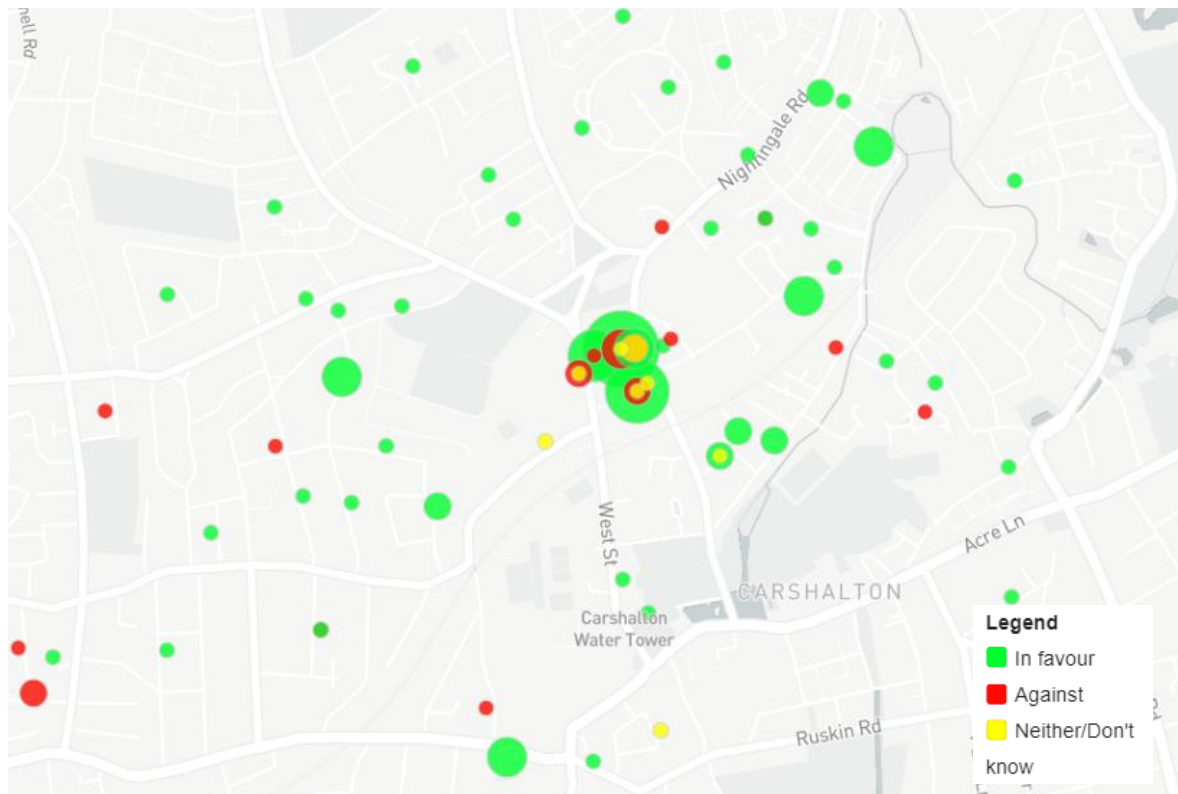


Figure 73: Harris Junior Academy Map of Overall Support

8.1 Proposed School Street Times

Overall, 63% of respondents were supportive of the proposed timing of the school street. Those respondents who were unsupportive of the timing were mostly residents outside of the closure zone.

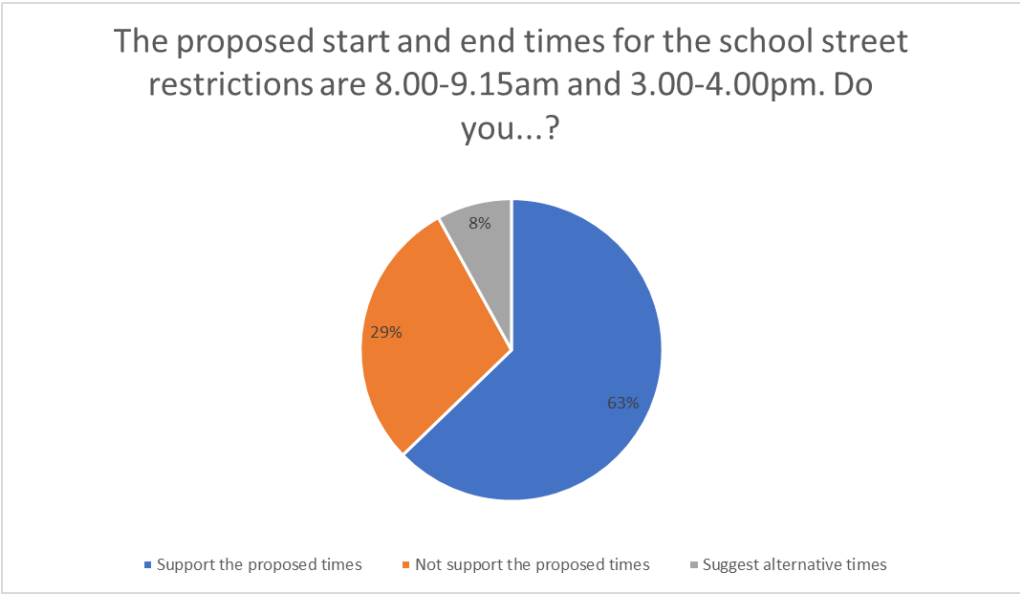


Figure 74: Harris Junior Academy Timing



Figure 75: Harris Junior Academy Timing Breakdown

There were 29 comments responding to question asking for alternative school street timing. Of these, 11 suggested alternative times. There were 2 requests to have the closure at all times during weekdays. There were also 2 requests for extended times in the morning and 4 asking for shorter times during this period. There were 3 requests for longer times in the afternoon and 2 requests for shorter times during this period. There was no consistency in the times requested.

8.2 Proposed School Street Restriction Points

The proposed restriction points start at Camden Road. Overall, 69% of respondents were supportive of these restriction points. Residents from outside this area were not as supportive.

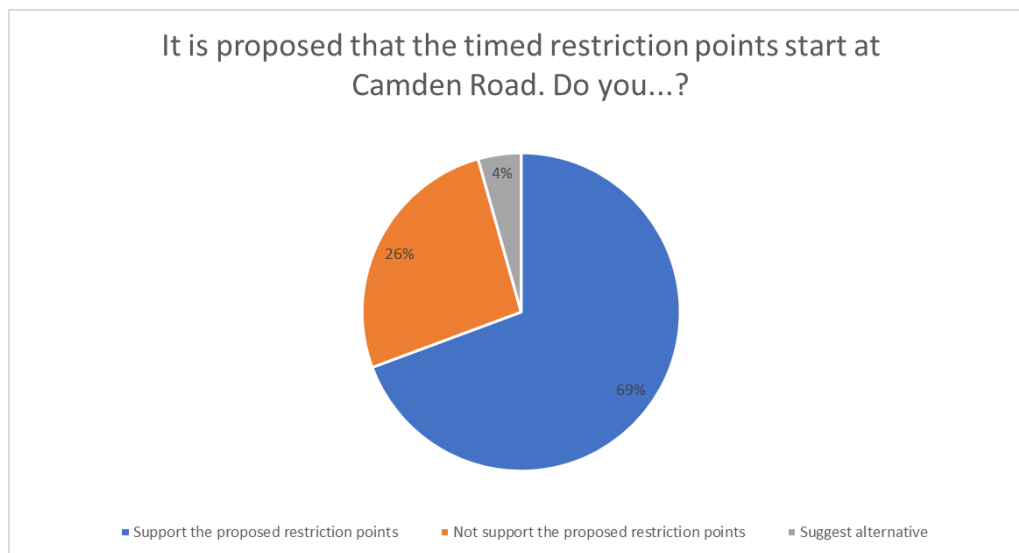


Figure 76: Harris Junior Academy Restriction Points

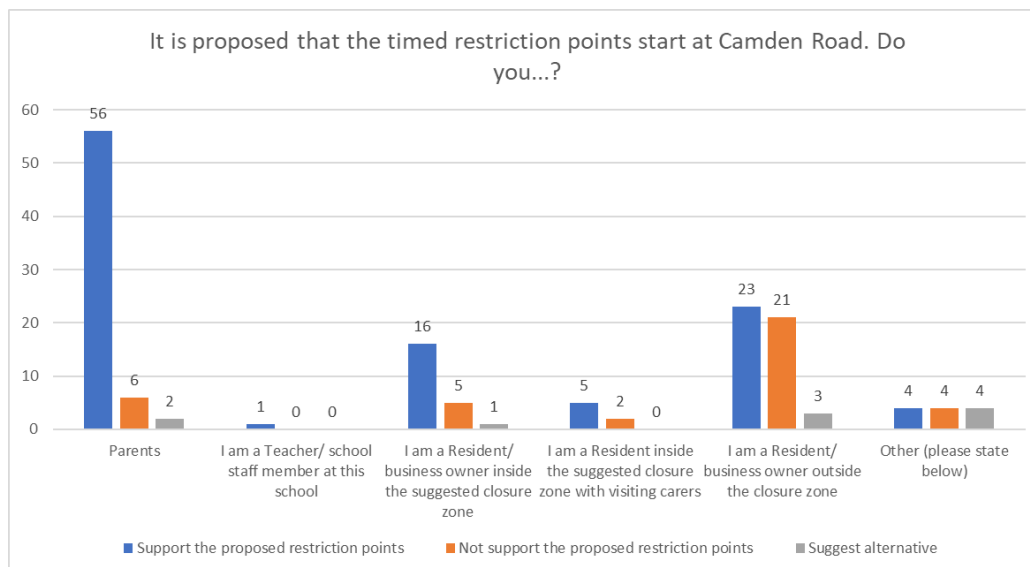


Figure 77: Harris Junior Academy Restriction Points Breakdown

There were 19 comments in response to the question about alternative restriction points, of which none suggested alternative restriction points. There were comments instead about signage of the school street.



8.3 Vehicle Exemptions

58% of respondents were not aware of any additional vehicles that may need an exemption from the restrictions.

It was also requested that residents should have access to garages and parking areas within the scheme area including North Street residents.

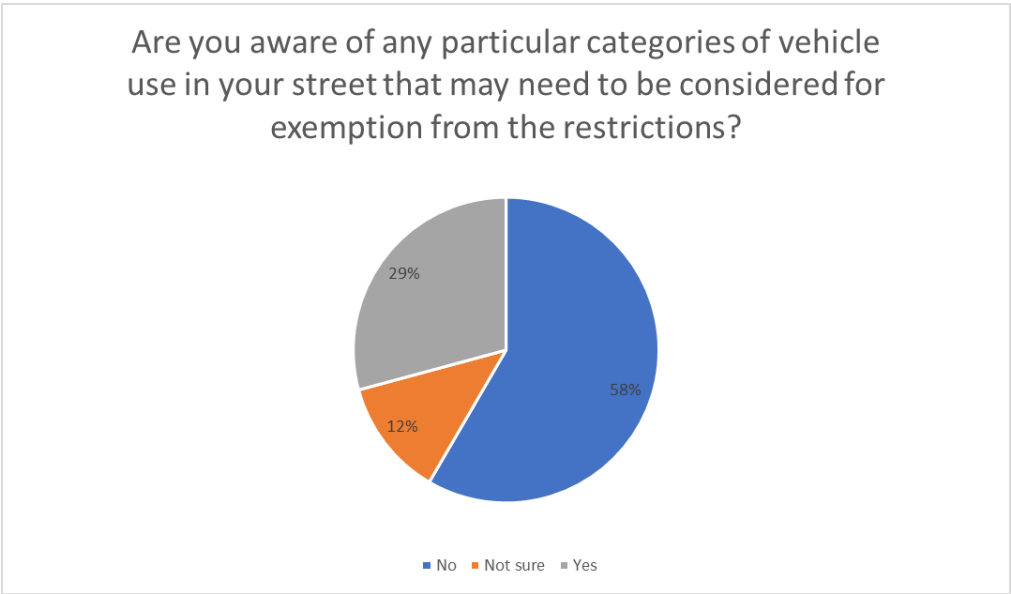


Figure 78: Harris Junior Academy Vehicle Exemptions

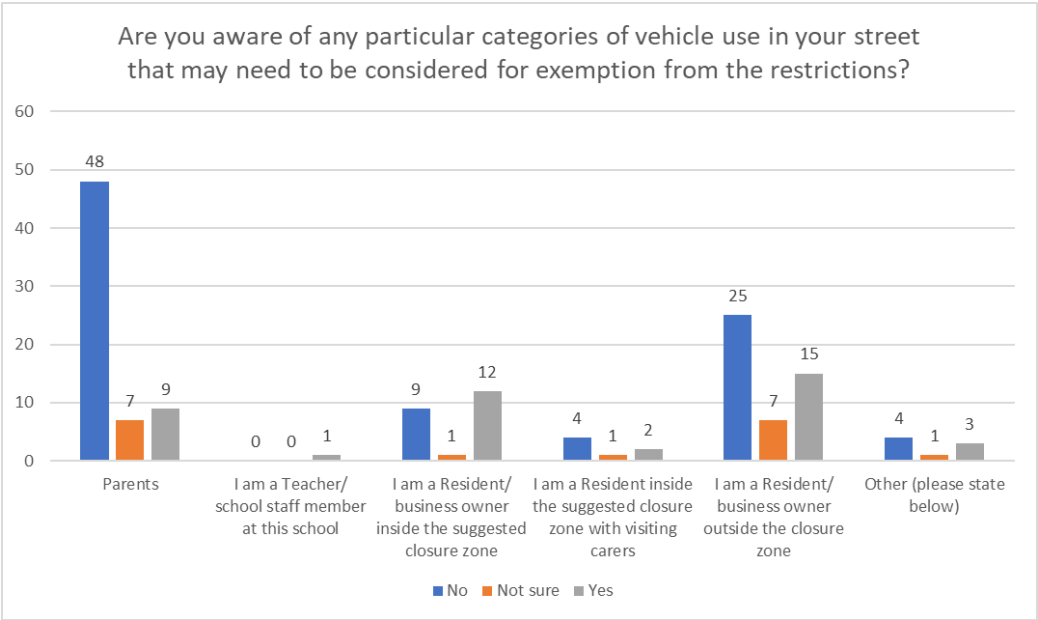


Figure 79: Harris Junior Academy Vehicle Exemptions Breakdown

There were 41 comments suggesting additional vehicles that may require exemption for the school street restriction times.

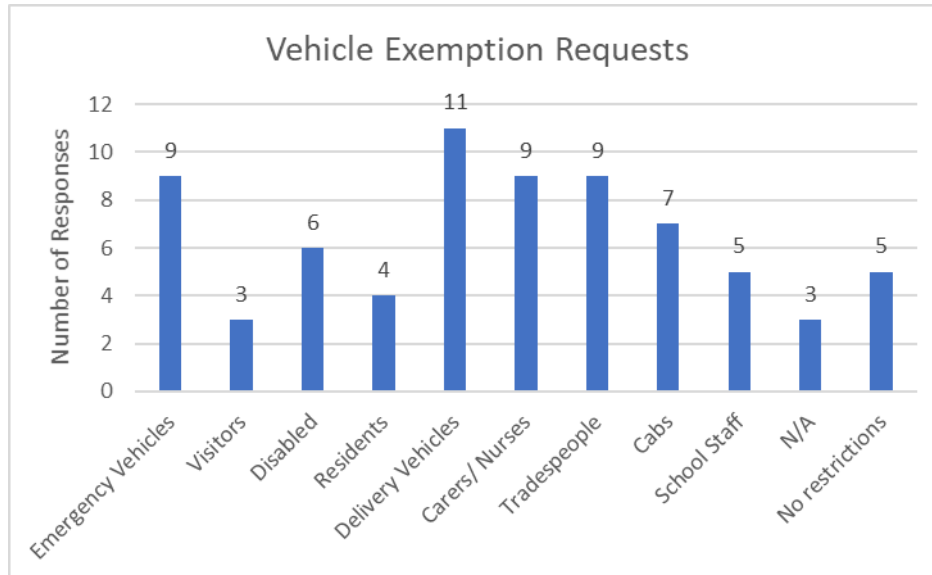


Figure 80: Harris Junior Academy Vehicle Exemption Requests

8.4 Support for Reducing Traffic Outside School

Overall, 64% of respondents agreed with the principle of reducing the amount of traffic in the area during school drop-off and pick-up times. Those who disagreed were mostly residents outside the area. The geographical spread of these responses is also shown in the map above.

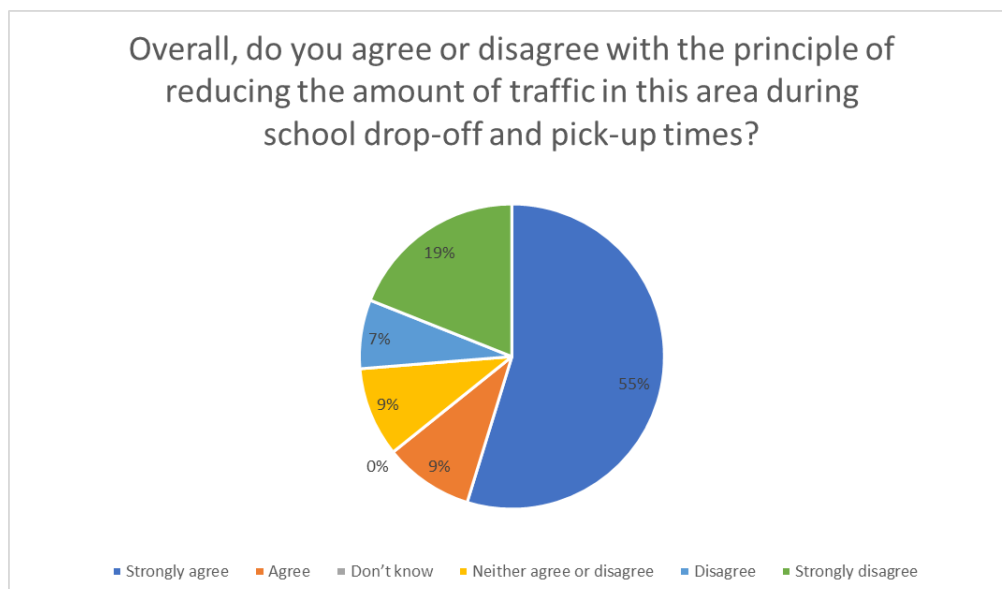


Figure 81: Harris Junior Academy Overall Support

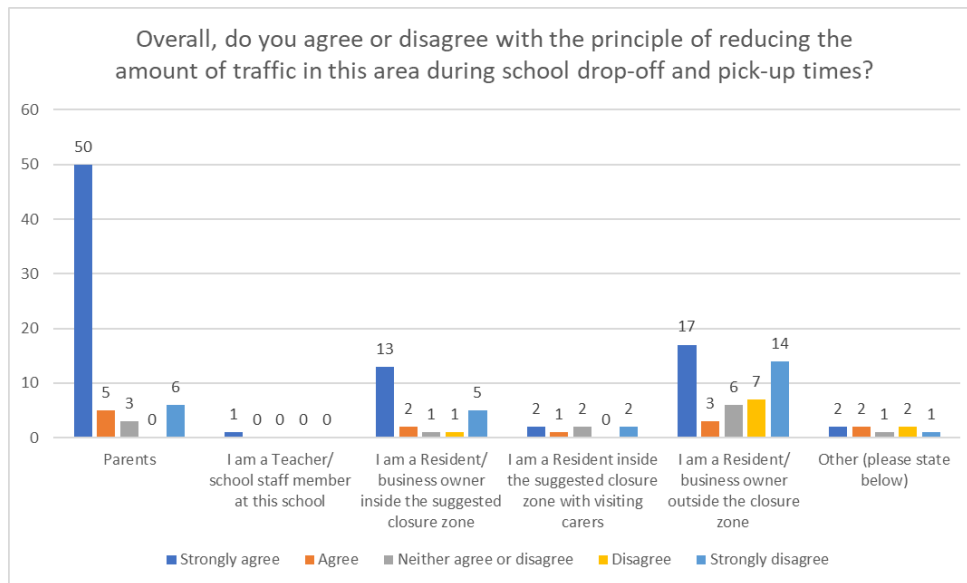


Figure 82: Harris Junior Academy Overall Support Breakdown

Those that disagreed also indicated that they were broadly supportive of 20mph zones.

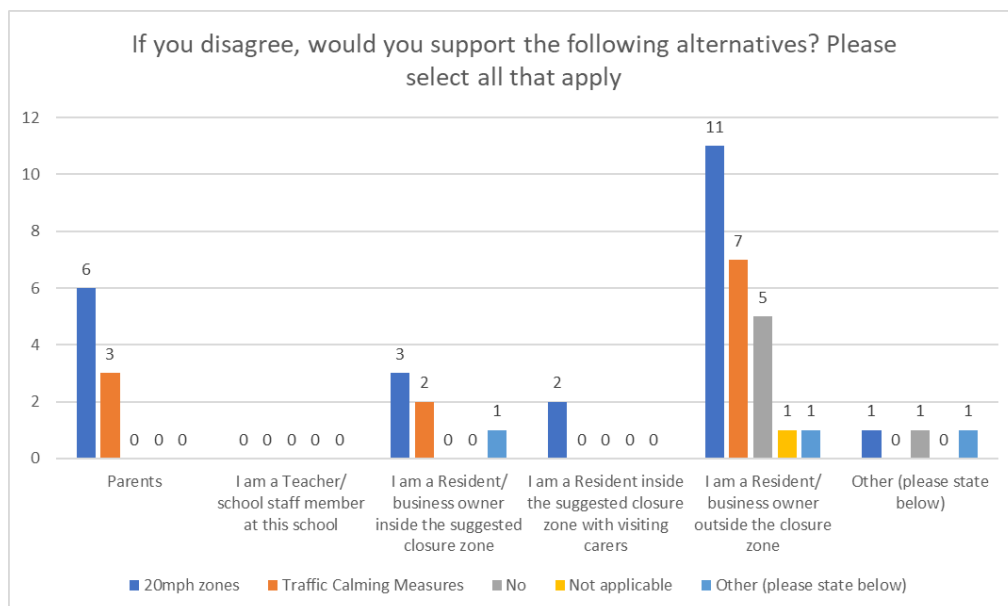


Figure 83: Harris Junior Academy Alternative Proposals

Other measures that were suggested included introducing a 10mph zone, enforcing the 20mph and enforcing parking restrictions.

Respondents indicated that their reasons for suggesting alternatives included congestion, safety, access and traffic calming. Suggestions included:

- Advanced warning signage on North Street
- Traffic calming on Camden Road

8.5 Free Text Analysis

Respondents were also given the opportunity to provide other comments. There were 78 comments, of which 24 were positive, 10 neutral and 44 negative sentiment. These comments were mostly concerned with congestion, parking, school safety and traffic operations.

Respondents commented about speeding on Camden Road and its use as a cut-through to avoid traffic on other roads. There were also comments about people parking for the school in West Street and Hollymead.

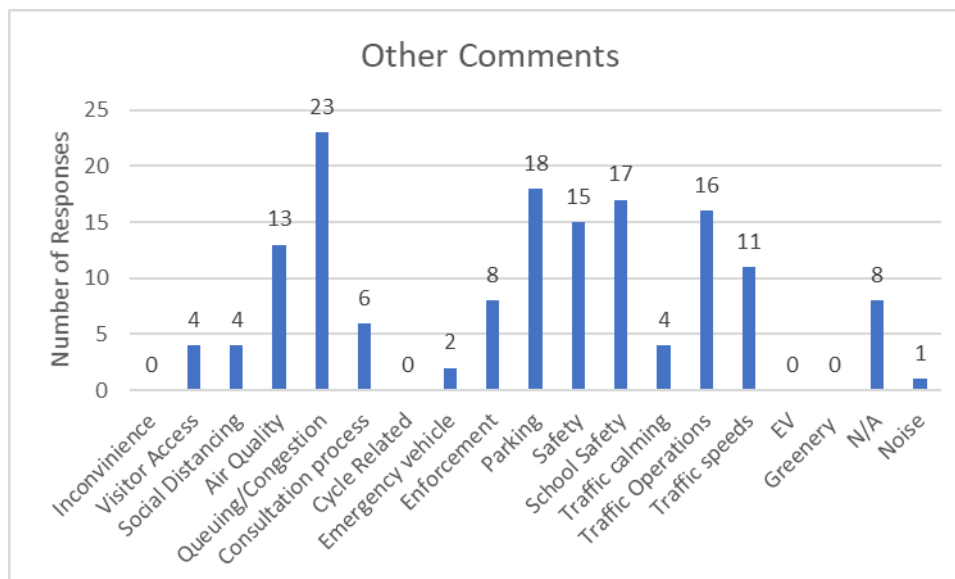


Figure 84: Harris Junior Academy Other Comments

9. MUSCHAMP PRIMARY

A total of 163 responses were recorded for the Muschamp Primary engagement. Most of these responses came from residents of Sutton.

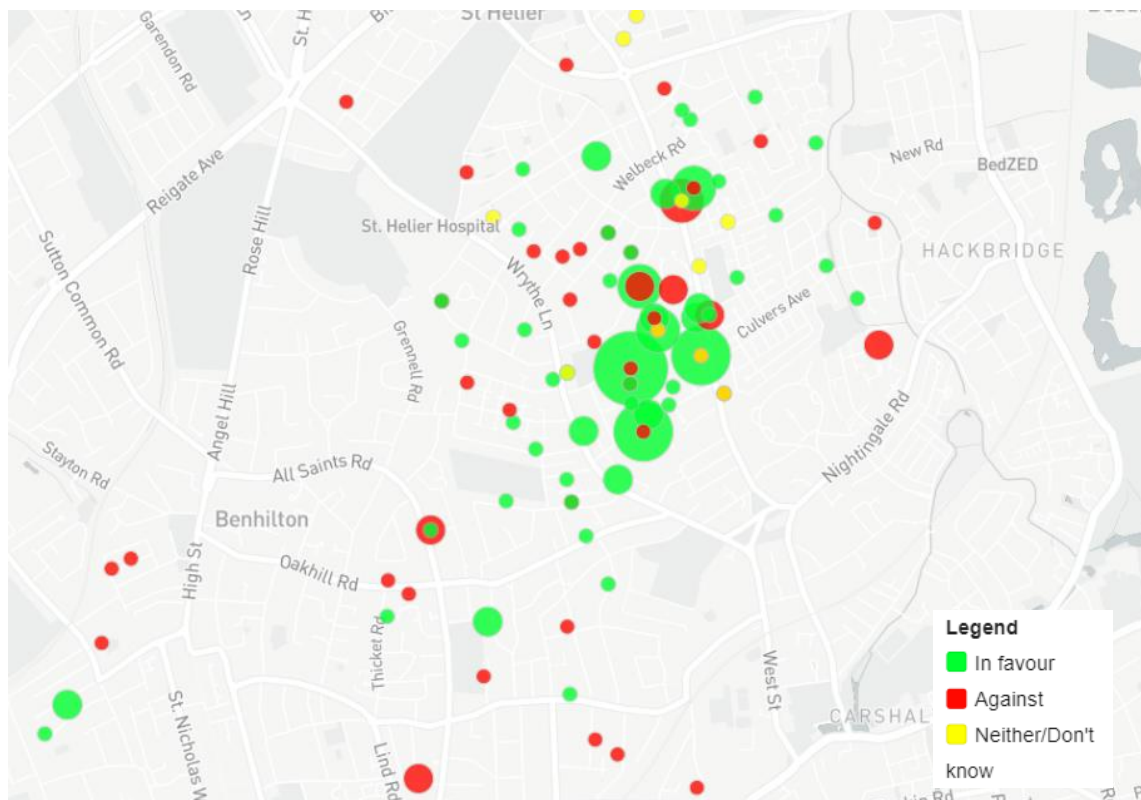


Figure 85: Muschamp Primary Map of Overall Support

9.1 Proposed School Street Times

Overall, 55% of respondents were supportive of the proposed timing of the school street. Those respondents who were unsupportive of the timing were mostly residents outside of the closure zone.

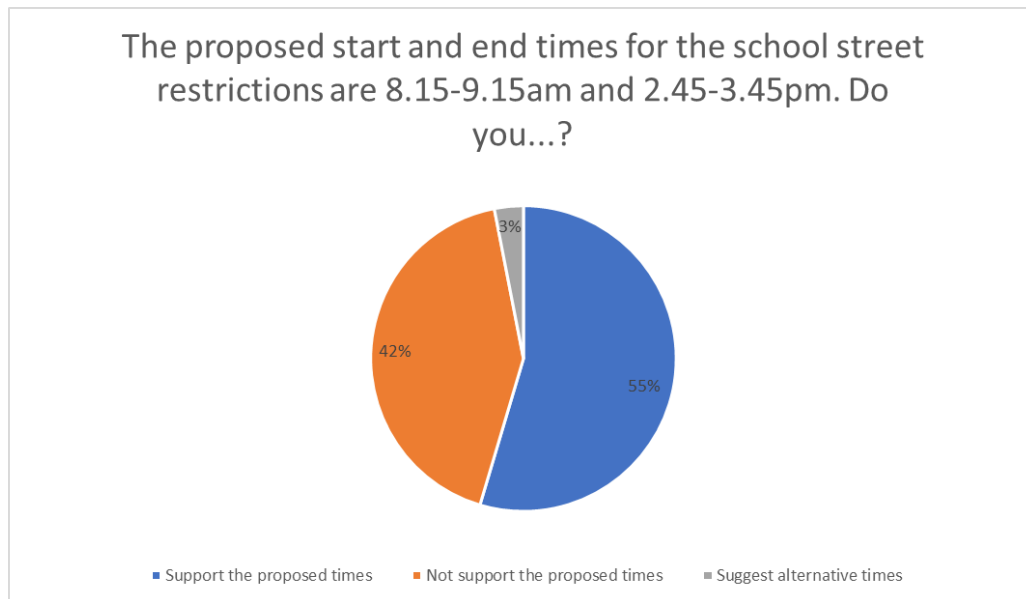


Figure 86: Muschamp Primary Timing



Figure 87: Muschamp Primary Timing Breakdown

There were 23 comments responding to question asking for alternative school street timing. Of these, 7 suggested alternative times. There were 6 requests to change the morning times, 4 of which asked for the start time to be 8.30am. These requests either requested that the school street finish at 9.15am or be extended to 9.30am. There were 2 requests to change the afternoon timing, 1 to 2.45pm-3.25pm and 1 to 3.15pm-3.30pm.

9.2 Proposed School Street Restriction Points

The proposed restriction points start at Muschamp Road (between Green Wrythe Lane and Byne Road). Overall, 54% of respondents were supportive of these restriction points. Residents from outside this area were not as supportive.

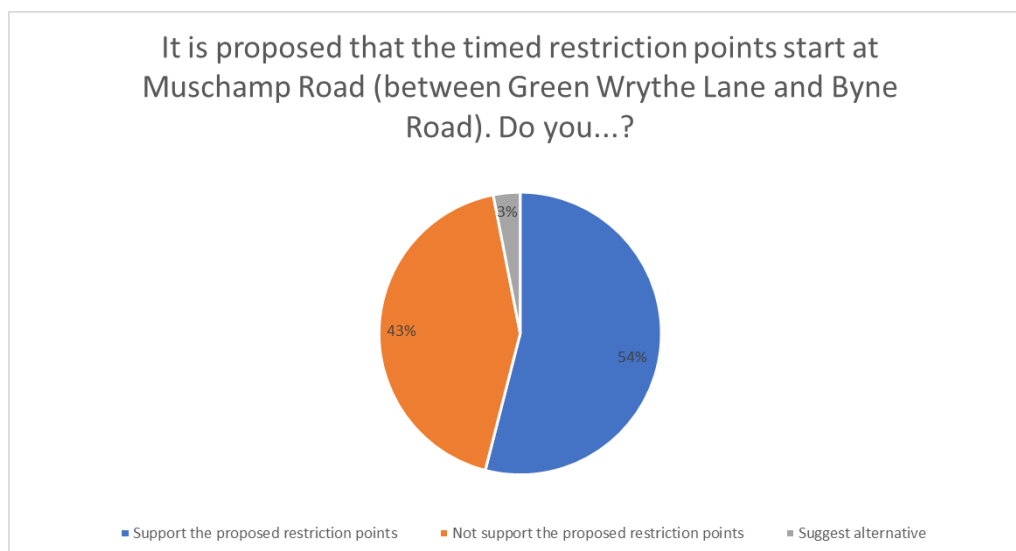


Figure 88: Muschamp Primary Restriction Points

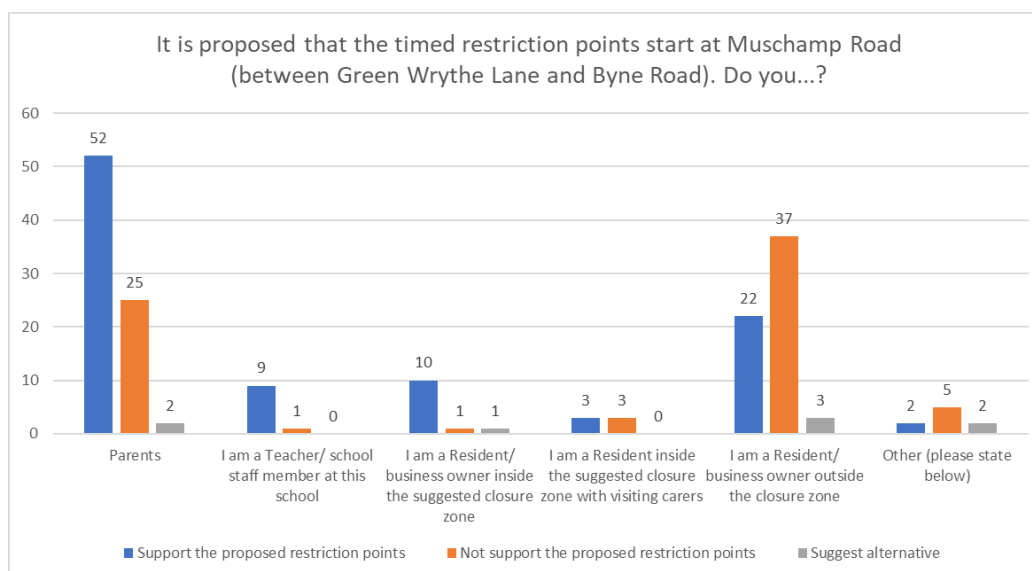


Figure 89: Muschamp Primary Restriction Points Breakdown

There were 18 comments in response to the question about alternative restriction points, of which 3 suggested alternative restriction points. This included:

- 2 requests to include Byne Road
- 3 requests to include Fellowes Road

9.3 Vehicle Exemptions

53% of respondents were not aware of any additional vehicles that may need an exemption from the restrictions.

It was also requested that residents have access to garages and parking areas within the scheme area including Green Wrythe Lane residents.

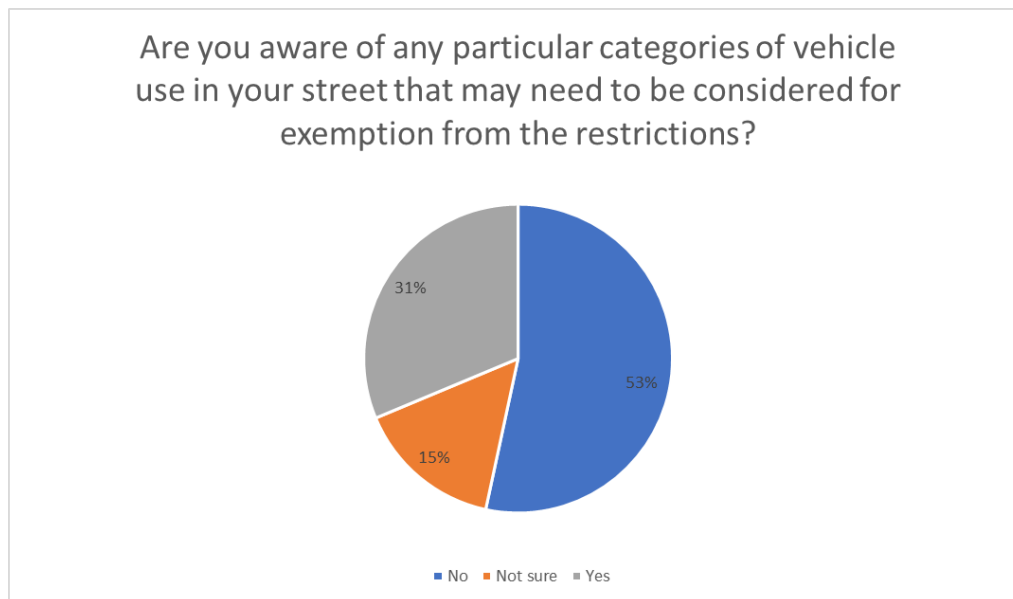


Figure 90: Muschamp Primary Vehicle Exemptions

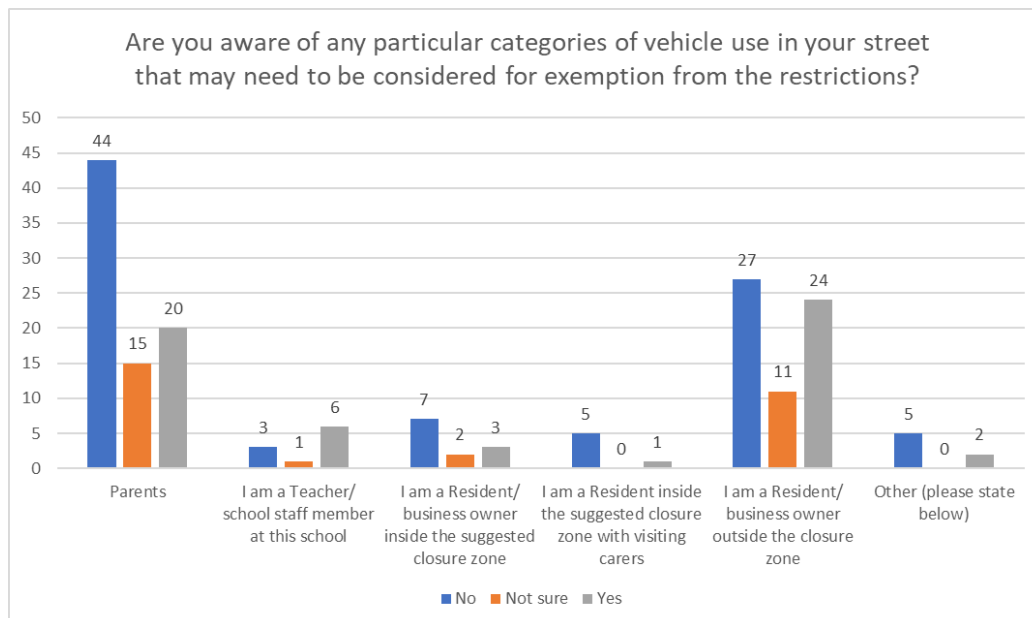


Figure 91: Muschamp Primary Vehicle Exemptions Breakdown

There were 54 comments suggesting additional vehicles that may require exemption for the school street restriction times.

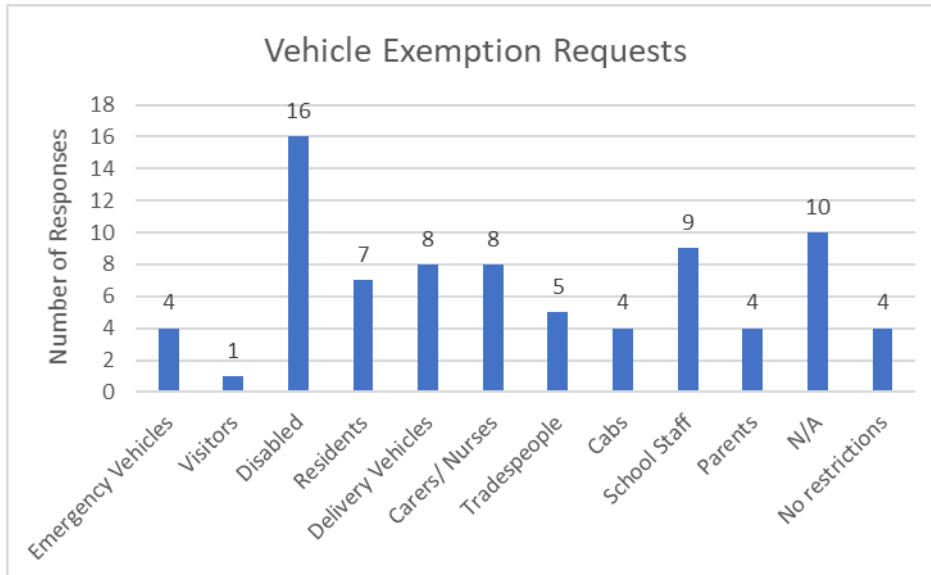


Figure 92: Muschamp Primary Vehicle Exemption Requests

9.4 Support for Reducing Traffic Outside School

Overall, 60% of respondents agreed with the principle of reducing the amount of traffic in the area during school drop-off and pick-up times. Those who disagreed were mostly residents outside the area. The geographical spread of these responses is also shown in the map above.

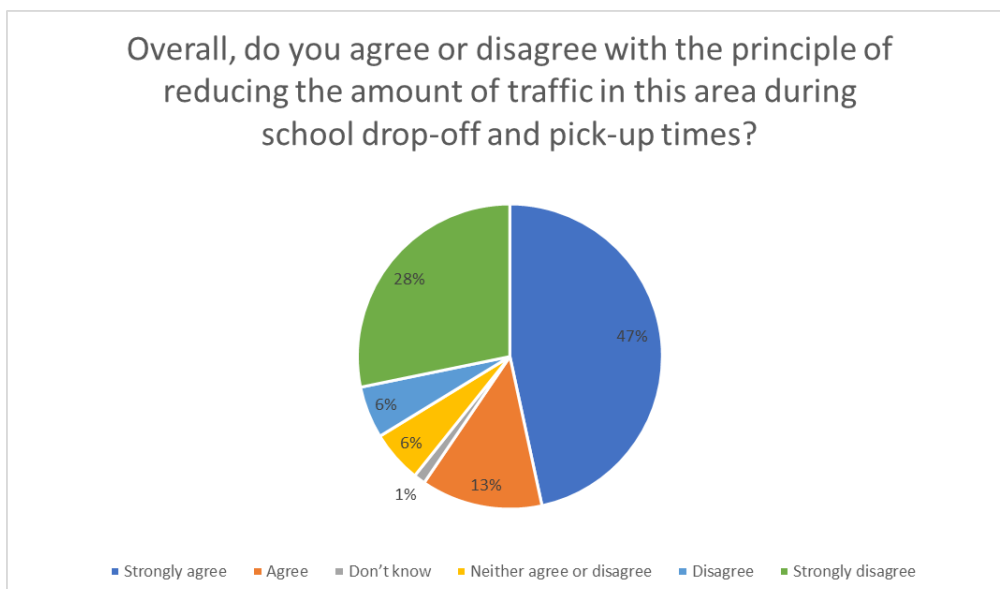


Figure 93: Muschamp Primary Overall Support

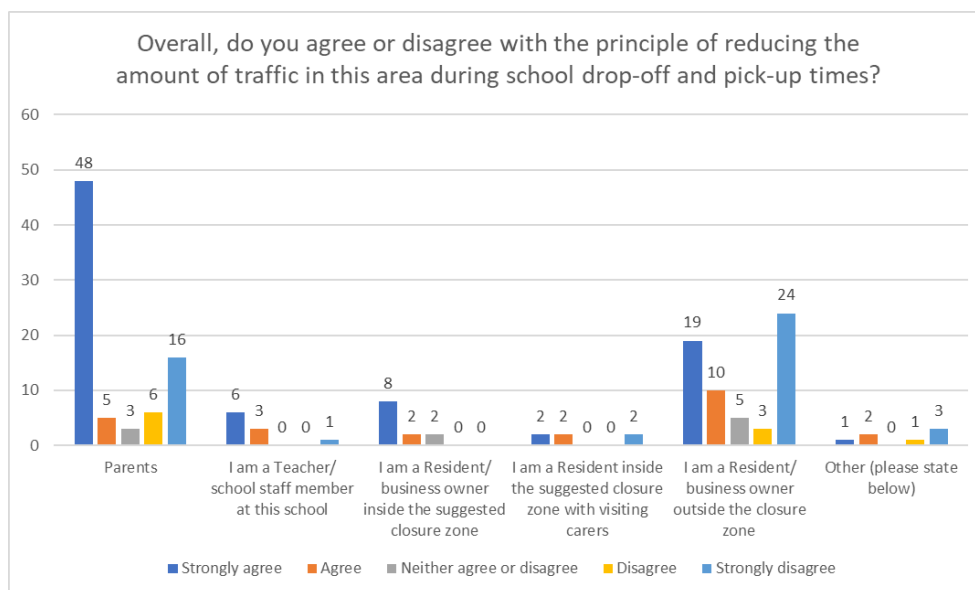


Figure 94: Muschamp Primary Overall Support Breakdown

Those that disagreed also indicated that they were broadly supportive of 20mph zones and traffic calming measures.

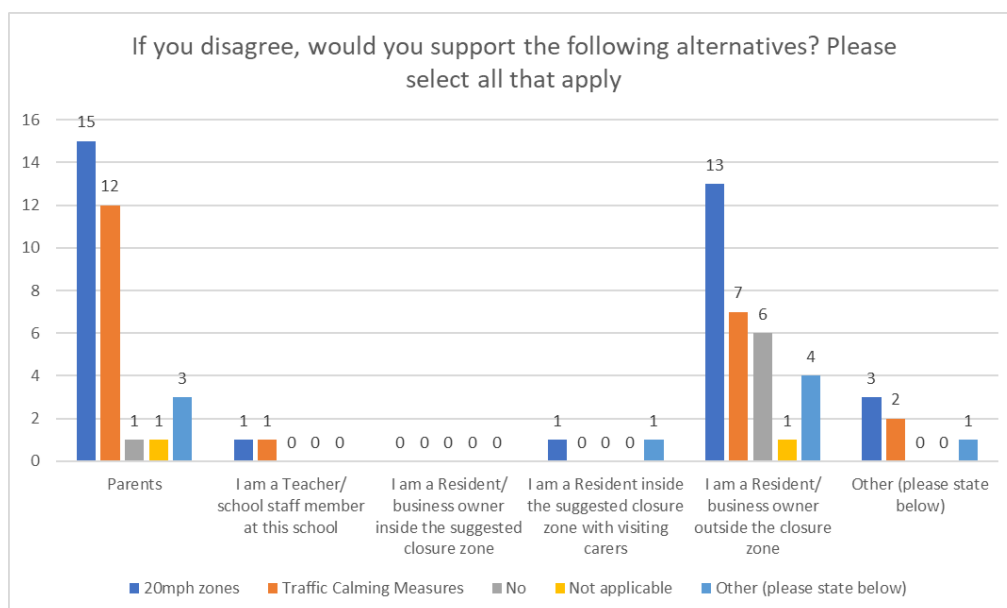


Figure 95: Muschamp Primary Alternative Proposals

Other measures that were suggested included introducing a one-way system around Muschamp Road, Byrne Road and Fellowes Road and yellow lines to restrict parking on one side of the road.



Respondents indicated that their reasons for suggesting alternatives included to reduce congestion and improve safety. Suggestions included:

- Traffic calming on Muschamp Road
- Extending the school street to include Fellowes Road

9.5 Free Text Analysis

Respondents were also given the opportunity to provide other comments. There were 76 comments, of which 27 were positive, 8 neutral and 41 negative sentiment. These comments were mostly concerned with congestion, parking and safety.

Respondents commented that Fellowes Road should be included to reduce congestion on this street and prevent people parking for the school here instead as this impacts on Rushy Meadow Primary. There was also a comment about illegal parking in Groveside Close.

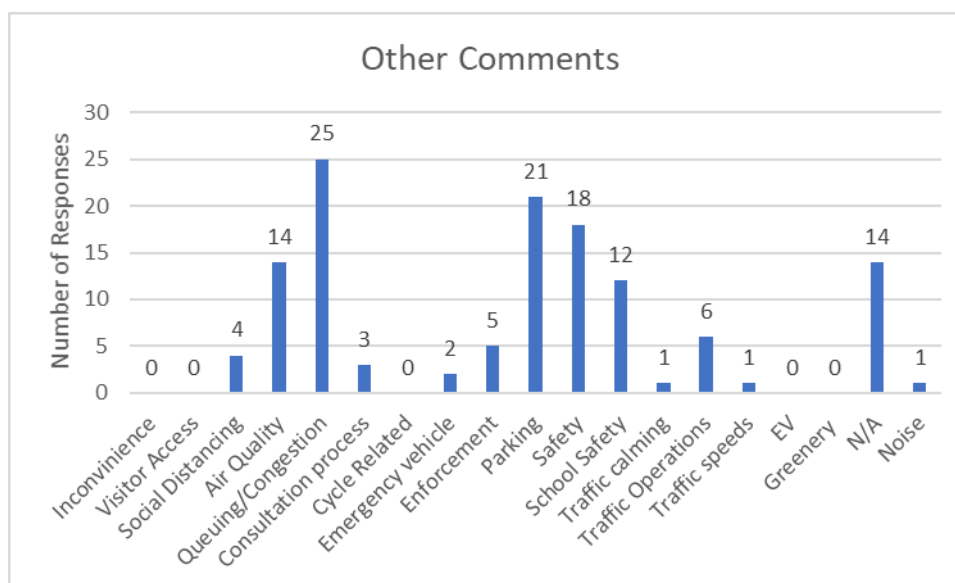


Figure 96: Muschamp Primary Other Comments

10. ROBIN HOOD JUNIOR

A total of 53 responses were recorded for the Robin Hood Junior engagement. Most of these responses came from residents of Sutton.

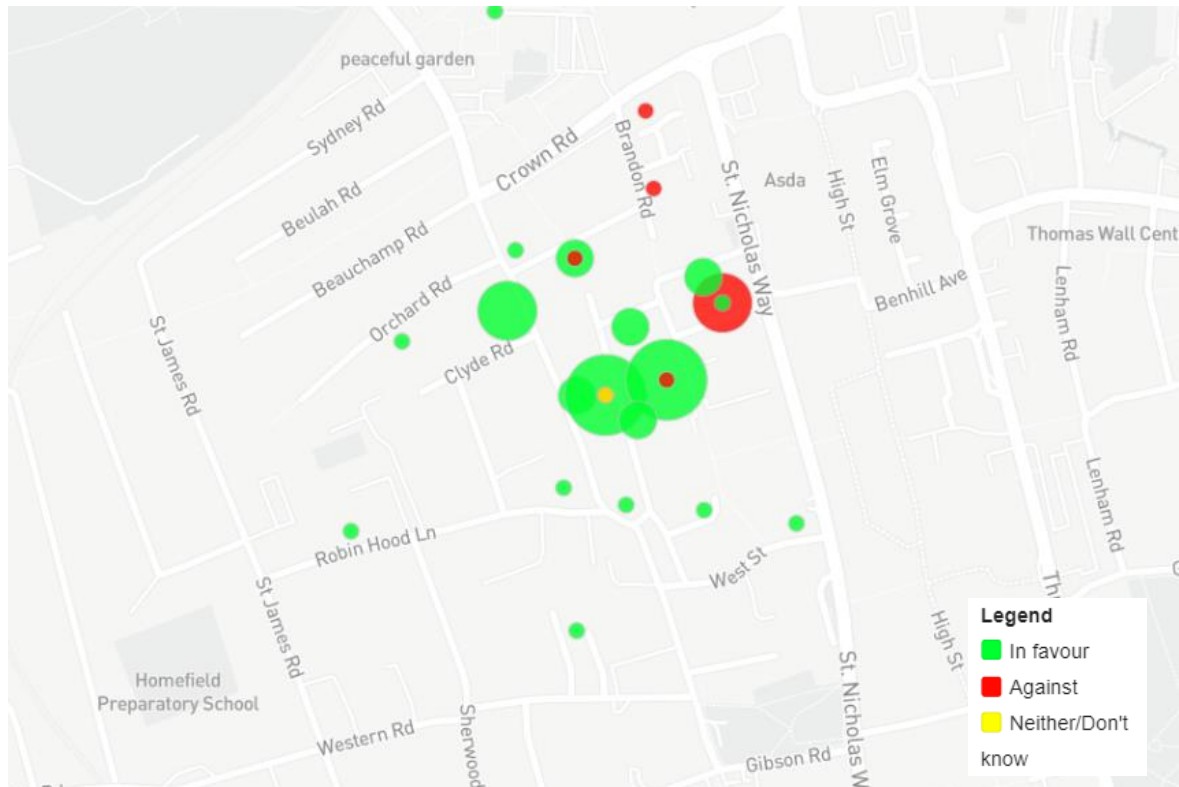


Figure 97: Robin Hood Junior Map of Overall Support

10.1 Proposed School Street Times

Overall, 60% of respondents were supportive of the proposed timing of the school street. Those respondents who were unsupportive of the timing were mostly residents outside of the closure zone.

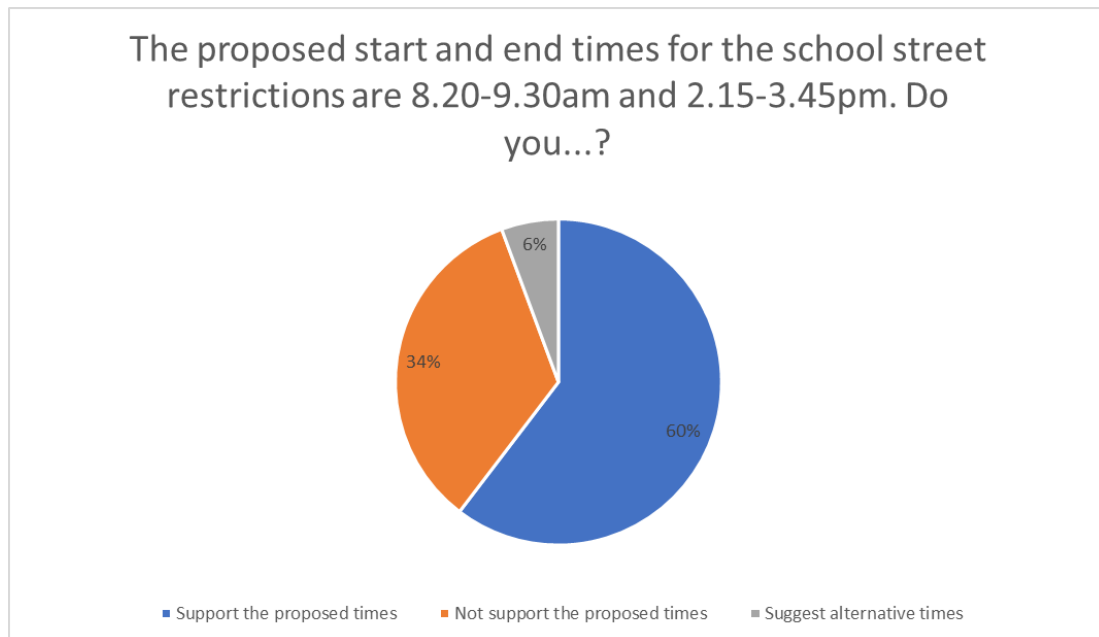


Figure 98: Robin Hood Junior Timing

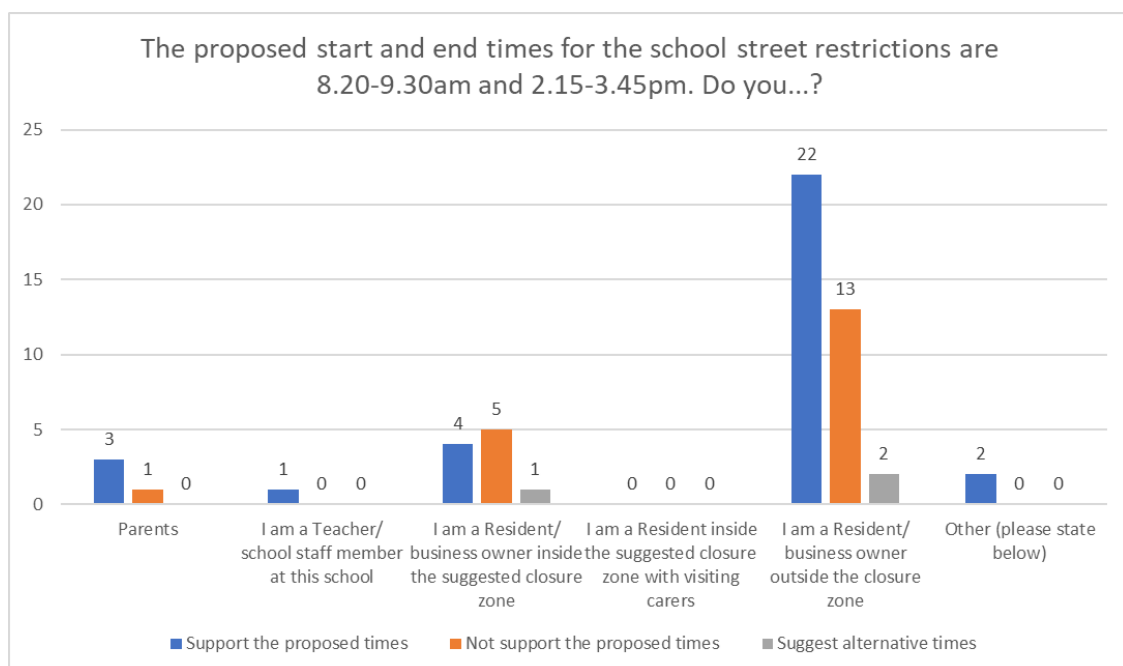


Figure 99: Robin Hood Junior Timing Breakdown

There were 10 comments responding to question asking for alternative school street timing. Of these, 3 suggested alternative times and 1 suggested shorter overall times. There were 2 requests for timing between 8:30-9:15am and 2:45-3:30pm and one request for 8:00-9.30am with no suggestions for the evening.

10.2 Proposed School Street Restriction Points

The proposed restriction points start at Thorncroft Road at the junction of Greenford Road. Overall, 53% of respondents were supportive of these restriction points. Residents from outside this area were not as supportive.

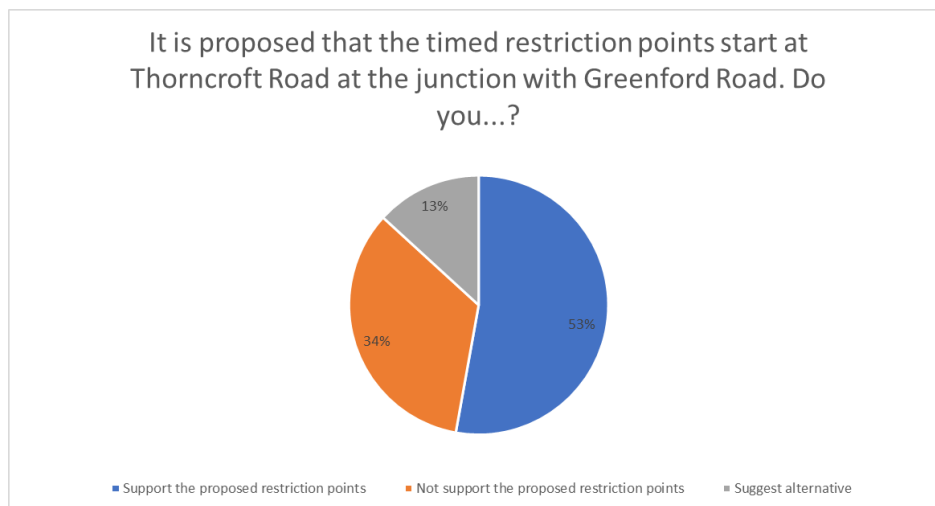


Figure 100: Robin Hood Junior Restriction Points

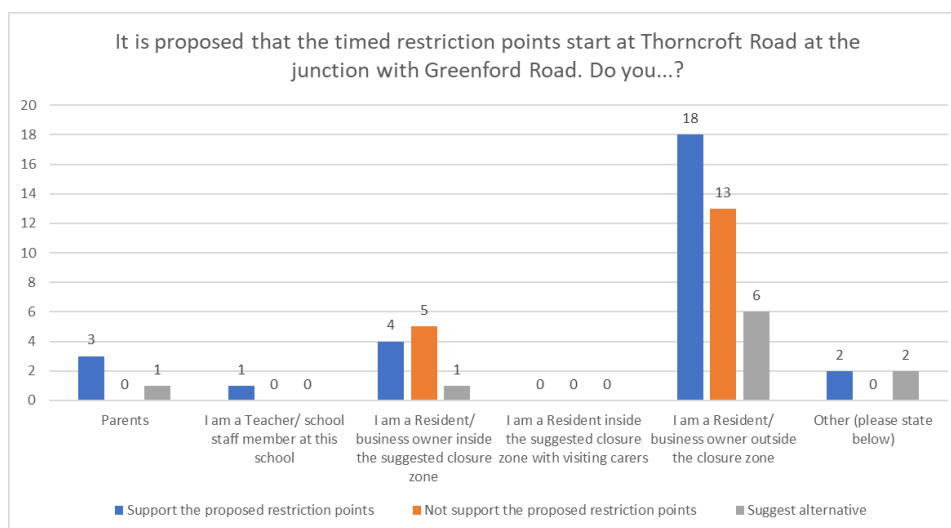


Figure 101: Robin Hood Junior Restriction Points Breakdown

There were 15 comments in response to the question about alternative restriction points, of which 10 suggested alternative restriction points as follows:

- 8 requests to include Clarence Road
- 3 requests to include Thorncroft Road
- 1 request to include Robin Hood Lane
- 1 request to include Haddon Road

10.3 Vehicle Exemptions

62% of respondents were not aware of any additional vehicles that may need an exemption from the restrictions.

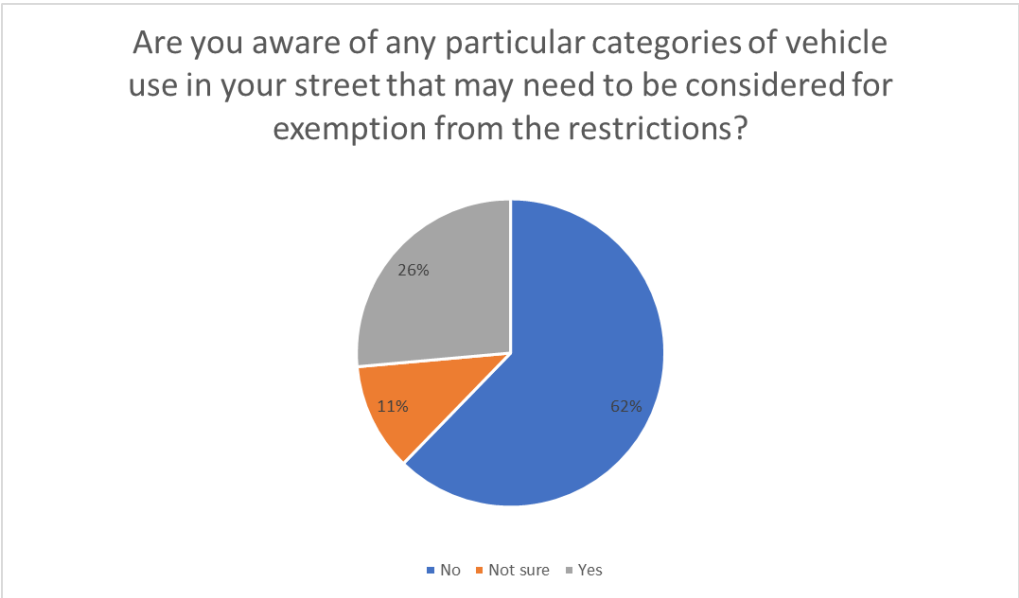


Figure 102: Robin Hood Junior Vehicle Exemptions

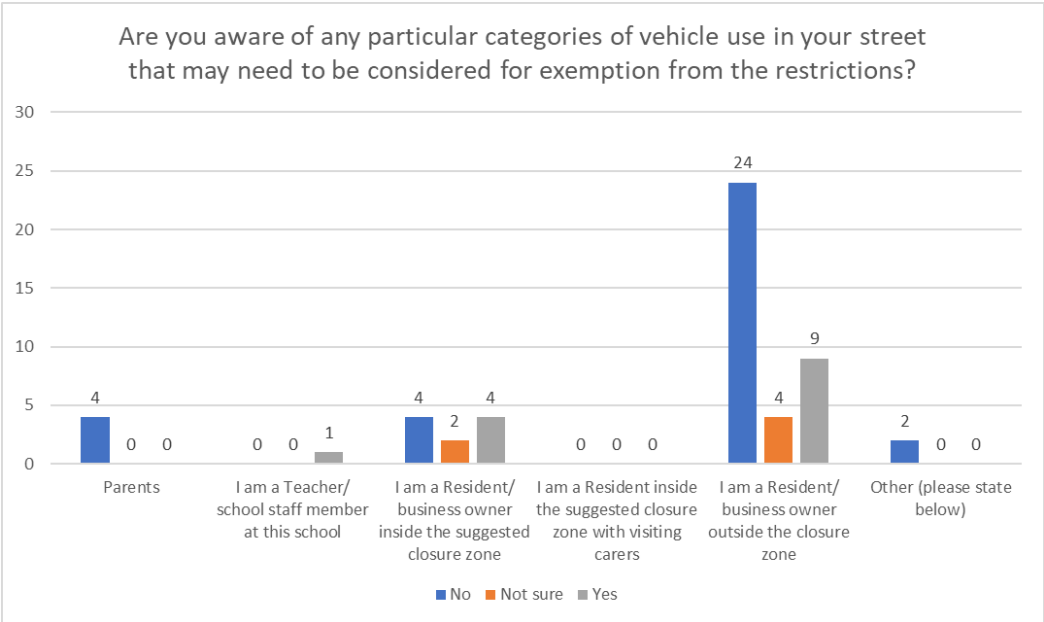


Figure 103: Robin Hood Junior Vehicle Exemptions Breakdown

There were 10 comments suggesting additional vehicles that may require exemption for the school street restriction times.

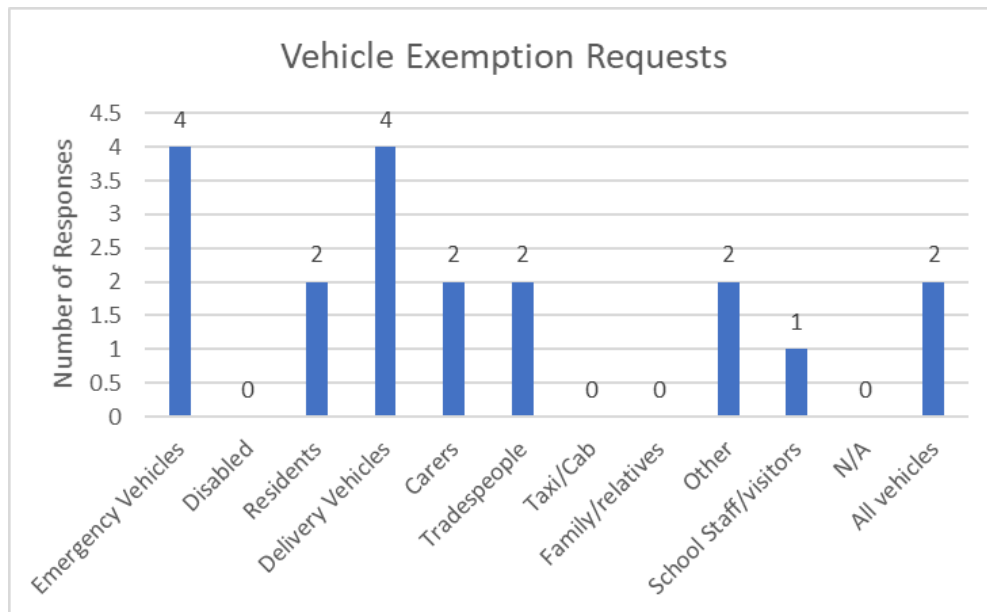


Figure 104: Robin Hood Junior Vehicle Exemption Requests

10.4 Support for Reducing Traffic Outside School

Overall, 68% of respondents agreed with the principle of reducing the amount of traffic in the area during school drop-off and pick-up times. Those who disagreed were mostly residents outside the area. The geographical spread of these responses is also shown in the map above.

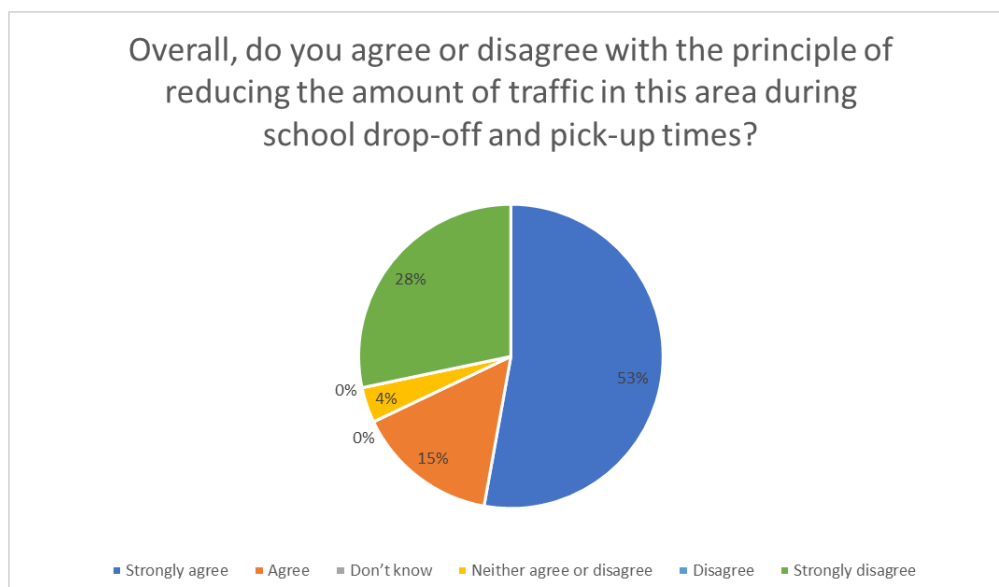


Figure 105: Robin Hood Junior Overall Support

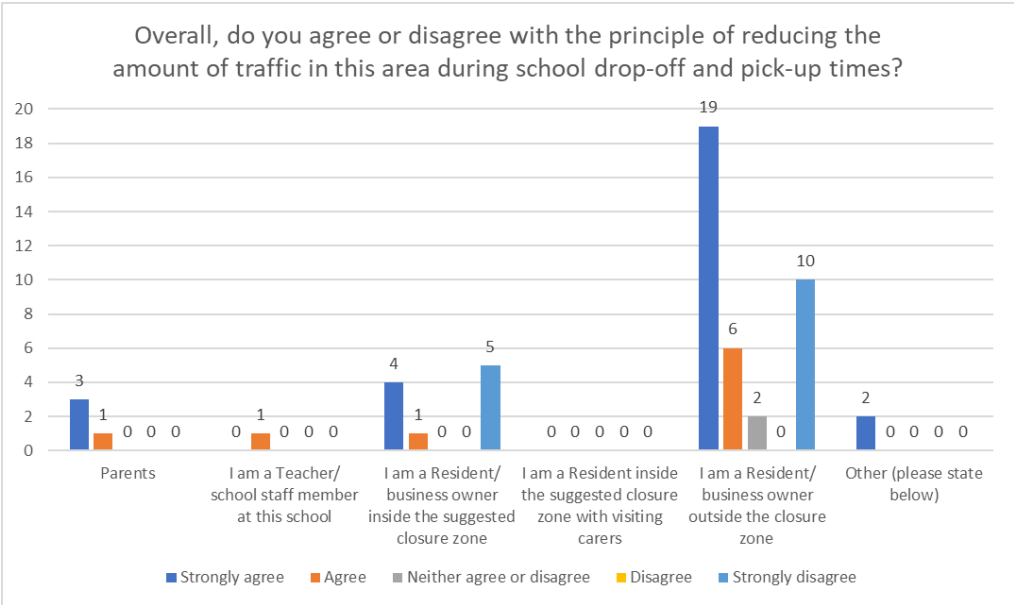


Figure 106: Robin Hood Junior Overall Support Breakdown

Those that disagreed also indicated that they were broadly supportive of 20mph zones.

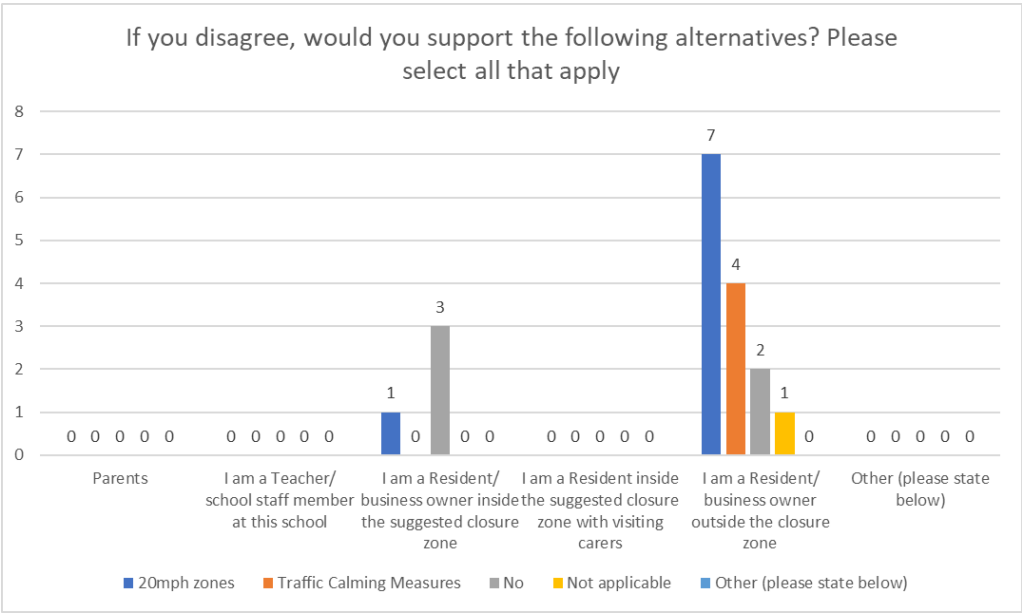


Figure 107: Robin Hood Junior Alternative Proposals

Other measures that were suggested included introducing more parking spaces and enforcing current parking regulations.

Respondents indicated that their reasons for suggesting alternatives included parking and congestion. Suggestions included extending the school street to

include Clarence Road and Robin Hood Lane to reduce people parking for the school in these locations.

10.5 Free Text Analysis

Respondents were also given the opportunity to provide other comments. There were 22 comments, of which 13 were positive, 1 neutral and 8 negative sentiment. These comments were mostly concerned with parking and safety.

Respondents suggested introducing traffic calming on Collingwood Road. There were also comments about illegal parking on Clarence Road, Greenford Road and Haddon Road.

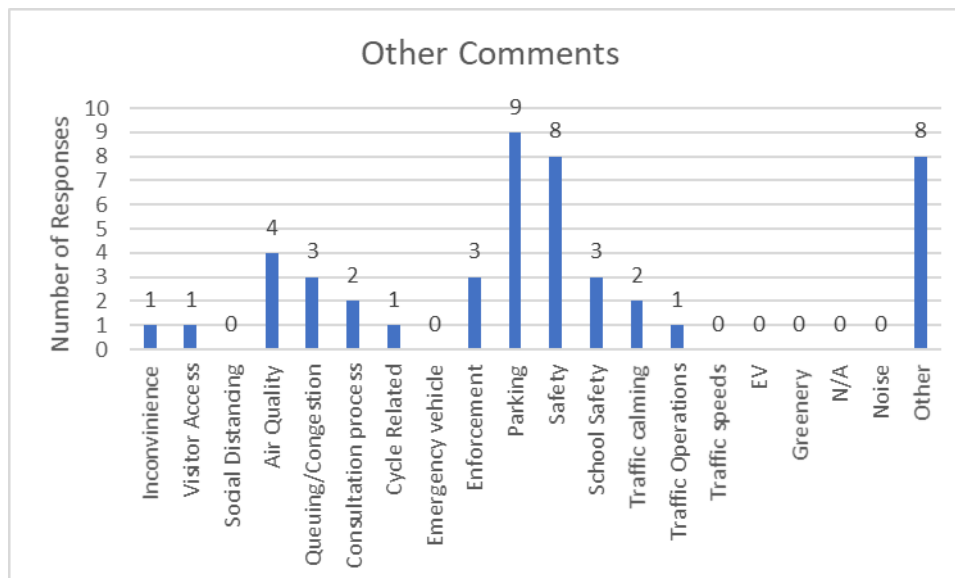


Figure 108: Robin Hood Junior Other Comments

11. ST ELPHEGE'S

A total of 97 responses were recorded for the St Elphege's engagement. Most of these responses came from residents of Sutton.

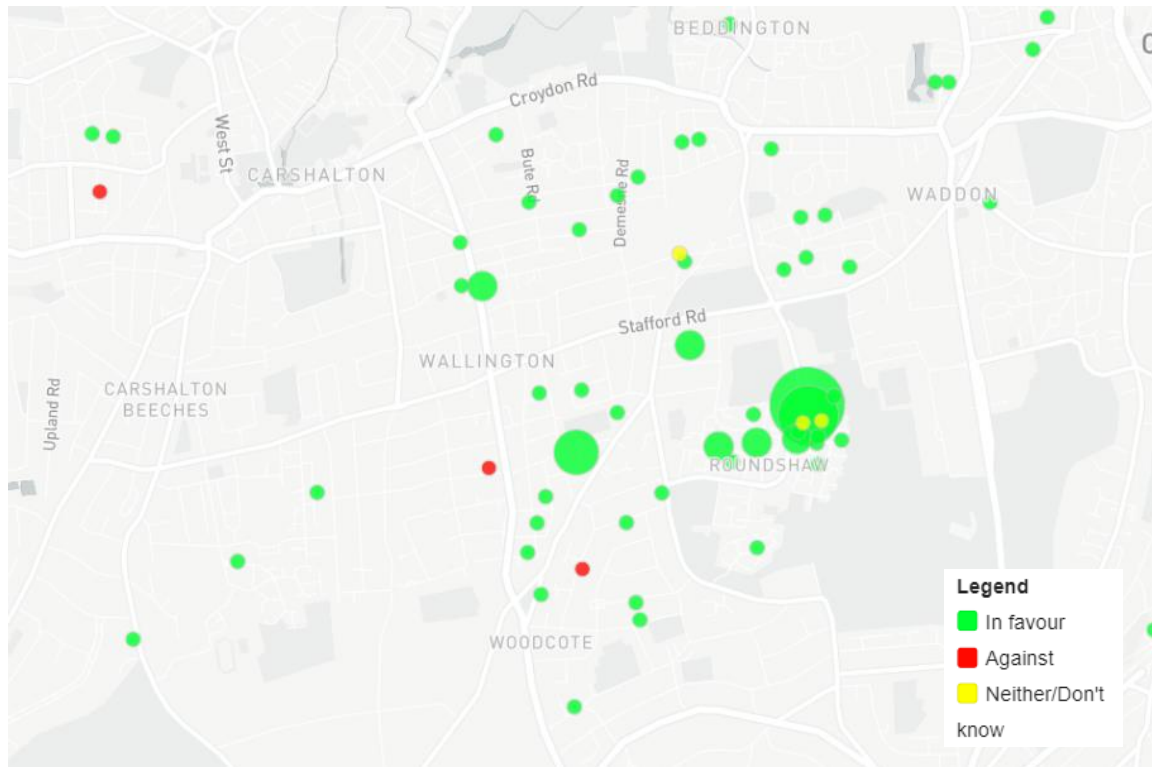
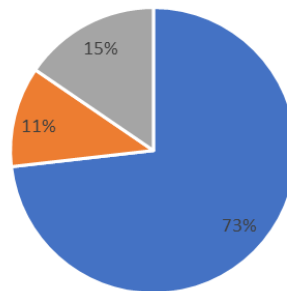


Figure 109: St Elphege's Map of Overall Support

11.1 Proposed School Street Times

Overall, 73% of respondents were supportive of the proposed timing of the school street. Those respondents who were unsupportive of the timing were mostly residents outside of the closure zone.

The proposed start and end times for the school street restrictions are 8:20 - 9:05am and 2:45 - 3:30 pm, with the exception of Friday afternoons, which would be at 12.45-1.30 pm. Do you...?



■ Support the proposed times ■ Not support the proposed times ■ Suggest alternative times

Figure 110: St Elphege's Junior Timing

The proposed start and end times for the school street restrictions are 8:20 - 9:05am and 2:45 - 3:30 pm, with the exception of Friday afternoons, which would be at 12.45-1.30 pm. Do you...?

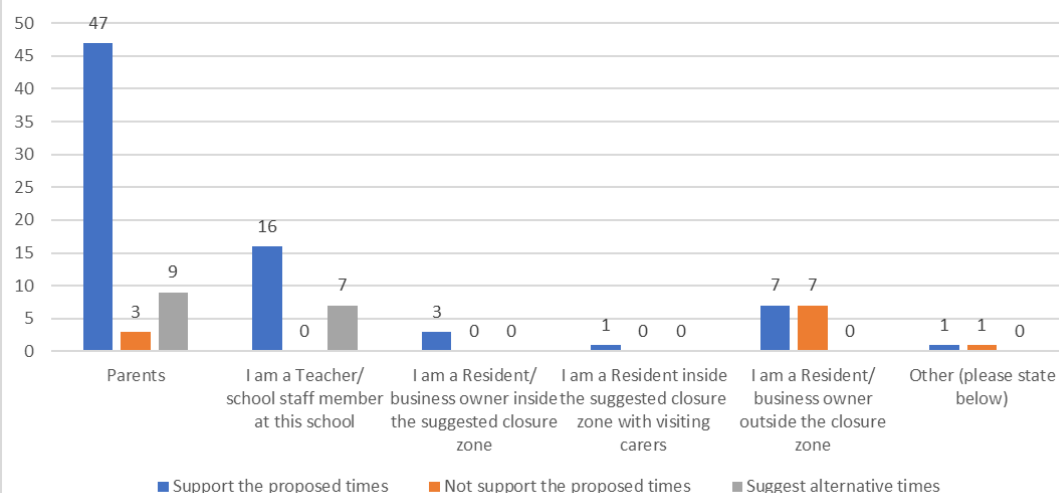


Figure 111: St Elphege's Timing Breakdown

There were 33 comments responding to question asking for alternative school street timing. Of these, 29 suggested alternative times. The requested alternatives all requested a different time on Friday afternoon to coincide with the different school timetable on this day. St Elphege's has recently advised that they are returning to a 2.30pm finish on Fridays. It is recommended that this timetable is



confirmed and the school street operation hours are updated to reflect this timetable.

11.2 Proposed School Street Restriction Points

The proposed restriction points start at Roe Way from the junction with Mollison Drive. Overall, 88% of respondents were supportive of these restriction points. Residents from outside this area were not as supportive.

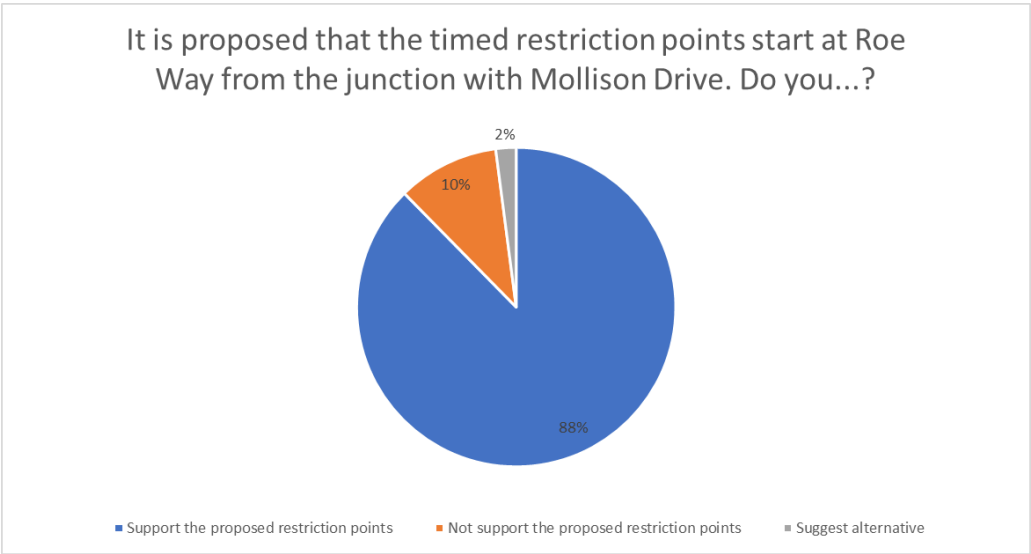


Figure 112: St Elphege’s Restriction Points

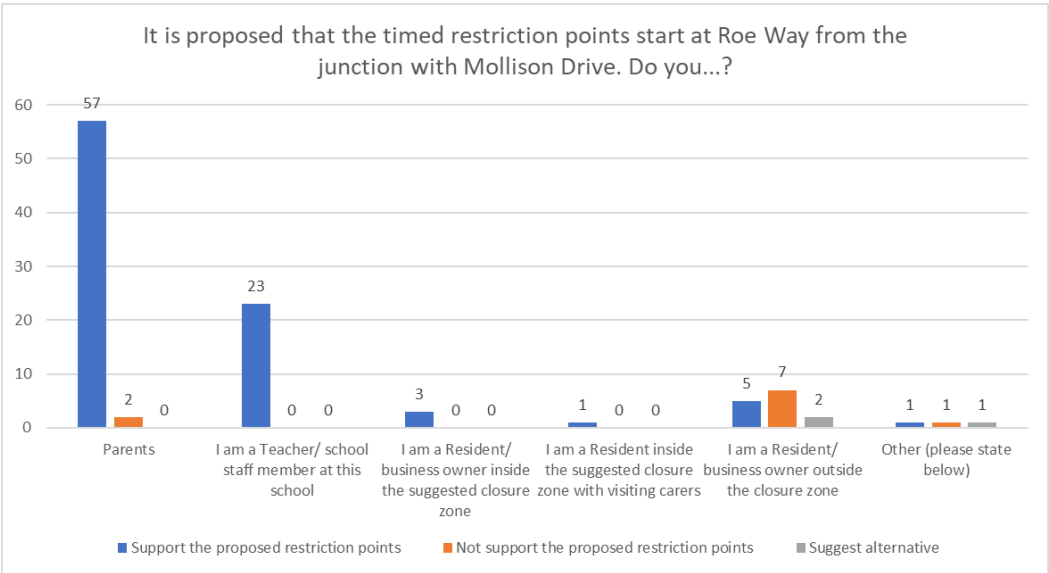


Figure 113: St Elphege's Restriction Points Breakdown

There were 4 comments in response to the question about alternative restriction points, of which 2 suggested alternative restriction points as follows:

- 1 request to include Mollison Drive
- 1 request to include Mowson Drive

11.3 Vehicle Exemptions

62% of respondents were not aware of any additional vehicles that may need an exemption from the restrictions.

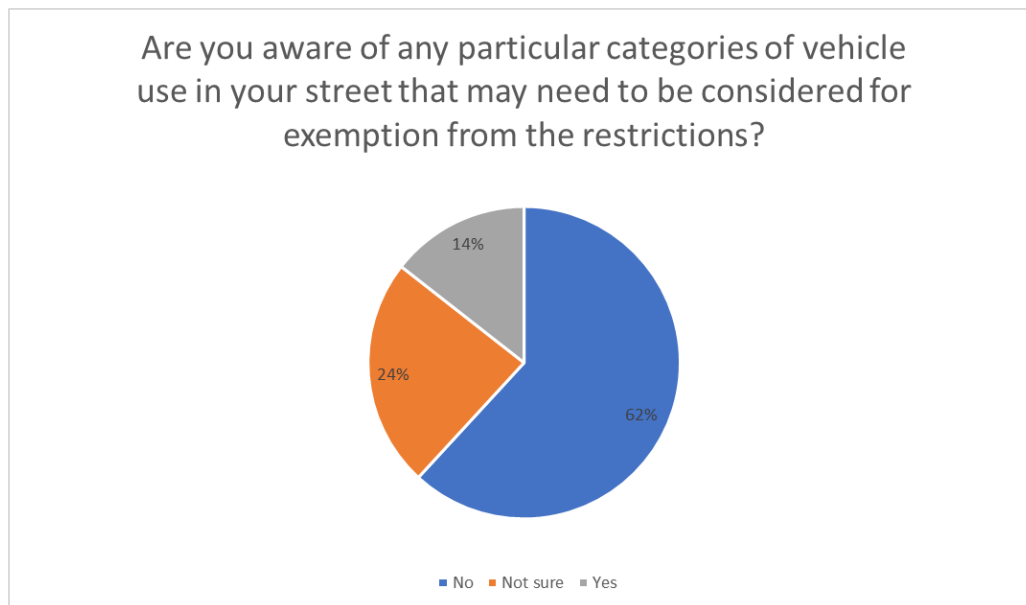


Figure 114: St Elphege's Vehicle Exemptions

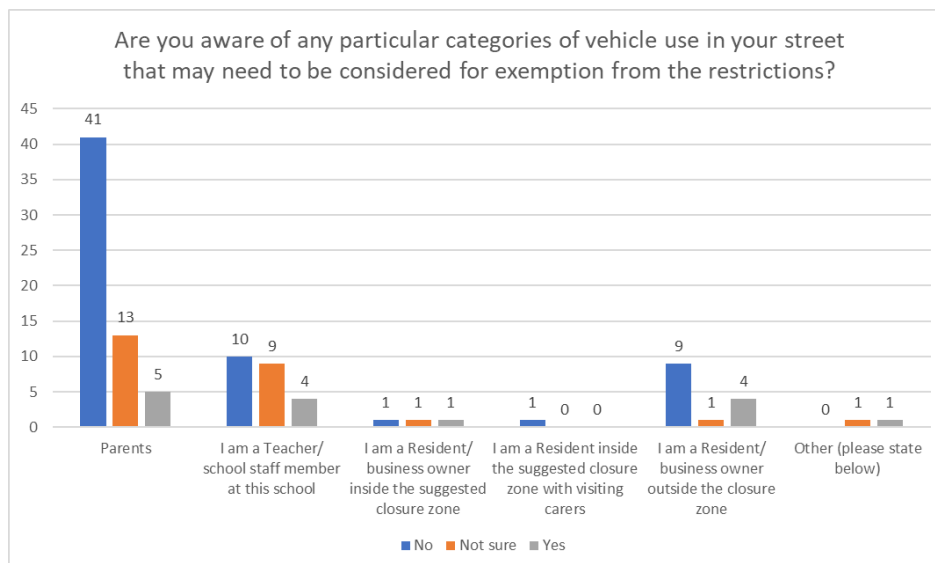


Figure 115: St Elphege's Vehicle Exemptions Breakdown

There were 14 comments suggesting additional vehicles that may require exemption for the school street restriction times.

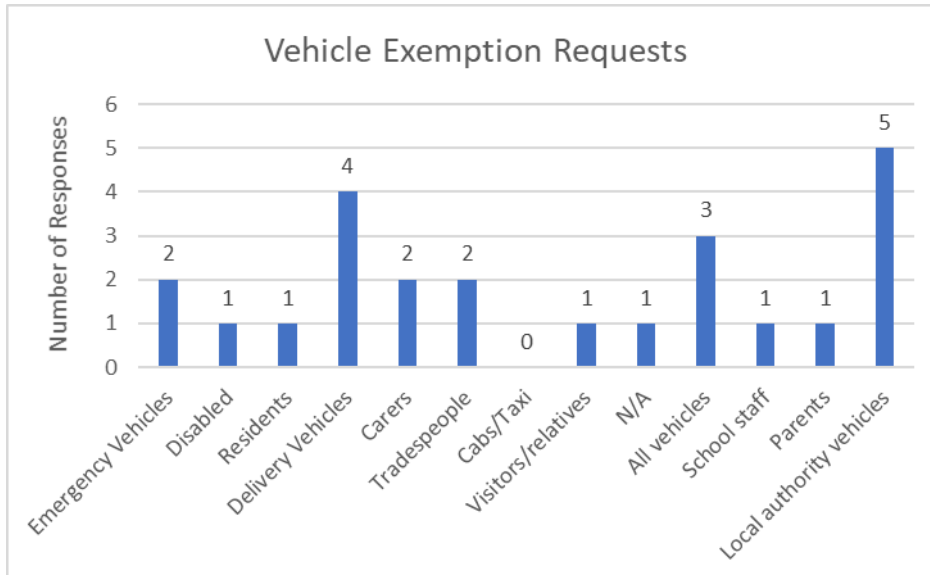


Figure 116: St Elphege's Vehicle Exemption Requests

11.4 Support for Reducing Traffic Outside School

Overall, 89% of respondents agreed with the principle of reducing the amount of traffic in the area during school drop-off and pick-up times. The geographical spread of these responses is also shown in the map above.

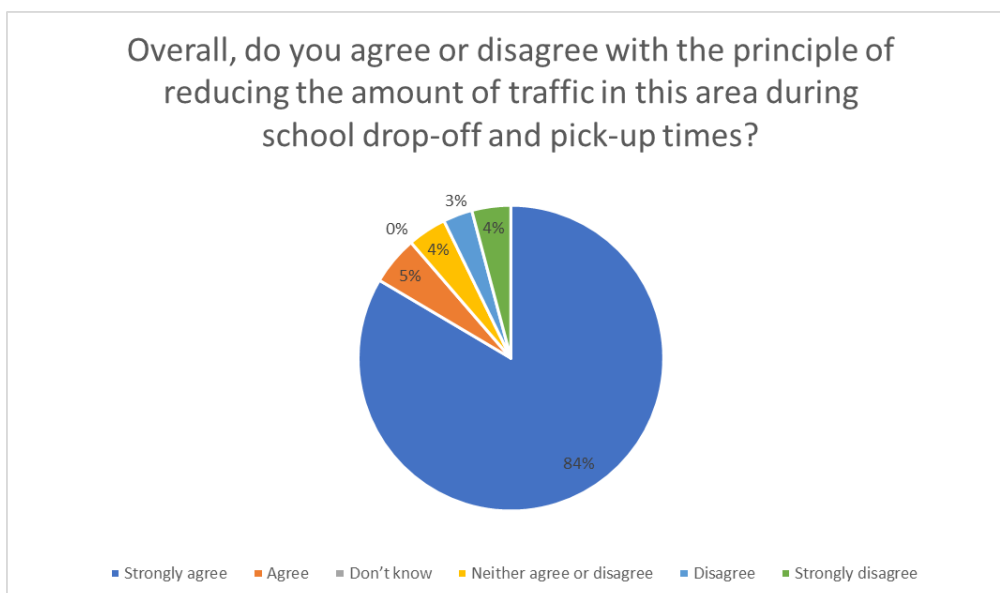


Figure 117: St Elphege's Overall Support

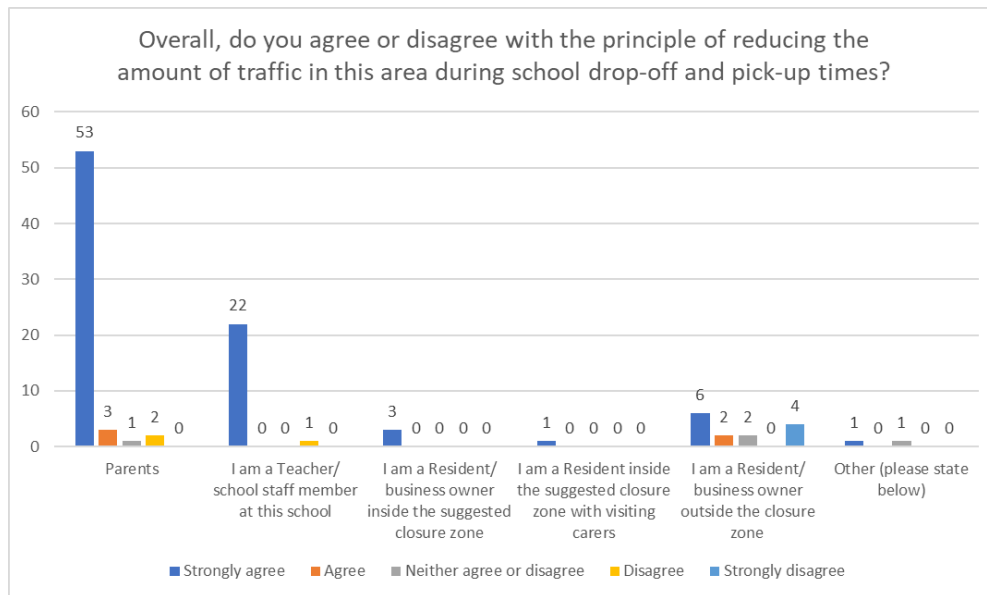


Figure 118: St Elphege's Overall Support Breakdown

Those that disagreed also indicated that they were broadly supportive of 20mph zones and traffic calming measures.

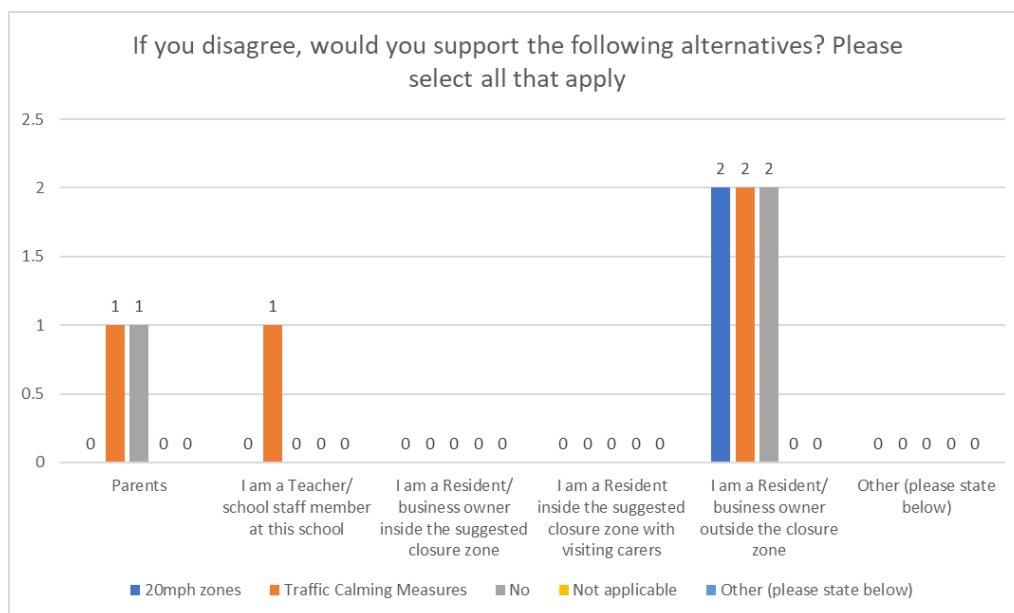


Figure 119: St Elphege's Alternative Proposals

No other measures were suggested as an alternative. There was a comment indicating that people are parking along Roe Way for the school.

Respondents indicated that their reasons for suggesting alternatives included to improve traffic calming in the area.



11.5 Free Text Analysis

Respondents were also given the opportunity to provide other comments. There were 34 comments, of which 19 were positive, 12 neutral and 3 negative sentiment. These comments were mostly concerned with school safety.

There were some comments indicating that people were parking for the school in Roe Way, Hurricane Road and on Mollison Drive south of the closure point.

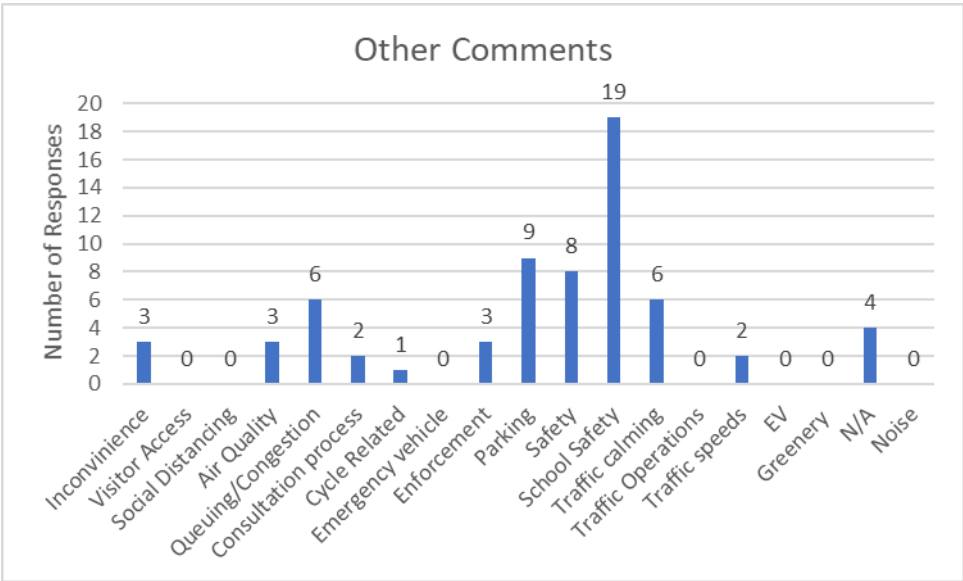


Figure 120: St Elphege’s Other Comments

12. ST PHILOMENA'S

A total of 185 responses were recorded for the St Philomena's engagement. Most of these responses came from residents of Sutton.

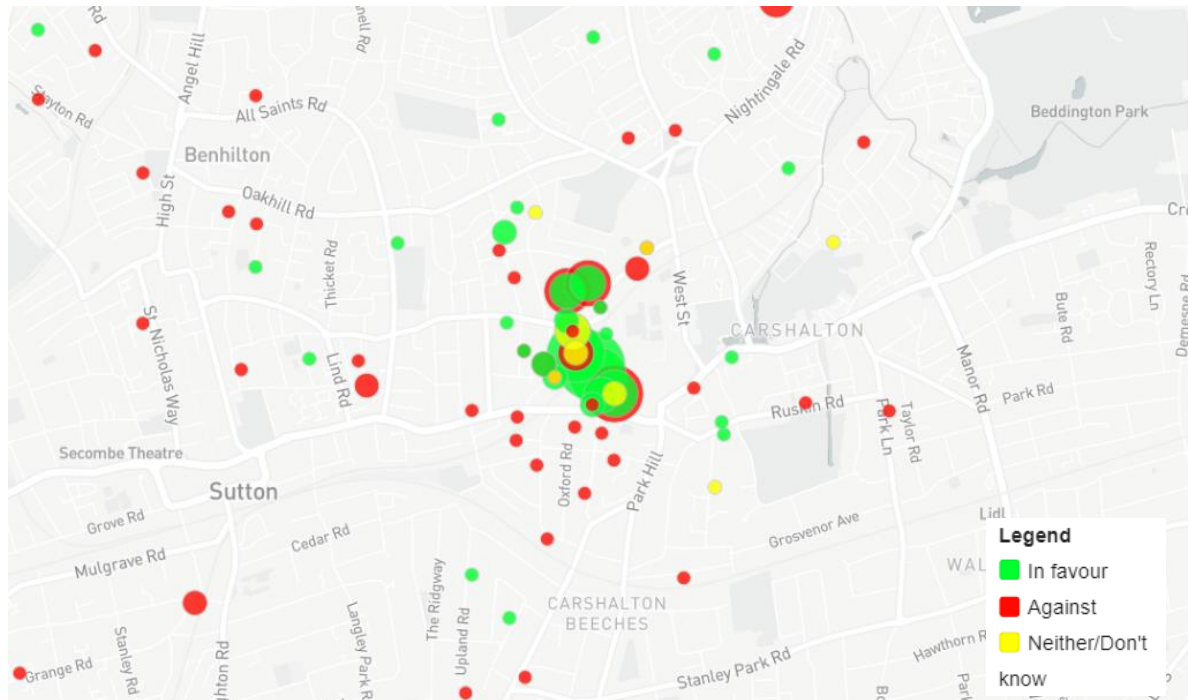


Figure 121: St Philomena's Map of Overall Support

12.1 Proposed School Street Times

Overall, 29% of respondents were supportive of the proposed timing of the school street. Those respondents who were unsupportive of the timing were mostly residents outside of the closure zone.

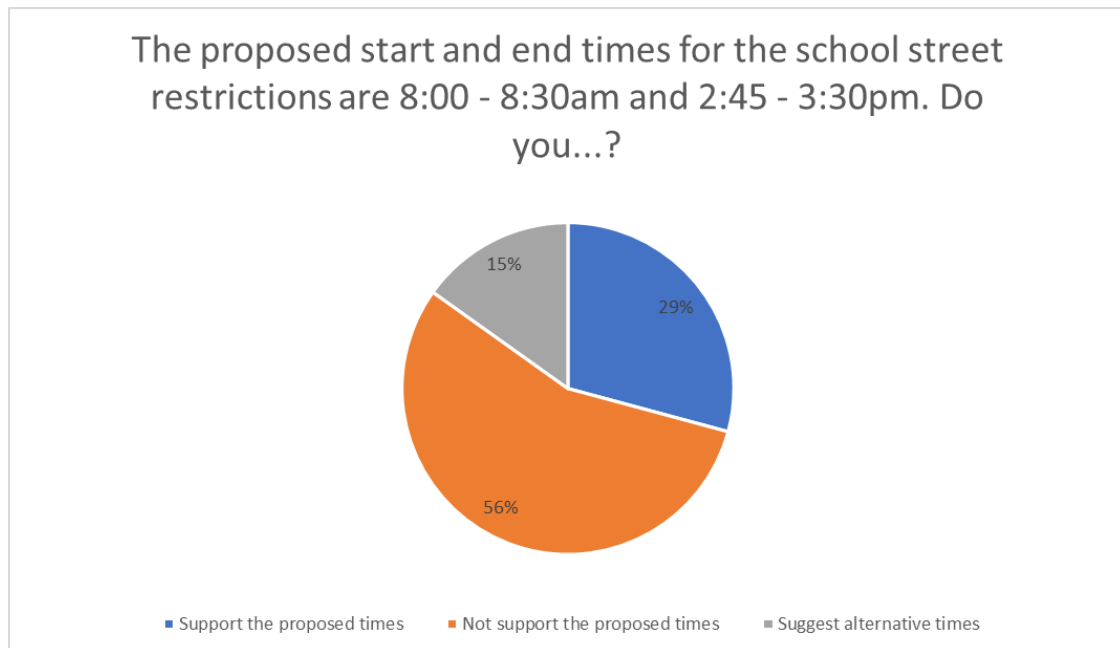


Figure 122: St Philomena's Timing

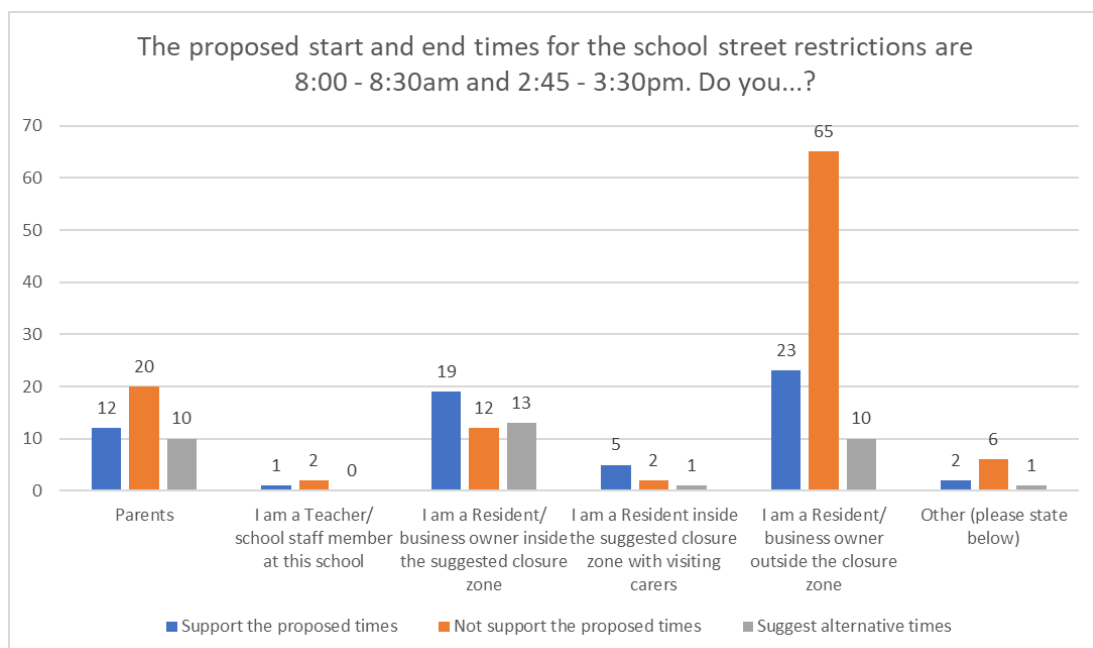


Figure 123: St Philomena's Timing Breakdown

There were 68 comments responding to question asking for alternative school street timing. Of these, 19 suggested alternative times and 1 suggested longer overall times. There were 13 requests that included longer times in the morning and 10 requests that included longer times in the evening.

12.2 Proposed School Street Restriction Points

The proposed restriction points start at Shorts Road and Alma Road between Colston Avenue roundabout and Carshalton Road. Overall, 40% of respondents were supportive of these restriction points. Residents from outside this area were not as supportive.

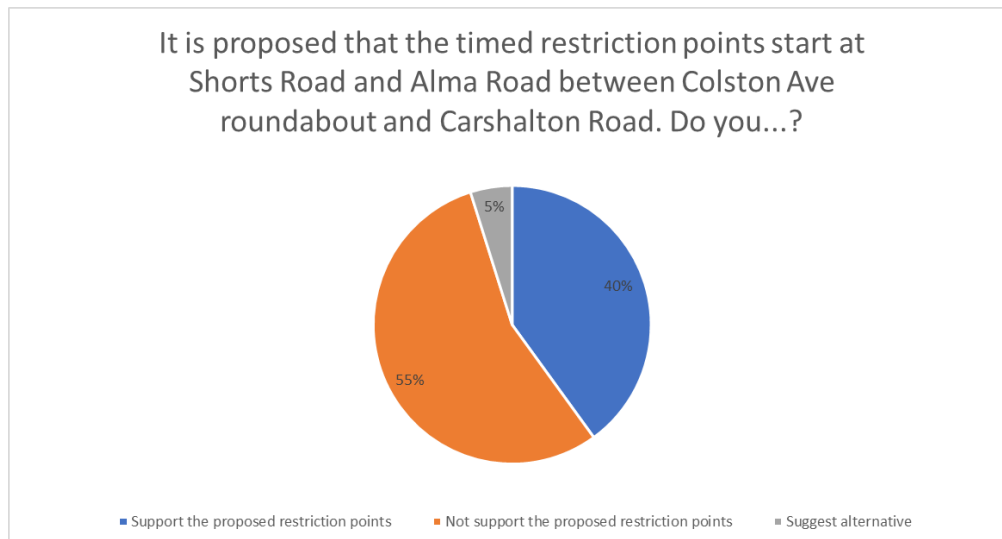


Figure 124: St Philomena's Restriction Points

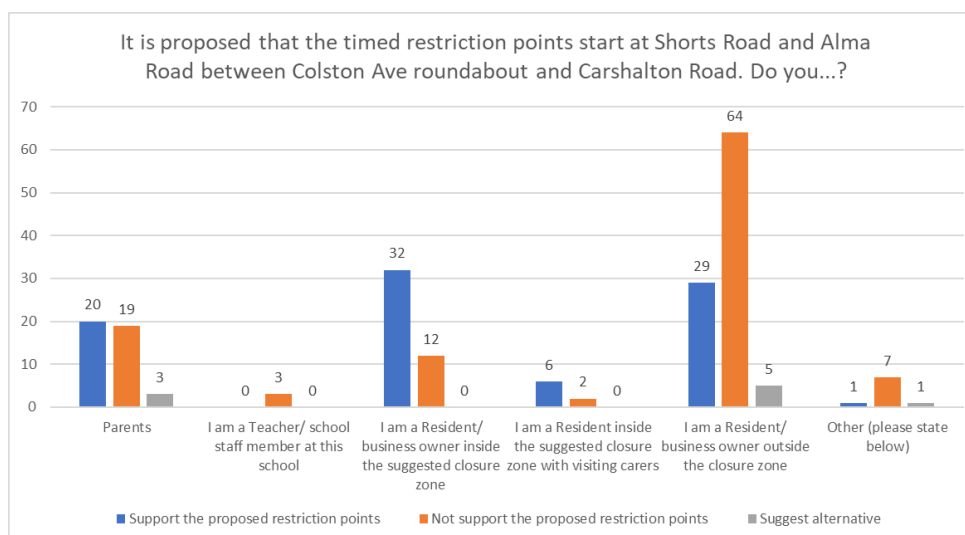


Figure 125: St Philomena's Restriction Points Breakdown

There were 43 comments in response to the question about alternative restriction points, of which 6 suggested alternative restriction points as follows:

- 5 requests to revert back to previous restriction points
- 1 request to make Alma Road one-way

12.3 Vehicle Exemptions

56% of respondents were not aware of any additional vehicles that may need an exemption from the restrictions.

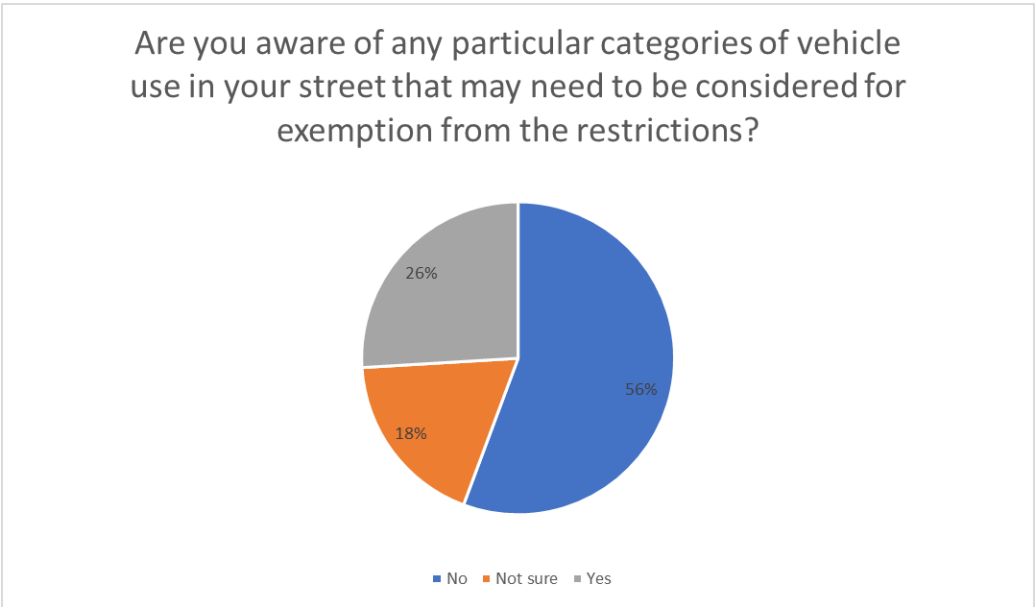


Figure 126: St Philomena’s Vehicle Exemptions

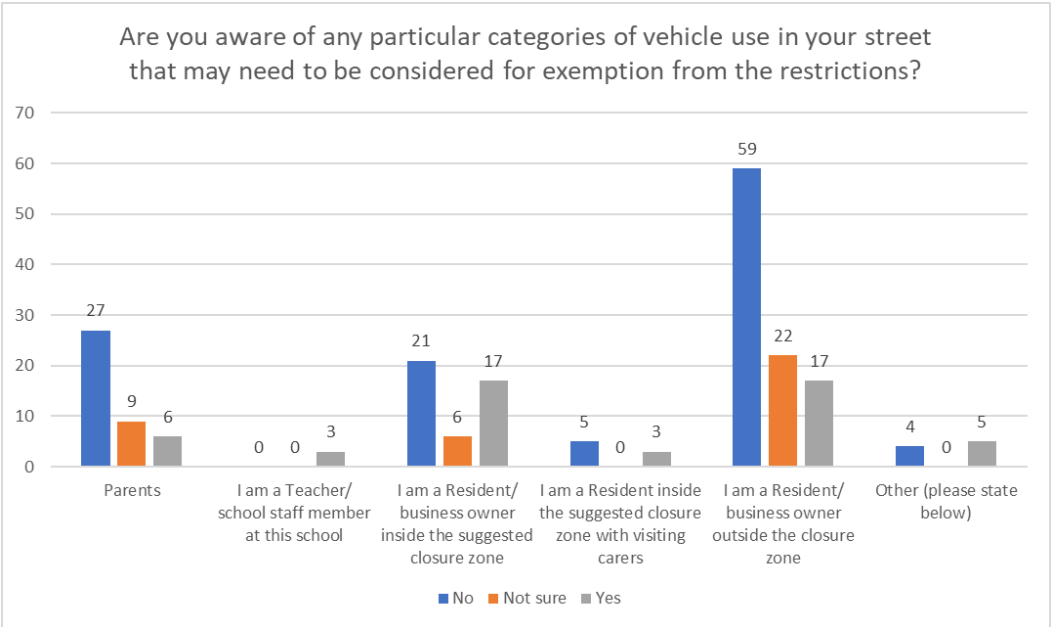


Figure 127: St Philomenas Vehicle Exemptions Breakdown

There were 49 comments suggesting additional vehicles that may require exemption for the school street restriction times.

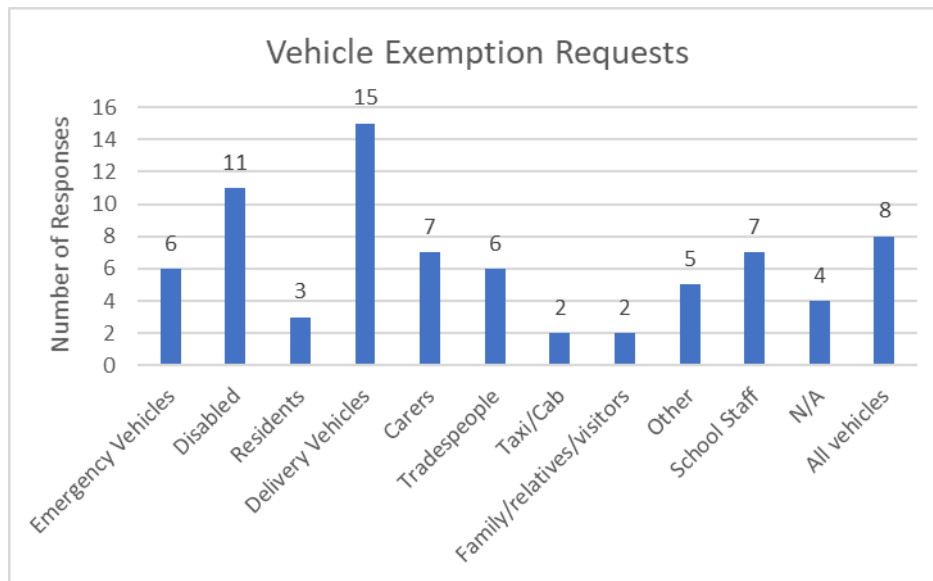


Figure 128: St Philomena's Vehicle Exemption Requests

12.4 Support for Reducing Traffic Outside School

Overall, 45% of respondents agreed with the principle of reducing the amount of traffic in the area during school drop-off and pick-up times. Those who disagreed were mostly residents outside the area. The geographical spread of these responses is also shown in the map above.

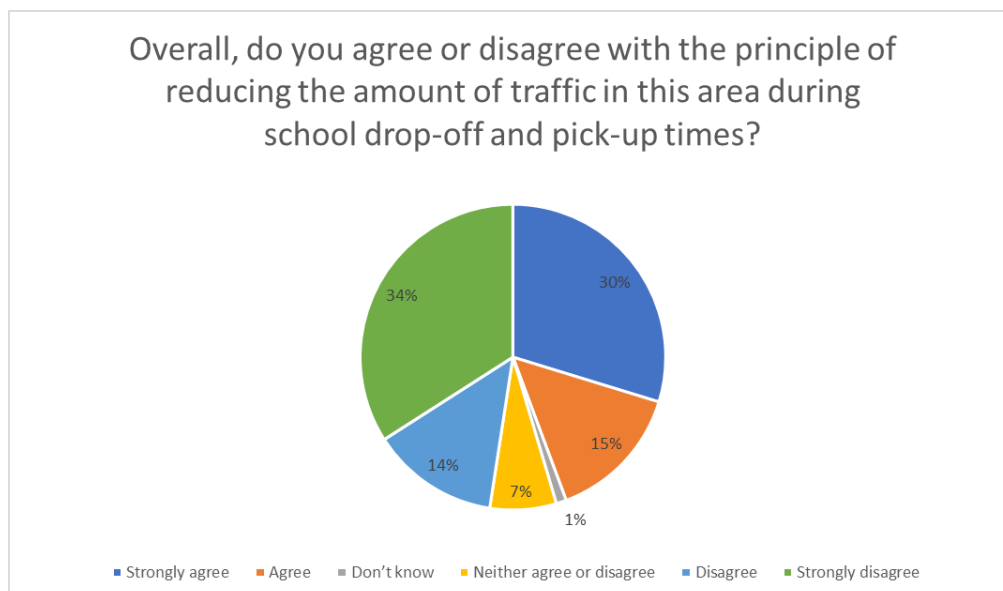


Figure 129: St Philomena's Overall Support

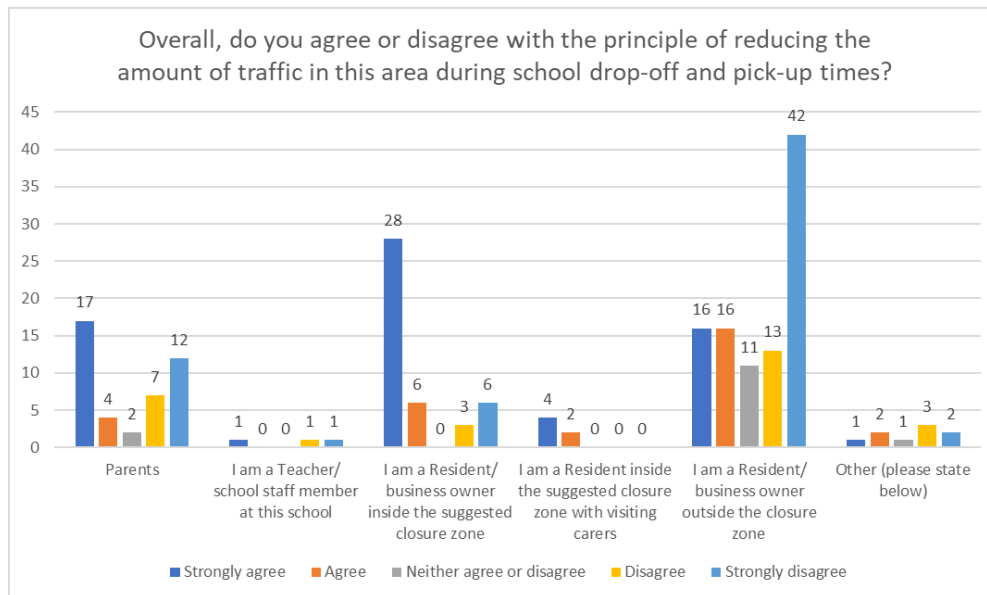


Figure 130: St Philomena's Overall Support Breakdown

Those that disagreed also indicated that they were broadly supportive of 20mph zones.

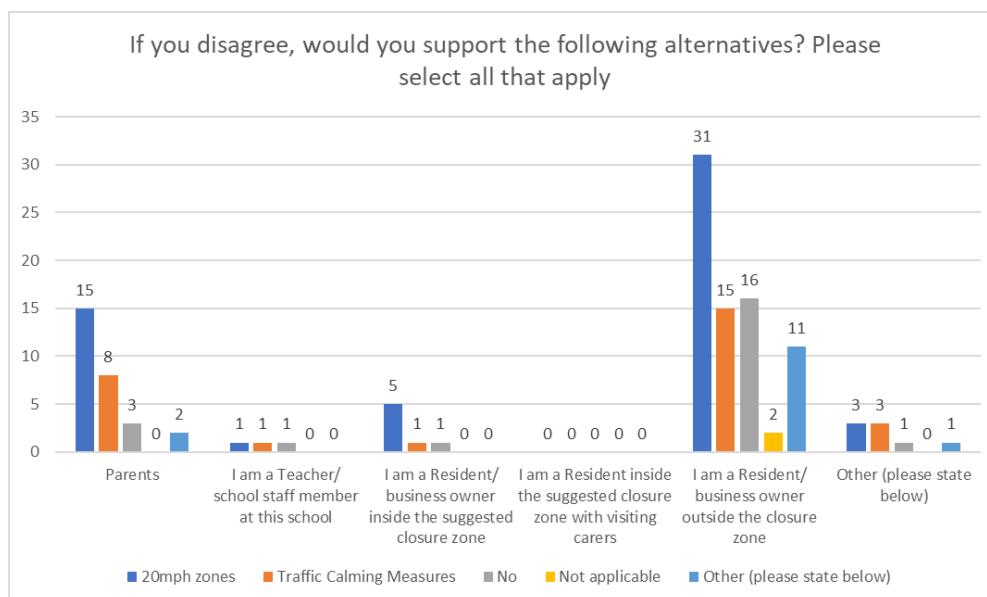


Figure 131: St Philomena's Alternative Proposals

Other measures that were suggested included introducing lollipop persons, school bus services and traffic calming.

Respondents indicated that their reasons for suggesting alternatives included congestion, speeding and parking concerns. Respondents were concerned about

illegal parking on Court Drive and Coleridge Avenue. There were requests to include Alma Road and Rosssdale. It was also suggested that double yellow lines along one side of Shirley Avenue should be implemented.

12.5 Free Text Analysis

Respondents were also given the opportunity to provide other comments. There were 111 comments, of which 30 were positive, 30 neutral and 51 negative sentiment. These comments were mostly concerned with parking, congestion, safety and traffic operations.

There were comments about parents parking and increased congestion on Coleridge Avenue, Court Drive, Westmead Road, Colston Avenue, Alma Road, Rosefield Close, Highfield Road, and Rosssdale.

There was a suggestion that more advance warning signage is required. Westmead Corner and Carshalton Road were mentioned as appropriate locations.

There were also requests to reduce traffic speeds on Westmead Road. There are also requests to introduce more crossing points including at the corner of Alma Road and Shorts Road.

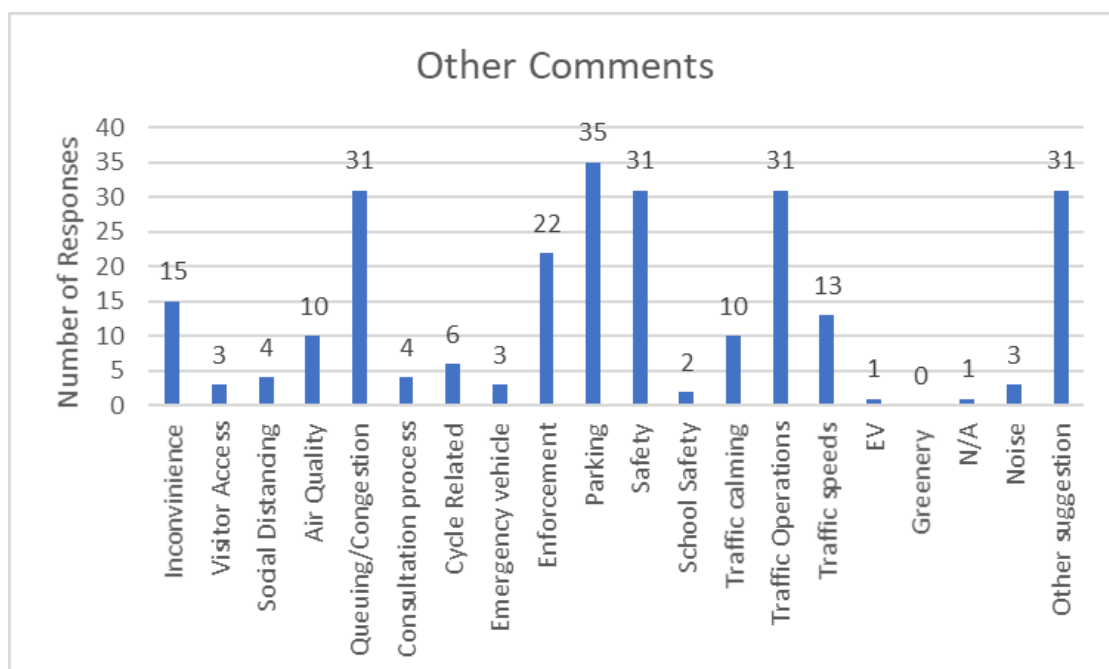


Figure 132: St Philomena's Other Comments



13. CONCLUSIONS & RECOMMENDATIONS

13.1 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.,. Across the board, parents, staff and residents within each school street area were **supportive of the proposals**. Overall results from St Philomena's were unsupportive of a school street, however those that were unsupportive were mostly residents from outside the area.
- The respondents to 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 respondents 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 the Carshalton Boys consultation showed that 55% had concerns about the proposed timings and 59% were concerned about the proposed restriction points. Similarly, the St Philomena's consultation returned 56% and 55% of responses as unsupportive of both the proposed timing and restriction points, respectively. The Cheam Fields consultation had 46% of respondents concerned about the proposed restriction points.
- The respondents to Carshalton Boys and Cheam Fields consultation 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.
- The respondents to St Philomena consultation were unsupportive of reducing traffic outside schools overall. However, there was overall support from those

that self-identified as parents and residents within the area. Those that were unsupportive were mostly those that self-identified as 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)

Figure 133: Overall responses including those outside the School Street zone areas

- A comparison was made between the overall responses (in Figure 133 above) and the responses from those residents that are located in a street that lies within one of the proposed School Street zones. This can be seen in Figure 134. The levels of support were generally higher within the School Street zones.

School	Number of Responses (Excluding those outside of School Street zone)	Supportive of Timing (%)	Supportive of Restriction Points (%)	Supportive of Reducing Traffic Outside Schools (%)
All Saints Carshalton	126	79%	79%	83%
Bandon Hill and Sherwood Hill	79	71%	72%	75%
Carshalton Boys	86	45% (53% unsupportive)	41% (56% unsupportive)	51%
Cheam Common	80	68%	74%	80%
Cheam Fields	67	55%	48% (39% unsupportive)	70%
Cheam Park Farm	122	78%	79%	80%
Harris Junior Academy	94	77%	83%	79%
Muschamp Primary	107	70%	69%	71%
Robin Hood Junior	15	53%	53%	67%
St Elphege's	86	78%	98%	95%
St Philomena's	97	38% (37% unsupportive)	60%	64%

Figure 134: Overall responses excluding those outside the School Street zone areas

13.2 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 at 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. St Elphege's has recently advised that they are returning to a 2.30pm finish on Fridays. It is recommended that this timetable is confirmed and the school street operation hours are updated to reflect this timetable.

As there were no consistent requests for changes to the school street times at the remaining schools, no changes to the proposed operational hours are proposed.



13.3 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

13.4 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. Consistent with other London Boroughs, it is not recommended that taxis and delivery vehicles be provided access. However, access to carers could be considered. It is recommended that which vehicles would be exempt is clearly communicated with residents.

It is also important that residents have access to garages and parking areas within the scheme areas. For example a resident with an address on Carshalton High Street may have a designated parking or garages on Rotherfield Road. Other example include:

- Ruskin Road and Carshalton High Street (All Saints Carshalton)
- Chatsworth Road (Cheam Fields)
- North Street (Harris Junior Academy)
- Green Wrythe Lane (Muschamp Primary)

13.5 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



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:

- Ensure a clear understanding of customer requirements
- Ensure projects are completed to programme and within budget
- Improve productivity by having consistent procedures
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training
- Continually improve the standard of service we provide internally and externally
- 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.





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