



Croydon Council

HEALTHY SCHOOL STREETS (GROUP 5) 2024

Informal Consultation Analysis Report





CONFIDENTIAL

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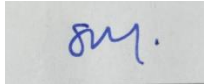
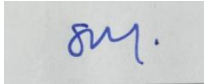
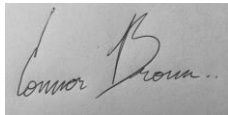
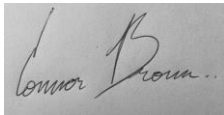


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APPENDIX A

HSS (GROUP 5 PROPOSALS)

APPENDIX B

GEOGRAPHICAL RESPONSES

APPENDIX C

GROUP 3 HSS SCHOOLS FEEDBACK FORM



EXECUTIVE SUMMARY

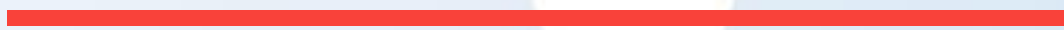
As a part of its wider Healthy School Streets programme, Croydon Council (“Council”) is interested in introducing five new Healthy School Streets under a permanent traffic order. The first step to introducing the schemes is a two-stage consultation process, consisting of an informal three-week public consultation period for parents, residents, and businesses, followed by a statutory consultation period happening closer to the scheme’s implementation date. This report consolidates, examines, and presents the findings of the informal three-week consultation which consisted of an online questionnaire running from 8 May 2024 – 28 May 2024.

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INTRODUCTION



1 INTRODUCTION

1.1 Background

- 1.1.1. As a part of its wider Healthy School Streets programme, Croydon Council (“Council”) is interested in introducing six new Healthy School Streets under a permanent traffic order. The first step to introducing the schemes is a two-stage consultation process, consisting of an informal three-week public consultation period for parents, residents, and businesses, followed by a statutory consultation period occurring closer to the scheme’s implementation date.
- 1.1.2. The informal consultation plays an important role in listening to those who may be affected by the scheme including with parents, residents, and businesses. Respondents provided feedback through the Get Involved online questionnaire, via post, telephone, or a dedicated email address for Healthy School Streets.
- 1.1.3. This report consolidates, examines, and presents the findings of
- A) Objections/submissions received via the online ‘Get Involved’ questionnaire during the 3-week informal consultation period, from 8 May 2024 to 28 May 2024.
 - B) Objections/submissions received via email the during the 3-week informal consultation period, from 8 May 2024 to 28 May 2024.

Comments received must be considered by the Council in determining whether any changes should be made to each HSS site and are factored into whether to proceed to the statutory consultation period during the summer.

1.2 Healthy School Streets Proposals

- 1.2.1. The table below lists the Healthy School Streets for the Group 5 schemes. Full details of the proposed plans for each scheme are provided in **APPENDIX A**

Table 1-1 - Group 5 Healthy School Streets

Ref	School	Affected Road(s)	Ward
APPLEGARTH/HSS2024	Applegarth Academy	Bygrove, Brierley and Elmside	New Addington North
BEULAH/HSS2024	Beulah Road Infant and Nursery	Furze Road	Thornton Heath
HARRISPW/HSS2024	Harris Primary Academy Purley Way	South two sections of Propeller Crescent	Waddon
JOHNWOOD/HSS2024	John Wood Primary School	Dartnell Road between Rymer Road and Bredon Road, Jesmond Road north of Bredon Road, Exeter Road, and Laurier Road	Addiscombe West
RIDDLEDOWN/HSS2024	Riddlesdown Collegiate	Dunmail Drive, Honister Heights, Derwent Drive, Grisedale Close, Grisedale Gardens, Eskdale Gardens,	Purley Oaks & Riddlesdown

		and Ingleboro Drive east of Buttermere Gardens	
ROWDOWN/HSS2024	Rowdown Primary School	Calley Down Crescent between Windham Avenue and Stowell Avenue	New Addington South

- 1.2.2. The sites above add to Croydon's Councils existing 40 School Streets locations dating back to as early as 2017.
- 1.2.3. The informal consultation for Harris Purley Way, undertaken as part of the Group 5 consultation, was incomplete. The consultation will be rerun in July after the elections, at which point both consultation periods will be reported on together.

1.3 Healthy School Streets Programme

- 1.3.1. Healthy School Streets help pupils to have safer, healthier journeys to and from school, by restricting the roads outside the school during school drop-off and pick-up times. This does not affect residents' access – if you live in those roads, you will be able to apply for a free exemption permit (limited to three exemption permits per household).
- 1.3.2. The scheme encourages parents and pupils to leave the car at home more often for the school run, and instead choose more sustainable and active means of travel, such as walking, cycling, or scooting. Healthy School Streets benefit residents by decreasing motor traffic in their neighbourhood during busy pick-up and drop-off hours – reducing congestion, noise, and air pollution.
- 1.3.3. The benefits of Healthy School Streets, as promoted by Council, include:
 - Safer school journeys for pupils
 - Make it easier to choose sustainable travel like walking and cycling
 - Cleaner and less polluted streets
 - Improve our air quality
 - Encourage active travel, helping to promote healthy lifestyles.

2

CONSULTATION APPROACH



2 CONSULTATION APPROACH

- 2.1.1. The informal 3-week consultation for a permanent traffic order is designed to provide residents, businesses, schools, and other stakeholders with the details of the scheme so they can provide feedback, support or objections on the scheme.
- 2.1.2. The public was invited to submit objections from 8 May 2024 to midnight on 28 May 2024 via the following four methods:
- Online: Complete Council's online 'Have your say' questionnaire at: www.getinvolved.croydon.gov.uk
 - Email: submit your objection via email to dedicated Croydon email address per Healthy School Street
 - Post: send your response quoting scheme reference
 - Telephone: submit feedback via calling the dedicated Croydon Healthy School Street telephone number

2.2 Consultation Aims / Objectives

- 2.2.1. In relation to this initial consultation, the Council's aims/ objectives were to:
- Ensure the views of community members affected by the school streets were considered early in the design of the scheme.
 - Give clear and complete information to the public on the Healthy School Streets programme, the permanent traffic order process, their purpose, and the process in which they would be implemented.
 - Reach a wide and relevant audience to ensure all affected stakeholders were informed and number of responses maximised.
 - Provide links and information relating to the online questionnaire/ survey.
 - Gain critical feedback to inform the future of the schemes.
- 2.2.2. Accordingly, Council undertook the following engagement activities:

2.3 Consultation Activities

Online Questionnaire 'Have your say' Survey.

- 2.3.1. A 'Get Involved' online survey was developed to gain feedback on each of the Healthy School Streets plans (Group 5) 2024 and made available via Council's 'Have your say' webpage. The public was invited to participate and submit this online questionnaire until 23:59 hours 28 May 2024.
- 2.3.2. Although multiple channels to provide feedback, the consultation team (made up of Croydon Council staff and WSP representatives), encouraged interested individuals/ parties to provide feedback through the online questionnaire. This forms the basis of our consultation analysis.

2.4 Consultation Materials

- 2.4.1. Consultation materials are listed below:



- Information leaflet via Council's 'Get Involved' webpage. This included clear and concise information on the HSS programme, including a map of the proposed schemes, and outlined the engagement activities and key dates.
- A Frequently asked questions (FAQs) section which provided information on the HSS programme, HSS schemes and how to provide feedback.

3

OVERVIEW OF QUESTIONNAIRE RESPONSES



3 OVERVIEW OF QUESTIONNAIRE RESPONSES

3.1.1. During the consultation period for the Group 5 Healthy School Streets, Croydon Council received:

- 1,084 online questionnaire responses
- 23 email responses
- 2 letter responses

3.2 Online Questionnaire Format

3.2.1. Council provided an individual survey for each of the five proposed Healthy School Streets enabling affected stakeholders to provide feedback on the scheme relevant to them. Each online questionnaire contained a total of eight questions.

1. Please provide your full name
2. Please provide your email address
3. Please enter your building, house, flat, apartment, suit name/number here
4. Address line 1
5. Address line 2
6. Postcode
7. How strongly do you agree or disagree with the introduction of this Healthy School Street
8. Do you have any other comments or suggestions?

In accordance with Council's GDPR guidelines, all responses are anonymous and there is no publicising of any personal details.

Response Coding and Analysis

The online questionnaire was hosted via Croydon Council's 'Get Involved' page. All responses were exported from Council's 'Get Involved' platform and then coded into themes (also referred to as 'code frame'). Any email comments received after the consultation period ended were excluded from the analysis.

3.3 Code Frame Development - Themes

3.3.1. The development of the code frame involved an initial review of all responses and then drafting relevant or recurring themes. From this point, each response is tagged against appropriate themes showing the key points inherent to each HSS. In terms of understanding the overview of results in Section 4 and 5, the following themes are the reasons as to why online questionnaire participants objected to, supported, or had queries regarding the HSS.

Traffic Considerations

- Pushing all vehicles onto alternate driving routes will increase air pollution and congestion on surrounding roads
- Will reduce congestion and will improve parking for residents

- Displacement of parking issues to nearby areas
- Not necessary as there are no traffic / congestion issues
- Will improve residents' parking access
- Traffic / congestion will worsen around the school street
- Parking issues will worsen with the scheme in place
- More roads should be included within the scheme
- Existing parking issues on neighbouring roads need to be resolved
- Potential overflow of parking from the local garages onto other roads

Financial Considerations

- Concern that programme is about raising money
- Council should be clear on how the money that fines collect is spent
- Concern over fines
- Money should be spent elsewhere

Safety Considerations

- Will improve road safety
- Will create more safety issues
- Displacement of safety issues to surrounding roads
- Safety issues will increase within the school street
- Area around school is not safe for students to walk due to antisocial behaviour
- Concerns for students walking during darkness in winter months

Environmental Considerations

- Pushing all vehicles onto alternate driving routes will increase air pollution and congestion on surrounding roads
- Will improve air quality

Preferred Alternatives

- Money should be spent elsewhere
- Enough existing restrictions in the borough
- Consider spending the money on alternate schemes e.g. speed reductions, lollipop ladies, parking wardens, road surfacing upgrades, new crossing points
- Disagree with the scheme extents and timings of the scheme
- Preference for zebra crossings outside the schools
- The scheme is unnecessary
- Consideration for earlier start time for the school street
- Proposed School Street hours are excessive.
- One way system should be implemented
- More roads should be included within the scheme

Programme Infrastructure/ Process Considerations

- Signage is not clear enough
- Query about exemptions
- Is there data to prove previous schemes have been a success
- Query on how the scheme will be policed and how fines will work

Social Considerations

- Inconvenient for parents who have to drive to pick up / drop off children / creates significant walking distances for parents of small children / infants
- Residents / parents / students with disability may require vehicle access, or require carers to have vehicle access
- Impacts on delivery drivers, taxis, contractors, and residents' visitors
- Will have detrimental effects on the social welfare of residents
- Public transport alternatives can be unreliable.
- Inconvenient for parents / teachers / residents commuting to work
- Inconvenient for local residents
- Will make children late for school
- Support car use
- Unwanted by the local residents
- Query on collecting children during an emergency
- Will have negative impact on local businesses
- Will limit access to local park
- Local roads not suitable for students walking and cycling due to steep inclines

3.4 Questionnaire Participation and response analysis.

- 3.4.1. All 1,084 questionnaire respondents provided their address. The postcode data has enabled us to generate a geographical spread of respondents' locations. **Appendix B** provides an overview of the geographical spread of respondents for each school.
- 3.4.2. Tables 3-1 to 3-4 below show the summarised sentiment of respondents to the online 'Get Involved' survey consultation. These tables have been analysed for the following areas:
- **Table 3-1** – Overall consultation sentiment – This table summarises all responses received to the consultation.
 - **Table 3-2** – Consultation sentiment within the consultation area – This table summarises the responses from within the area that was consulted.
 - **Table 3-3** – Consultation sentiment outside of the consultation area – This table summarises the responses received from outside of the consultation area.
 - **Table 3-4** – Consultation sentiment from within the HSS restriction – This table summarises the responses from those respondents that fall within the zone of the School Street.

Table 3-1 – Overall Consultation Sentiment for Healthy School Streets

Ref	School	Disagree / Strongly Disagree	Agree / Strongly Agree	No Opinion
APPLEGARTH/HSS2024	Applegarth Academy	63.0% (68)	37.0% (40)	0.0% (0)
BEULAH/HSS2024	Beulah Road Infant and Nursery	64.4% (107)	34.3% (57)	1.3% (2)
JOHNWOOD/HSS2024	John Wood Primary School	78.4% (204)	20.7% (54)	0.9% (2)
RIDDLESDOWN/HSS2024	Riddlesdown Collegiate	72.3% (334)	27.2% (126)	0.5% (2)
ROWDOWN/HSS2024	Rowdown Primary School	62.5% (55)	36.4% (32)	1.1% (1)

Table 3-2 - Consultation Sentiment for Healthy School Streets within consultation area

Ref	School	Disagree / Strongly Disagree	Agree / Strongly Agree	No Opinion
APPLEGARTH/HSS2024	Applegarth Academy	51.4% (36)	48.6% (34)	0.0% (0)
BEULAH/HSS2024	Beulah Road Infant and Nursery	64.7% (88)	34.6% (47)	0.7% (1)
JOHNWOOD/HSS2024	John Wood Primary School	77.2% (176)	21.9% (50)	0.9% (2)
RIDDLESDOWN/HSS2024	Riddlesdown Collegiate	68.3% (153)	31.3% (70)	0.4% (1)
ROWDOWN/HSS2024	Rowdown Primary School	52.4% (33)	46.0% (29)	1.6% (1)

Table 3-3 - Consultation Sentiment for Healthy School Streets (Group 5) outside consultation area

Ref	School	Disagree / Strongly Disagree	Agree / Strongly Agree	No Opinion
APPLEGARTH/HSS2024	Applegarth Academy	84.2% (32)	15.6% (6)	0.0% (0)
BEULAH/HSS2024	Beulah Road Infant and Nursery	63.3% (19)	33.4% (10)	3.3% (1)
JOHNWOOD/HSS2024	John Wood Primary School	87.5% (28)	12.50% (4)	0.0% (0)
RIDDLESDOWN/HSS2024	Riddlesdown Collegiate	76.1% (181)	23.5% (56)	0.4% (1)
ROWDOWN/HSS2024	Rowdown Primary School	88.0% (22)	12.0% (3)	0.0% (0)



Table 3-4 - Consultation Sentiment for Healthy School Streets (Group 5) inside the proposed restriction zone

Ref	School	Disagree / Strongly Disagree	Agree / Strongly Agree	No Opinion
APPLEGARTH/HSS2024	Applegarth Academy	51.3% (20)	48.7% (19)	0.0% (0)
BEULAH/HSS2024	Beulah Road Infant and Nursery	53.8% (7)	46.2% (6)	0.0% (0)
JOHNWOOD/HSS2024	John Wood Primary School	70.7% (29)	29.3% (12)	0.0% (0)
RIDDLEDOWN/HSS2024	Riddlesdown Collegiate	58.6% (58)	41.4% (41)	0.0% (0)
ROWDOWN/HSS2024	Rowdown Primary School	38.1% (8)	61.9% (13)	0.0% (0)

4

ONLINE CONSULTATION - RESPONSE & ANALYSIS



4 ONLINE CONSULTATION - RESPONSE & ANALYSIS

The following section presents the findings of the consultation for the five proposed Healthy School Streets. Each school street is broken down into the key themes and where relevant, includes discussion of location specific comments.

4.1 RESPONSE RATE ANALYSIS

4.1.1. Table 4-1 & Table 4- outlined below display multiple response rates in a similar fashion as the distribution maps outlined within Appendix B:

- Inside the Proposed Restriction Zone showed a response rate of between 8% and 51% with an average across the five sites of 27%
- Inside the Consultation Area showed a response rate of as low as 1% and as high as 63% with an average across the five sites of 18%
- In Total responses collected indicated a minimum response rate of 6% and a maximum of 129% with an average of cumulative total response rate calculated at 14%

Table 4-1 – Response Rates Comparison

Site	Within Proposed Restriction Area			Within Consultation Leaflet Area		
	Responses Received	Total Possible Responses	Response Rate	Responses Received	Total Possible Responses	Response Rate
Applegarth Academy	39	499	8%	70	1450	5%
Beulah Infant and Nursery	13	67	19%	30	2848	1%
John Wood Primary	41	210	20%	228	2694	8%
Riddlesdown Collegiate	99	196	51%	224	357	63%
Rowdown Primary	21	56	38%	63	590	11%
Average	43	206	27%	123	1588	18%

4.1.2. It is noted that as the only secondary school within the consultation exercise, Riddlesdown Collegiate's sample size and response rate skews some averages and thus the total response rate of 14% was calculated independently. This site also should have a much broader response distribution well outside the consultation zone due to the larger student capture area.

Table 4-1B – Response Rates Totals

Site	Total Responses	Total Consultation Leaflets	Response Rate
Applegarth Academy	108	1450	7%
Beulah Infant and Nursery	166	2848	6%
John Wood Primary	260	2694	10%
Riddlesdown Collegiate	462	357	129%
Rowdown Primary	88	590	15%
Total	217	1588	14%

4.2 APLEGARTH/HSS2024 – APLEGARTH ACADEMY, ADDINGTON CRO 9DL

4.2.1. There was a total of 81 comments received from the Applegarth Academy Get Involved survey. One is a duplicate comment that is ignored. Key themes raised in these submissions are detailed below including the number of times they were mentioned in relation to the school street.

Table 4-2 – Key themes raised for APLEGARTH/HSS2024

Theme raised	Sentiment	Mentions
Pushing all vehicles onto alternate driving routes will increase air pollution and congestion on surrounding roads	Negative	17
Will reduce congestion and improve parking for residents	Positive	16
Inconvenient for parents who have to drive to pick up/ drop off children / creates significant walking distances for parents of small children/ infants	Negative	12
Displacement of parking issues to nearby areas	Negative	11
Concern that programme is about raising money	Negative	10
Residents / parents / students with disability may require vehicle access, or require carers to have vehicle access	Negative	8
Impacts on delivery drivers, taxis, contractors, and residents' visitors	Query	6
Will improve road safety	Positive	5
Will have detrimental effects on the social welfare of residents	Negative	3
Disagree with the choice of roads for the scheme	Negative	3
Will create more safety issues	Negative	2
Money should be spent elsewhere	Negative	2
Public transport alternatives can be unreliable	Negative	2
Not necessary as there are no traffic / congestion issues	Negative	2
Inconvenient for parents / teachers / residents commuting to work	Negative	2
Enough existing restrictions in the borough	Negative	2
Signage is not clear enough	Negative	2

APLEGARTH/HSS2024 - Site Specific Comments

4.2.2. A number of comments made references to impacts at specific locations, these included:

- No pavements on parts of Brierley
- Agree with introducing the scheme on Bygrove but not Brierley or Elmside
- Will push vehicles to park on Applegarth Road, which is already congested with vehicles dropping off / picking up at Good Shepherd School
- 64 bus is often unreliable – on strike a lot recently
- The congestion issues in the area are caused by traffic on Fieldway, which will worsen with this scheme.

4.3 BEULAH/HSS2024 – Beulah Road Infant and Nursery, Thornton Heath CR7 8NJ

4.3.1. There was a total of 128 comments received from the Beulah Road Infant and Nursery Get Involved survey. Key themes raised in these submissions are detailed below including the number of times they were mentioned in relation to the school street.

Table 4-3 - Key themes raised for BEULAH/HSS2024

Theme raised	Sentiment	Mention
Traffic / congestion will worsen around the school street	Negative	39
Existing parking issues on neighbouring roads need to be resolved	Negative	16
Will have negative impact on local businesses	Negative	9
Will improve road safety	Positive	8
Concern that programme is about raising money	Negative	8
Not necessary as there are no traffic/congestion issues	Negative	8
Displacement of parking issues to nearby areas	Negative	6
Inconvenient for local residents	Negative	6
Residents / parents / students with disability may require vehicle access, or require carers to have vehicle access	Negative	5
Potential overflow of parking from the local garages onto other roads	Negative	4

BEULAH/HSS2024 - Site Specific Comments

- 4.3.2. Several objections made references to impacts at specific locations, these included:
- Furze Road is used as a cut through as it easily accessible and relatively wide compared to other local roads. The proposals would divert traffic onto Norbury Road which is not suitable for high traffic flows
 - There is a resident on Livingstone Road that collects classic vehicles and parks them near the junction with Norbury Road. These vehicles would be a safety issue with the scheme in place.
 - The scheme will divert parents to Beulah Road which will result in additional congestion on the road.
 - A Controlled Parking Zone should be in place on Furze Road rather than a School Street

4.4 rJOHNWOOD/HSS2024 – John Wood Primary School, Croydon CR0 6JA

There was a total of 201 comments received from John Wood Primary School Get Involved survey. However, five duplicate comments were ignored. Key themes raised in these submissions are detailed below including the number of times they were mentioned in relation to the school street.

Table 4-4 – Key themes raised for JOHNWOOD/HSS2024

Theme raised	Sentiment	Mentions
Pushing all vehicles onto alternate driving routes will increase air pollution and congestion on surrounding roads	Negative	82
Displacement of parking issues to nearby areas	Negative	36
Disagree with the scheme extents and timings of the scheme	Negative	34
Change the scheme extents	Query	32
Concern that programme is about raising money	Negative	26
Not necessary as there are no traffic / congestion issues	Negative	24
Inconvenient for parents who have to drive to pick up/ drop off children / creates significant walking distances for parents of small children/ infants	Negative	24
Consider spending the money on alternate schemes e.g speed reductions, lollipop ladies	Query	21
Inconvenient for local residents	Negative	17
Exemptions	Negative & Query	5 & 9
Impacts on delivery drivers, taxis, contractors, and residents' visitors	Query	15
Residents / parents / students with disability may require vehicle access, or require carers to have vehicle access	Negative	13
Displacement of safety issues to surrounding roads	Negative	13
Enough existing restrictions in the borough	Negative	11
Inconvenient for parents / teachers / residents commuting to work	Negative	11
Signage is not clear enough	Negative	8
Will improve road safety	Positive	8
Query on how the scheme will be policed and how fines will work	Query	5
Will reduce congestion and improve parking for residents	Positive	4
Public transport alternatives can be unreliable	Negative	4
Will improve air quality	Positive	3
Will make children late for school	Negative	2
Will have a detrimental effect on the social welfare of residents	Negative	2
Council should be clear on how the money that fines collect is spent	Negative	1

JOHNWOOD/HSS2024 – Site Specific Comments

4.4.1. A number of objections made references to impacts at specific locations, these included:

- Comments regarding the extent of the scheme, with many saying that they would support the scheme more if it included Robert Fitzroy Academy
- Congestion and parking issues will be pushed onto other roads so the scheme should either include these roads or find a way to ensure that this does not happen. This includes: Bredon

Road, Kemerton Road, Fullerton Road, Dartnell Road, Brampton Road, Jesmond Road, Rymer Road, Dominion Road and Albert Terrace

- Roads outside the school should be manned with a lollipop lady instead of this scheme
- Add double yellow lines where Bredon Road meets Jesmond Road

4.5 RIDDLESLOW/HSS2024 – Riddlesdown Collegiate, Purley CR8 1EX

4.5.1. There was a total of 392 comments received from the Riddlesdown Collegiate Get Involved survey. Key themes raised in these submissions are detailed below including the number of times they were mentioned in relation to the school street.

Table 4-5 – Key themes raised within for RIDDLESLOW/HSS2024

Theme raised	Sentiment	Mentions
Traffic/ congestion will worsen around the school street	Negative	129
Will have detrimental effects on the social welfare of residents	Negative	42
One way system should be implemented	Negative	40
Impacts on delivery drivers, taxis, contractors, and residents' visitors	Negative	37
Concern that programme is about raising money	Negative	25
Public transport alternatives can be unreliable.	Negative	28
Residents / parents /students with disability may require vehicle access, or require carers to have vehicle access	Negative	21
Will improve road safety	Positive	20
Consideration for earlier start time for the school street	Neutral	20
Proposed School Street hours are excessive	Negative	20
Concerns for students walking during darkness in winter months	Negative	18
Parking issues will worsen with the scheme in place	Negative	17
Local roads not suitable for students walking and cycling due to steep inclines	Negative	17
Pushing all vehicles onto alternate driving routes will increase air pollution and congestion on surrounding roads	Negative	12
More roads should be included within the scheme	Neutral	11
Will reduce congestion	Positive	11
Area around school is not safe for students to walk due to antisocial behaviour	Negative	10
Not necessary as there are no traffic/ congestion issues	Negative	9
Money should be spent elsewhere	Negative	8
Will limit access to local Park	Negative	7

RIDDLESLOW/HSS2024 - Site Specific Comments

4.5.2. A number of objections made references to impacts at specific locations, these included:

- Parents will drop off on Mitchley Avenue and Mitchley Hill which will cause congestion.

- Concerns about the impact on Mitchley Avenue - a busy main road, causing delays and danger.
- Additional safety and parking issues on Buttermere Avenue and Ingelboro Drive.
- Concerns that the public footpath through the woodlands is not well lit or suitable for students to walk alone in the dark.
- There is antisocial behaviour within the common during hours of darkness and therefore would not be safe for students.
- School is located at the top of a steep hill and the steep incline on surrounding roads are not suitable for students walking, especially in wet/winter weather.

4.6 ROWDOWN/HSS2024 – Rowdown Primary School, New Addington CR0 0EG

4.6.1. There was a total of 75 comments received from the Rowdown Primary School Get Involved survey. Key themes raised in these submissions are detailed below including the number of times they were mentioned in relation to the school street.

Table 4-6 – Key themes raised within for ROWDOWN/HSS2024

Theme raised	Sentiment	Mentions
Traffic/ congestion will worsen around the school street	Negative	21
Will improve resident’s parking access	Positive	14
Residents / parents / pupils with disability may require vehicle access, or require carers to have vehicle access	Negative	8
The scheme will have detrimental effects on the social welfare of residents	Negative	7
Will have negative impact on local businesses	Negative	6
Will improve road safety	Positive	5
Will reduce congestion and improve parking for residents	Positive	5
Inconvenient for parents / teachers / residents commuting to work	Negative	4
Concern that programme is about raising money	Negative	3
Impacts on delivery drivers, taxis, contractors, and residents’ visitors	Negative	2
Money should be spent elsewhere	Negative	2

ROWDOWN/HSS2024 – Site specific comments

4.6.2. A number of objections made references to impacts at specific locations, these included:

- The scheme will have a negative impact on the Calley Down Shortbreak Children’s Home
- Hare’s Bank and Stowell Avenue will turn into a cut through route for vehicles avoiding the school street restriction.
- Will result in additional traffic, parking issues and pollution on Windham Avenue.
- Will have a negative impact on the local businesses located along the north end of Calley Down Crescent.

5

EMAIL AND POSTAL CONSULTATION - RESPONSE & ANALYSIS



5 EMAIL AND POSTAL CONSULTATION - RESPONSE & ANALYSIS

- 5.1.1. During the consultation period for the Group 5 Healthy School Streets, Council received:
- 21 email responses (11 raising objections & 10 enquiring about the schemes)
 - Two postal responses (1 enquiring about the scheme & 1 confirming support).
 - A further two responses were received after the consultation period had ended, however since the responses were sent after the 3-week informal consultation period had ended they have not been captured within the analysis.

- 5.1.2. Unlike the online survey, these respondents were not obligated to provide any information aside from their feedback, although some did provide their address.

In accordance with Council's GDPR guidelines, all responses are anonymous and there is no publicising of any personal details.

Response Coding and Analysis

For consistency in reporting, all 21 correspondences were coded and analysed under the same code frame used for the online questionnaire.

- 5.1.3. **Table 5-1** below shows that all proposed Healthy School Streets received at least two responses. Two of the responses did not specify if they were referring to a certain school and appear to be a generic response to the Healthy School Streets scheme.

Table 5-1 – Responses received from Healthy School Streets (Group 5)

Ref	School	Sentiment	Emails Received	Letters Received
APPLEGARTH/HSS2024	Applegarth Academy	2 enquiries	2	0
BEULAH/HSS2024	Beulah Road Infant and Nursery	1 negative 1 positive	1	1
JOHNWOOD/HSS2024	John Wood Primary School	4 negatives 2 enquiries	6	0
RIDDLEDOWN/HSS2024	Riddlesdown Collegiate	4 negatives 5 enquiries	8	1
ROWDOWN/HSS2024	Rowdown Primary School	2 negatives	2	0
Not location specific	N/A	1 negative 1 enquiry	2	0

- 5.1.4. The following section presents the findings of the responses from the twenty-one (21) e-mails and postal responses received during the consultation period. Each school street is broken down into the key themes relating to the responses and where relevant, includes discussion of location specific or general comments.

5.2 APLEGARTH/HSS2024 – Applegarth Academy, Addington CR0 9DL

5.2.1. Council received two (2) enquiries for Applegarth Academy. Key themes raised in these submissions are detailed below including the number of times they were mentioned in relation to the school street.

Table 5-2 – Key themes raised within APLEGARTH/HSS2024 email responses

Theme raised	Mentions
Residents / parents / pupils with disability may require vehicle access, or require carers to have vehicle access	1
Impacts on delivery drivers, taxis, uber, contractors, visitors	1
Displacement of parking and congestion issues to surrounding roads	1
Signage needs to be clear	1

APLEGARTH/HSS2024 - General Comments

5.2.2. The responses received for this school street refer to the following:

- Queries over how residents or blue badge holders will obtain exemption permits
- Queries over how the scheme will be enforced during school term time only, and how signage will work

5.3 BEULAH/HSS2024 – Beulah Road Infant and Nursery, Thornton Heath CR7 8NJ

5.3.1. Council received one (1) objection and one (1) voice of support relating to Beulah Road Infant and Nursery. Key themes raised in these submissions are detailed below including the number of times they were mentioned in relation to the school street.

Table 5-3 - Key themes raised within BEULAH/HSS2024 email responses

Theme raised	Mentions
Displacement of parking and congestion issues to surrounding roads	1
Is there data to prove previous schemes have been a success	1
Support car use	1
Public transport alternatives can be unreliable	1
Displacement of safety issues to surrounding roads	1
Impacts on delivery drivers, taxis, uber, contractors, visitors	1
Will improve residents' parking access	1

BEULAH/HSS2024 - Site Specific Comments

5.3.2. The objection referred the potential impacts of the scheme and the way it is run

- The respondent is questioning the evidence which proves the success of School Streets in helping pupils to be safer and healthier

- The respondent is pro-car and, and says that existing road closures and car schemes on Moffett Road and Livingstone Road have caused congestion which is an existing problem that needs to be dealt with before new schemes are implemented
- The respondent commented on a car workshop on Furze Road which is likely to be affected by the scheme given the operating hours coincide with the businesses opening hours

5.4 JOHNWOOD/HSS2024 – JOHN WOOD PRIMARY SCHOOL, CROYDON CR0 6JA

5.4.1. Council received four (4) objections and two (2) enquiries for John Wood Primary School. Key themes raised in these submissions are detailed below including the number of times they were mentioned in relation to the school street.

Table 5-4 – Key themes raised within JOHNWOOD/HSS2024 email responses

Theme raised	Mentions
Query about exemptions	2
Disagree with the scheme extents and timings of the scheme	2
Unnecessary	2
Displacement of parking and congestion issues to surrounding roads	2
Signage needs to be clear	1

JOHNWOOD/HSS2024 – Site Specific Comments

- 5.4.2. The responses made references to impacts at specific locations with the following comments:
- The scheme should be extended to include Robert Fitzroy Academy, Dartnell Road and Jesmond Road at their junctions with Morland Road
 - Congestion and parking issues will be pushed to Bredon Road, where the road is too narrow for vehicles to pass each other in different directions

5.5 RIDDLESDOWN/HSS2024 – RIDDLESDOWN COLLEGIATE, PURLEY CR8 1EX

5.5.1. Council received four (4) objections and five (5) enquiries for Riddlesdown Collegiate. Key themes raised in these submissions are detailed below including the number of times they were mentioned in relation to the school street.

Table 5-5 – Key themes raised within RIDDLESDOWN/HSS2024 email responses

Theme raised	Mentions
Impacts on delivery drivers, taxis, contractors, and residents' visitors	4
Disagree with the scheme extents and timings of the scheme	4
Displacement of parking and congestion issues to surrounding roads	3
Concern over fines	3
Public transport alternatives can be unreliable	3

Inconvenient for local residents	2
Residents / parents / pupils with disability may require vehicle access, or require carers to have vehicle access	2
Is there data to prove previous schemes have been a success	1
Displacement of safety issues to surrounding roads	1
Safety issues will increase within the school street	1
Query about exemptions	1
Unwanted by the local residents	1
Money should be spent elsewhere	1
Signage needs to be clear	1
Traffic/ congestion will worsen around the school street	1

RIDDLESDOWN/HSS2024 – Site Specific Comments

5.5.2. The responses made references to impacts at specific locations with the following comments:

- Consider a temporary one-way system – in via Ingleboro Drive and out via Buttermere Gardens
- Buttermere Gardens is too narrow to deal with congestion displaced from the scheme

5.6 ROWDOWN/HSS2024 – ROWDOWN PRIMARY SCHOOL, NEW ADDINGTON CR0 0EG

5.6.1. Council received two (2) objections for Rowdown Primary School. Key themes raised in these submissions are detailed below including the number of times they were mentioned in relation to the school street.

Table 5-6 - Key themes raised within ROWDOWN/HSS2024 email responses

Theme raised	Mentions
Displacement of parking and congestion issues to surrounding roads	2
Consider spending the money on alternate schemes e.g parking wardens, road surfacing upgrades, new crossing points	2
Impacts on delivery drivers, taxis, contractors, and residents' visitors	1
Displacement of safety issues to surrounding roads	1
Disagree with the scheme extents and timings of the scheme	1

ROWDOWN/HSS2024 – Site Specific Comments

5.6.2. The responses made references to impacts at specific locations with the following comments:

- Consider parking wardens to monitor parking on the School Keep Clear markings
- Concern over parking on King Henry's Drive

5.7 GENERAL HSS EMAIL RESPONSES

- 5.7.1. The Council received one (1) objection and one (1) enquiry which did not refer to a specific school. Key themes raised in these submissions are detailed below including the number of times they were mentioned in relation to the school street.

Table 5-7 – Key themes raised within the general email responses

Theme raised	Mentions
Preference for zebra crossings outside the schools	1
Query on collecting children during an emergency	1

6

CONCLUSION



6 CONCLUSION

6.1 SUMMARY OF RESULTS

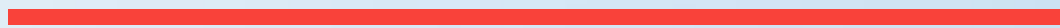
- 6.1.1. A total of 1,084 responses were received through the online 'Get Involved' survey website. 21 responses were received via email (11 raising objections & 10 enquiring about the schemes), and two responses were received via post. In total Council received 1,107 responses.
- 6.1.2. A total response rate calculated across all sites combined of 14% was identified through this consultation exercise. Certain sites and the associative response rates provide a better insight into the opinion of the residents where others represent a mixed stakeholder opinion.
- 6.1.3. The Applegarth Academy consultation shows that 37% of respondents are in support of the scheme, making it the school with the highest support rate. The sentiment is significantly more supportive from respondents inside the consultation area and those inside the proposed restriction zone, at 48.6% and 48.7% respectively. Key themes related to the scheme extents, with suggestions to limit the restrictions to Bygrove, as well as comments about congestion. Some respondents support the scheme because it will help reduce congestion and improve parking for residents, whilst others oppose the scheme with claims it will displace congestion onto the surrounding roads.
- 6.1.4. The Beulah Road Infant and Nursery consultation provided similar results, with 34.3% in support of the scheme. However, there is a similar rise in support when analysing the sentiment of those living inside the proposed restriction zone, with support reaching 46.2%. The leading theme from the comments was that it would worsen traffic and congestion around the school street, as vehicles will divert onto Norbury Road and Beulah Road.
- 6.1.5. The John Wood Primary School consultation had the lowest level of support, at just 20.7%. Support does rise from those inside the proposed restriction zone, reaching 29.3%. A key theme from the comments received is that the scheme extents are not wide enough, with comments implying that support would grow if the extents were changed. This is largely due to the proximity to The Robert Fitzroy Academy, and the additional traffic which arises around pick up and drop off from the two schools.
- 6.1.6. Riddlesdown Collegiate support was one of the lowest, at 27.2%, but was much higher from those inside the proposed restriction zone, at 41.4%. The key themes from the comments received were to do with access to the school, and safety around the school. Respondents commented that antisocial behaviour and poor lighting mean walking is not always feasible nor safe for pupils. Additionally, active travel choices can be difficult because the school is located at the top of a hill.
- 6.1.7. Rowdown Primary School support is the second highest at 36.4%. Following the trend seen with the other schools, support from those living inside the proposed restriction zone is significantly higher, nearly doubling to 61.9%. The leading theme from the comments are about the potential for traffic and congestion to worsen around the school street consequently. The second leading theme is a positive note that it will improve residents' parking access within the zone.

6.2 NEXT STEPS

- A Cabinet Member Report will be submitted for the July 2024 Cabinet.
- The information from this report should be used to assist Council officers to:
 - Understand and consider the key themes related to the responses for each Healthy School Street scheme (group 5).
 - Consider changes to the Healthy School Street schemes, including what they should look like and how the scheme will be proposed.

Appendix A

HSS (GROUP 5 PROPOSALS)





PROPOSED WARNING SIGN



PROPOSED ENTRY SIGN



PROPOSED EXIT SIGN



PROPOSED ENTRY SIGN



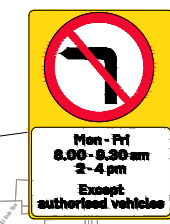
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PROPOSED WARNING SIGN



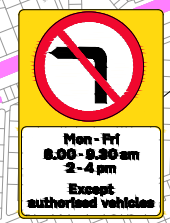
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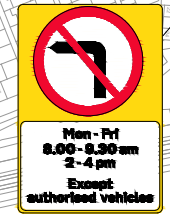
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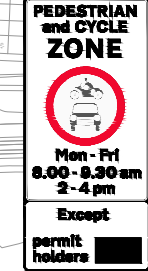
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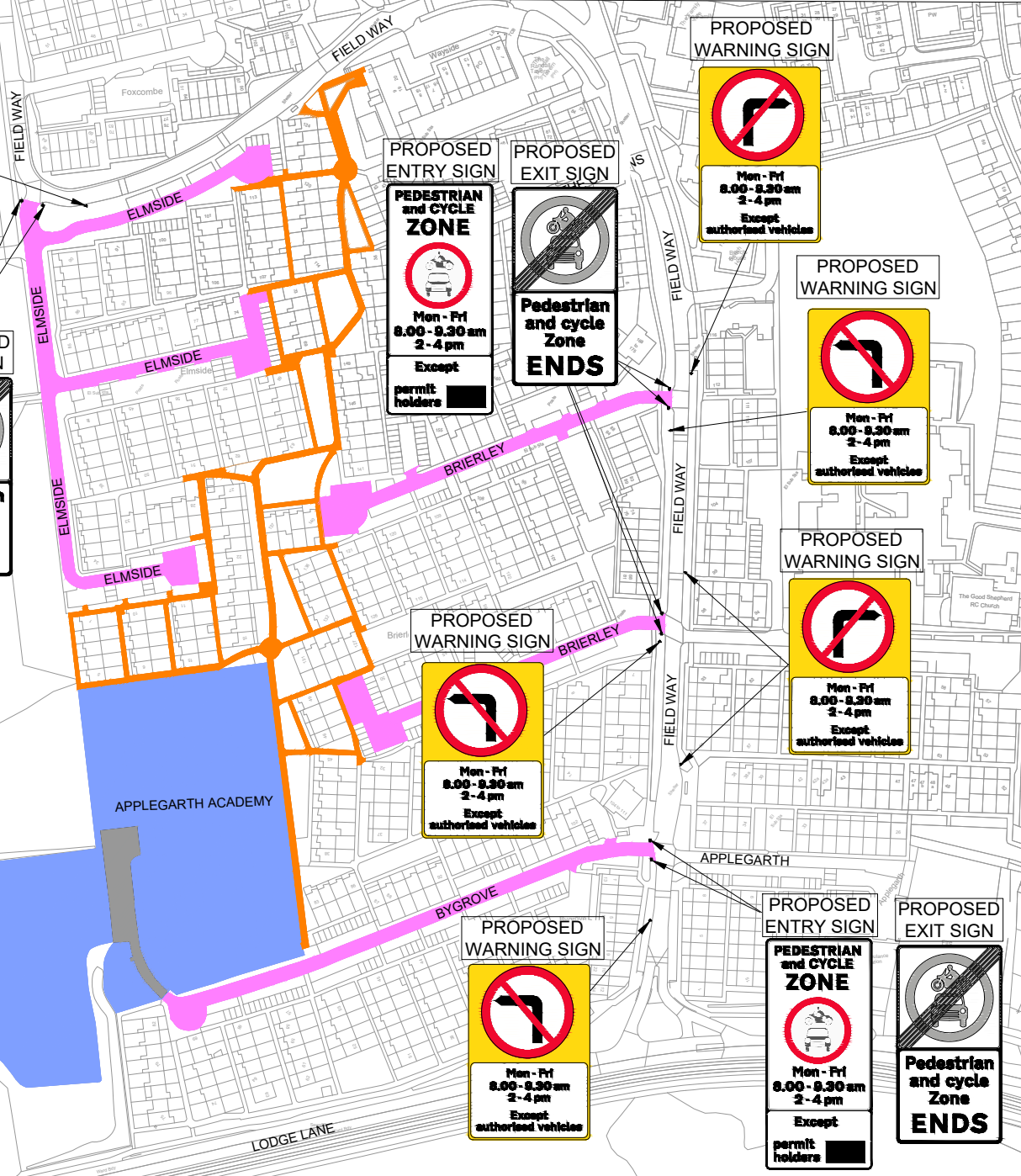


PROPOSED EXIT SIGN



KEY

-  SCHOOL AREA
-  SCHOOL ENTRANCE
-  PROPOSED SCHOOL STREET
-  PEDESTRIAN ACCESS



APPLEGARTH ACADEMY

APPLEGARTH

LODGE LANE

FIELD WAY

ELMSIDE

ELMSIDE

ELMSIDE

BRIERLEY

BRIERLEY

BYGROVE

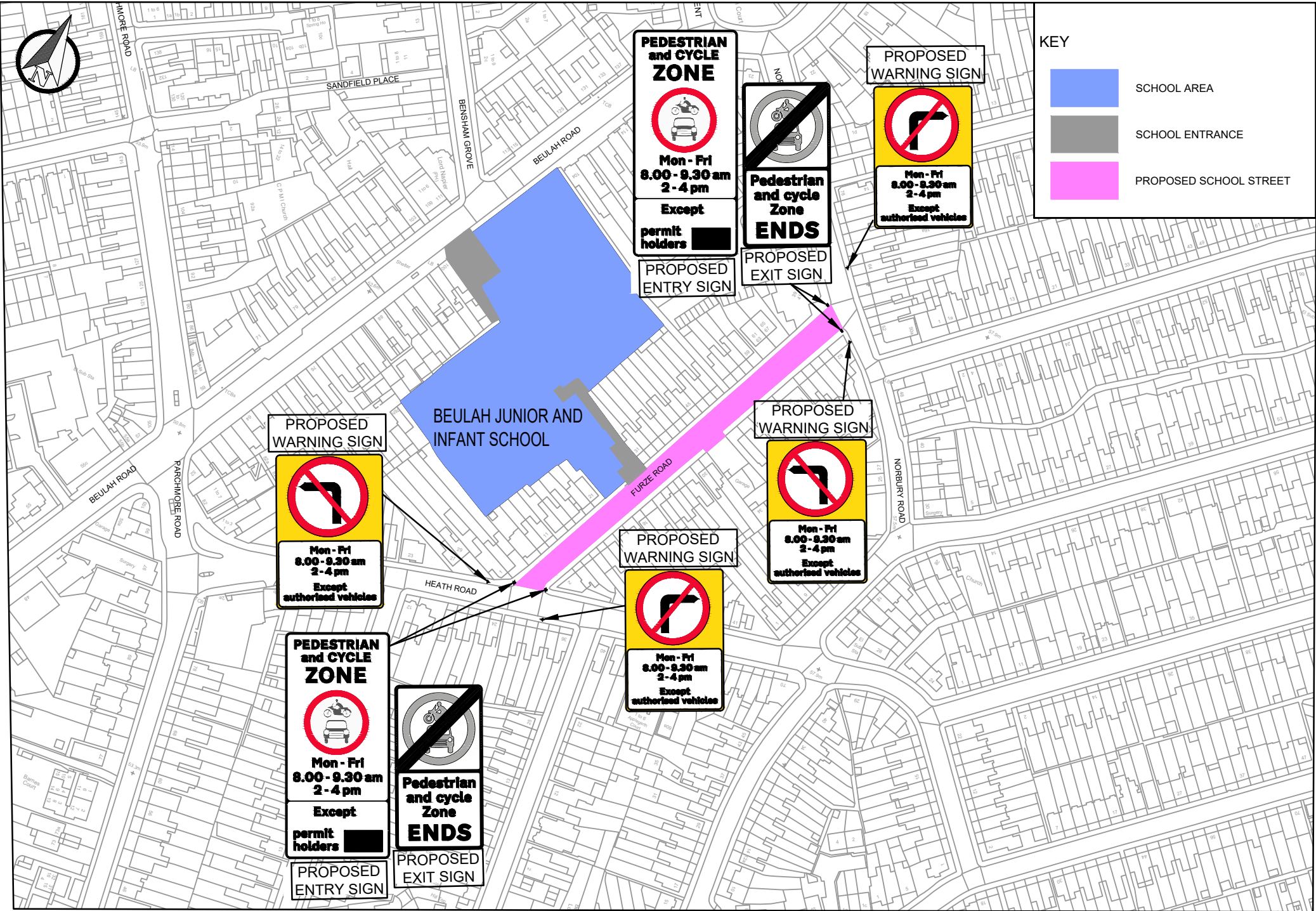
FIELD WAY

FIELD WAY

FIELD WAY

Kowalski Fields (Rear G)

The Good Shepherd RC Church



KEY



SCHOOL AREA



SCHOOL ENTRANCE



PROPOSED SCHOOL STREET

PEDESTRIAN and CYCLE ZONE



**Mon - Fri
8.00 - 9.30 am
2 - 4 pm**

**Except
permit holders**

PROPOSED ENTRY SIGN



Pedestrian and cycle Zone ENDS

PROPOSED EXIT SIGN

PROPOSED WARNING SIGN



**Mon - Fri
8.00 - 9.30 am
2 - 4 pm**

**Except
authorized vehicles**

PROPOSED WARNING SIGN



**Mon - Fri
8.00 - 9.30 am
2 - 4 pm**

**Except
authorized vehicles**

PEDESTRIAN and CYCLE ZONE



**Mon - Fri
8.00 - 9.30 am
2 - 4 pm**

**Except
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PROPOSED ENTRY SIGN



Pedestrian and cycle Zone ENDS

PROPOSED EXIT SIGN

PROPOSED WARNING SIGN



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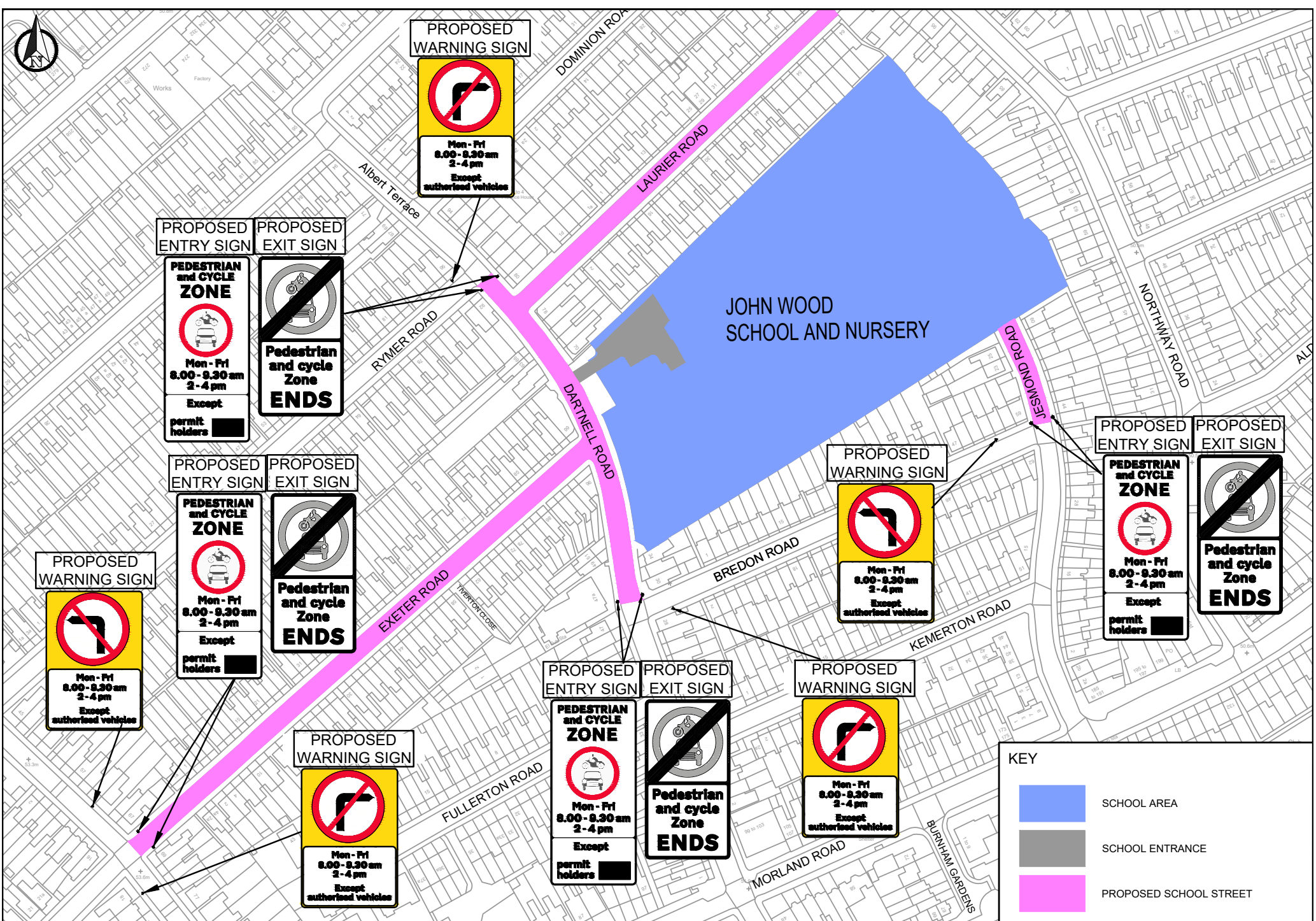
**Except
authorized vehicles**

PROPOSED WARNING SIGN



**Mon - Fri
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2 - 4 pm**

**Except
authorized vehicles**



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2 - 4 pm
Except
permit holders

PROPOSED EXIT SIGN





Pedestrian and cycle Zone ENDS

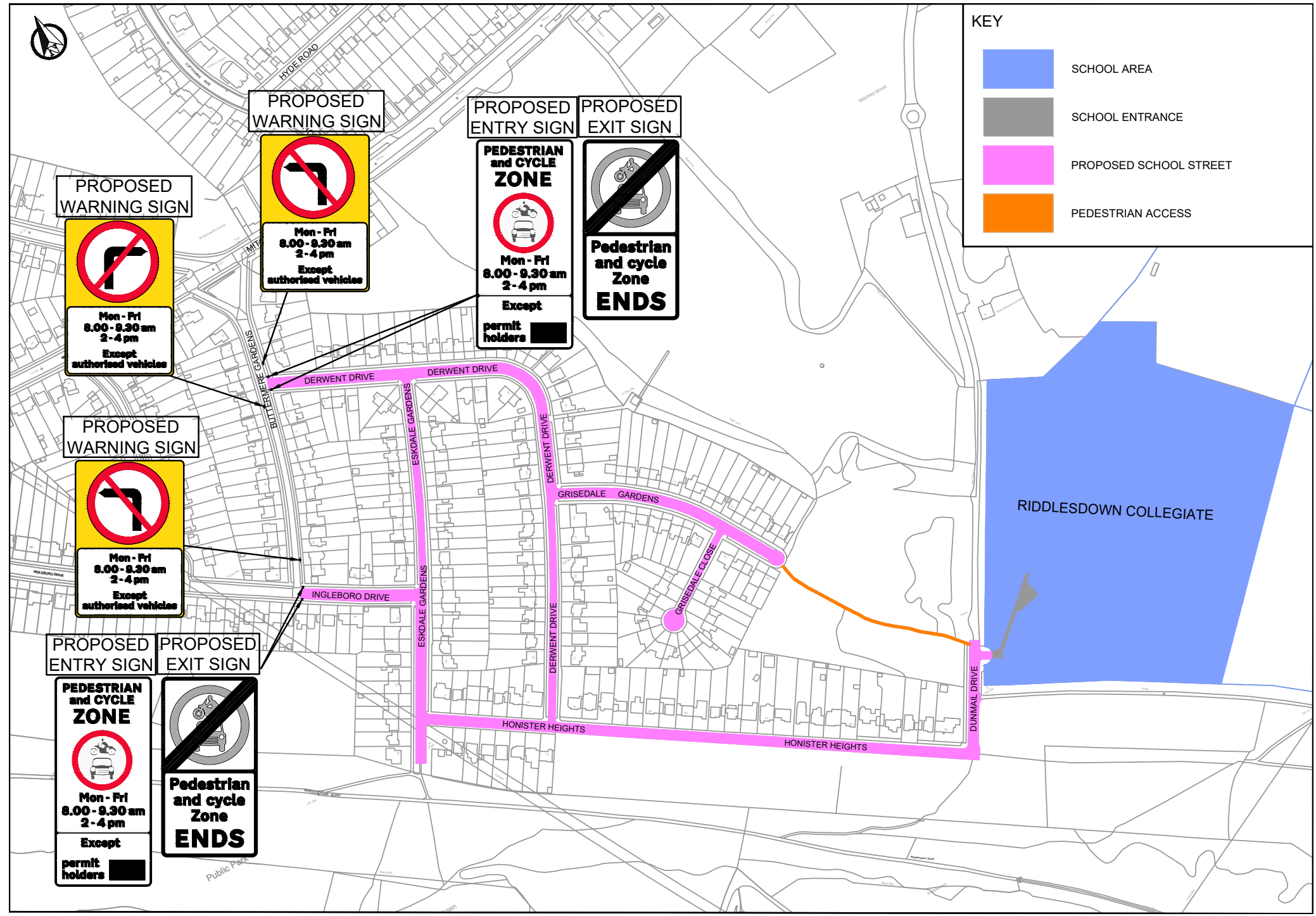
KEY

	SCHOOL AREA
	SCHOOL ENTRANCE
	PROPOSED SCHOOL STREET



KEY

-  SCHOOL AREA
-  SCHOOL ENTRANCE
-  PROPOSED SCHOOL STREET
-  PEDESTRIAN ACCESS





PROPOSED ENTRY SIGN

PEDESTRIAN and CYCLE ZONE

Mon - Fri
8.00 - 9.30 am
2 - 4 pm

Except
permit holders

PROPOSED EXIT SIGN

Pedestrian and cycle Zone ENDS

PROPOSED WARNING SIGN

Mon - Fri
8.00 - 9.30 am
2 - 4 pm

Except
authorised vehicles

PROPOSED ENTRY SIGN

PEDESTRIAN and CYCLE ZONE

Mon - Fri
8.00 - 9.30 am
2 - 4 pm

Except
permit holders

PROPOSED EXIT SIGN

Pedestrian and cycle Zone ENDS

PROPOSED WARNING SIGN

Mon - Fri
8.00 - 9.30 am
2 - 4 pm

Except
authorised vehicles

CALLEY DOWN CRESCENT

DWELL AVENUE

WINDHAM AVENUE

CALLEY DOWN CRESCENT

WINDHAM AVENUE

KING HENRY'S DRIVE

ROWDOWN PRIMARY SCHOOL




Vulcan House

Electricity Sub Station

Works

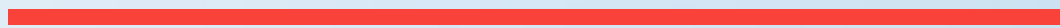
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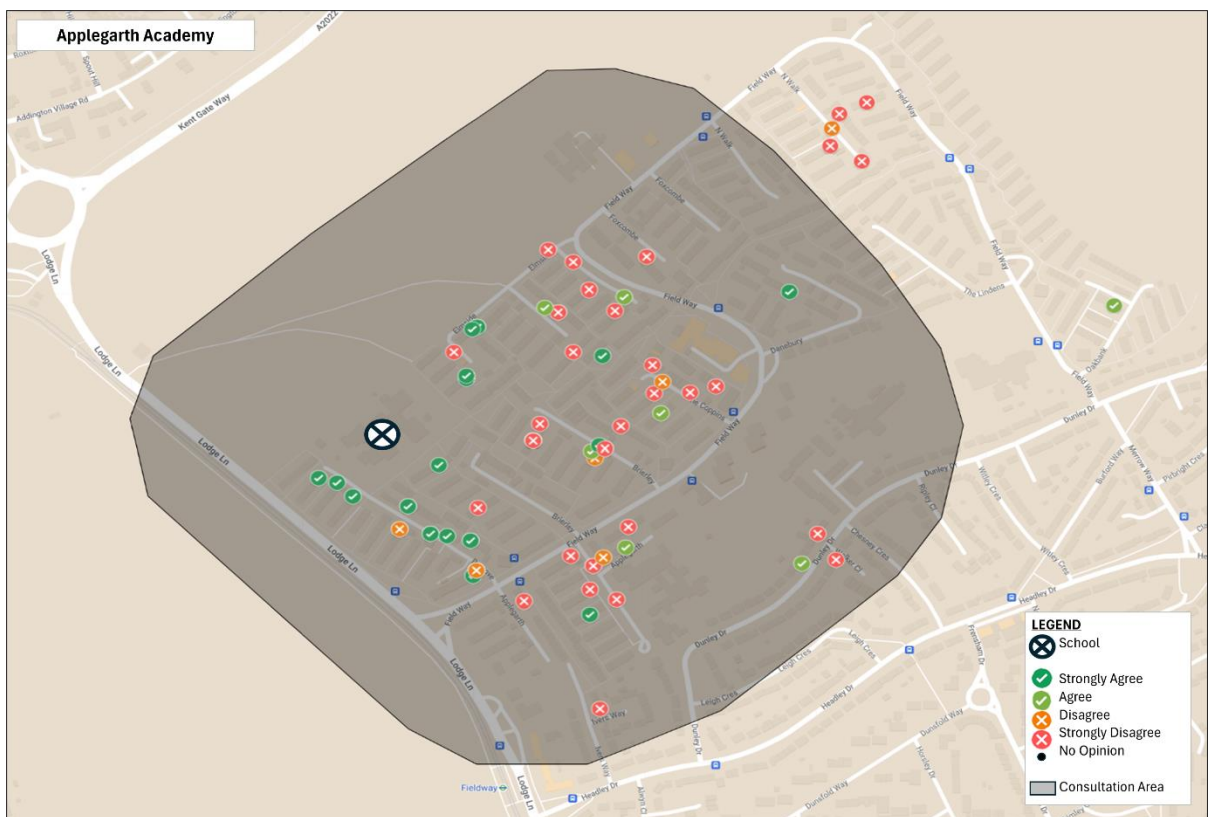
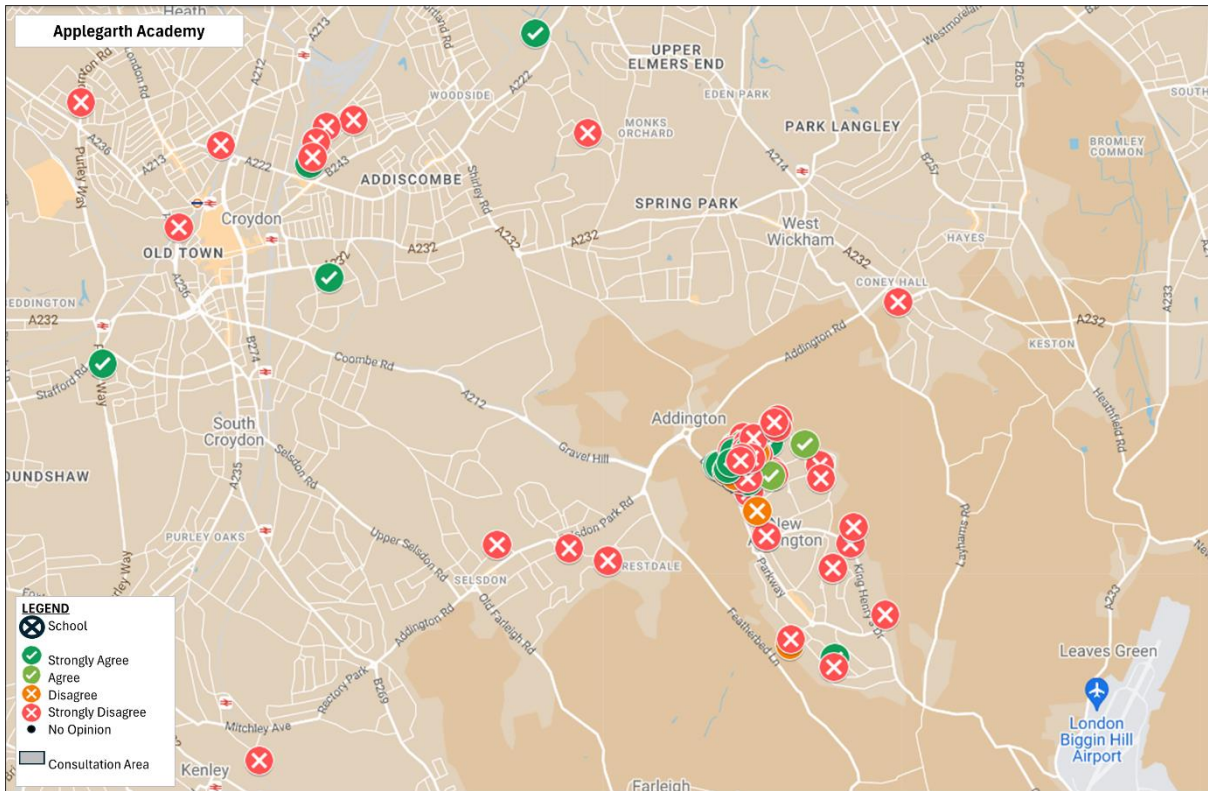
-  SCHOOL AREA
-  SCHOOL ENTRANCE
-  PROPOSED SCHOOL STREET

Appendix B

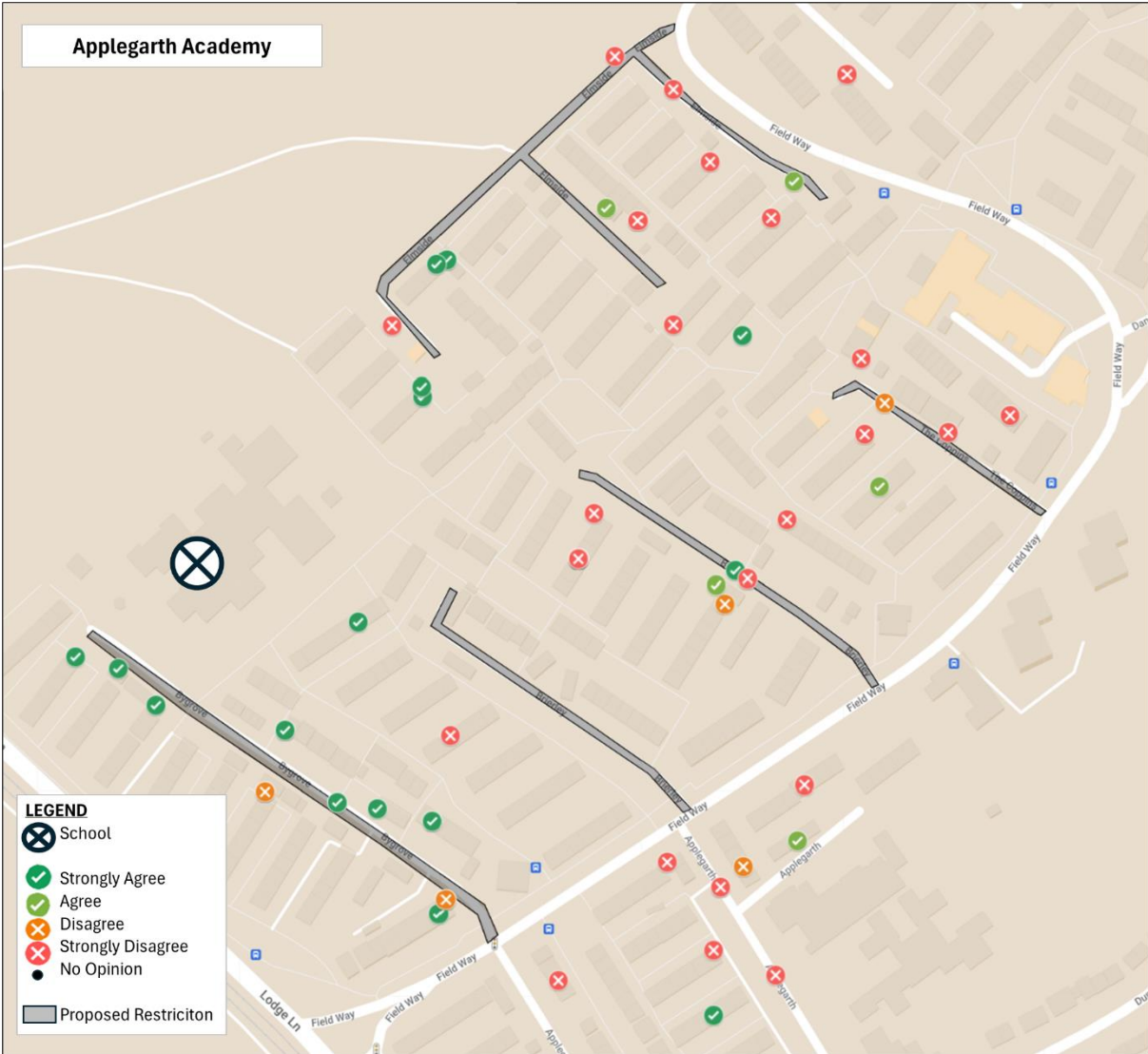
GEOGRAPHICAL RESPONSES



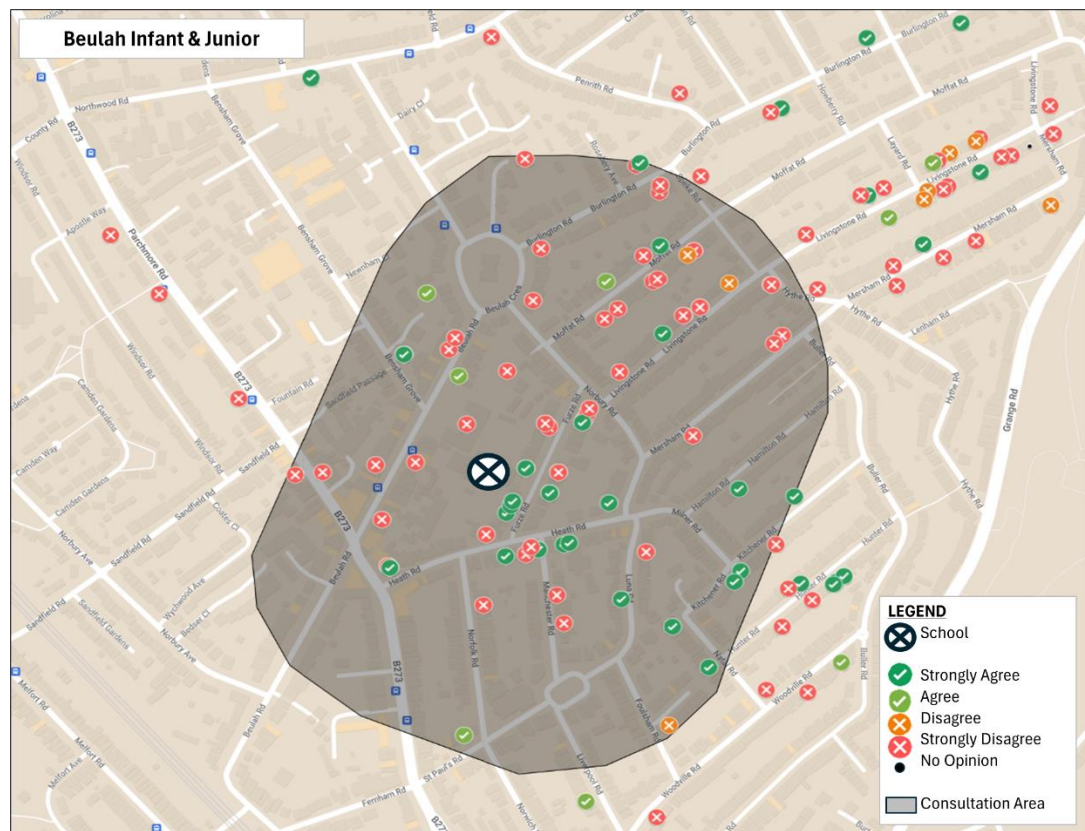
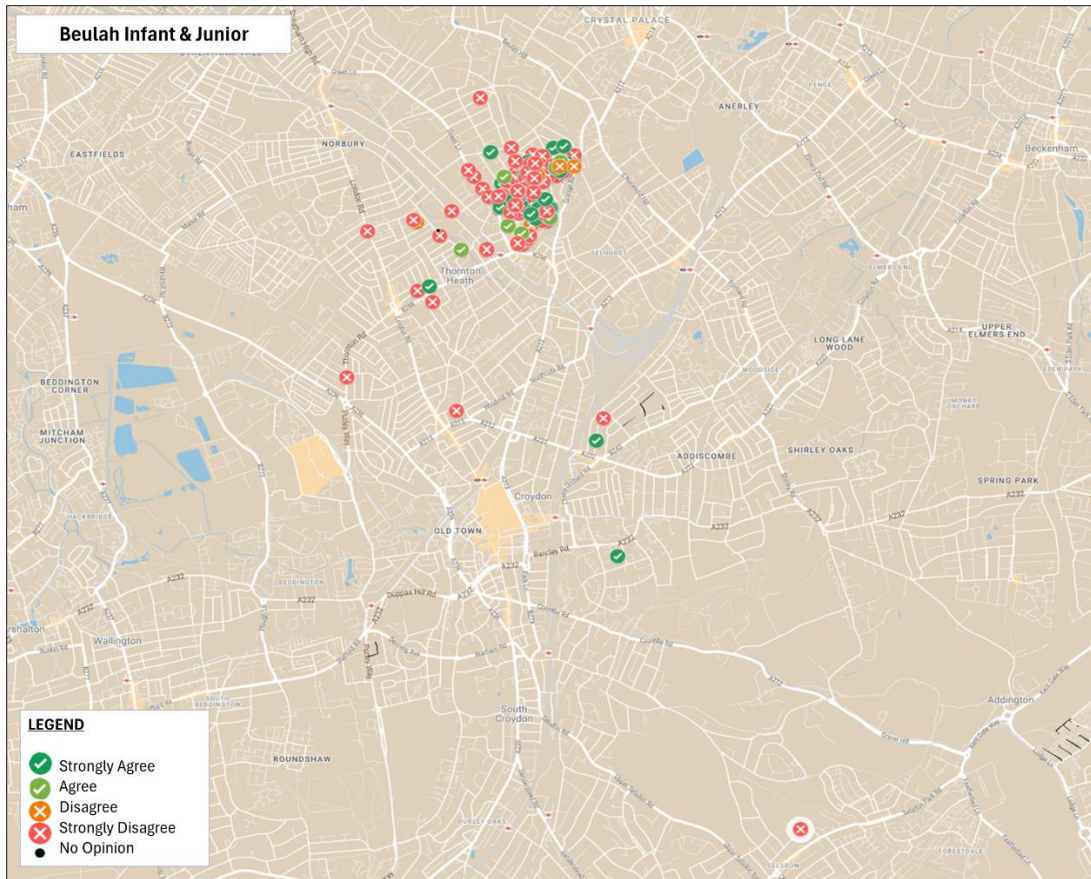
Applegarth Academy



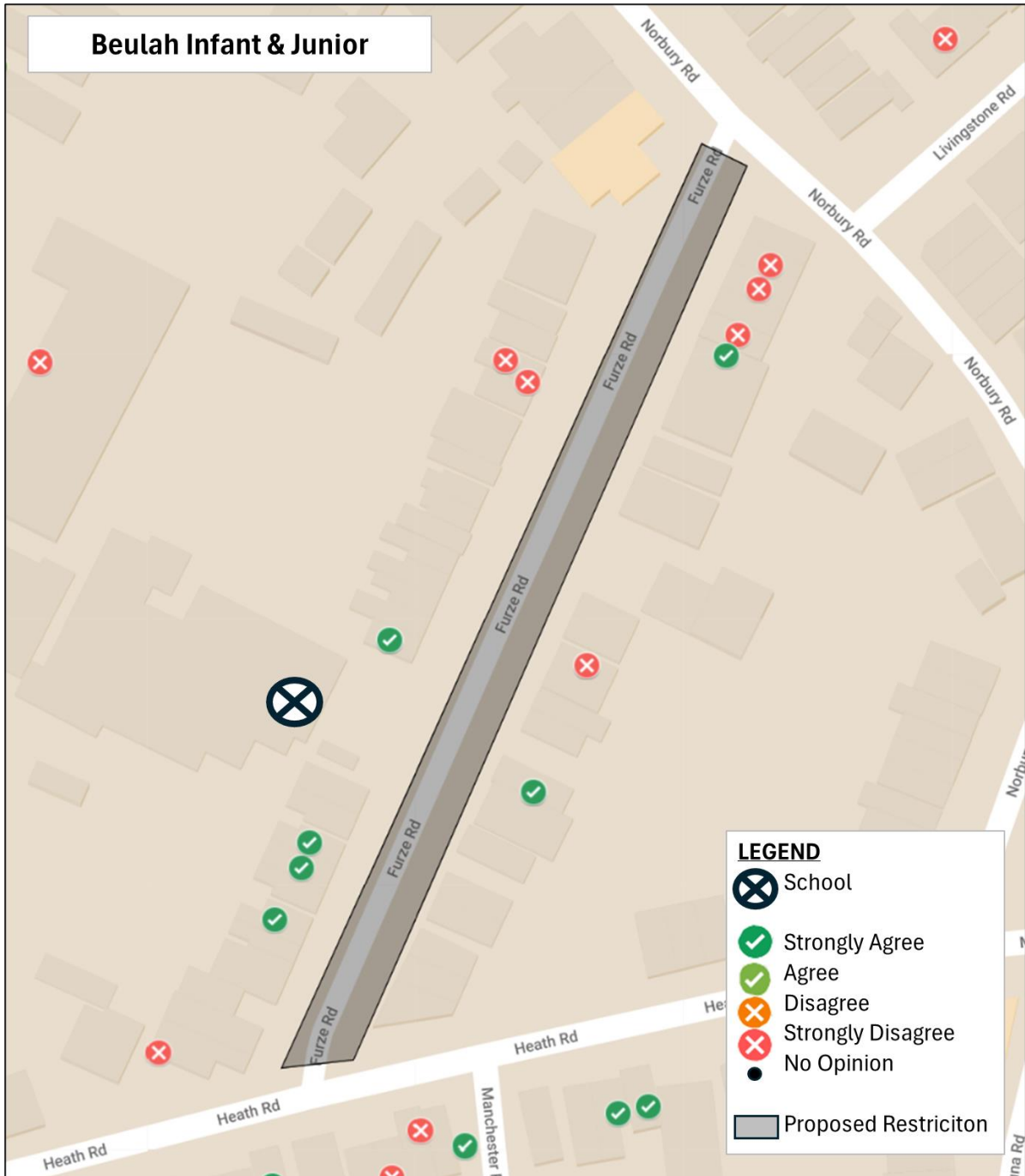
Applegarth Academy



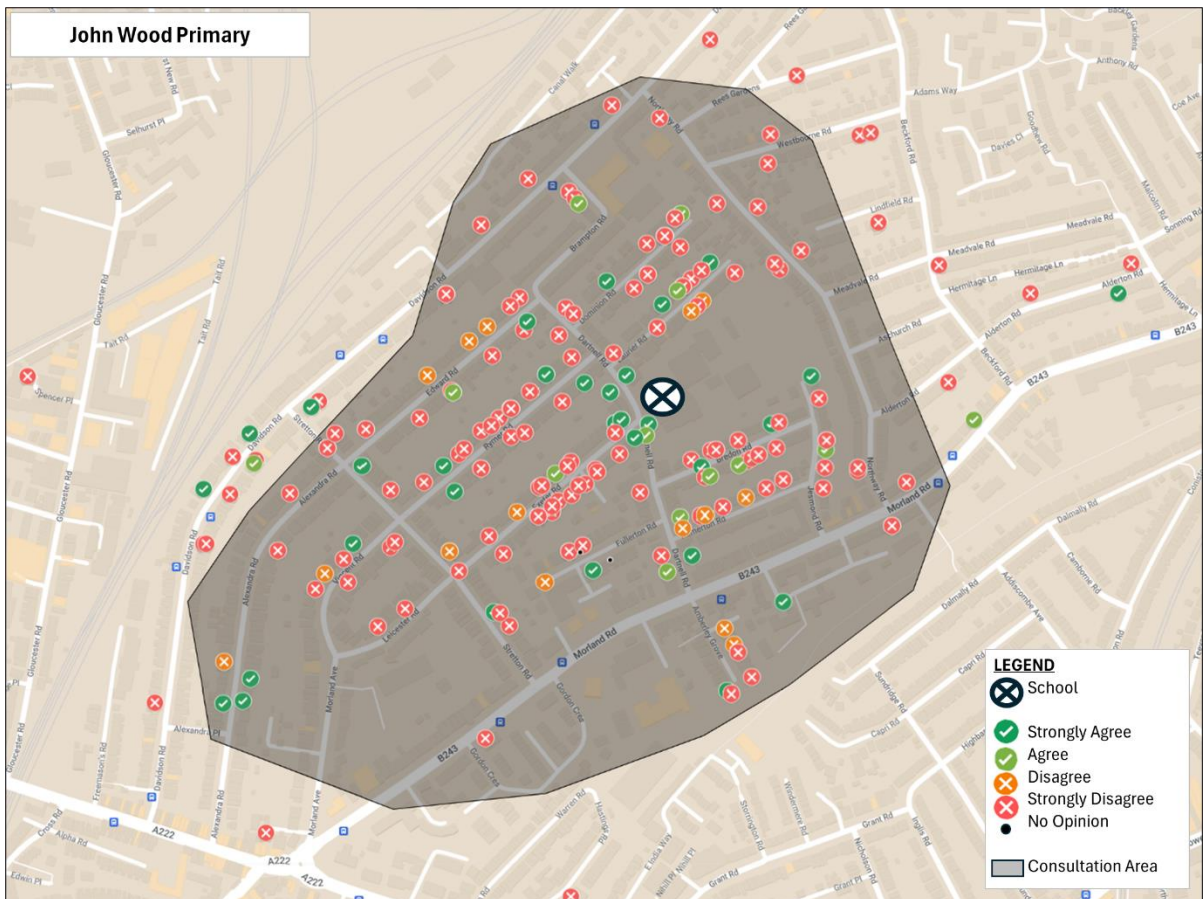
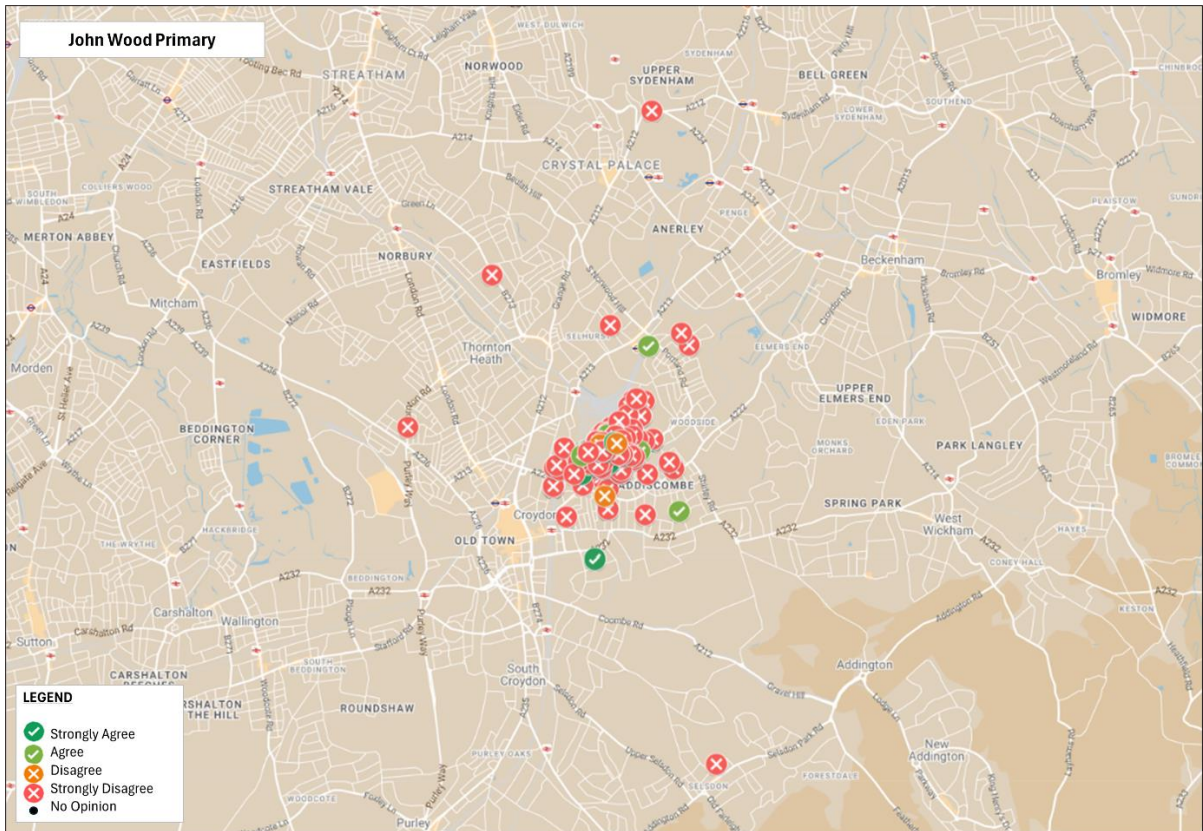
Beulah Infant & Junior



Beulah Infant & Junior



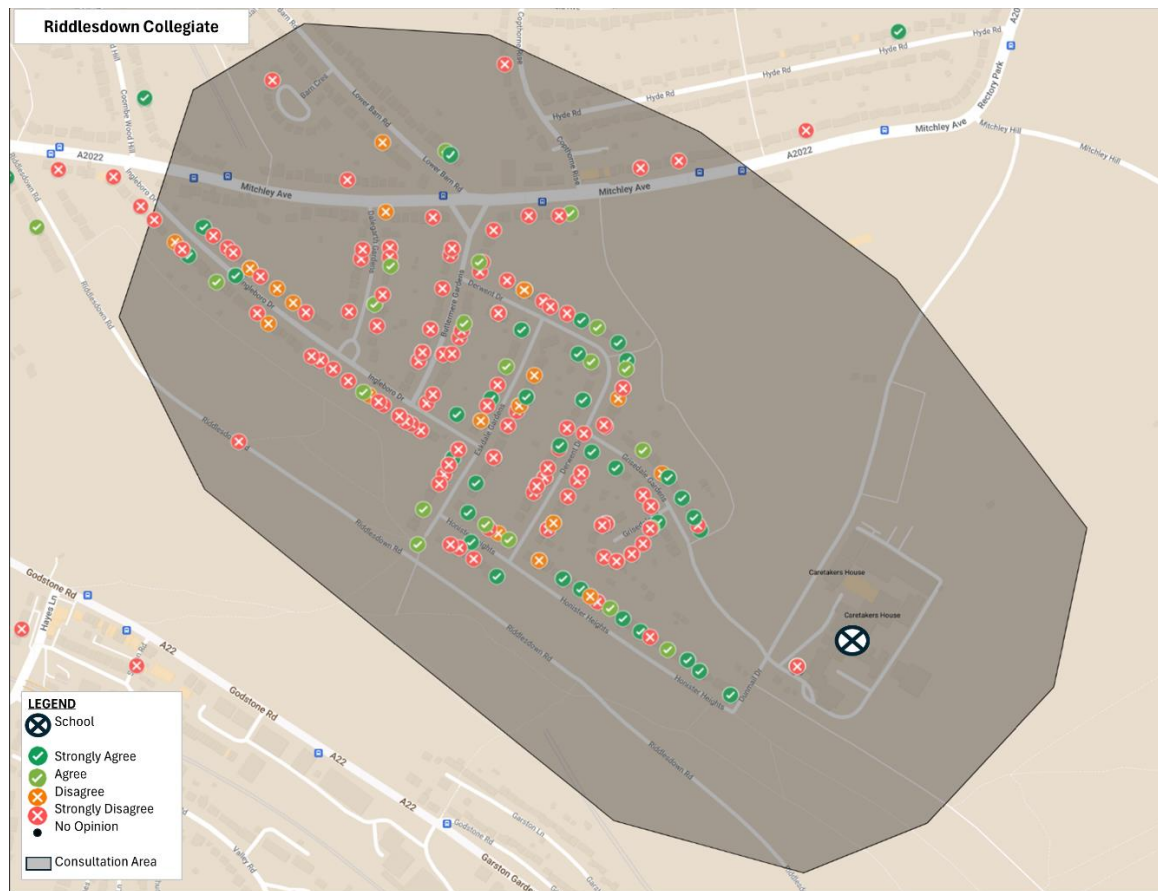
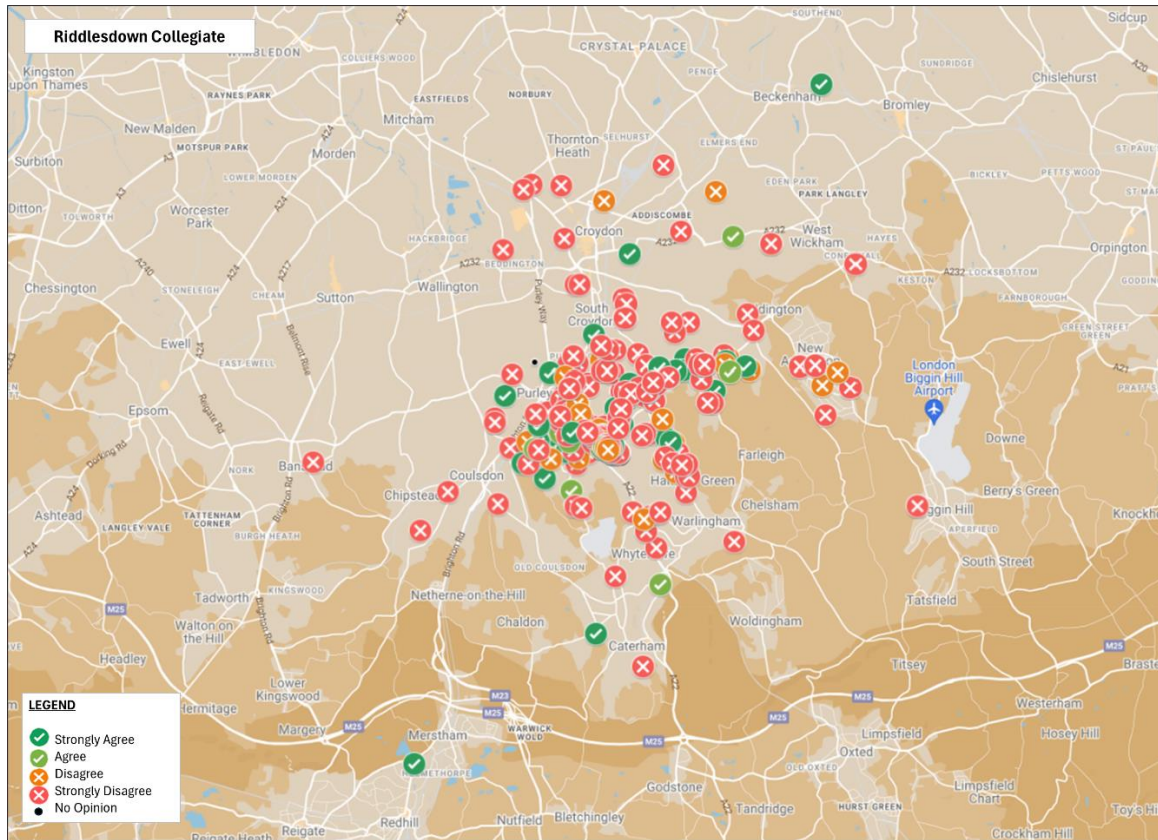
John Wood Primary



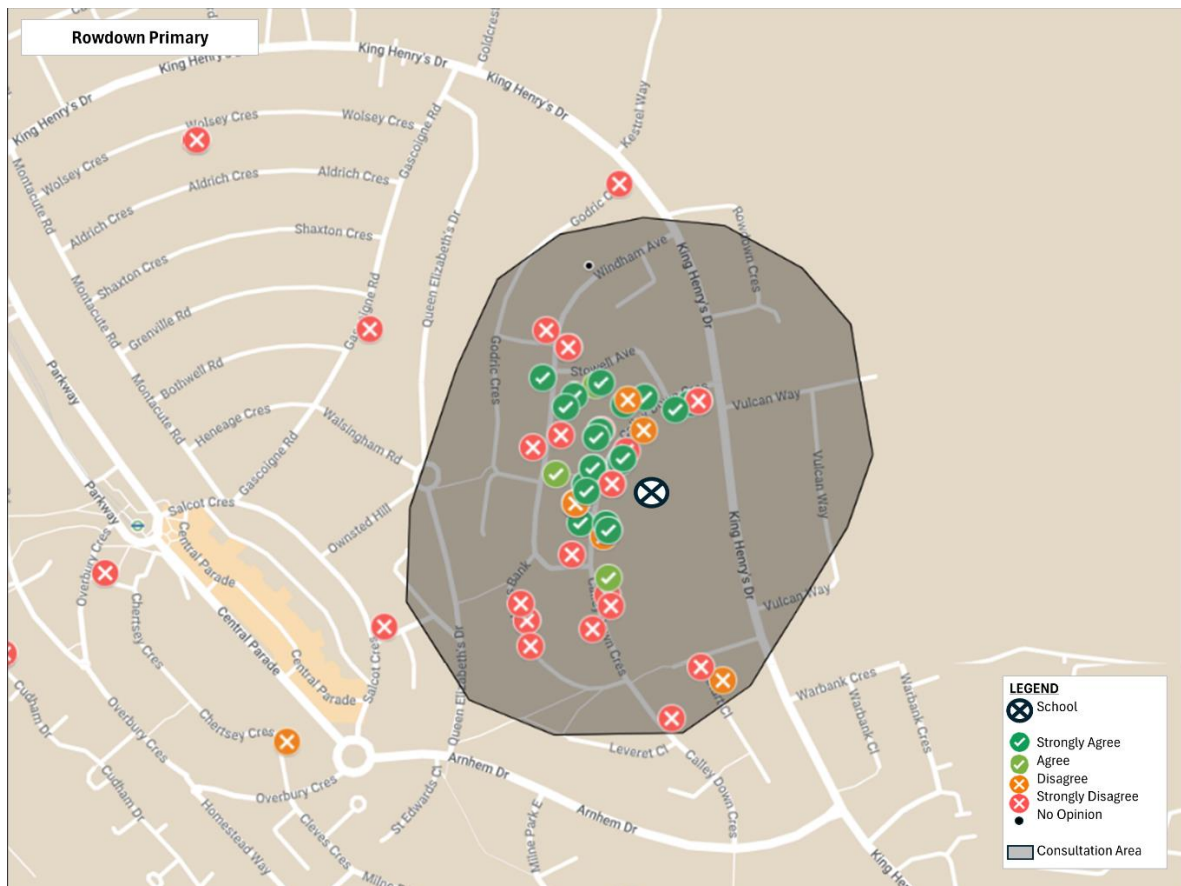
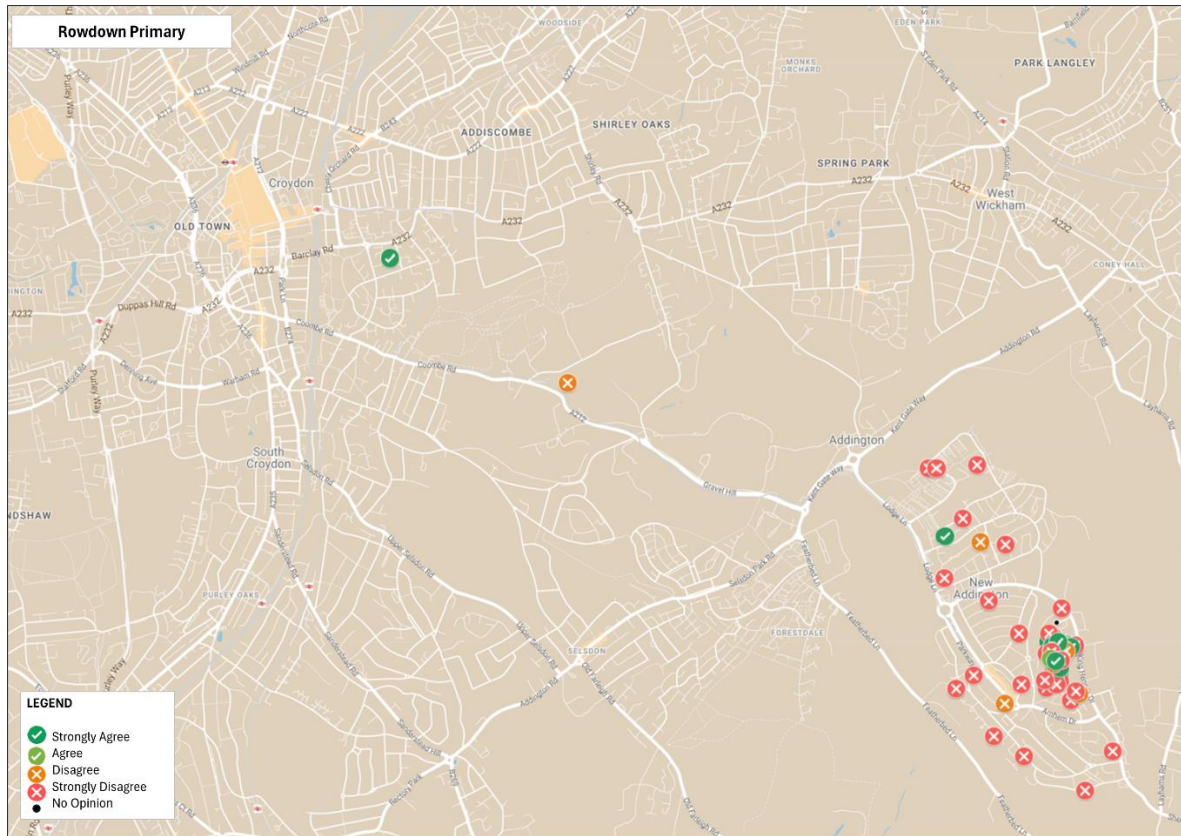
John Wood Primary



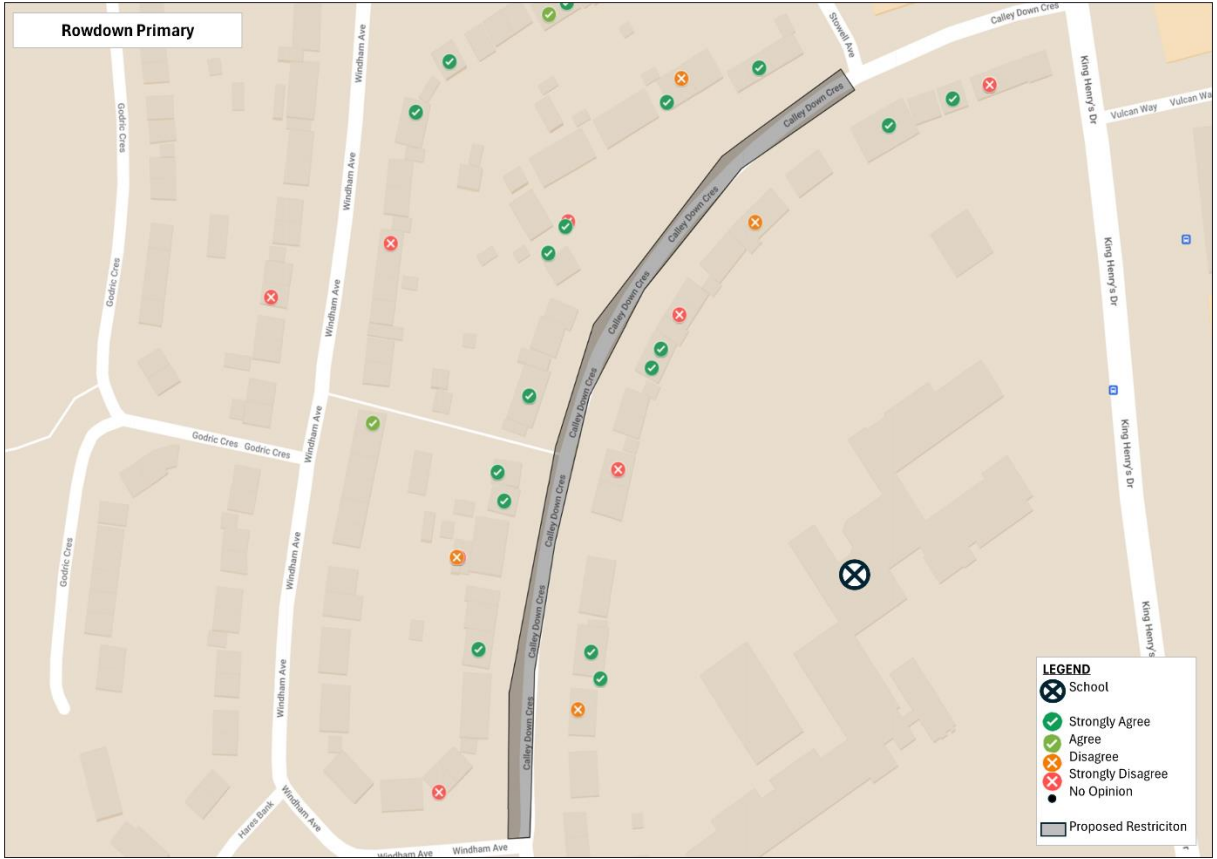
Riddlesdown Collegiate



Rowdown Primary



Rowdown Primary





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70 Chancery Lane
London
WC2A 1AF

wsp.com