

Appendix A
Tranche 1

School Streets Scheme Monitoring and Review Report 2025

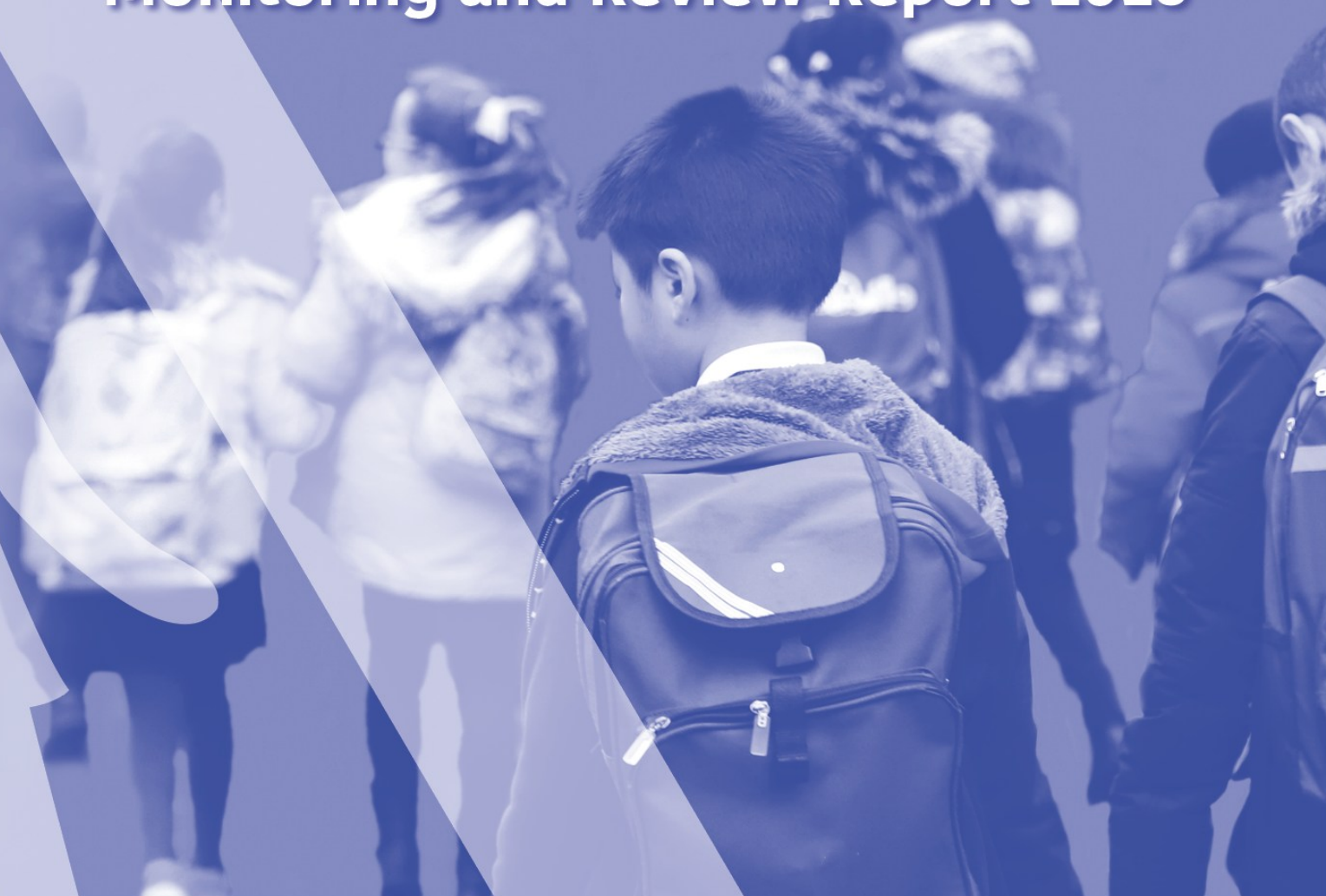


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Introduction

The School Streets Initiative aims to provide safe spaces for our school children and their parents, carers, or guardians to travel to and from school. It aims to improve safety and air quality in the vicinity of our schools and support the wider community to choose more sustainable ways to travel.

The initiative supports Council priorities and contributes to the key objectives in the Local Transport Plan including:

- Supporting a safer, healthier and more secure community in Medway by promoting active lifestyles and by reducing the risk of death, injury or health or being victim of crime.
- Supporting a healthier natural environment by contributing to tackling climate change and improving air quality.

There are several Council objectives that the School Streets Scheme supports:

- **One Medway Council Plan** – “We will enable increased walking and cycling networks and work with partners to ensure an integrated, accessible, safe and sustainable public transport system across Medway and beyond”
- **One Medway Council Plan** – “Provide improved opportunities to walk, cycle, use public transport and electric vehicles, reducing carbon emissions and improving air quality”
- **Local Transport Plan 2011-2026** – “Improve travel safety by road safety interventions, incorporating highway schemes, education, publicity, promotion and enforcement, safer routes to school projects and public safety initiatives”
- **Climate Change Action Plan** – “Engage with universities and schools and colleges to identify and promote safe walking routes”
- **Medway Sustainable School Travel Strategy** – “Reduce the levels of car use on the journey to school based on annual “mode of travel” data for children aged 5-10 and 11-15”
- **Medway Sustainable School Travel Strategy** – “Increase the number of children using all forms of active travel and transport on the journey to school”
- **Medway Air Quality Action Plan** – “Traffic management – slow moving vehicles during congestion periods give rise to high proportion of emissions relative to moving traffic. Congestion is a known issue in the Medway AQMAs. Consequently, measures to reduce traffic queues are likely to reduce emissions”

- **Medway Air Quality Action Plan** – “Promotion of cycling and walking – measures to encourage cycling and walking rather than using the car especially for local journeys are important to reduce emissions and hence improve air quality”

It also contributes to the implementation of the emerging Local Cycling and Walking Infrastructure Plan (LCWIP).

The core objectives of the School Streets initiative are to:

- Create safer school environments to encourage more children and carers to walk or cycle
- Reduce traffic congestion and air pollution levels

Background

National statistics from the Department of Transport highlight the risks children face during school travel times. In 2018, 14% of child fatalities on Great Britain's occurred between 7-9am, during the morning school run, and 23% between 3-5pm, after school. Further evidence from Admiral Insurer shows a 43% reduction in road collisions during school run hours in school the holidays, underscoring the link between school-related traffic and road safety risks.

A School Street is a timed restriction on roads outside schools, typically during drop-off and pick-up times. These restrictions – often implemented as temporary road closures - significantly reduce the volume of traffic at key times, transforming the street into a pedestrian and cycle-friendly zone. This creates a safer environment for children and families, encourages active travel, and contributes to improved air quality.

Prior to the launch of the first tranche of school streets, Medway Council conducted a series of public consultations to gather feedback and assess community support. An example of what was sent out per school is shown in **Appendices C to I**.

Medway's first tranche of School Streets was implemented in March 2024 across the following seven schools:

- Burnt Oak Primary School, Cornwall Road, Gillingham
- Greenvale Primary School, Symons Avenue, Chatham
- Miers Court Primary School, Silverspot Close, Rainham
- Phoenix Primary School, Glencoe Road, Chatham

- St Mary's Catholic Primary School, Greenfield Road, Gillingham
- St Peter's Infant School, Holcombe Road, Rochester
- St Thomas More Catholic School, Bleakwood Road, Walderslade

Ahead of the one-year anniversary of the School Streets Scheme going live, Medway Council has produced this annual monitoring report to analyse and understand the effectiveness of the initiative and identify areas for improvement ahead of Tranche 2.

This monitoring report includes analysis of Penalty Charge Notices (PCNs), traffic counts, road traffic collision data as well as feedback from parents/carers and school staff on safety, pollution, mode of travel and the overall journey experience to/from school. This review highlights both positive outcomes and challenge encountered during the first year of implementation. **Appendix A** shows a brief overview of the seven active School Street schemes currently live across Medway and **Appendix B** shows the School Street locations across Medway. Detailed data analysis is presented throughout the report and the site plans are included in the original consultation material in **Appendices C to I**.

Monitoring and Evaluation

As per the [National School Streets Guidance](#), a comprehensive range of data has been used to evaluate the effectiveness of the School Streets Scheme in Medway. Officers have conducted detailed analysis of traffic volumes and vehicle type both within the School Street zones and the surrounding area to identify any evidence of traffic displacement. Officers have also analysed air quality data in the vicinity of each school, ran a parent/carers survey to include comments on safety, travel experience and environmental impact, gathered staff feedback and analysed driver compliance by noting any trends in relation to PCN's issued. Site visits to all seven schools have also been undertaken to observe first-hand the impact of timed restrictions and gather qualitative insights on traffic behaviour and displacement.

Analysing different data sources ensures a deeper understanding of the scheme's performance and informs recommendations for future improvements.

School Streets Scheme Parent/Carer Monitoring Survey

To gain a better understanding of the successes and areas for improvement of the School Streets Scheme, officers distributed a Parent/Carer survey to each school. This approach aligns with the [National School Streets Guidance](#) which identifies stakeholder feedback as a key component under “Monitoring and Evaluation”. The survey was issued to school on 5 February 2025, with a submission deadline of 28 February 2025. Schools were asked to share the survey with parents and carers who are directly affected by the scheme. A total of 156 responses were received, with Burnt Oak Primary School generating the highest number of submissions. The survey gathered views on safety, air quality, travel behaviour, and overall experience of the School Street. A summary of the results is presented in the following section. **Appendix J** shows screenshots of the survey.

Pupil mode of travel

Unfortunately, baseline data on pupil travel modes was not collected prior to the School Streets Scheme being implemented. As a result, the Parent/Carer Survey included specific questions to help retrospectively assess any changes in travel behaviour:

- How does your child usually travel to and from school? If you travel by multiple modes, please tick the mode that makes up most of the journey.
- Has this changed following the implementation of the School Street Scheme in April 2024?
- If yes, how did your child travel prior to the School Streets Scheme?

Figures 1 and 2 show the modal split of the seven schools in Tranche 1 based on survey responses. **Figure 1** shows reported travel modes prior to the scheme and **Figure 2** shows current travel modes. Among the 156 responses received, 6% selected “unsure” and 9% selected “N/A” for prior travel mode – likely reflecting children who started school after the scheme was introduced in September 2024. 8

Figure 1 - Pupil mode of travel prior to School Streets

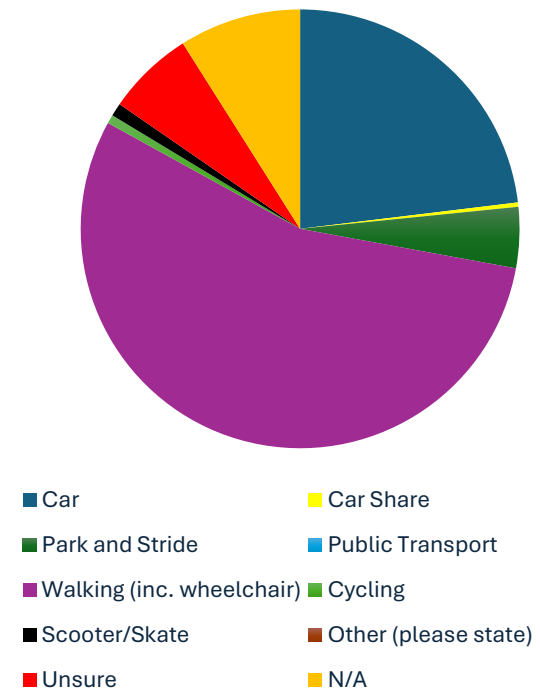
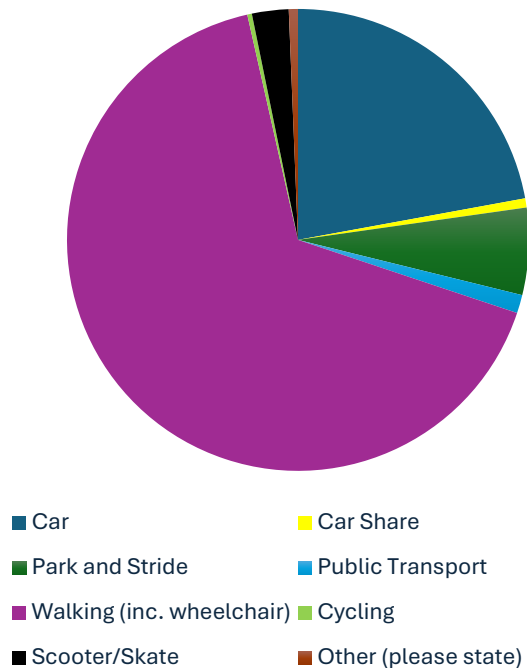


Figure 2 - Current pupil mode of travel across the 7 schools



respondents reported a change in travel mode from single-occupancy car. Of these 8, 5 now walk, 1 now scoots/skates, 1 uses a park and stride approach and 1 uses other dedicated transport. However, 2 respondents indicated shift from walking to driving since the scheme began.

While these figures suggest limited modal shift, they highlight the importance of ongoing active travel promotion. To support this Medway Council continues to deliver a range of initiatives throughout the year, including October Walk to School month, Sustrans Big Walk and Wheel, Living Streets WOW, May Walk to School Week, Walking Bus development, Think Smart Park Safe campaign, Bikeability training and assistance in creating and updating their School Travel Plans regularly on Modeshift STARS.

Of the seven schools within Tranche 1, six have participated in at least one active travel initiative between March 2024 and March 2025. More recently, four took part in the most recent Big Walk and Wheel, including one school that had not previously engaged in any initiatives. This shows that each of the school's selected have a broader commitment to promoting active travel beyond the School Streets scheme.

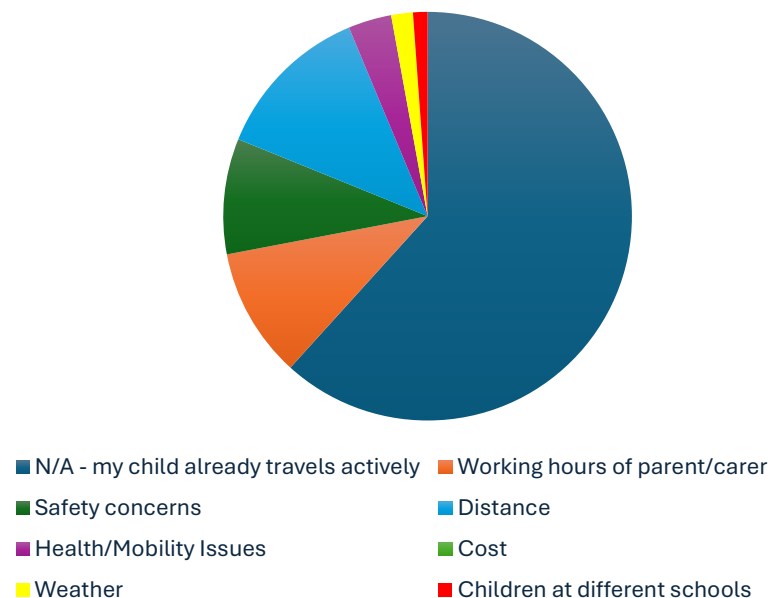
One school has also registered with Modeshift STARS to begin developing their School Travel Plan. Officers are actively supporting this process and will continue working with the remaining six schools to encourage registration and plan development.

The National School Streets Guidance suggests that all schools with a School Street should have an updated School Travel Plan to supports the scheme. Medway Council remains committed to achieving this goal.

A breakdown of each school's participation in active travel initiatives from March 2024 to March 2025 can be found in **Appendix K**.

Barriers to active travel

Figure 3 - What are the main barriers preventing your child from travelling actively to/from school?



Question 4 of the Parent/Carer survey asked “*What are the main barriers preventing your child from travelling actively to/from school? Please tick all that apply*”. This provided valuable insight into the factors that may be limiting active travel among pupils. The results are shown in **Figure 3**.

Figure 3 shows that 62% of parents/carers stated that their child already travels actively. The remaining 38% identified a range of barriers including working hours of the parent/carer, safety concerns, distance, health/mobility issues, weather and having children at different schools. The most common of these were the working hours of the parent/carer (10%), safety concerns (9%) and distance (13%).

Whilst overcoming barriers can be difficult, there are measures that can help address them:

Distance – schools could identify and promote designated parking areas to support a Park and Stride approach for families

living further away.

Working Hours – Medway Council has recently updated its resources for setting up a Walking Bus and are continuing to promote this initiative to schools. This could be a way to help parents/carers who have limited flexibility. This was also mentioned in some additional feedback from the survey.

Safety - The Road Safety Education Team has developed a dedicated School Streets lesson plan, now available to Tranche 1 schools. This is available on request for participating schools to download and deliver by emailing roadsafety.education@medway.gov.uk. This resource compliments the wider menu of road safety lessons and assemblies offered by the team. More information about Medway Council’s road safety education offers can be found on the Council website here: https://www.medway.gov.uk/info/200224/road_safety/688/road_safety_education.

Parent/Carer Views

Question 5 on our Parent/Carer Survey was “*To what extent do you agree with the following statements*”. The statements included were:

- The road outside the school feels safer
- The air surrounding the school feels cleaner
- The road outside the school feels calmer
- The journey to school has generally improved since the installation of the School Street
- The School Street Scheme has encouraged my child to travel more actively to school

The options given were Strongly Agree, Agree, Neither Agree nor Disagree, Disagree and Strongly Disagree. The overall results across the 7 schools are shown in **Table 1**.

Table 1: Results to Question 5 of the Parent/Carer Survey sent to all Tranche 1 Schools

OVERALL (ALL SCHOOLS)	Strongly Agree		Agree		Neither agree nor disagree		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
The road outside the school feels safer	40	26%	65	42%	32	21%	11	7%	6	4%	154	100%
The air surrounding the school feels cleaner	18	12%	43	29%	56	37%	24	16%	9	6%	150	100%
The road outside the school feels calmer	41	27%	65	42%	31	20%	11	7%	5	3%	153	100%
The journey to school has generally improved since the installation of the School Street	23	15%	41	27%	57	38%	19	13%	11	7%	151	100%
The School Street Scheme has encouraged my child to travel more actively to school	15	10%	22	14%	79	52%	23	15%	13	9%	152	100%

These results have been broken down and analysed per question in the following pages.

Figure 4 - The road outside the school feels safer

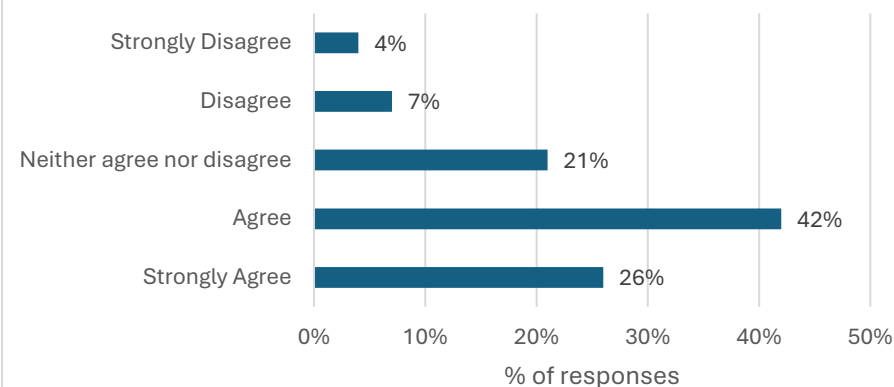


Figure 4 presents the survey results regarding perceptions of road safety outside the school gates. Overall, 68% of respondents agreed/strongly agreed that the road outside the school feels safer since the implementation of the School Streets Scheme. In contrast, only 11% disagreed/strongly disagreed.

Further analysis of responses by travel mode reveals a notable difference in perception. Among families who walk to and from school, 76% agreed/strongly agreed that the road feels safer, while only 7% disagreed/strongly disagreed. Among car users, 54% agreed/strongly agreed, and 18% disagreed or strongly disagreed. These findings suggest that pedestrians perceive a greater improvement in road safety compared to those who

continue to travel by car. This reinforces the value of the School Streets Scheme in creating safer environments for active travel.

Figure 5 - The air surrounding the school feels cleaner

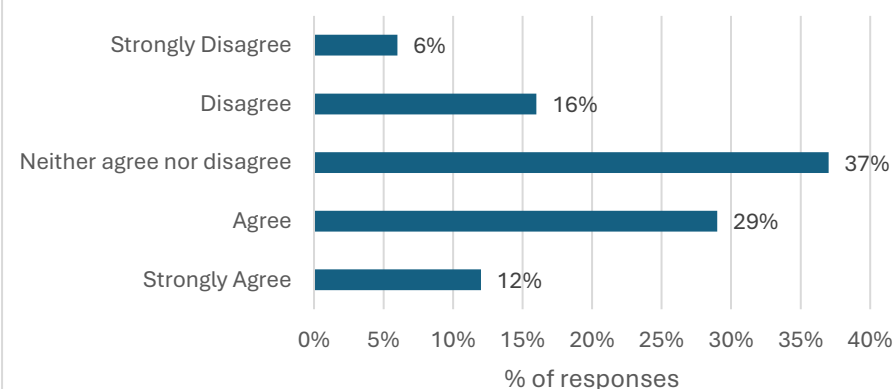
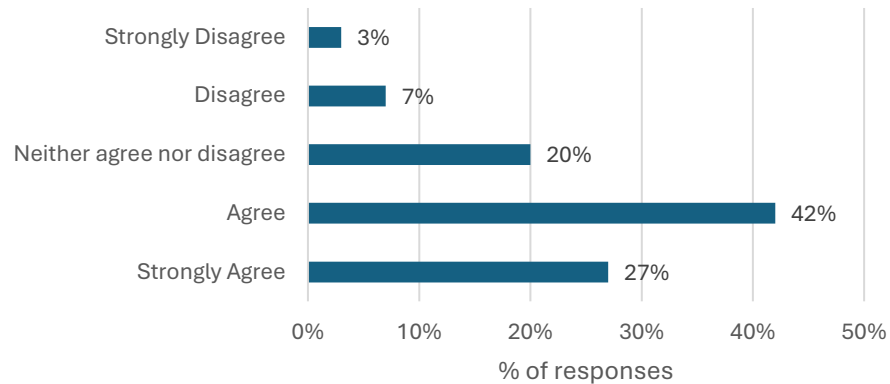


Figure 5 presents the survey results regarding the perceptions of air cleanliness around the school. Overall, 41% of respondents agreed/strongly agreed that the air feels cleaner since the implementation of the School Streets Scheme, while 22% disagreed or strongly disagreed. The most common response was “neither agree nor disagree” suggesting that many parents/carers have not noticed a significant change.

Further analysis of responses by travel mode reveals differing perceptions. Among those who walk to and from school, 43% agreed or strongly agreed that the air feels cleaner, and only 10% disagreed or strongly disagreed. Among car users, just 29% agreed or strongly agreed, while 43% disagreed or strongly

Figure 6 - The road outside the school feels calmer



disagreed. These results indicate that pedestrians are more likely to perceive improvements in air quality, whereas car users are more sceptical or feel that conditions have not improved. This may reflect the more direct experience pedestrians have with their surroundings compared to those travelling in vehicles.

Figure 6 illustrates how parents and carers perceive the calmness of the road outside the school since the introduction of the School Streets Scheme. Overall, 69% of respondents agreed/strongly agreed that the road outside the school feels calmer while only 10% disagreed/strongly disagreed.

Further analysis of responses by travel mode reveals a clear difference in perception. Among pedestrians, 72% agreed/strongly agreed that the road feels calmer with just 5% disagreeing/strongly disagreeing. Among car users, 57% agreed/strongly agreed while 18% disagreed/strongly disagreed. This

suggests that those who walk to school are more likely to perceive a positive change in the road environment, likely due to reduced traffic volumes and improved safety. In contrast, car users are less likely to notice or benefit from these changes, which may influence their perceptions.

Figure 7 - The journey to school has generally improved since the installation of the School Street

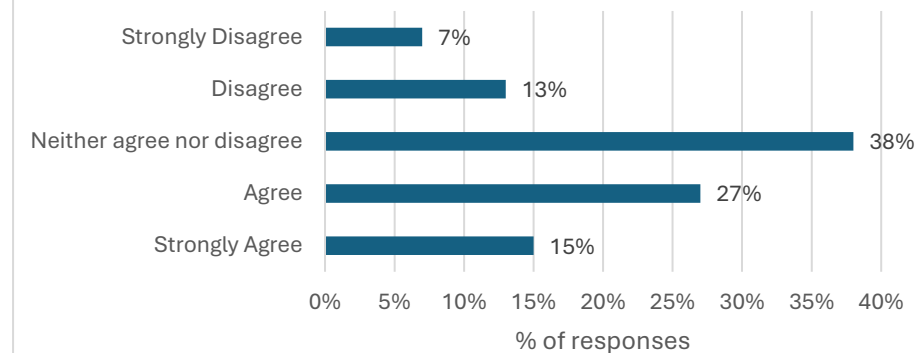


Figure 7 presents responses to feelings around whether the journey to school has improved since the School Street Scheme. 42% of respondents agreed/strongly agreed that the journey generally improved, 20% of respondents disagreed/strongly disagreed while 38% of respondents reported no noticeable change, selecting “neither agree nor disagree”

When comparing responses by travel mode, 46% of pedestrians and 49% of car users agreed/strongly agreed that the journey had improved. However, only 10% of pedestrians disagreed/strongly disagreed compared to 43% of car users. Pedestrians were more

likely to be neutral with 40% selecting “neither agree nor disagree”, compared to just 14% of car users. These results suggest that while both groups acknowledge some improvement, car users are more likely to feel negatively about the changes, whereas pedestrians are more likely to feel positive or neutral. This is consistent with the scheme’s primary aim: to enhance the safety, comfort, and experience of those travelling actively to and from school.

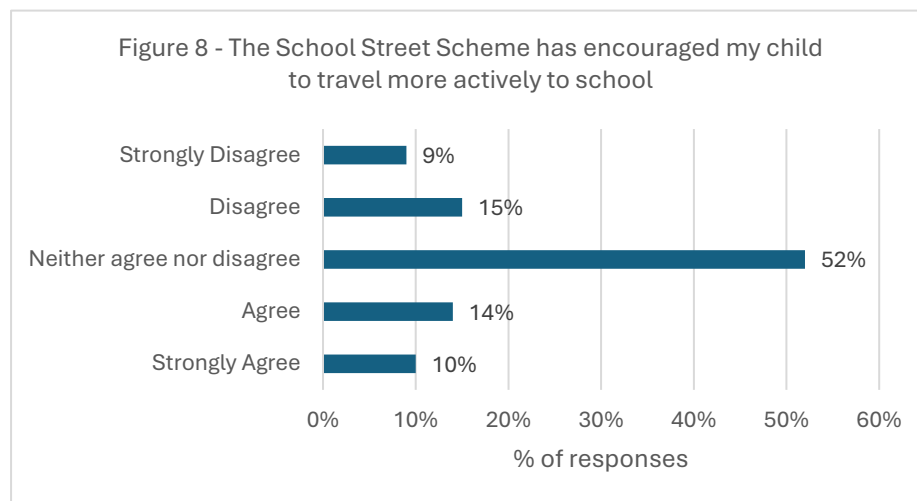


Figure 8 shows the results regarding whether the scheme has encouraged active travel or not. 52% of respondents selected “neither agree nor disagree”, suggesting that for many, the scheme has not led to a noticeable change in travel behaviour. The remaining 48% were split evenly, with 24% agreeing or strongly agreeing, and 24% disagreeing or strongly disagreeing.

A breakdown by travel mode reveals contrasting views. Among pedestrians, 63% selected “neither agree nor disagree”, with several comments noting that the scheme hadn’t influenced their travel habits because they were already travelling actively. In contrast, only 11% of car users selected the neutral option. Just 11% of pedestrians disagreed or strongly disagreed, compared

to 61% of car users, indicating that most car users do not feel encouraged to switch to active travel as a result of the scheme.

These findings suggest that whilst the scheme may reinforce existing active travel habits, it has had limited impact on encouraging modal shift among those who currently drive. This highlights the need for additional engagement and targeted initiatives to support behaviour change among car-dependent families.

Additional Comments Summary

Parent/Carer Feedback

As part of the survey, officers invited parents and carers to share any additional comments regarding the School Streets Scheme. This provided an opportunity for them to highlight what they feel is working well, identify areas for improvement, and offer

suggestions for how the scheme could be enhanced – particularly in relation to Tranche 2. It is important to note that this section of the survey was optional, so not all respondents provided further feedback.

The comments received were evenly split between positive and negative, with some respondents expressing both support and improvements that could be made.

Positive Feedback

The most frequently cited benefit was increased sense of safety during the school journey since the scheme's implementation. Other positive remarks included improvements to the overall school commute, better parking for residents within the School Street zone, and a noticeable reduction in air pollution.

Negative Feedback

The three most common concerns raised were:

1. Traffic displacement – Many respondents noted that restrictions have shifted traffic to nearby roads, leading to problematic parking and new safety concerns for pedestrians and cyclists.
2. Inconsiderate driving – Issues such as speeding and poor parking behaviour were frequently mentioned, with speeding being a particular concern around Burnt Oak Primary School. This may be due to Richmond Road being a through-road rather than a dead-end road.
3. Lack of enforcement – Several comments highlighted that vehicles continue to enter and park within the School Street before the timed restrictions begin. Current enforcement allows vehicles to exit during restricted times without receiving a Penalty Charge Notice (PCN), which has led to drivers arriving early to avoid fines.

In summary, while many parents and carers appreciate the safety and environmental benefits of the School Streets Scheme, concerns remain around enforcement, traffic displacement, and driver behaviour. These insights will be valuable in shaping improvements for Tranche 2.

Staff Feedback

To gain a better understanding of how the School Streets Scheme has affected school staff, officers invited employees to share their feedback. Responses included a mix of both positive and negative comments however, the majority acknowledged improvements in child safety and an increase in the number of children walking to school.

Positive Feedback

Several staff members highlighted a noticeable reduction in traffic-related incidents, with fewer occasions requiring staff intervention to manage vehicle movement for child safety. One respondent, regularly stationed at the school gate during drop-off and pick-up times, noted that the environment is now significantly quieter and safer. Many staff also observed a rise in active travel, with more children walking to and from school.

Negative Feedback

The most common concerns related to the exemption and appeal processes, which were described as time-consuming and caused additional work for school staff. Some also raised issues around after-school commitments, such as meetings, training sessions, and appointments, which are complicated by the timed restrictions.

A comment was made by a staff member at Phoenix Primary School stating they believe an exemption should be applied to surrounding streets as they received a PCN for driving down a road for the Greenvale Primary School Street. In terms of school street location, Phoenix Primary and Greenvale Primary are very close in proximity to each other. This may have caused some confusion when being granted an exemption for one but not the other. This suggests a need for clearer communication and coordination regarding exemptions in close proximity areas.

Additionally, concerns were raised again about enforcement loopholes, particularly allowing vehicles to exit the School Street during restricted hours without receiving a PCN. This has led to some parents arriving early, parking as usual, and leaving during the restriction period without consequence.

Site Visits

To further investigate the feedback received, a transport officer conducted site visits at all seven School Street locations. These visits took place during the morning school run in Spring 2025. Weather conditions were consistently dry and warm, which likely

encouraged more children to walk to school rather than travel by car- an important factor to consider when interpreting observations. A summary of is included below:

Traffic Displacement:

The level of traffic displacement varied across the Tranche 1 schools:

- St Peter's Infant School experienced minimal to no displacement, indicating that the scheme had little impact on surrounding traffic flow.
- St Thomas More Catholic Primary School, however, saw significant displacement, particularly along Walderslade Road, where increased traffic and parking issues were reported.
- Phoenix Primary and Greenvale Primary experienced moderate displacement, especially around the White Road and Symons Avenue crossroads, which became a hotspot for redirected traffic.
- Burnt Oak Primary School showed minor displacement, with some impact noted on St Mary's Road and The Ridgeway.
- St Mary's Catholic Primary School also experienced a small amount of displacement, primarily onto Railway Street.

Timed Restrictions and Enforcement:

A noticeable number of vehicles were arriving before the School Street restrictions came into effect. This was particularly evident at St Thomas More Catholic Primary School and St Mary's Catholic Primary School (and was also observed at Greenvale and Phoenix Primary Schools). Many parents / carers were arriving earlier to avoid receiving a PCN meaning the drop-off period has extended, leading to a longer duration of vehicle presence around the school sites. For example, there was a significant number of cars waiting outside St Thomas More Catholic Primary School by 8:00am, despite restrictions not beginning until 8:15am and the school day not starting until 8:40am. This led to unsafe manoeuvres and unsafe parking on Bleakwood Road both before and during the restricted period.

Inconsiderate Drivers/Parking:

Concerns about inconsiderate driving – particularly speeding – were frequently raised in feedback from Burnt Oak Primary School. However, during a site visit, officers did not observe significant instances of dangerous driving at that time.

Inconsiderate parking was a recurring issue across most School Street locations. Notably, Phoenix Primary and St Thomas More Catholic Primary School experienced substantial pavement parking and parking on double yellow lines, creating unsafe conditions for both pedestrians and cyclists.

At St Thomas More, officers witnessed unsafe manoeuvres, including a vehicle reversing blindly into Walderslade Road while another attempted turn right into Bleakwood Road. Around Burnt Oak Primary School, parking on double yellow lines was observed on St Mary's Road. While this parking is unsafe and inconsiderate, it did not present an immediate danger due to the relatively low traffic volume on that road.

Concluded Findings from Officer Site Visits:

Overall, traffic displacement was less severe than initially suggested by survey feedback. However, St Thomas More Catholic Primary School stood out as a location with significant displacement, particularly along Walderslade Road, where safety concerns were observed. The situation is likely exacerbated by the close proximity of three other schools – two of which are large secondary schools – contributing to increased traffic volume in the area. This site may require further review to assess whether the scheme is unintentionally creating new safety risks.

Across most sites, parents and carers were arriving before the timed restrictions began which caused congestion and blocked roads. The early arrivals increase the duration of vehicle presence and creates unsafe conditions for pedestrians and cyclists, especially as vehicles begin to leave the area during peak times.

Enforcement - Driver Compliance and Penalty Charge Notices (PCNs)

The School Street Scheme in Medway is enforced using Automatic Number Plate Recognition (ANPR) cameras, which monitor vehicles entering a School Street zone during operational hours. Any vehicle entering the School Street without an exemption will receive a Penalty Charge Notice (PCN). As this is a new scheme, Medway Council introduced a six-month warning period from March 2024 to September 2024 for drivers to familiarise themselves with the scheme. During this period, if a driver entered a School Street without an exemption for the first time, they received a Warning Notice (subsequent violations by the same vehicles resulted in a PCN being issued).

Across the seven School Street sites, a total of 13,507 PCNs were issued between implementation and 28 February 2025. **Table 2** shows a breakdown of the number of PCN's issued per school throughout the monitored year.

The data from Table 1 has been used to create **Figure 9** as shown below.

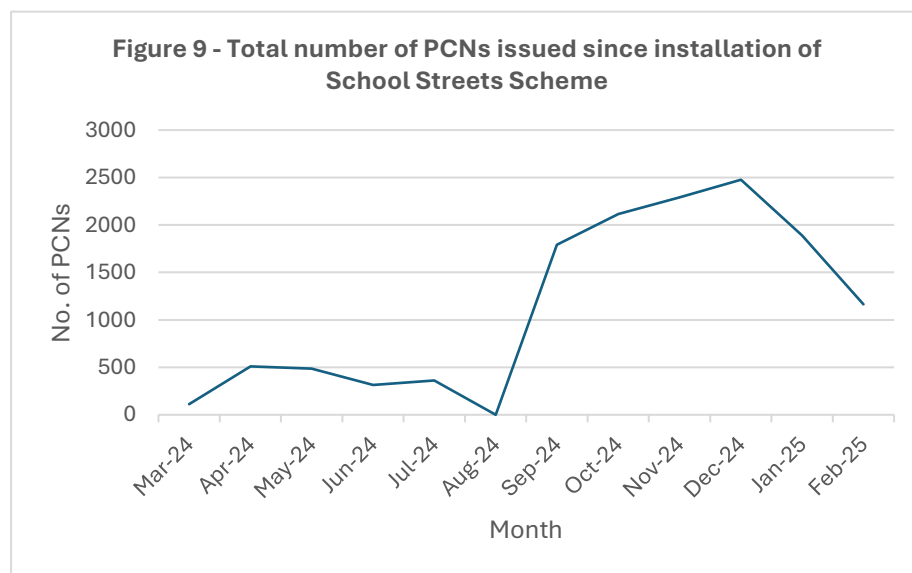


Figure 9 shows how many PCNs were issued per month across all Tranche 1 School Street sites. Whilst the Warning Notices were being issued, the number of PCNs being issued was low. The enforcement of a School Street does not apply to school holidays meaning no PCNs were issued in August 2024. In September 2024, the 6-month warning period concluded meaning there was a sharp increase in the number of PCNs being issued. This then continued to increase reaching its highest number in December 2024. Since the new year, the number of PCNs have been decreasing meaning that there could be a growing awareness around the School Streets Scheme. Continued monitoring will help determine whether there are higher rates in winter months and lower rates in summer months.

Table 2: Overall PCN data for all schools per month (March 2024 – February 2025)

School	No. of PCN's issued												Total
	03/24	04/24	05/24	06/24	07/24	08/24	09/24	10/24	11/24	12/24	01/25	02/25	
Burnt Oak Primary	70	232	204	138	186	0	948	884	765	1143	831	487	5888
Greenvale Primary	2	66	105	27	27	0	369	308	414	371	273	128	2090
Miers Court Primary	21	89	79	53	50	0	95	107	176	135	133	89	1027
Phoenix Primary	7	74	80	85	77	0	274	731	709	588	475	324	3424
St Mary's Catholic Primary	0	5	3	3	2	0	25	12	140	165	97	69	521
St Peter's Infant	3	12	7	4	4	0	13	20	19	5	13	17	117
St Thomas More Primary	9	31	9	4	14	0	66	52	69	70	67	49	440
Total	112	509	487	314	360	0	1790	2114	2292	2477	1889	1163	13507

The schools that are on through roads generally had more PCN's issued than those schools on dead-end roads. Burnt Oak Primary School had the most PCN's issued possibly due to the nature of the School Street. Richmond Road is generally a busier road which would explain the higher number of PCN's.

School Streets Exemptions

Some exemptions are granted to those who meet the exemption criteria. Having an exemption allows you to drive and park within the School Street location during operating times. An exemption lasts for 2 years and stops the holder from receiving a PCN.

People can apply for an exemption if they:

- Live in a restricted street
- Work at a business in a restricted street
- Work at a school in a restricted street
- Are a Blue Badge holder and needs access to a restricted street
- Are a carer of vulnerable residents who live in a restricted street

These exemptions were decided as per the National School Streets Guidance.

The number of exemptions applied for and granted per school street scheme is shown in **Table 3**. The highest percentage of exemptions granted for a school street was Greenvale Primary with 86% of applicants getting an exemption. A breakdown of exemption types can be seen in **Table 4**. From this breakdown, it is shown that 66% of all exemptions granted were for residents of school streets whilst the rest were evenly split employee and blue badge exemptions (17% and 16% respectively).

Table 3: No. of exemptions applied for and granted for each school site

School	Applied For	Granted	% granted
Burnt Oak Primary	380	225	59%
Greenvale Primary	225	194	86%
Miers Court Primary	512	357	70%
Phoenix Primary	402	274	68%
St Mary's Catholic Primary	104	80	77%
St Peter's Infant	115	98	85%
St Thomas More Catholic Primary	199	164	82%
TOTAL	1937	1392	72%

Table 4: Types of exemption granted per school site

School	Residential	Employee	Blue Badge	Total	% residential	% employee	% blue badge
Burnt Oak Primary	145	48	32	225	64%	21%	14%
Greenvale Primary	148	28	18	194	76%	14%	9%
Miers Court Primary	214	61	82	357	60%	17%	23%
Phoenix Primary	161	60	53	274	59%	22%	19%
St Mary's Catholic Primary	61	9	10	80	76%	11%	13%
St Peter's Infant	68	13	17	98	69%	13%	17%
St Thomas More Catholic Primary	125	24	15	164	76%	15%	9%
TOTAL	922	243	227	1392	66%	17%	16%

Road Safety Data

An important reason for implementing a School Street is to provide a safe immediate environment to encourage children to travel more actively to school. This aligns with one of our priorities in our Local Transport Plan to support a “safer, healthier and more secure community in Medway by promoting active lifestyles and by reducing the risk of death, injury or health or being a victim of crime”.

Table 5 shows the number of collisions and casualties per month from March 2023 to February 2024 (the year prior to the School Streets Scheme being implemented). It also details the number of child casualties that occurred.

Table 5: Monthly number of collisions, casualties and child casualties across Medway (March 2023-February 2024)

March 2023-Feb 2024	Collision	Casualty	Number of Child Casualties up to Age 16
March	33	41	6
April	35	47	9
May	41	50	9
June	44	52	11
July	50	68	10
August	36	69	10
September	59	74	15
October	59	66	13
November	50	65	10
December	42	51	6
January	36	48	6
February	36	45	4

This has then been compared to the number of collisions, casualties and child casualties across Medway from March 2024 to February 2025. These figures are shown in **Table 6**.

Table 6: Monthly number of collisions, casualties and child casualties across Medway (March 2024-February 2025)

March 2024-Feb 2025	Collision	Casualty	Number of Child Casualties up to Age 16
March	27	36	4
April	42	55	7
May	37	49	12
June	28	28	5
July	34	39	1
August	29	44	8
September	43	51	4
October	38	55	3
November	26	31	4
December	26	33	4
January	44	52	5
February	28	37	8

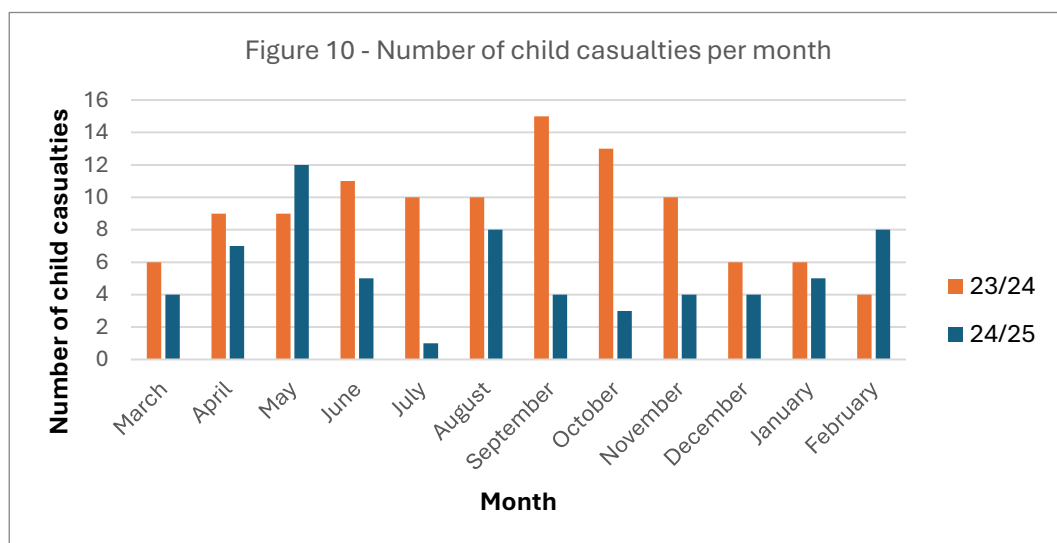


Figure 10 shows that there generally has been a decrease in the number of child casualties from 2023/24 to 2024/25. From the month-by-month comparison, the only months that show an increase in casualties are May 2024 and February 2025. The overall number of child casualties across Medway has decreased from 109 to 65 which is roughly a 40% decrease. The overall number of casualties in total across Medway has decreased from 676 to 510 which is nearly a 25% decrease.

To contextualise this change, from 2014 to 2023, the total number of casualties has decreased by nearly 20%. This can be seen on the Medway Council website here:

https://www.medway.gov.uk/info/200224/road_safety/554/road_safety_statistics. This shows that the total number of casualties (as well as the number of child casualties), have both had a more significant decrease than the general average.

Whilst it is unlikely that the School Streets Scheme alone has caused this decrease in child casualties, this is a very positive change. Other reasons for this decrease could be in relation to other multiple road safety initiatives that the Road Safety Education Team offer. Details of these can be found on our website here:

https://www.medway.gov.uk/info/200224/road_safety/688/road_safety_education

Medway Council also regularly run active travel competitions to encourage walking and cycling to and from school. Details of these competitions can be found in our Active Travel Guide here:

https://www.medway.gov.uk/info/200224/road_safety/1928/active_school_travel_guide

Alongside these, Medway Council have a School Crossing Patrol service which allows children and parents to cross the road safely outside of school.

The decrease in child casualties is very positive and the School Streets Scheme is one of the initiatives that could have contributed to this.

In relation to the specific school streets and the roads that surround the schemes, there were only two slight collisions from March 2023-Feb 2024 around Greenvale Primary and Phoenix Primary. One of these involved a child casualty. From March 2024-Feb 2025, there has been one child casualty outside Burnt Oak Primary. However, this casualty occurred during the day rather than at the peak times meaning the School Streets restrictions would not have been in place.

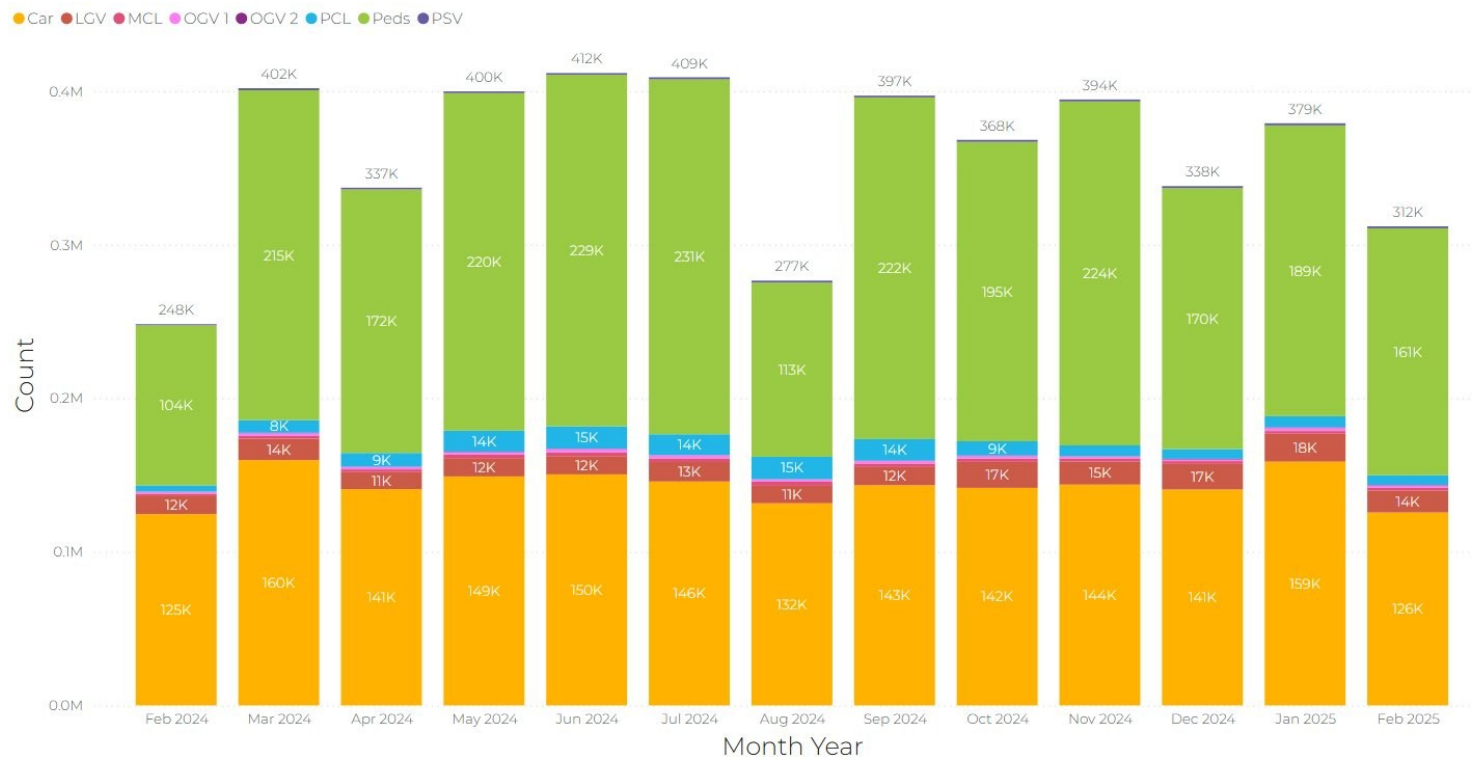
Traffic Count Data

Figure 11 shows the total number of counts of each mode of travel from February 2024 to February 2025 across all school street sites (excluding Miers Court Primary School).

Comparing February 2024 to February 2025 shows more journeys were made overall. However, the share of journeys made by car decreased by 9.91 percentage points, from 50.18% to 40.27%, while the share made by pedestrians increased by 9.56 percentage points, from 41.97% to 51.53%. The share made by cyclists increased by 0.37 percentage points, from 1.65% to 2.02%.

Across monitored sites (excluding Miers Court) and during School Street operating times, the car mode share fell from ~28% in February 2024 to ~10% in February 2025, while the pedestrian mode share increased from ~68% to ~86%.

Figure 11: Traffic Count across all 7 sites from Feb 24 – Feb 25



Air Quality Management Data

At each of the School Street sites, an air quality monitor has been installed to measure and collect data in relation to the levels of PM10, NO2, PM2.5 and O3 in the atmosphere. A brief breakdown of each of these compounds is provided below:

PM10

- Includes smoke, dust, soot, salts, acids and metals with a diameter of less than 10 micrometres.
- These are small enough to be inhaled and can cause health issues (especially for those with asthma or lung disease).

PM2.5

- Includes sulphates and nitrates formed through emissions of power plants/industrial facilities, smoke, exhaust fumes, pet dander, mould spores and particles from wood-burning or coal-burning stoves.
- Diameter less than 2.5 micrometres.
- Can penetrate the lungs, affect major organs and causes diseases such as strokes, lung cancer and COPD.
- Responsible for most deaths worldwide among the different types of pollution.

NO2 (Nitrogen Dioxide)

- Forms when fossil fuels (coal, oil, gas or diesel) are burned at high temperatures.
- Can cause increased inflammation of airways, worsened coughing/wheezing, reduced lung function and increased likelihood of asthma attacks. In extreme cases, inhaling this can cause heart failure and death.

O3 (Ozone)

- A highly reactive gas that is both natural and man-made
- Formed through chemical reactions in the atmosphere when UV radiation from the sun reacts with Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOCs) e.g. man-made paints, paint thinners, perfumes etc.
- Can cause irritation of the respiratory tract, eyes, nose and throat and can also cause asthma attacks.

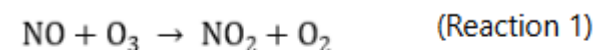
It is important to note that air quality can easily be affected by several uncontrollable factors such as temperature, humidity, wind speed, atmospheric pressure and the amount of Sulphur Dioxide present. Due to both this and the fact that the monitoring period is

only 1 year, the air quality data is not conclusive. This should be continuously monitored over the next 5 years to show if there are any conclusive trends.

Air Quality Monitoring Summary

Successful monitoring was undertaken at six out of the seven Tranche 1 sites. Unfortunately, due to repeated power outages, Burnt Oak Primary School did not yield sufficient data for analysis. Across the remaining six sites, pollutant concentrations remained relatively stable before and after the scheme's implementation, despite the typical seasonal increase in pollution during winter months. This stability may indicate a positive impact on air quality, particularly during school hours.

It is important to note that ozone (O₃) is not directly emitted by vehicles. Instead, it forms through complex chemical reactions involving oxides of nitrogen (Nox) and volatile organic compounds (VOCs) – which originate from both human activities and natural sources such as vegetation. The conversion of NO, NO₂ and O₃ in the atmosphere is governed by two primary reactions that form a reversible cycle, meaning reductions in NO₂ are typically accompanied by increases in O₃.



Key Findings

- Nitrogen Dioxide (NO₂) levels decreased during morning restrictions at all six monitored sites, and during afternoon restrictions at five of the six.
- Ozone (O₃) levels increased at five sites during both morning and afternoon periods. This is expected as reductions in NO₂ often lead to increases in O₃ due to atmospheric chemical cycling.
- PM_{2.5} concentrations decreased at three sites during morning restrictions and at two sites during the afternoon. One site showed no change in the morning.
- PM₁₀ concentrations decreased at five sites during morning restrictions and at two sites in the afternoon. One site showed no change in the morning.

These results suggest that the morning restrictions have had a more pronounced impact on reducing particulate matter and NO₂ levels than the afternoon restrictions.

Analysis of average weekday concentrations during term-time shows a decrease in NO₂, PM_{2.5} and PM₁₀ concentrations during school hours at almost all school sites.

Ideally, more data would have been collected prior to the restrictions being implemented to produce a more conclusive analysis and to effectively account for seasonal fluctuations in pollutant levels. A more in-depth analysis could provide further insight into the regional contributions to short-term hyperlocal pollution episodes in particulate matter.

The breakdown of air quality per school is included at the end of the report, along with the case studies of each school. However, a summary of all sites is below:

Information per School

Burnt Oak Primary School

Burnt Oak Primary School had the highest number of responses to the parent/carers survey with 94 responses. From this survey, the modal split to and from school is as follows:

- 66% for walk
- 25% for car
- 5% for park and stride
- 3% for scoot
- 1% for public transport

Around 70% of responses stated that their mode of travel hadn't changed as a result of the scheme. In relation to barriers to active travel, the main options selected were working hours, safety concerns and distance. The breakdown of responses to Question 5 is shown below:

BURNT OAK PRIMARY	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Total
	Percent	Percent	Percent	Percent	Percent	Percent
The road outside the school feels safer	16%	44%	28%	7%	5%	100%
The air surrounding the school feels cleaner	5%	33%	36%	18%	8%	100%
The road outside the school feels calmer	17%	45%	26%	8%	4%	100%
The journey to school has generally improved since the installation of the School Street	10%	29%	40%	12%	9%	100%
The School Street Scheme has encouraged my child to travel more actively to school	5%	15%	54%	16%	10%	100%

There was a total of 5888 PCNs issued for this scheme making it the highest number out of all Tranche 1 sites. 59% of all exemptions applied for were granted making 225 being issued. Of these, 64% were for residents, 21% were for employees and 14% were for blue badge owners.

Following some negative feedback received regarding traffic displacement, inconsiderate driving and further enforcement being required, a site visit to the school was undertaken. The immediate environment around the school was calm during the restricted

times. There was a small amount of traffic displacement in St Marys Road and The Ridgeway – some photos have been included below for information. There was a small amount of unsafe and illegal parking in the surrounding streets. Only a small number of cars were driving through during the restricted times – all of which were driving considerably.



Cornwall Road/Richmond Road Junction – cars stopping on double yellow lines



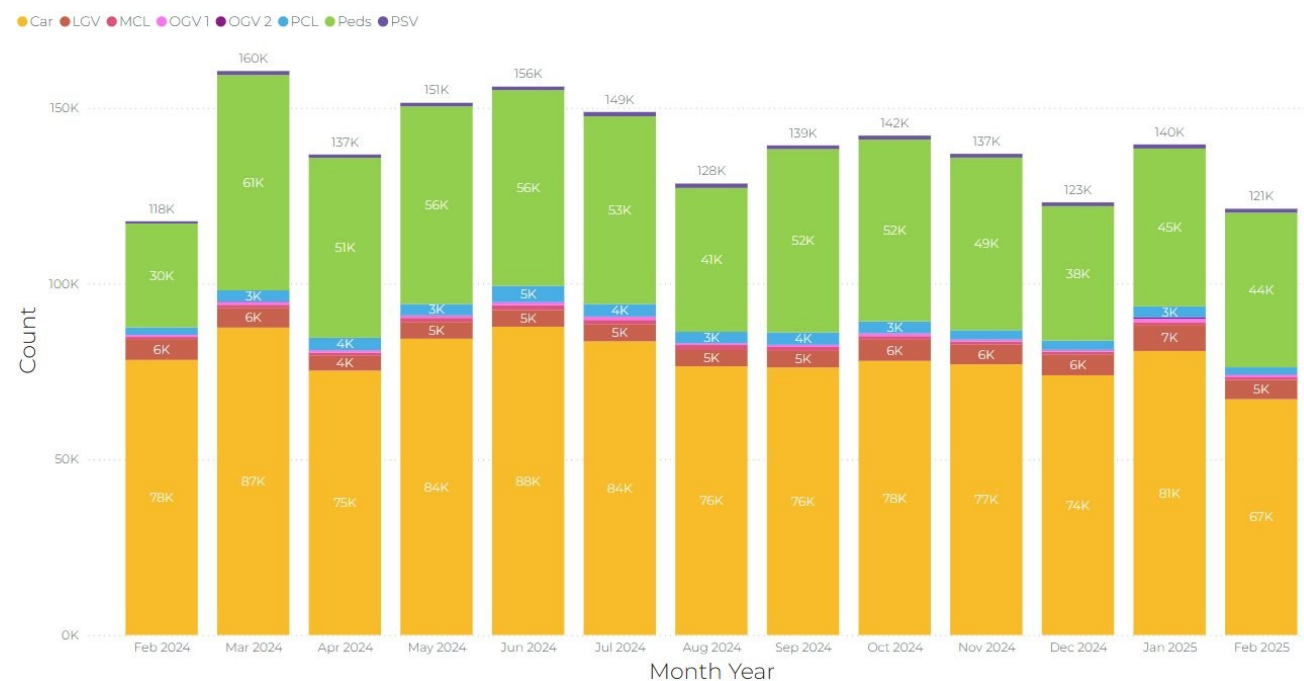
St Marys Road – cars parked on double yellow lines



School Streets Signage – Richmond Road

For Burnt Oak (comparing Feb 2024 and Feb 2025), the percentage of journeys made by car has decreased by 11.17% from 66.49% to 55.32%. The percentage of journeys made by pedestrians has increased by 11.2% from 25.08% to 36.28%. The

percentage of journeys made by cyclists has decreased by 0.12% from 1.82% to 1.70%.



There have been no reported road traffic collisions for the restricted roads and whilst some displacement is occurring, this is not a cause for concern currently.

The air quality data analysis has been excluded because the pollutant data collected during the analysis period was unreliable due to intermittent power supply issues affecting the AQM device. It was replaced on 15 November 2024 however, the problem persisted and there is no data available from 13 December 2024.

Greenvale Primary School

Greenvale Primary School had a reasonable number of surveys completed by parents/carers with 32 responses. From this survey, the modal split to and from school is as follows:

- 73% for walk
- 10% for car
- 9% for park and stride
- 3% for scoot
- 5% for public transport

Around 65% of responses stated that their mode of travel hadn't changed as a result of the scheme. In relation to barriers to active travel, the main reasons given were taking other children to different schools, safety concerns and health/mobility issues. The breakdown of responses to Question 5 is shown below:

GREENVALE PRIMARY	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Total
	Percent	Percent	Percent	Percent	Percent	Percent
The road outside the school feels safer	41%	56%	3%	0%	0%	100%
The air surrounding the school feels cleaner	20%	23%	50%	7%	0%	100%
The road outside the school feels calmer	38%	56%	6%	0%	0%	100%
The journey to school has generally improved since the installation of the School Street	26%	35%	23%	16%	0%	100%
The School Street Scheme has encouraged my child to travel more actively to school	22%	19%	53%	6%	0%	100%

There were a total of 2090 PCNs issued for this scheme. 86% of all exemptions applied for were granted making 194 being issued. Of these, 76% were for residents, 14% were for employees and 9% were for blue badge owners.

Whilst a lot of the additional feedback was very positive regarding the safety improvements, there were some comments regarding a level of traffic displacement, so a site visit was undertaken. In the feedback from parents/carers, Haig Avenue was mentioned as a key road where traffic was parking. During the site visit, there was a small build-up of traffic at the crossroads of Symons Avenue

and Haig Avenue with some pavement parking. This wasn't extensive; however, it is important to note that the weather was warm and dry meaning it could become worse in colder and wetter weather.



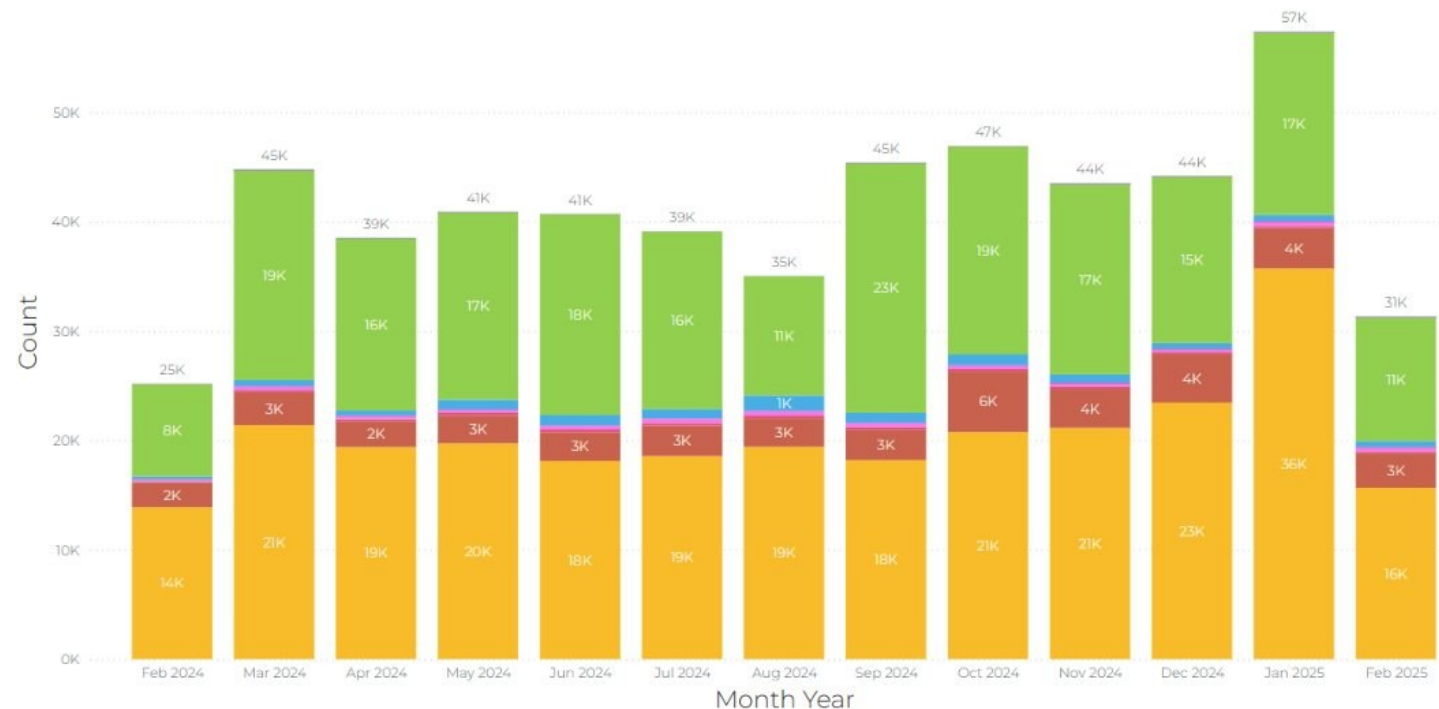
Junction of Haig Avenue and Symons Avenue



Junction of White Road and Symons Avenue

For Greenvale (comparing Feb 2024 and Feb 2025), the percentage of journeys made by car has decreased by 5.17% from 55.18% to 50.01%. The percentage of journeys made by pedestrians has increased by 2.59% from 33.46% to 36.05%. The

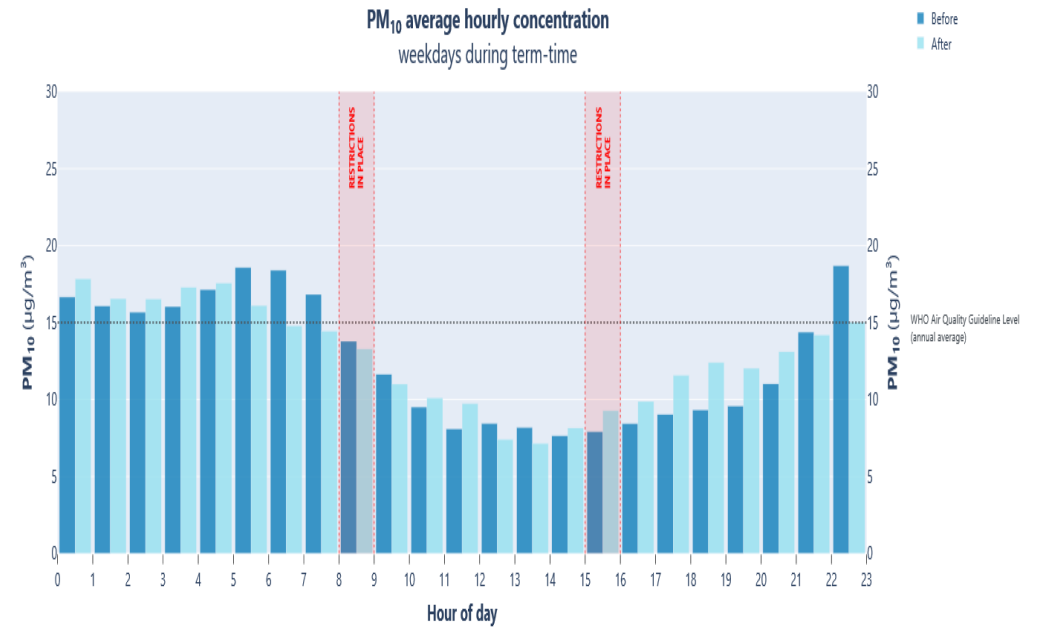
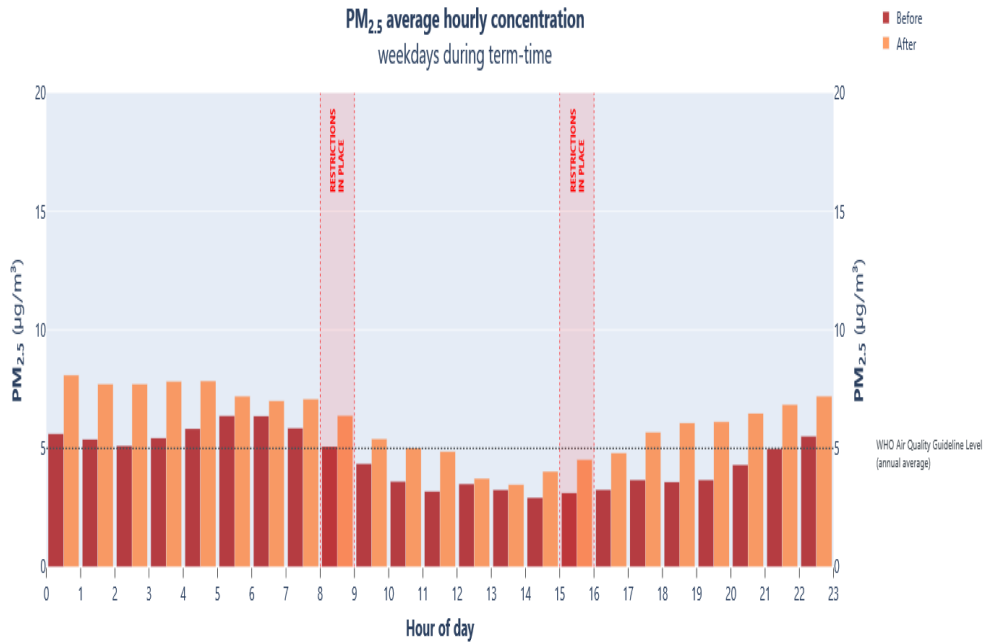
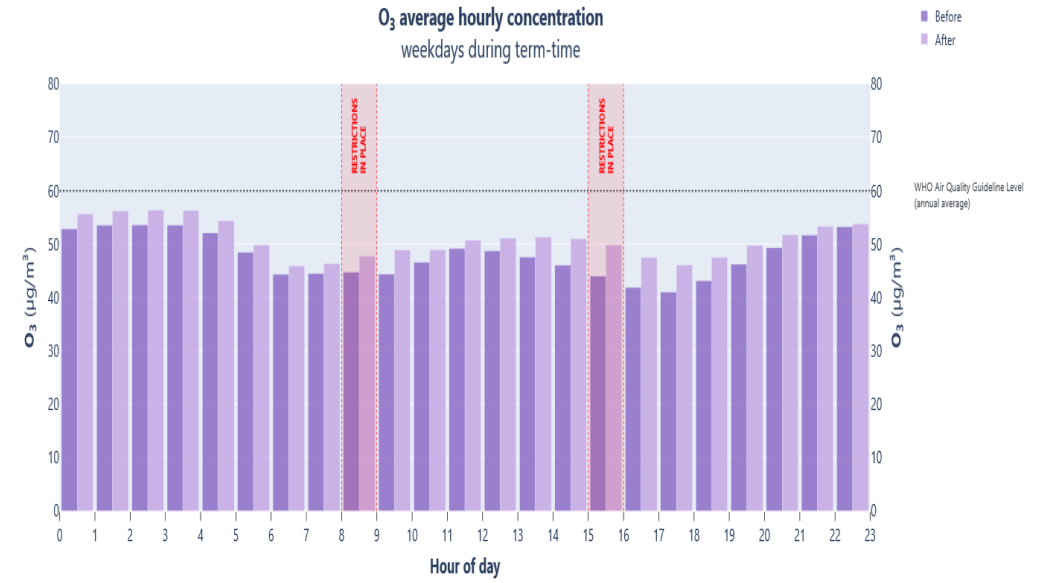
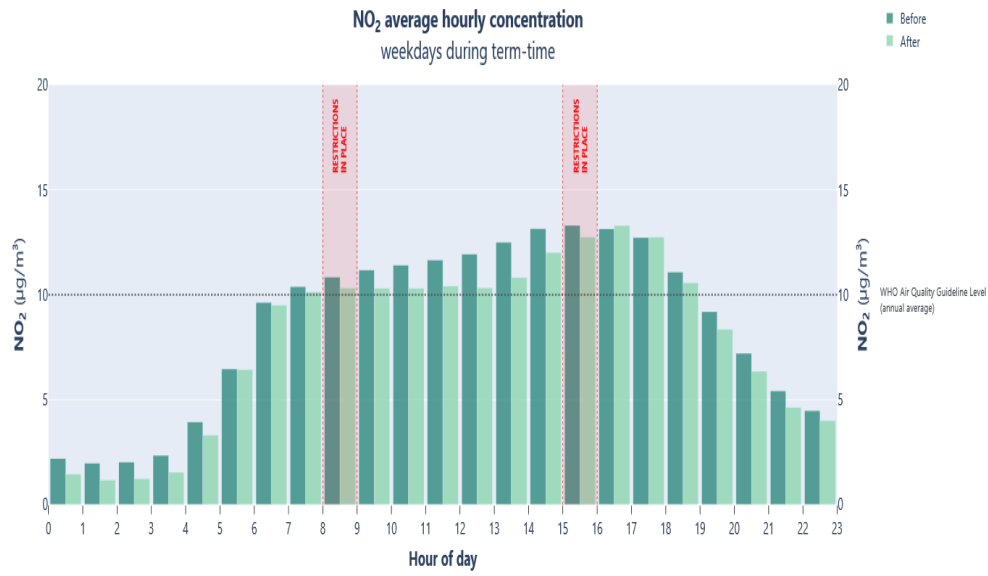
Car LCV MCL OGV1 OGV2 PCL Peds PSV



percentage of journeys made by cyclists has increased by 0.61% from 1.14% to 1.75%.

From March 2023 – March 2024 (1 year prior to the School Streets Scheme being implemented), there was 1 RTA which occurred at the Haig Avenue and Symons Avenue junction. This was also where some displacement occurred during the school drop off.

The air quality data at Greenvale Primary School shows a decrease in levels of NO₂ during the morning and afternoon restrictions and a decrease in PM₁₀ levels during the morning restrictions. Levels of PM₁₀ have increase during the afternoon restrictions along with levels of O₃ and PM_{2.5} during both timed restrictions. These are shown below:



Miers Court Primary School

Miers Court Primary School only had 8 surveys completed by parents/carers so the results of this cannot be deemed as reliable. However, the results are shown below:

- 50% for walk
- 18.75% for car
- 13% for park and stride
- 13% for other (dedicated transport)
- 5.25% for car share

Around 69% of responses stated that their mode of travel hadn't changed as a result of the scheme. In relation to barriers to active travel, the main reason given were safety concerns, distance and the working hours of parents/carers. The breakdown of responses to Question 5 is shown below:

MIERS COURT PRIMARY	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Total
	Percent	Percent	Percent	Percent	Percent	Percent
The road outside the school feels safer	13%	38%	25%	13%	13%	100%
The air surrounding the school feels cleaner	13%	25%	25%	13%	25%	100%
The road outside the school feels calmer	13%	38%	25%	13%	13%	100%
The journey to school has generally improved since the installation of the School Street	13%	0%	63%	0%	25%	100%
The School Street Scheme has encouraged my child to travel more actively to school	0%	0%	57%	0%	43%	100%

There were a total of 1027 PCNs issued for this scheme. 70% of all exemptions applied for were granted making 357 being issued. Of these, 60% were for residents, 17% were for employees and 23% were for blue badge owners.

There was a lot of mixed feedback with most outlining positives and negatives of the scheme. The common reason for the positive comments was from parents/carers stating that it had made the road a lot safer however, common reasons for the negative comments were about further enforcement being required due to parents/carers arriving earlier than the restricted times and traffic displacement creating safety issues elsewhere.

A site visit was conducted by an officer to investigate into this feedback. There is a vast amount of traffic displacement along Nightingale Close and Harvesters Close. This has caused pavement parking as well as parking on double yellow lines and over resident driveways.



Parking displacement along Nightingale close – parked up on pavement and on corners with double yellow lines



Parking displacement at the bottom of Harvesters Close

Parking displacement – parking on double yellow lines at entrance to Harvesters Close from Mierscourt Road





Parking displacement on Harvesters Close after School Street junction – pavement parking



Parking on double yellow lines on Harvesters Close opposite school street junction into Silverspot close causing visibility issues crossing from the Nightingale alleyway where there is also parking displacement



School Streets
Signage –
Silverspot
Close

There have been no reported road traffic collisions on Silverspot Close or The Crofters. There also has not been any reported road traffic collisions on the surrounding roads (Nightingale Close and Harvesters Close).

Miers Court Primary School had pre and post traffic counts for three weeks starting from 22 January 2024 and three further weeks starting from 1 September 2025. In 2024, one ATC was placed towards the south of Silverspot Close and one was placed on Harvesters Close. In 2025, two ATCs were placed on Silverspot Close (one towards the south of the school and the other towards the north of the school) and one ATC was placed on Harvesters Close.

For the south of Silverspot Close, there was a decrease of 46.27% in the number of vehicles counted with a decrease of 2.27% in small cars, and an increase of 0.19% in bicycles. These figures only consider Monday to Friday from 7:45am-9:15am and 2:45pm to 4:15pm. By including 15 minutes either side of the restrictions, we are considering the vehicles that arrive earlier / later to avoid the restricted times.

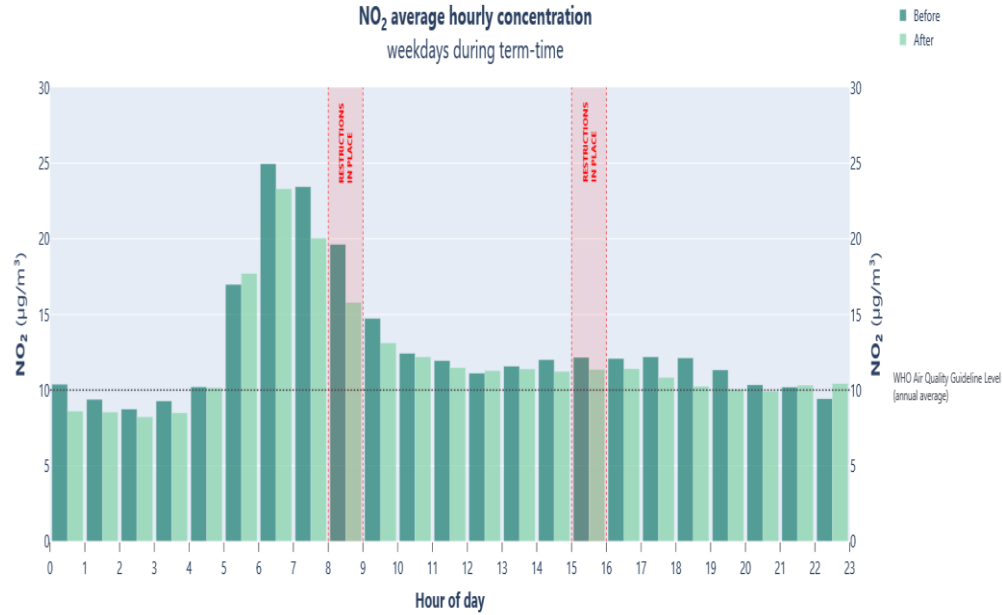
There was no ATC done on the north of Silverspot Close in 2024, however, the 2025 counts show that the north has significantly less vehicular traffic than the south. According to the ATCs, a total of 2774 vehicles were counted for the south of Silverspot Close

whilst only 838 vehicles were counted for the north of Silverspot Close. The north traffic counter also showed that there was a higher percentage of bicycles and a lower percentage of cars than the south traffic counter.

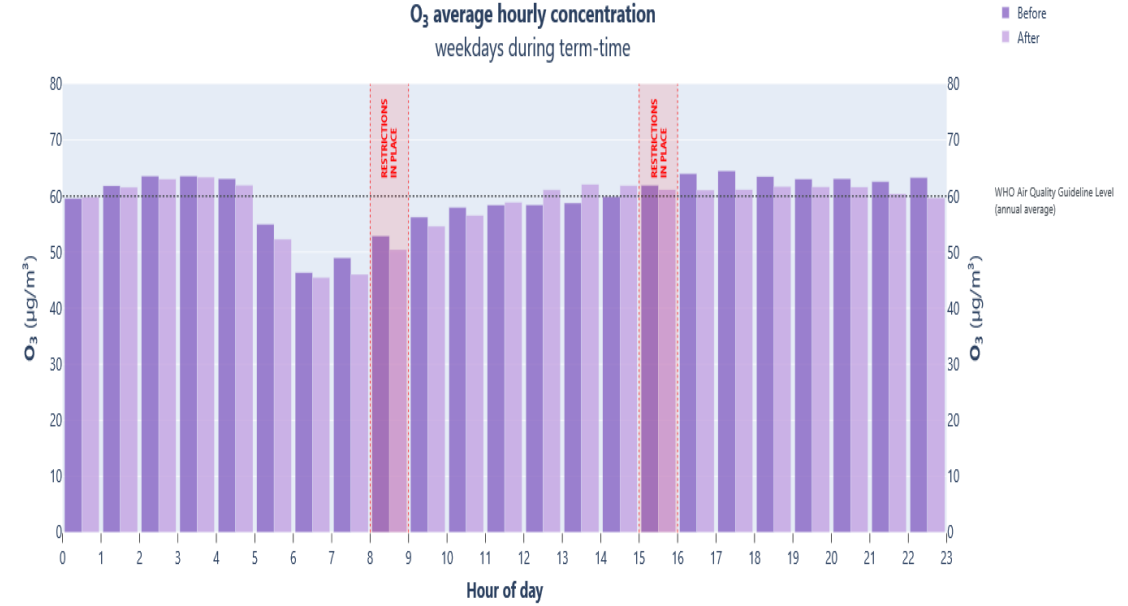
There was an ATC placed on Harvesters Close both in February 2024 and September 2025 to see the pre and post implementation traffic count data. The following data only accounts for the timings and days that the restrictions are in place for (7:45-9:15am and 2:45-4:15pm). The data shows that the number of vehicles increased by 50.93% from 2099 to 3168 whereas the percentage of cars has increased by only 3.51% from 90.81% to 94.32%. There were no cyclists recorded on the ATC in 2025. These results also suggest that there has been a significant amount of traffic displacement as Harvesters Close is not included in the restricted area.

The air quality data at Miers Court Primary School shows a decrease in levels of all pollutants during the morning and afternoon restrictions. These are shown below:

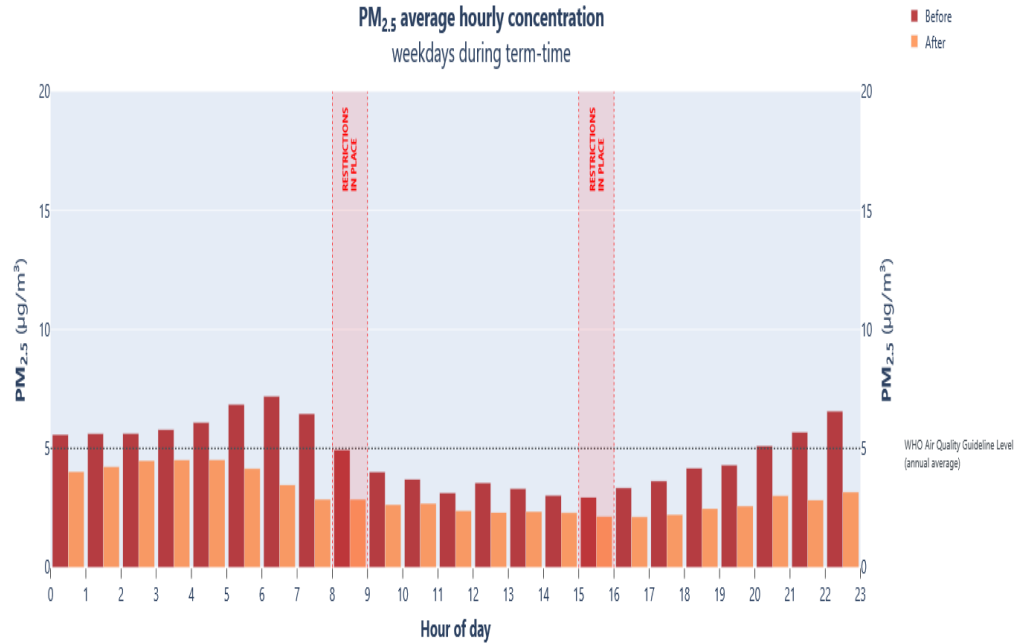
NO₂ average hourly concentration
weekdays during term-time



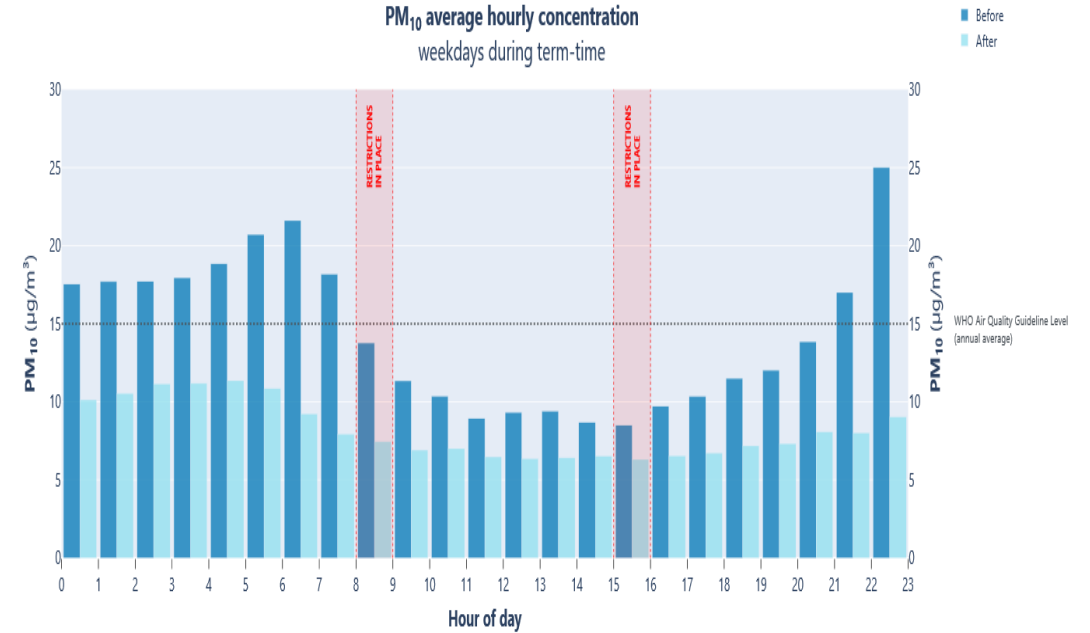
O₃ average hourly concentration
weekdays during term-time



PM_{2.5} average hourly concentration
weekdays during term-time



PM₁₀ average hourly concentration
weekdays during term-time



Phoenix Primary School

Phoenix Primary School only had 1 survey completed so this result cannot be used to represent the whole school community.

The response stated that they walked to and from school and strongly agreed that the scheme had improved safety outside the school. They also stated that their mode of travel hadn't changed as a result of the scheme.

There were a total of 3424 PCNs issued for this scheme. 68% of all exemptions applied for were granted making 274 being issued. Of these, 59% were for residents, 22% were for employees and 19% were for blue badge owners.

With Greenvale and Phoenix Primary being very close to one another, both schools experienced very similar issues. For Phoenix Primary, a lot of the traffic was displaced onto the cross junction of White Road and Symons Avenue causing it to become less safe for those crossing the road. At this junction, there were cars parked on corners and on double yellow lines which was inconsiderate to those trying to cross. There was also a small traffic build up on Sturla Road.



School Streets signage – Glencoe Road



School Streets signage – Sturla Road



Traffic Displacement – Symons Avenue

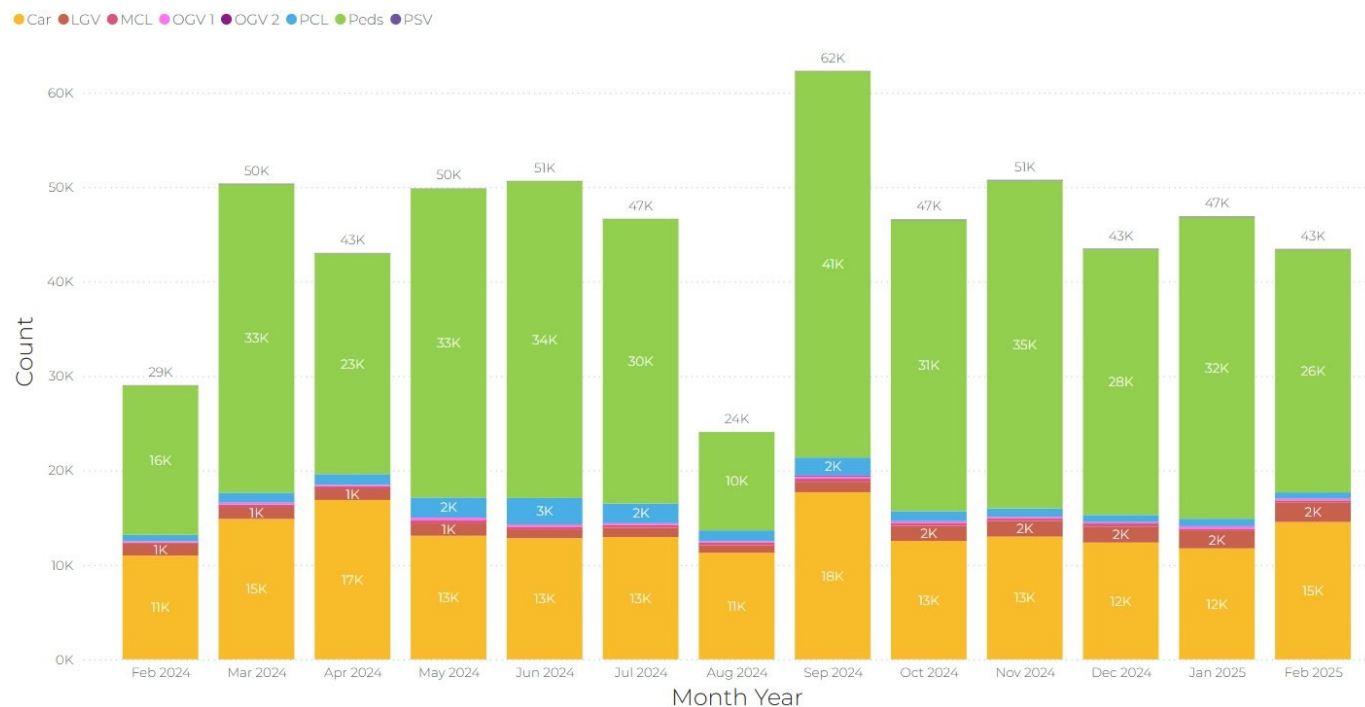


Pavement parking – Symons Avenue



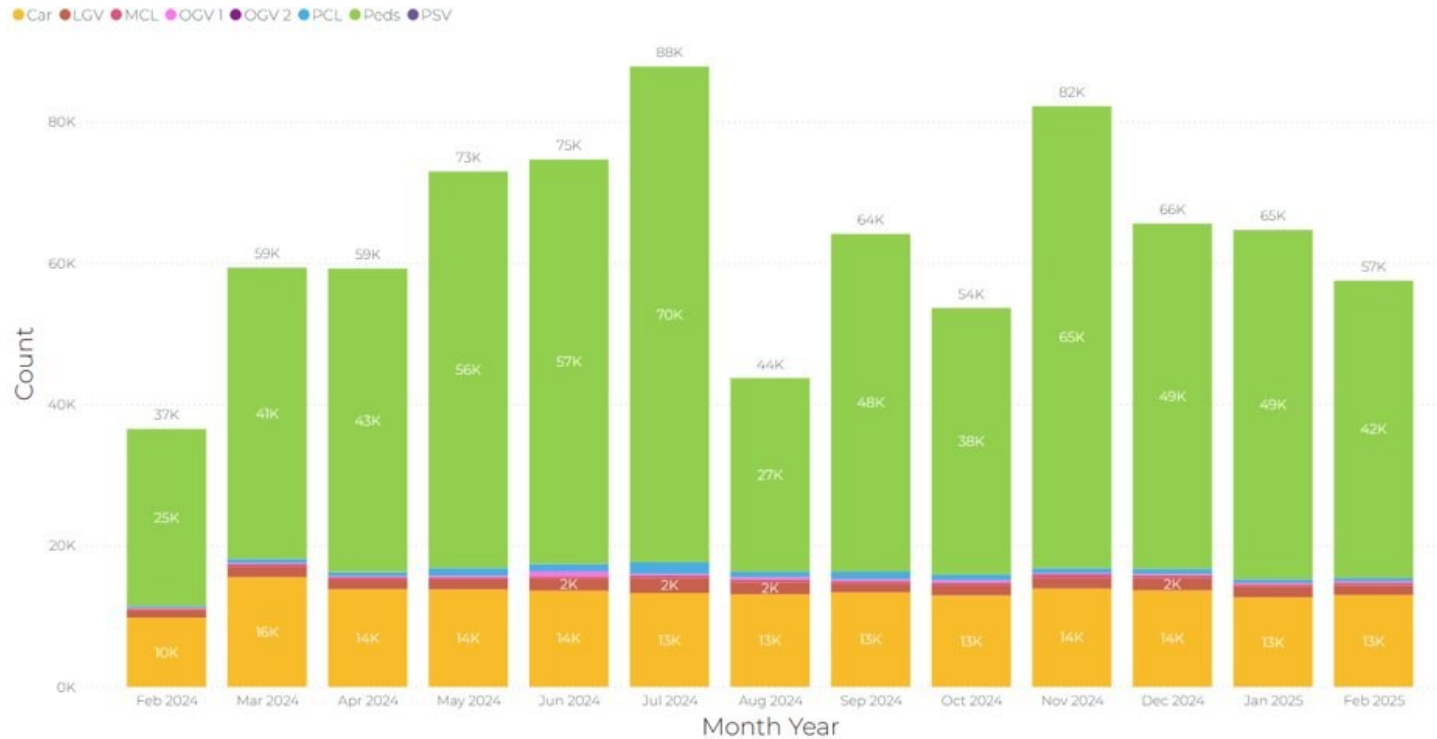
School Streets Signage – White Road

For White Road at Phoenix Primary School, (comparing Feb 2024 and Feb 2025), the percentage of journeys made by car has decreased by 4.39% from 37.87% to 33.48%. The percentage of journeys made by pedestrians has increased by 4.65% from 54.50% to 59.15%. The percentage of journeys made by cyclists has decreased by 0.78% from 2.30% to 1.52%.



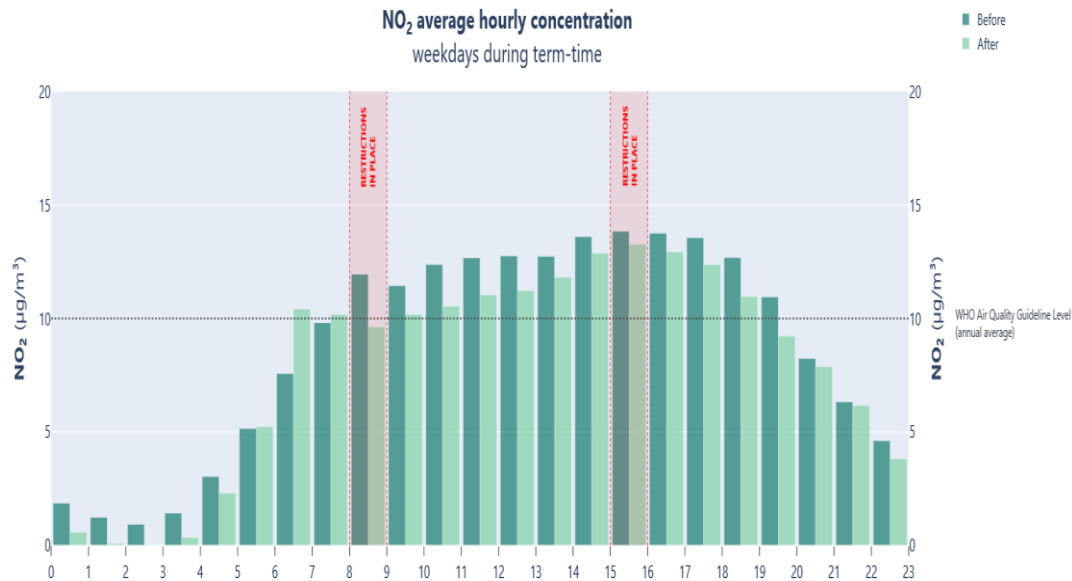
There have been no reported road traffic collisions for the restricted roads. However, it may be beneficial to have a discussion around how to prevent cars from stopping on corners making it more unsafe to cross the Symons Avenue/White Road junction.

For Glencoe Road at Phoenix Primary School, (comparing Feb 2024 and Feb 2025), the percentage of journeys made by car has decreased by 4.2% from 26.82% to 22.62%. The percentage of journeys made by pedestrians has increased by 4.52% from 68.64% to 73.16%. The percentage of journeys made by cyclists has increased by 0.14% from 0.74% to 0.88%.

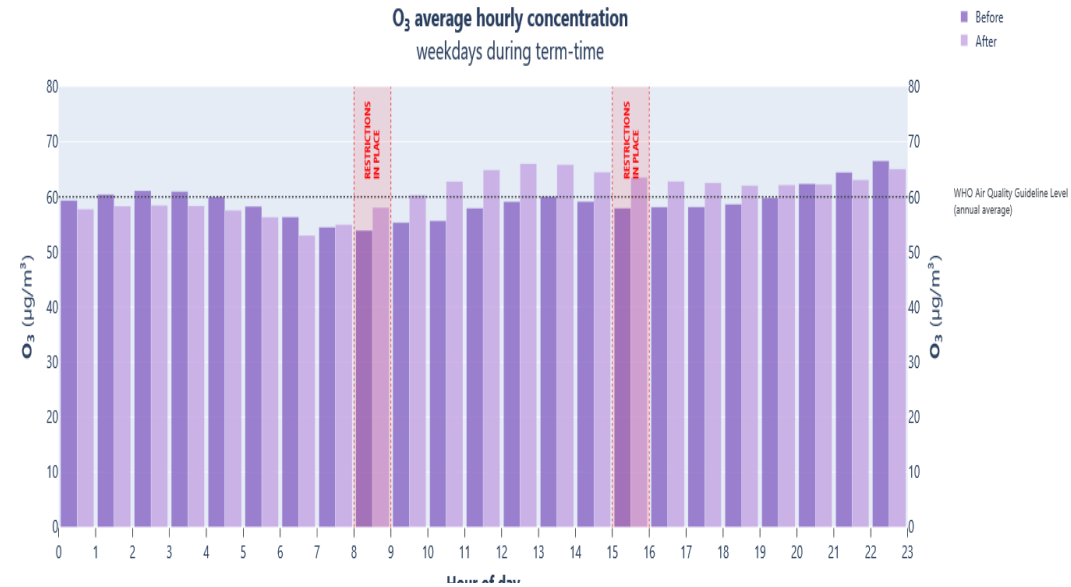


The air quality data at Phoenix Primary School shows a decrease in NO₂ during the morning and afternoon restrictions, an increase in O₃ during the morning and afternoon restrictions, similar levels of PM_{2.5} in the morning but an increase in the afternoon and a decrease in PM₁₀ in the morning with an increase in PM₁₀ in the morning. These are shown below:

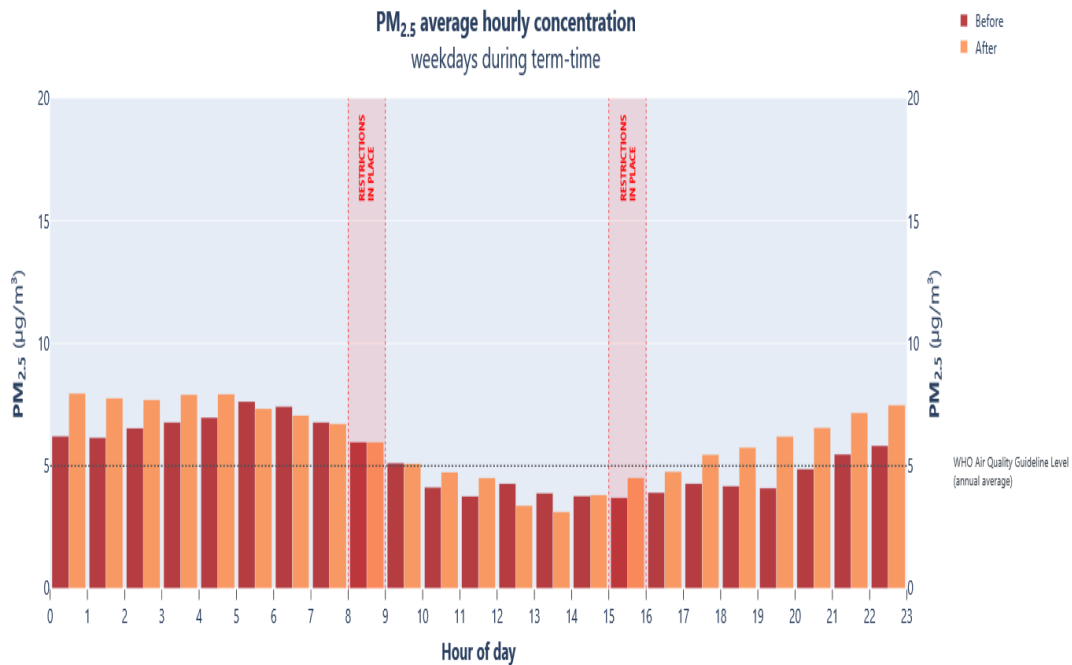
NO₂ average hourly concentration
weekdays during term-time



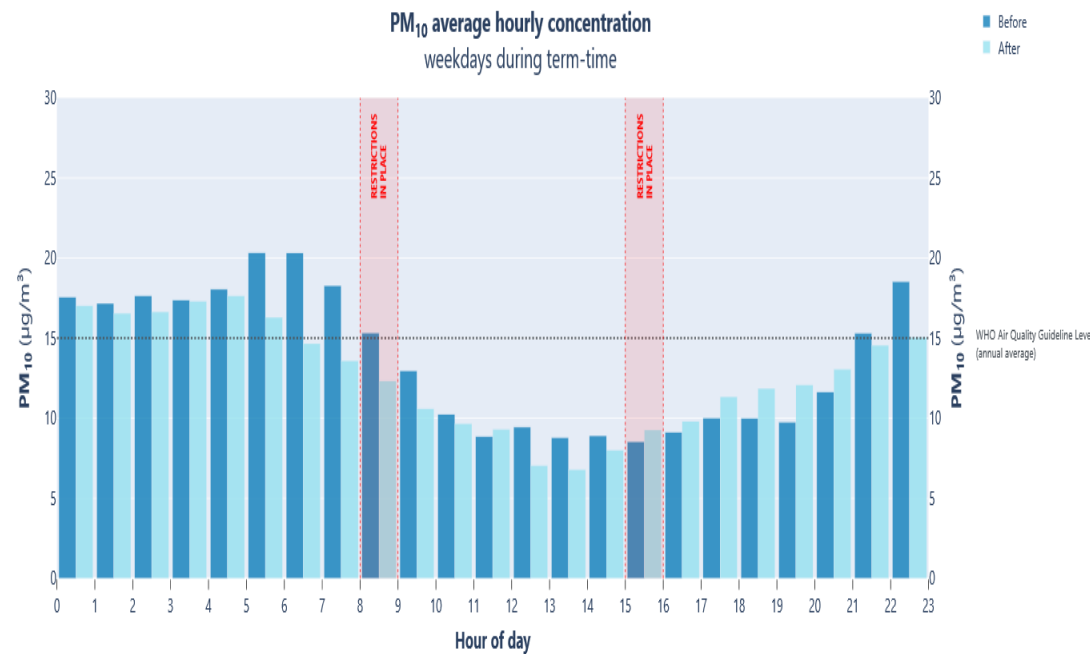
O₃ average hourly concentration
weekdays during term-time



PM_{2.5} average hourly concentration
weekdays during term-time



PM₁₀ average hourly concentration
weekdays during term-time



St Mary's Catholic Primary School

St Mary's Catholic School only had a small number of surveys completed by parents/carers with 6 responses. Due to this, the results of the survey will not represent the whole school community. From the survey, the modal split to/from school is as follows:

- 67% for walk
- 33% for car

Around 80% of responses stated that their mode of travel hadn't changed as a result of the scheme. In relation to barriers to active travel, the main reasons given were working hours and distance. The breakdown of responses to Question 5 is shown below:

ST MARY'S CATHOLIC PRIMARY	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Total
	Percent	Percent	Percent	Percent	Percent	Percent
The road outside the school feels safer	75%	25%	0%	0%	0%	100%
The air surrounding the school feels cleaner	25%	50%	25%	0%	0%	100%
The road outside the school feels calmer	75%	25%	0%	0%	0%	100%
The journey to school has generally improved since the installation of the School Street	0%	25%	75%	0%	0%	100%
The School Street Scheme has encouraged my child to travel more actively to school	0%	25%	50%	25%	0%	100%



School Streets Signage – Greenfield Road

There were a total of 521 PCNs issued for this scheme. 77% of all exemptions applied for were granted making 80 being issued. Of these, 76% were for residents, 11% were for employees and 13% were for blue badge owners.

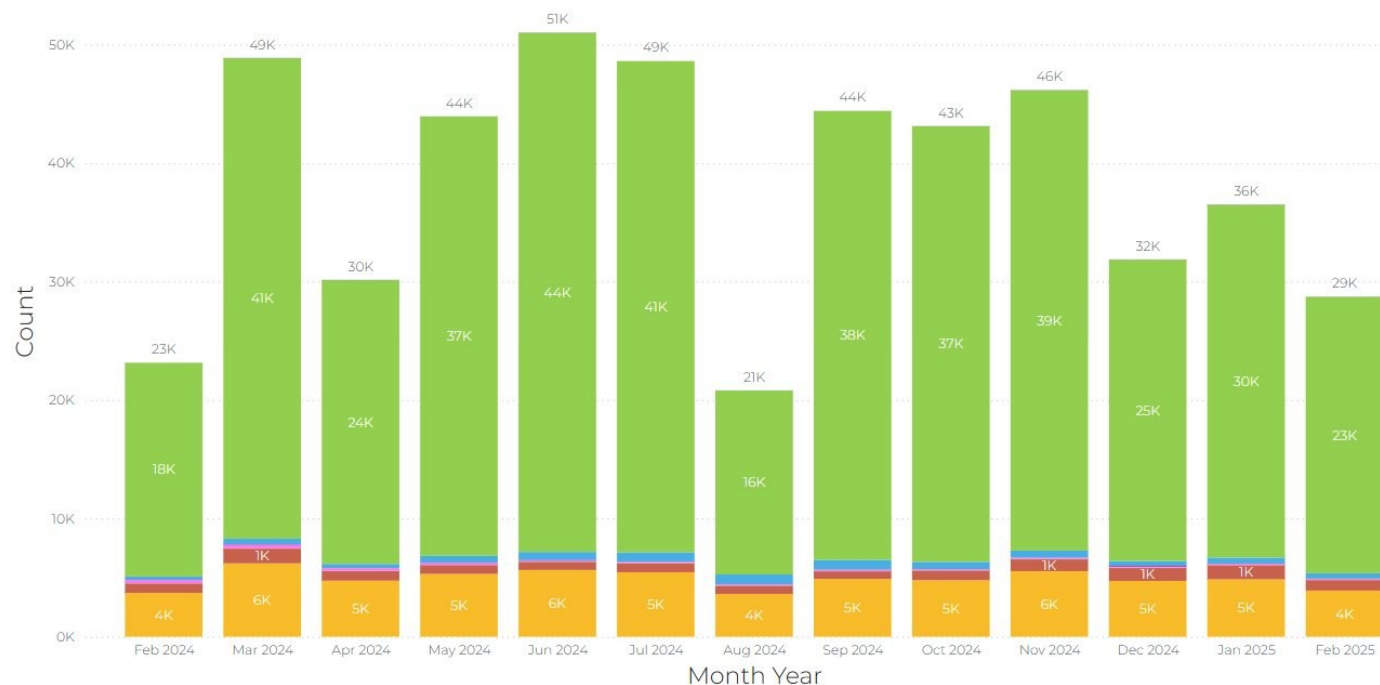
Out of the 6 responses received, only 1 provided an additional comment which stated that the scheme had made the journey safer. During the site visit, there wasn't a huge amount of traffic displacement. There were some cars dropping children off on the corner of Greenfield Road and Railway Street. This could become a bigger issue in colder and wetter weather.



School Streets Signage – Greenfield Road

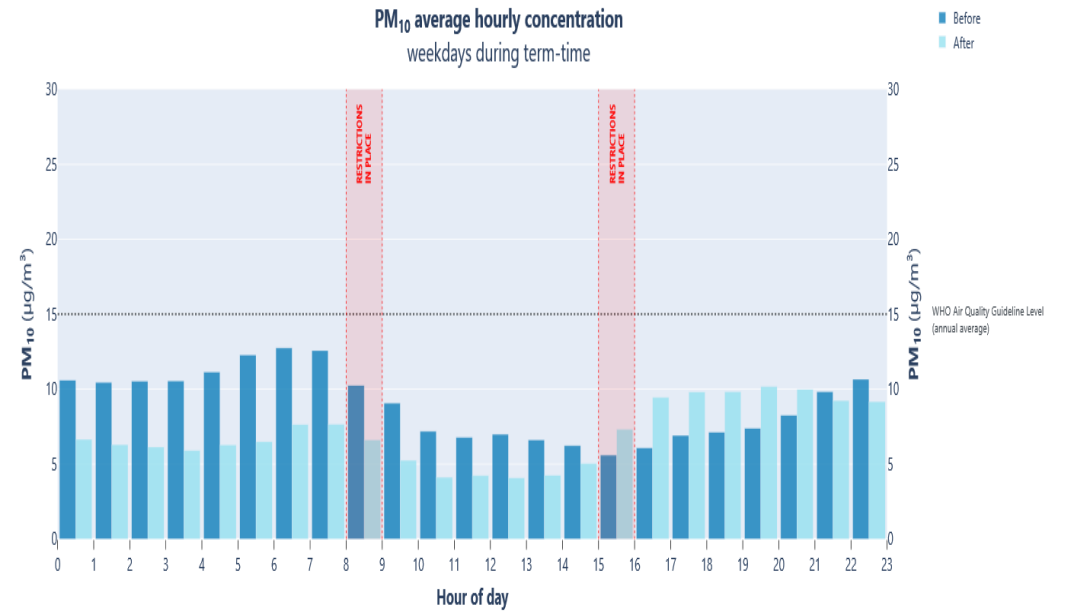
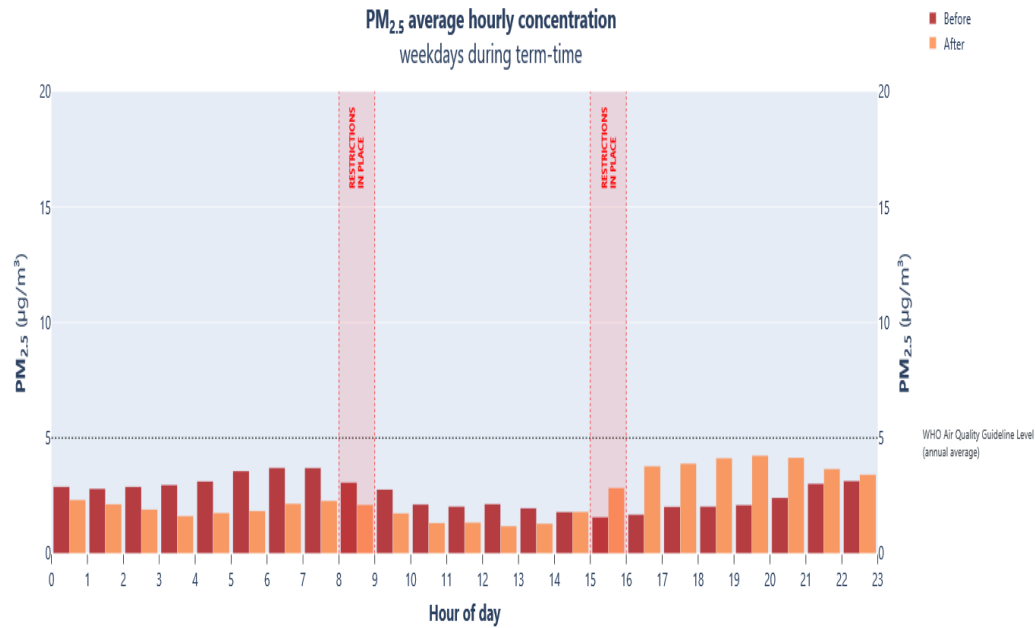
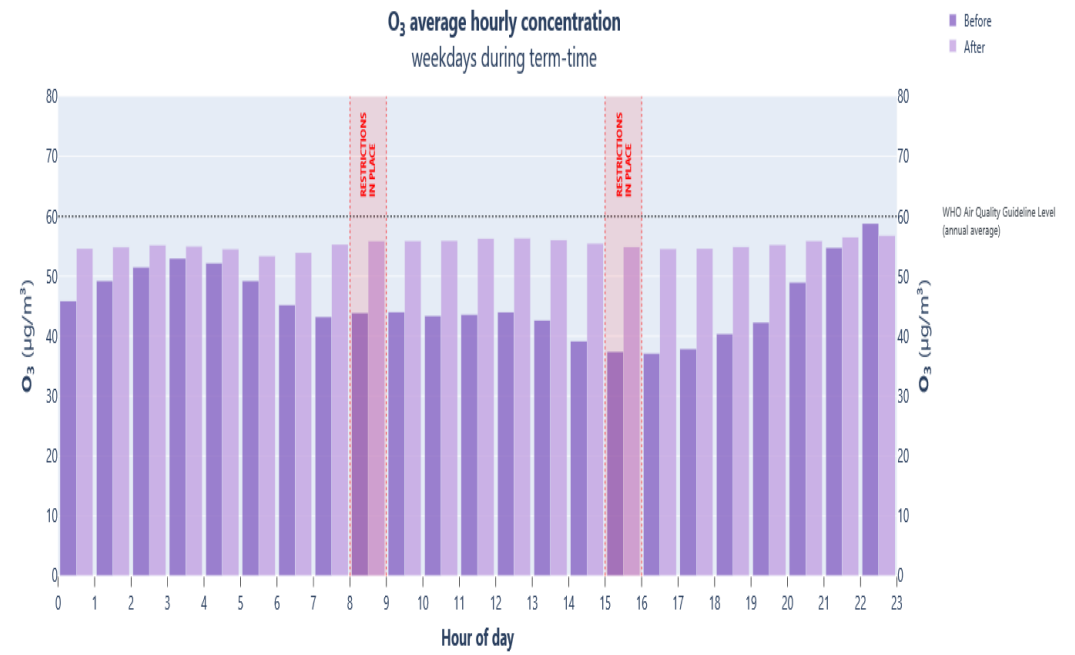
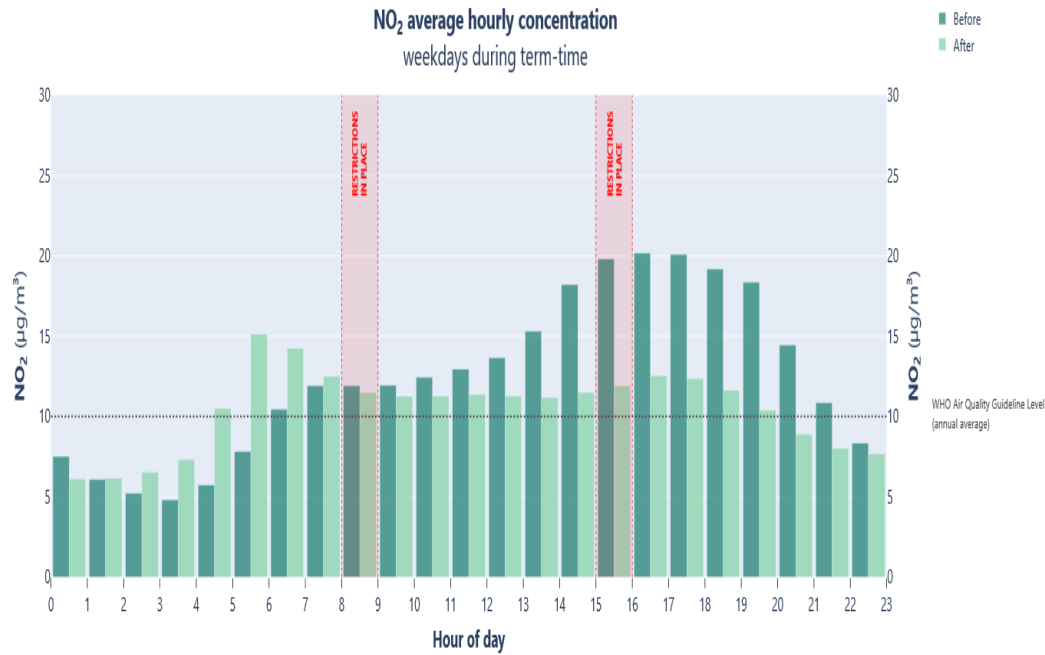
For St Mary's Catholic Primary School, (comparing Feb 2024 and Feb 2025), the percentage of journeys made by car has decreased by 2.44%% from 16.02% to 13.58%. The percentage of journeys made by pedestrians has increased by 3.31% from 77.97% to 81.28%. The percentage of journeys made by cyclists has increased by 0.29% from 1.28% to 1.57%.

Car LGV MCL OGV1 OGV2 PCL Peds PSV



There have been no reported road traffic collisions on Greenfield Road.

The air quality data for St Mary's Catholic Primary School shows a decrease in NO2 both during the morning restrictions and the afternoon restrictions, an increase in O3 during both restrictions, a decrease in PM2.5 in the morning but an increase in the afternoon, and a decrease in PM10 in the morning and an increase in PM10 in the afternoon. This is shown below:



St Peter's Infant School

St Peter's Infant School had 12 responses to the survey which is reasonable due to the school having a very small capacity. From the responses, the modal split to/from school is as follows:

- 71% for walk
- 17% for car
- 8% for park and stride
- 4% for cycle

100% of the responses stated that their mode of travel hadn't changed as a result of the scheme. In relation to barriers to active travel, the main reasons given were working hours, distance and safety concerns. The breakdown of Question 5 is shown below:

ST THOMAS MORE CATHOLIC PRIMARY	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Total
	Percent	Percent	Percent	Percent	Percent	Percent
The road outside the school feels safer	0%	0%	0%	100%	0%	100%
The air surrounding the school feels cleaner	0%	0%	33%	67%	0%	100%
The road outside the school feels calmer	0%	0%	0%	100%	0%	100%
The journey to school has generally improved since the installation of the School Street	0%	0%	0%	67%	33%	100%
The School Street Scheme has encouraged my child to travel more actively to school	0%	0%	0%	67%	33%	100%

There were a total of 117 PCNs issued for this scheme. 85% of all exemptions applied for were granted making 98 being issued. Of these, 69% were for residents, 13% were for employees and 17% were for blue badge owners.

The additional comments that were given by parents/carers were a mix of positive and negative. The negative feedback was mainly regarding traffic displacement. During a site visit undertaken, there was little to no displacement witnessed with a lot of students being walked to school. The dry weather may have been a contributing factor to this however, looking at the school's capacity, it would be unlikely for there to be a lot of displacement.

For St Peter's Infant School, (comparing Feb 2024 and Feb 2025), the percentage of journeys made by car has decreased by 1.18% from 43.96% to 42.78%. The percentage

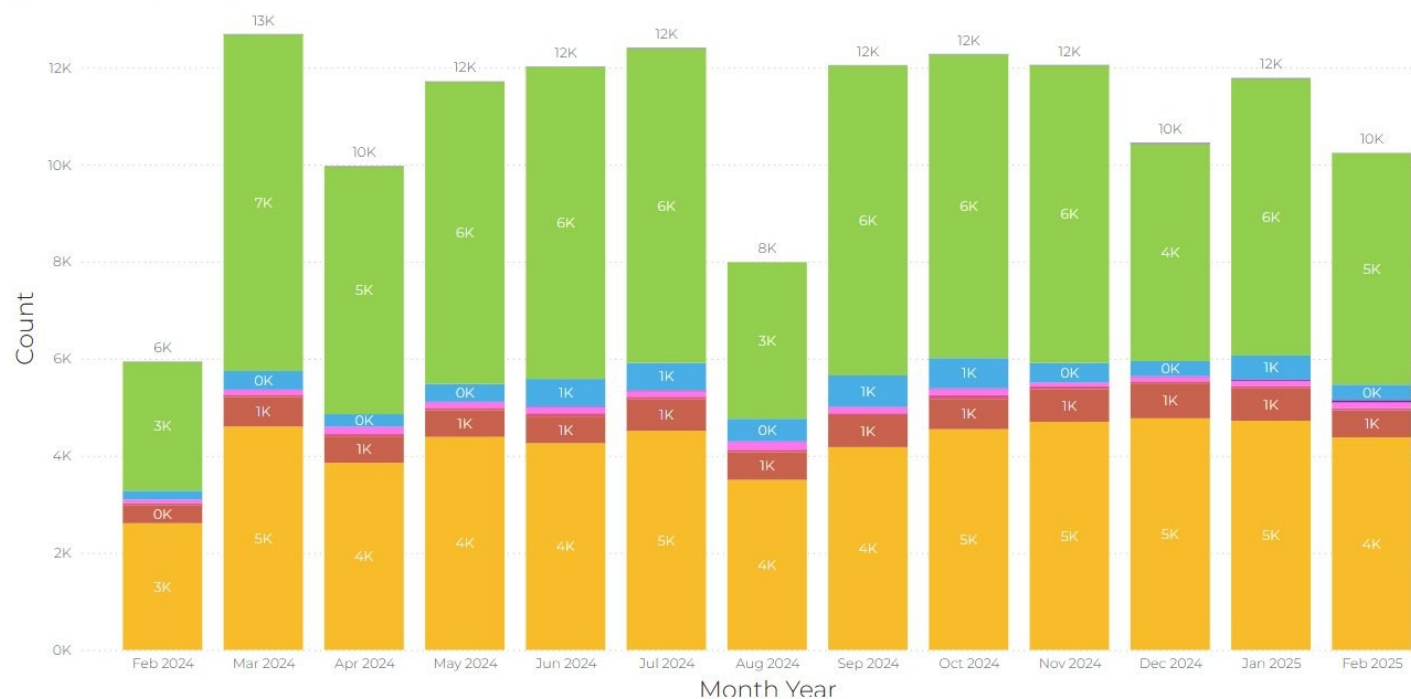


School Streets Signage – Holcombe Road

of journeys made by pedestrians has increased by 1.89% from 44.65% to 46.54%. The percentage of journeys made by cyclists has increased by 0.02% from 3.10% to 3.12%.

There have been no reported road traffic collisions on Holcombe Road.

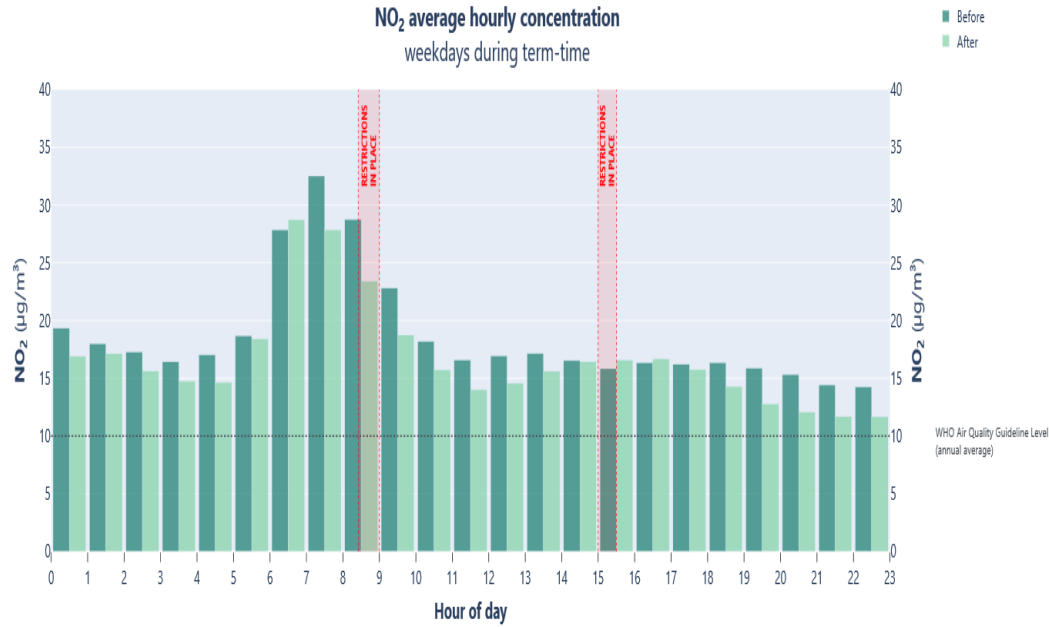
Car LGV MCL OGV1 OGV2 PCL Peds PSV



The air quality data for St Peter's Infant School shows a decrease in NO2 during the morning restriction but

an increase during the afternoon restriction, an increase of O3 both in the morning and the afternoon, and a decrease in both PM2.5 and PM10 during the morning restriction and the afternoon restriction. This is shown below:

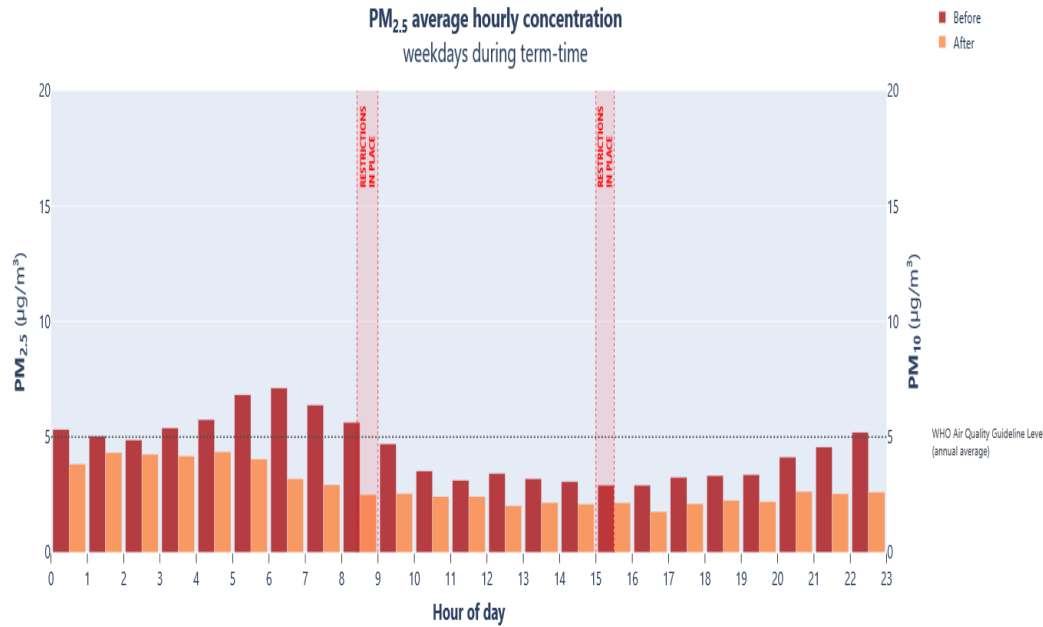
NO₂ average hourly concentration
weekdays during term-time



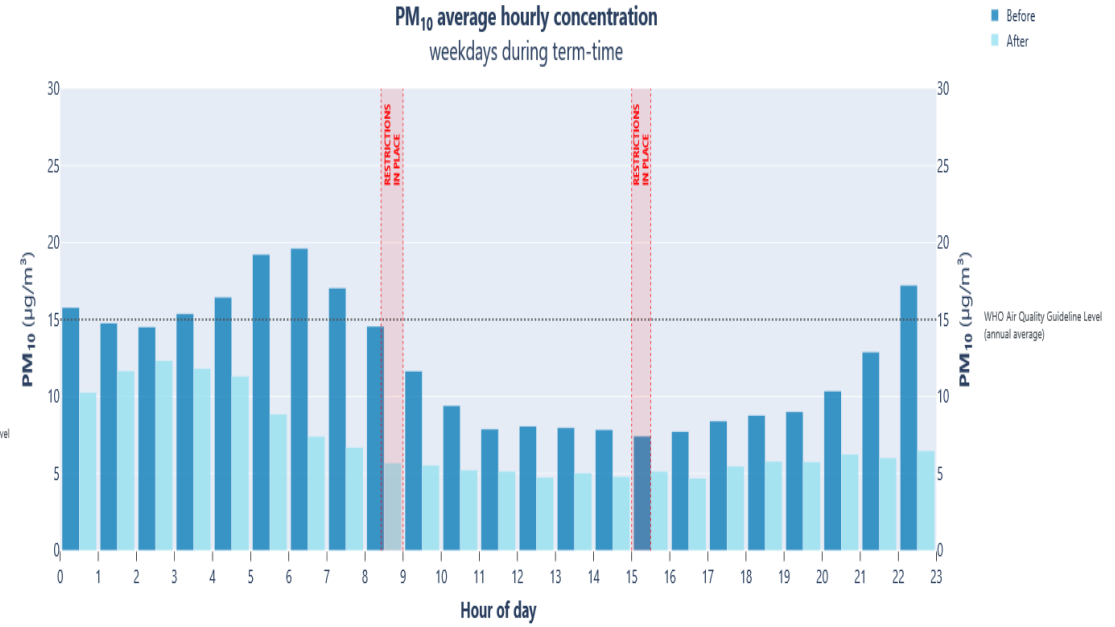
O₃ average hourly concentration
weekdays during term-time



PM_{2.5} average hourly concentration
weekdays during term-time



PM₁₀ average hourly concentration
weekdays during term-time



St Thomas More Catholic Primary School

St Thomas More Catholic Primary School only had 3 responses to the parent/carers survey meaning this is not representative of the whole school community. All responses stated that they travelled by car on the way back from school with one changing to car share on the way to school. All responses stated that their mode of travel hasn't changed as a result of the scheme. In relation to the barriers to active travel, the reasons were distance, working hours, safety concerns and health/mobility issues. The breakdown of Question 5 is shown below:

ST THOMAS MORE CATHOLIC PRIMARY	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Total
	Percent	Percent	Percent	Percent	Percent	Percent
The road outside the school feels safer	0%	0%	0%	100%	0%	100%
The air surrounding the school feels cleaner	0%	0%	33%	67%	0%	100%
The road outside the school feels calmer	0%	0%	0%	100%	0%	100%
The journey to school has generally improved since the installation of the School Street	0%	0%	0%	67%	33%	100%
The School Street Scheme has encouraged my child to travel more actively to school	0%	0%	0%	67%	33%	100%

There were a total of 440 PCNs issued for this scheme. 82% of all exemptions applied for were granted making 164 being issued. Of these, 76% were for residents, 15% were for employees and 9% were for blue badge owners.

All 3 responses had negative additional comments which made comments about traffic displacement and parking issues. After attending site, officers confirmed that there was a vast amount of traffic displacement and inconsiderate parking which created issues on Walderslade Road. This also caused issues for pedestrians walking along Walderslade Road due to cars mounting the pavement. It was also found that many cars were already in Bleakwood Road before the timed restrictions came into place. These issues can be seen by the photos below:



Photo taken at 8:00am showing cars already waiting in Bleakwood Road before timed restrictions



Pavement parking on Walderslade Road (facing North)

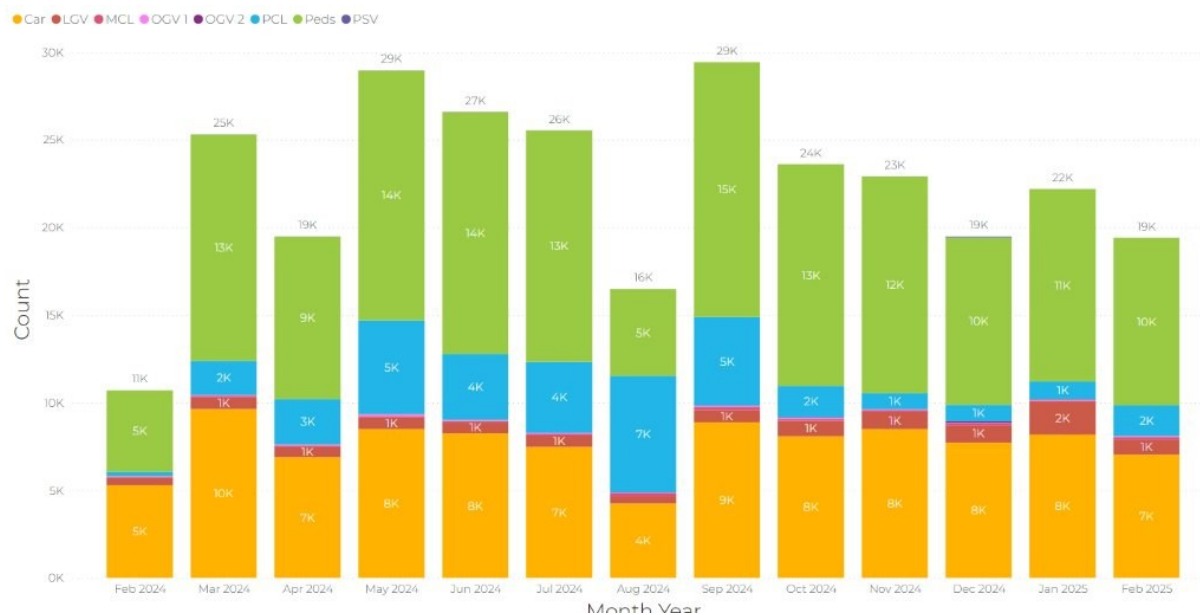


Cars parked along Walderslade Road and double yellow lines on corner of Bleakwood Road



School Streets Signage – Bleakwood Road

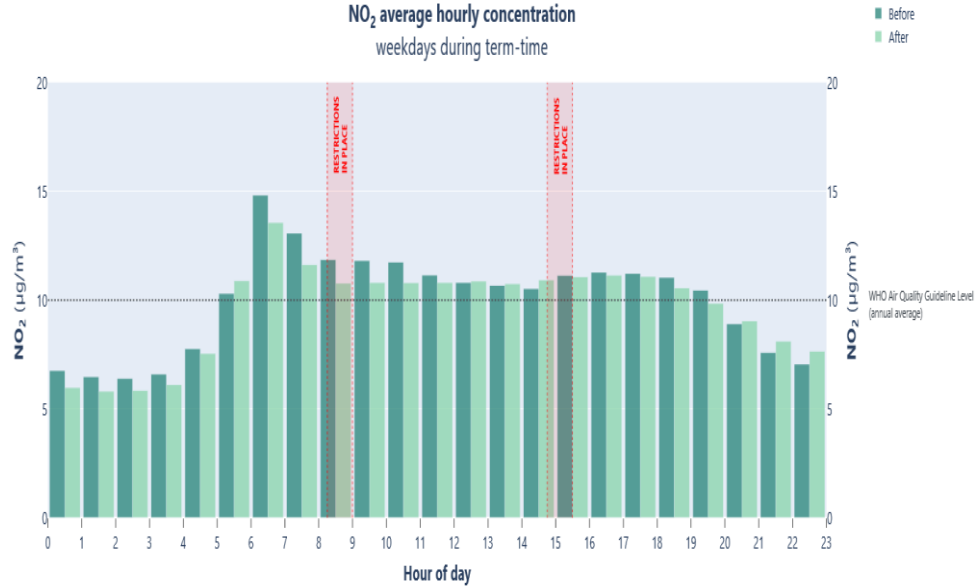
For St Thomas More Catholic Primary School, (comparing Feb 2024 and Feb 2025), the percentage of journeys made by car has decreased by 13.1% from 49.35% to 36.25%. The percentage of journeys made by pedestrians has increased by 6.7% from 43.37% to around 49.26%. The percentage of journeys made by cyclists has increased by 6.7% from 2.32% to 9.02% as shown below:



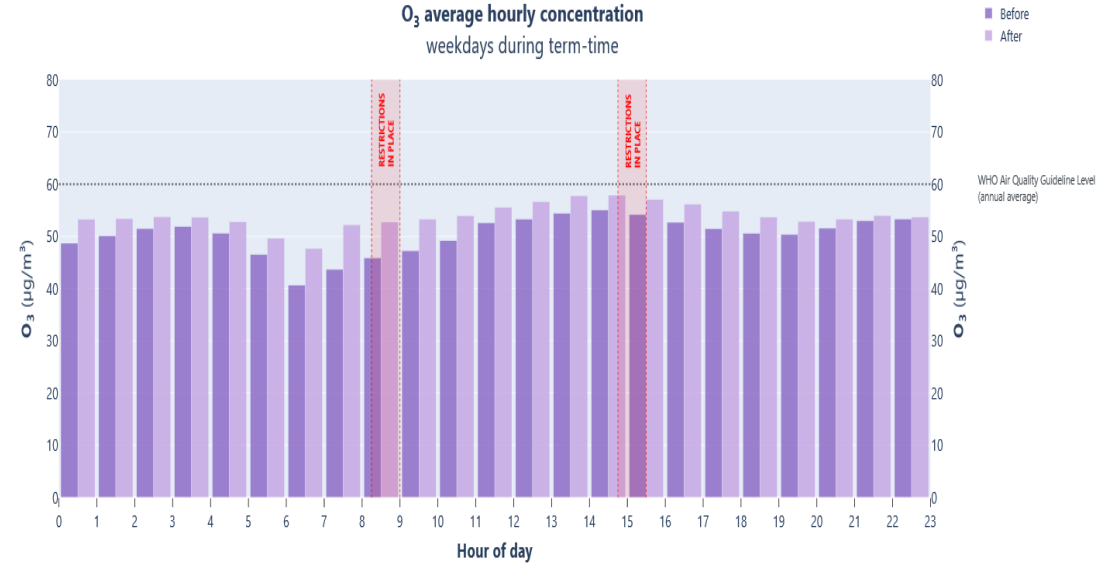
There have been no road traffic collisions on Bleakwood Road.

The air quality data for St Thomas More Catholic Primary School shows a decrease in NO2 during the morning restriction but an increase during the afternoon restriction, an increase of O3 both in the morning and the afternoon, and a decrease in both PM2.5 and PM10 during the morning restriction and the afternoon restriction. This is shown below:

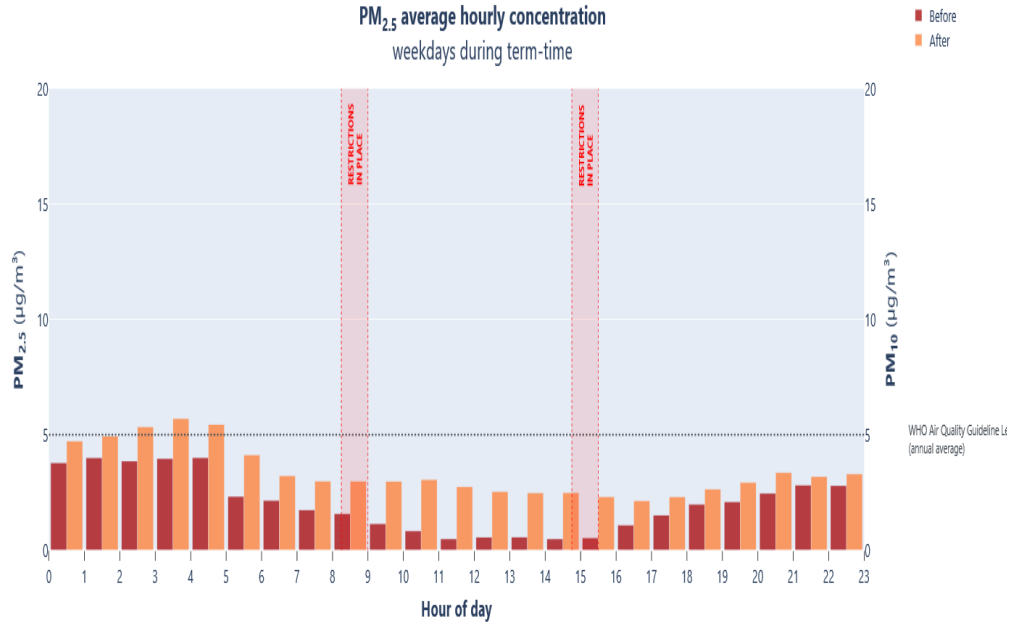
NO₂ average hourly concentration
weekdays during term-time



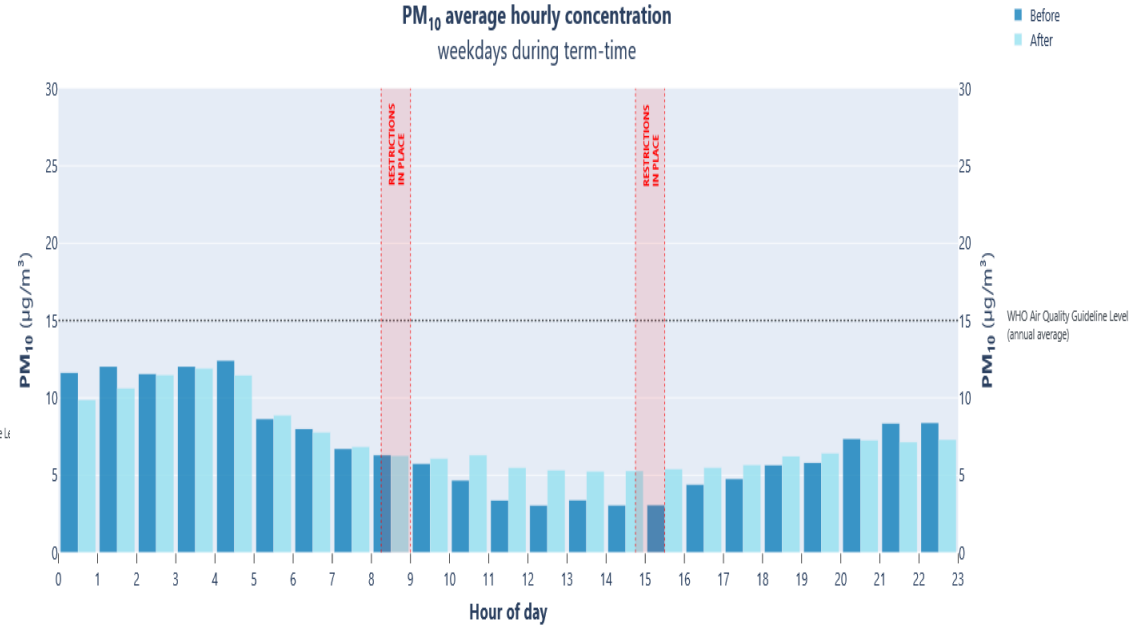
O₃ average hourly concentration
weekdays during term-time



PM_{2.5} average hourly concentration
weekdays during term-time



PM₁₀ average hourly concentration
weekdays during term-time



Summary and Conclusion

Parent/Carer Feedback

This was a mix of both positive and negative reviews. Generally, pedestrians tended to have a more positive opinion on the scheme than drivers. Positive comments were made regarding the improvement in the feeling of safety and negative comments were made regarding the traffic displacement and cars waiting in the restricted street before the restricted time. The most common barriers to active travel were working hours, distance and safety concerns.

Staff Feedback

Only a small amount of feedback was received from staff however, this was also a mix of positive and negative reviews. The positive comments referred to the safety and calmness directly outside of the school. The negative comments referred to the inconvenience of the exemption and appeals process as well as the inconvenience for getting to other sites for meetings/clubs.

PCNs

The number of PCNs represent driver compliance. The number of PCNs issued peaked in December 2024 after a steady incline from September 2024. From December 2024 to February 2025, the number of PCNs issued started to decrease which is a positive trend to see as this demonstrates a growing awareness of the restrictions.

Road Safety

Across Medway, the number of child casualties per month has generally decreased however, this cannot be linked to the School Streets Scheme. It is more likely to be linked with the Road Safety Education Programme our Road Safety Education Team provide to schools in Medway which is delivered to children from Year R to Year 13. In relation to the specific school streets, there were 2 slight collisions around Greenvale Primary and Phoenix Primary from March 2023 to March 2024. There have been no reported collisions from March 2024 to March 2025 during the restricted times.

Air Quality

Air quality has remained at similar average daily levels before and after the School Streets Scheme, despite pollutant concentrations normally becoming higher during winter months, indicating a potential improvement in air quality. Average weekday

concentrations during term-time shows a decrease in NO₂, PM_{2.5} and PM₁₀ concentrations during school hours at almost all school sites.

Traffic Count

Comparing February 2024 with February 2025, the percentage of journeys made by car at each of the sites has decreased and the journeys made by pedestrians have increased. This, however, is not represented in the modal shift for the students. The main cause for this could be people still driving but parking further away (and still marking this down as car instead of park and stride).

Site Visits

During most of the site visits, quite a lot of traffic displacement was present. The main schools with the most traffic displacement was St Thomas More Catholic Primary School and Miers Court Primary School. The site visits were conducted during the morning restrictions meaning people would be arriving at more staggered times to drop their children off at school. In the afternoon, all parents/carers would be arriving at the same time as the end of the school day is not staggered. This would result in the displacement becoming worse.

The displacement for Greenvale Primary and Phoenix Primary also caused safety issues for crossing roads just outside the school streets zone. There was less displacement than originally expected for St Peter's Infant School and Burnt Oak Primary School.

Generally, some cars do wait in the school street before the timed restrictions start. This can make it congested once the children have been dropped off. This would be worse in the afternoon whilst parent/carers wait for the children to be dismissed. If the car engine remains running during this time, the scheme is indirectly contributing to poorer air quality due to idling.

Recommendations

Issue 1: Cars arriving in School Street before restrictions start

Possible solution 1:

- Some cars that arrive early do not switch their engines off whilst waiting. Car idling can produce up to 150 balloons of exhaust emissions per minute. This could be one of the reasons as to why air quality has not significantly improved. Therefore, a possible solution could be to run an anti-idling campaign to encourage people to turn their engines off whilst waiting. This could be offered to all schools and promotion materials could include banners and posters. This could also be promoted by schools in their newsletters out to parents.

Possible solution 2:

- Another option would be to extend the timed restrictions and make them earlier. If they were made earlier, this could prevent people from arriving before the restrictions are in place. However, it is possible that people would arrive earlier, and the length of idling time could increase (meaning more emissions would be emitted resulting in worsened air quality).

Possible solution 3:

- Currently, drivers are only fined if they drive INTO a school street during the restricted times. They are not fined if they drive OUT of a school street during the restricted times. This is allowing drivers to enter before restrictions and leave during the restrictions and not get a PCN. Whilst many councils also run their School Streets Scheme in this way, there are a couple of Councils who charge drivers for entering AND exiting a school street. These include East Riding of Yorkshire and Enfield. This however is not mentioned in the National School Streets Guidance.

Issue 2: Traffic Displacement into surrounding roads

Possible solution 1:

- Continue to work closely with the school street schools to take part in our active travel initiatives to attempt to reduce the number of children being driven to school. This however will not solve the immediate issue of traffic displacement.

Possible solution 2:

- Look into the possibility of setting up a park and stride option if there are car parks nearby. This could be through making deals

with supermarkets, churches, sports facilities, etc or by allowing cars to park in Council car parks nearby for a small amount of time free of charge.

Possible solution 3:

- Work closely with schools to set up a walking bus. This will encourage children to walk to school even if their parents/carers work set hours/have mobility issues. An officer has recently developed new resources for setting up a Walking Bus and this will continue to be communicated to schools.

Issue 3: Inconsiderate Parking – Parking on double yellow lines and on the pavement

Possible solution 1:

- Introduce deterrents for pavement parking such as bollards, rails etc. This would need to be looked into only at specific locations where pavement parking is a bigger issue such as Walderslade Road, Harvesters Close, Nightingale Close, Symons Avenue and Haig Avenue.

Possible solution 2:

- Introduce further enforcement for parking on double yellow lines at the specific locations. This could be officer enforcement or camera enforcement.

Possible solution 3:

- If inconsiderate parking cannot be deterred, possible improvements to safety infrastructure such as safer crossing facilities could be implemented to improve safety when crossing between parked cars.

Possible solution 4:

- Engage with the participating schools to run Medway Council's "Think Smart, Park Safe" campaign. This allows schools to borrow banners and posters which attempt to deter unsafe parking. The banner would only be appropriate for the schools who have school gates on unrestricted roads where displacement occurs as they would need to mount the banner on their own property. The campaign also offers parent leaflets and posters which could be used for any school.

Issue 4: Modal Shift

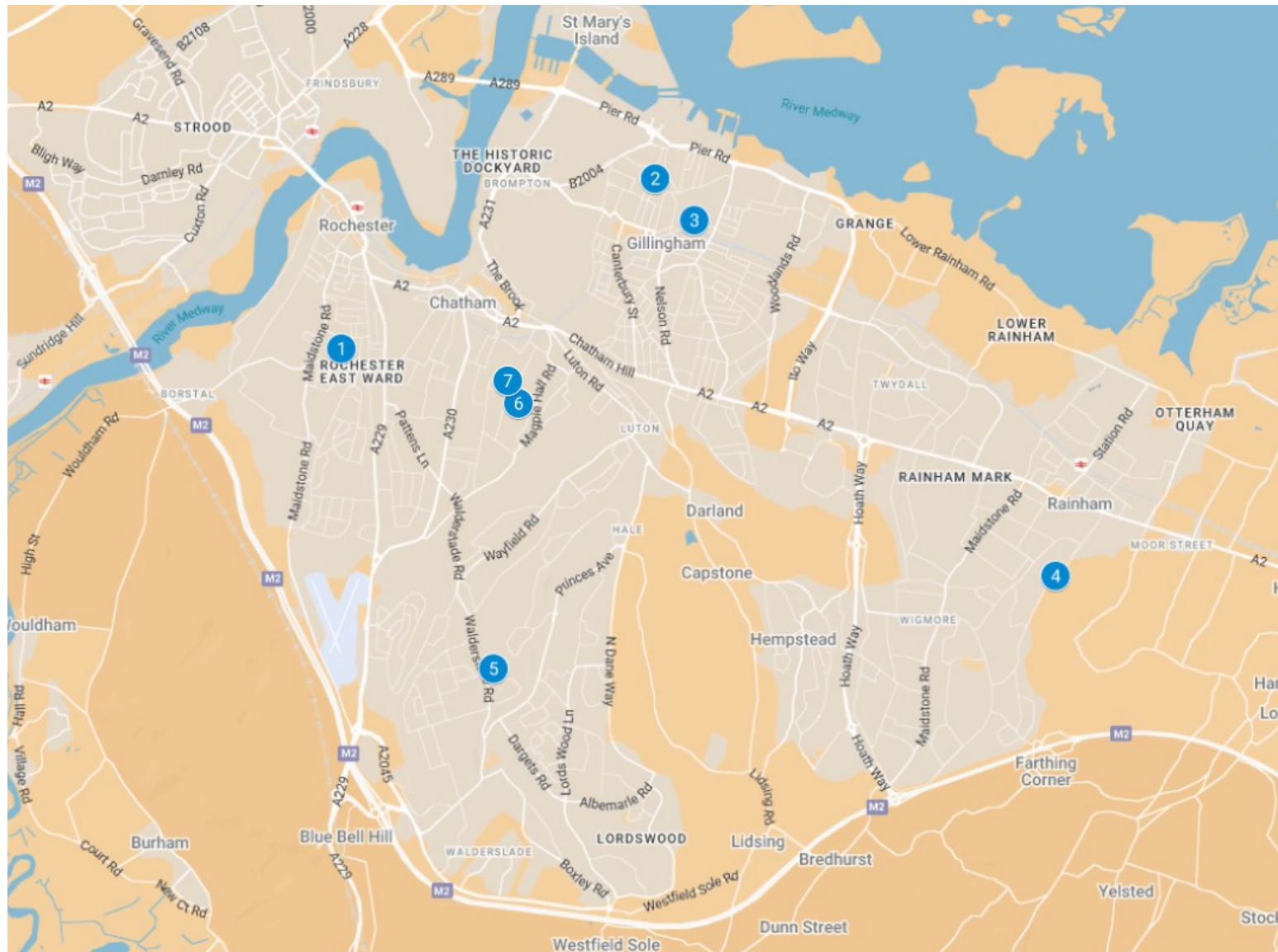
- There hasn't been the expected modal shift as originally hoped however, this may be due to there not being a baseline "hands-up" survey prior to the scheme being implemented (meaning the results that officers gathered are not as reliable as they could have been). For Tranche 2, it is recommended that a baseline mode of travel survey is undertaken prior to the scheme going live.
- It is also recommended that modal shift should be continuously monitored and reviewed alongside the monitoring of the Tranche 1 Scheme. This could be done through a yearly survey for parents to complete or, if the school is completing their School Travel Plan through Modeshift STARS, be done via the Modeshift portal. This could then help with long term trends/progress being identified. The Sustainable Transport Team will continue to work with schools to register and complete their School Travel Plan through Modeshift STARS.

Appendices

Appendix A – Overall Key Information

School Name	Postcode	Ward	Streets (wholly or partially) impacted by SS closure	No. of addresses included	No. of exemptions granted (annual)	No. of PCNs issued	No. of survey responses
Burnt Oak Primary School	ME7 1LS	Gillingham North	Cornwall Road, Devonshire Road, Richmond Road	118	225	5888	94
Greenvale Primary School	ME4 5UP	Chatham Central & Brompton	Symons Avenue	67	194	2090	32
Miers Court Primary School	ME8 8JR	Rainham South East	Silverspot Close, The Crofters	103	357	1027	8
Phoenix Primary School	ME4 5QD	Chatham Central & Brompton	Glencoe Road, Sturla Road, White Road	163	274	3424	1
St Mary's Catholic Primary School	ME7 1YH	Gillingham North	Greenfield Road	21	80	521	6
St Peter's Infant School	ME1 2HU	Rochester East & Warren Wood	Holcombe Road	57	93	117	12
St Thomas More Catholic Primary School	ME5 0NF	Wayfield & Weedswood	Bleakwood Road	14	164	440	3

Appendix B – Locations of Tranche 1 School Streets in Medway



- 1) St Peter's Infant School
- 2) Burnt Oak Primary School
- 3) St Mary's Catholic Primary School
- 4) Miers Court Primary School
- 5) St Thomas More Primary School
- 6) Greenvale Primary School
- 7) Phoenix Primary School

Appendix C – Burnt Oak Primary School Consultation Leaflet and Site Plan

Have your say
by Sunday 25
June 2023



Medway Safer Healthier Streets

We want your feedback on School Streets for **Burnt Oak Primary School**.

Tell us what you think about proposals for **Richmond Road, Devonshire Road and Cornwall Road**.



Scan the QR code or respond online at: www.medway.gov.uk/SchoolStreets

What is a School Street?

A School Street is a road outside a school with a temporary restriction on most motorised traffic at school drop-off and pick-up times, providing the opportunity for people to walk, scoot or cycle safely. Residents of the street can apply for an exemption to the restrictions.

School Streets improve safety and transform often busy and polluted school roads into safer, cleaner and healthier environments for all.

By limiting motor vehicle access outside schools we can improve road safety around pick-up and drop-off times and create safe walking, cycling and scooting routes to and from school.

Restrictions only operate at certain times of the day during the school term and don't impact local residents or emergency vehicles.

By adopting this approach we make the road safer for pupils, pedestrians, and motorists and encourage more sustainable modes of transport in our community.

Why are we proposing School Streets?

We are proposing to introduce School Streets to help ensure the areas outside our schools are safer and healthier for our children and local residents.

By implementing School Streets, we can take proactive measures to address traffic at peak hours helping to improve road safety and reduce air pollution.

What is proposed for Richmond Road, Devonshire Road and Cornwall Road?

The proposal is to introduce a time-limited road closure (School Street) on Richmond Road, Devonshire Road and Cornwall Road between **8 to 9am** and **3 to 4pm** during school term time.

1,000 children are killed on school roads every year in England, and an estimated 16 children a week are fatally hit or seriously injured during the morning and afternoon school runs each week.

Vehicles will not be able to enter the streets between these times unless they have been given an exemption. Residents and businesses who live and work on a School Street will be able to register for an exemption as well as Blue Badge holders. The scheme will not operate in the school holidays or at weekends.

What are the benefits of a School Street?

- Creates a safer environment for school children - by reducing the number of cars on roads surrounding schools and reducing the risk of road collisions.
- Decreases traffic and congestion - not only in the immediate School Streets, but overall, bringing benefits to the wider community;
- Boosts public health - by encouraging exercise via active forms of travel (walking, cycling, scooting).



How will a School Street be enforced?

A School Street is enforced by way of mounted static cameras that are located at the entry to the School Street, along with signage to advise visitors to the area what times they cannot drive into the road/s. The enforcement times coincide with school pick-up and drop-off times and are normally in place for a period of one hour at the start of the day and one hour at the end of the day.

Can I park on the street during the hours of restriction?

Yes, parking and any parking restrictions are unaffected by the School Street. The restriction applies to entering the road during the operational times of the School Street.

What about parking for residents of the School Street?

Residents parking areas can be accessed by properties who have applied for and received an exemption. Anyone living within the School Street area is eligible for an exemption.

Have your say

Your feedback on the proposal is important and will help us make a decision about the scheme. Please scan the QR code or respond online at:

www.medway.gov.uk/SchoolStreets



What happens next?

Should we proceed with these proposals, residents will receive a letter to inform them about the start date of the scheme with details of how to register a vehicle or vehicles for exemption. Public notices advising of the changes will be displayed in the street.

More information

For more information or to request a hard copy of the survey, please email us.

www.medway.gov.uk/SchoolStreets
consultation@projectcentre.co.uk



If you would like a hard copy survey or need this document in a different format or language, please get in touch.

Email: consultation@projectcentre.co.uk

**Write to: Project Centre,
Kent House, 81 Station Road,
Ashford, Kent, TN23 1PP**

Operating times:

8:15am-9:00am

2:45pm-3:45pm



Appendix D – Greenvale Primary School Consultation Leaflet and Site Plan

Have your say
by Sunday 25
June 2023



Medway Safer Healthier Streets

We want your feedback on School Streets for **Greenvale Primary School**.

Tell us what you think about proposals for **Symons Avenue**.



Scan the QR code or respond online at: www.medway.gov.uk/SchoolStreets

What is a School Street?

A School Street is a road outside a school with a temporary restriction on most motorised traffic at school drop-off and pick-up times, providing the opportunity for people to walk, scoot or cycle safely. Residents of the street can apply for an exemption to the restrictions.

School Streets improve safety and transform often busy and polluted school roads into safer, cleaner and healthier environments for all.

By limiting motor vehicle access outside schools we can improve road safety around pick-up and drop-off times and create safe walking, cycling and scooting routes to and from school.

Restrictions only operate at certain times of the day during the school term and don't impact local residents or emergency vehicles.

By adopting this approach we make the road safer for pupils, pedestrians, and motorist and encourage more sustainable modes of transport in our community.

Why are we proposing School Streets?

We are proposing to introduce School Streets to help ensure the areas outside our schools are safer and healthier for our children and local residents.

By implementing School Streets, we can take proactive measures to address traffic at peak hours helping to improve road safety and reduce air pollution.

What is proposed for Symons Avenue?

The proposal is to introduce a time-limited road closure (School Street) on Symons Avenue between **8 to 9am** and **3 to 4pm** during school term time.

1,000 children are killed on school roads every year in England, and an estimated 16 children a week are fatally hit or seriously injured during the morning and afternoon school runs each week.

Vehicles will not be able to enter the streets between these times unless they have been given an exemption. Residents and businesses who live and work on a School Street will be able to register for an exemption as well as Blue Badge holders. The scheme will not operate in the school holidays or at weekends.

What are the benefits of a School Street?

- Creates a safer environment for school children - by reducing the number of cars on roads surrounding schools and reducing the risk of road collisions.
- Decreases traffic and congestion - not only in the immediate School Streets, but overall, bringing benefits to the wider community;
- Boosts public health - by encouraging exercise via active forms of travel (walking, cycling, scooting).



How will a School Street be enforced?

A School Street is enforced by way of mounted static cameras that are located at the entry to the School Street, along with signage to advise visitors to the area what times they cannot drive into the road/s. The enforcement times coincide with school pick-up and drop-off times and are normally in place for a period of one hour at the start of the day and one hour at the end of the day.

Can I park on the street during the hours of restriction?

Yes, parking and any parking restrictions are unaffected by the School Street. The restriction applies to entering the road during the operational times of the School Street.

What about parking for residents of the School Street?

Residents parking areas can be accessed by properties who have applied for and received an exemption. Anyone living within the School Street area is eligible for an exemption.

Have your say

Your feedback on the proposal is important and will help us make a decision about the scheme. Please scan the QR code or respond online at:

www.medway.gov.uk/SchoolStreets



What happens next?

Should we proceed with these proposals, residents will receive a letter to inform them about the start date of the scheme with details of how to register a vehicle or vehicles for exemption. Public notices advising of the changes will be displayed in the street.

More information

For more information or to request a hard copy of the survey, please email us.

 www.medway.gov.uk/SchoolStreets

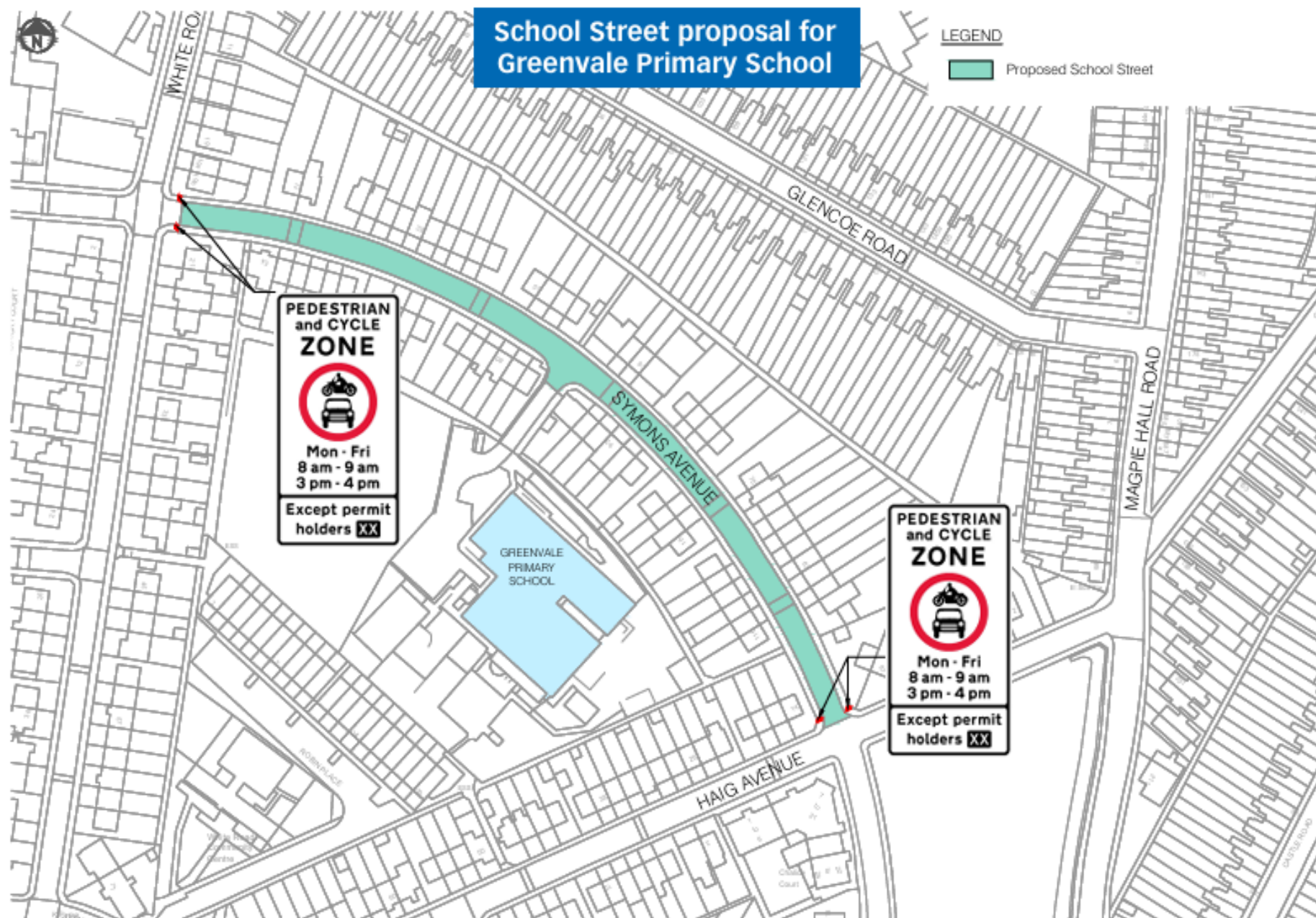
 consultation@projectcentre.co.uk



If you would like a hard copy survey or need this document in a different format or language, please get in touch.

Email: consultation@projectcentre.co.uk

**Write to: Project Centre,
Kent House, 81 Station Road,
Ashford, Kent, TN23 1PP**



Appendix E – Miers Court Primary School Consultation Leaflet and Site Plan

Have your say
by Sunday 25
June 2023



Medway Safer Healthier Streets

We want your feedback on School Streets for **Miers Court Primary School**.

Tell us what you think about proposals for **Silverspot Close and The Crofters**.



Scan the QR code or respond online at: www.medway.gov.uk/SchoolStreets

What is a School Street?

A School Street is a road outside a school with a temporary restriction on most motorised traffic at school drop-off and pick-up times, providing the opportunity for people to walk, scoot or cycle safely. Residents of the street can apply for an exemption to the restrictions.

School Streets improve safety and transform often busy and polluted school roads into safer, cleaner and healthier environments for all.

By limiting motor vehicle access outside schools we can improve road safety around pick-up and drop-off times and create safe walking, cycling and scooting routes to and from school.

Restrictions only operate at certain times of the day during the school term and don't impact local residents or emergency vehicles.

By adopting this approach we make the road safer for pupils, pedestrians, and motorists and encourage more sustainable modes of transport in our community.

Why are we proposing School Streets?

We are proposing to introduce School Streets to help ensure the areas outside our schools are safer and healthier for our children and local residents.

By implementing School Streets, we can take proactive measures to address traffic at peak hours helping to improve road safety and reduce air pollution.



1,000 children are killed on school roads every year in England, and an estimated 16 children a week are fatally hit or seriously injured during the morning and afternoon school runs each week.

What is proposed for Silverspot Close and The Crofters?

The proposal is to introduce a time-limited road closure (School Street) on Silverspot Close and The Crofters between **8 to 9am** and **3 to 4pm** during school term time.

Vehicles will not be able to enter the streets between these times unless they have been given an exemption. Residents and businesses who live and work on a School Street will be able to register for an exemption as well as Blue Badge holders. The scheme will not operate in the school holidays or at weekends.

What are the benefits of a School Street?

- Creates a safer environment for school children - by reducing the number of cars on roads surrounding schools and reducing the risk of road collisions.
- Decreases traffic and congestion - not only in the immediate School Streets, but overall, bringing benefits to the wider community;
- Boosts public health - by encouraging exercise via active forms of travel (walking, cycling, scooting).

How will a School Street be enforced?

A School Street is enforced by way of mounted static cameras that are located at the entry to the School Street, along with signage to advise visitors to the area what times they cannot drive into the road/s. The enforcement times coincide with school pick-up and drop-off times and are normally in place for a period of one hour at the start of the day and one hour at the end of the day.

Can I park on the street during the hours of restriction?

Yes, parking and any parking restrictions are unaffected by the School Street. The restriction applies to entering the road during the operational times of the School Street.

What about parking for residents of the School Street?

Residents parking areas can be accessed by properties who have applied for and received an exemption. Anyone living within the School Street area is eligible for an exemption.

Have your say

Your feedback on the proposal is important and will help us make a decision about the scheme. Please scan the QR code or respond online at:

www.medway.gov.uk/SchoolStreets



What happens next?

Should we proceed with these proposals, residents will receive a letter to inform them about the start date of the scheme with details of how to register a vehicle or vehicles for exemption. Public notices advising of the changes will be displayed in the street.

More information

For more information or to request a hard copy of the survey, please email us.

 www.medway.gov.uk/SchoolStreets

 consultation@projectcentre.co.uk



If you would like a hard copy survey or need this document in a different format or language, please get in touch.

Email: consultation@projectcentre.co.uk

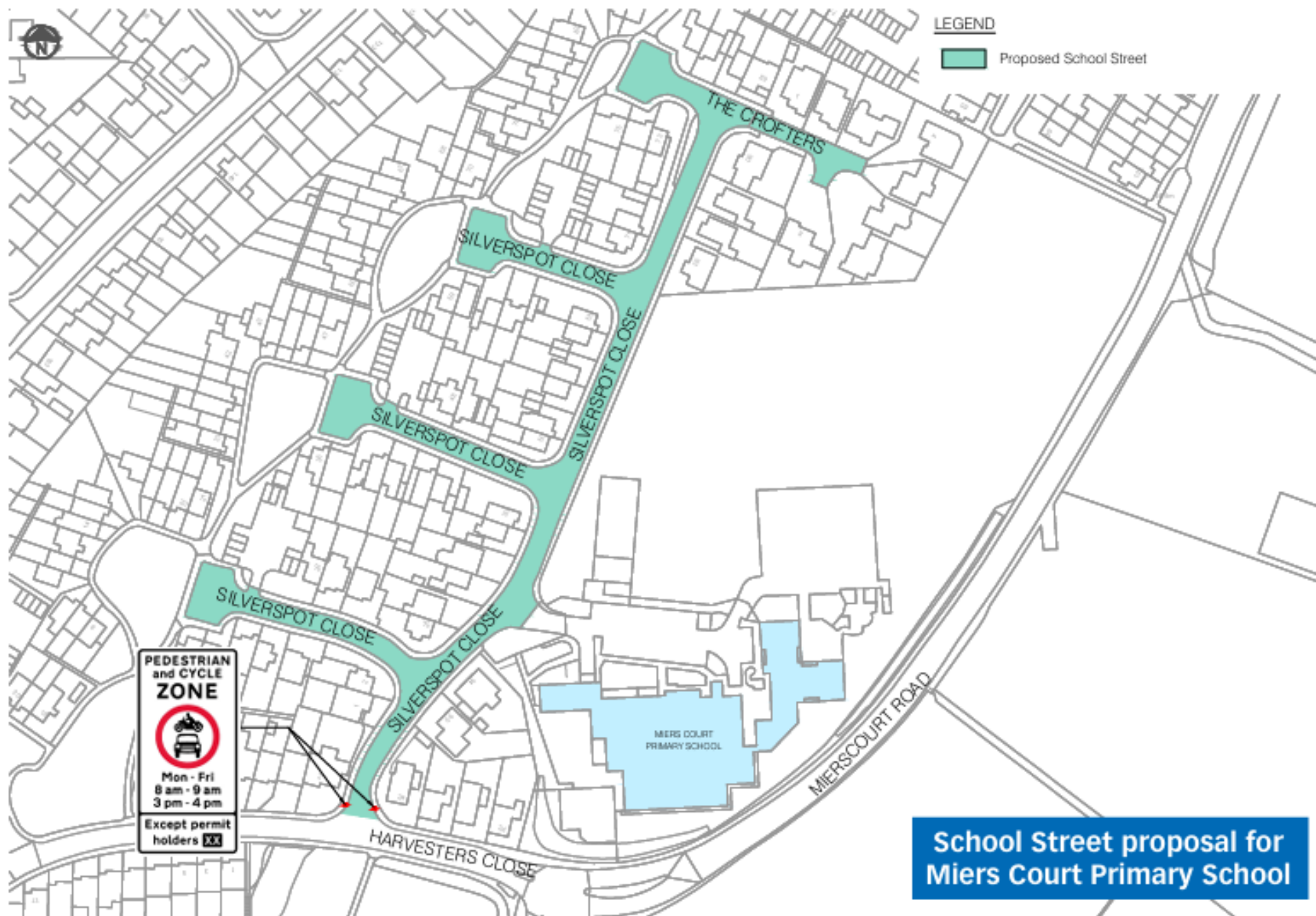
**Write to: Project Centre,
Kent House, 81 Station Road,
Ashford, Kent, TN23 1PP**

Operating times:

8:00am-9:00am

3:00pm-4:00pm

12:45pm-1:30pm
(FRIDAYS ONLY)



Appendix F – Phoenix Primary School Consultation Leaflet and Site Plan

Have your say
by Sunday 25
June 2023



Medway Safer Healthier Streets

We want your feedback on School Streets for **Phoenix Primary School**.

Tell us what you think about proposals for **White Road, Glencoe Road and Sturla Road**.



Scan the QR code or respond online at: www.medway.gov.uk/SchoolStreets

What is a School Street?

A School Street is a road outside a school with a temporary restriction on most motorised traffic at school drop-off and pick-up times, providing the opportunity for people to walk, scoot or cycle safely. Residents of the street can apply for an exemption to the restrictions.

School Streets improve safety and transform often busy and polluted school roads into safer, cleaner and healthier environments for all.

By limiting motor vehicle access outside schools we can improve road safety around pick-up and drop-off times and create safe walking, cycling and scooting routes to and from school.

Restrictions only operate at certain times of the day during the school term and don't impact local residents or emergency vehicles.

By adopting this approach we make the road safer for pupils, pedestrians, and motorists and encourage more sustainable modes of transport in our community.

Why are we proposing School Streets?

We are proposing to introduce School Streets to help ensure the areas outside our schools are safer and healthier for our children and local residents.

By implementing School Streets, we can take proactive measures to address traffic at peak hours helping to improve road safety and reduce air pollution.



1,000 children are killed on school roads every year in England, and an estimated 16 children a week are fatally hit or seriously injured during the morning and afternoon school runs each week.

What is proposed for White Road, Glencoe Road and Sturla Road?

The proposal is to introduce a time-limited road closure (School Street) on White Road, Glencoe Road and Sturla Road between **8 to 9am** and **3 to 4pm** during school term time.

Vehicles will not be able to enter the streets between these times unless they have been given an exemption. Residents and businesses who live and work on a School Street will be able to register for an exemption as well as Blue Badge holders. The scheme will not operate in the school holidays or at weekends.

What are the benefits of a School Street?

- Creates a safer environment for school children - by reducing the number of cars on roads surrounding schools and reducing the risk of road collisions.
- Decreases traffic and congestion - not only in the immediate School Streets, but overall, bringing benefits to the wider community;
- Boosts public health - by encouraging exercise via active forms of travel (walking, cycling, scooting).

How will a School Street be enforced?

A School Street is enforced by way of mounted static cameras that are located at the entry to the School Street, along with signage to advise visitors to the area what times they cannot drive into the road/s. The enforcement times coincide with school pick-up and drop-off times and are normally in place for a period of one hour at the start of the day and one hour at the end of the day.

Can I park on the street during the hours of restriction?

Yes, parking and any parking restrictions are unaffected by the School Street. The restriction applies to entering the road during the operational times of the School Street.

What about parking for residents of the School Street?

Residents parking areas can be accessed by properties who have applied for and received an exemption. Anyone living within the School Street area is eligible for an exemption.

Have your say

Your feedback on the proposal is important and will help us make a decision about the scheme. Please scan the QR code or respond online at:

www.medway.gov.uk/SchoolStreets



What happens next?

Should we proceed with these proposals, residents will receive a letter to inform them about the start date of the scheme with details of how to register a vehicle or vehicles for exemption. Public notices advising of the changes will be displayed in the street.

More information

For more information or to request a hard copy of the survey, please email us.

www.medway.gov.uk/SchoolStreets

consultation@projectcentre.co.uk



If you would like a hard copy survey or need this document in a different format or language, please get in touch.

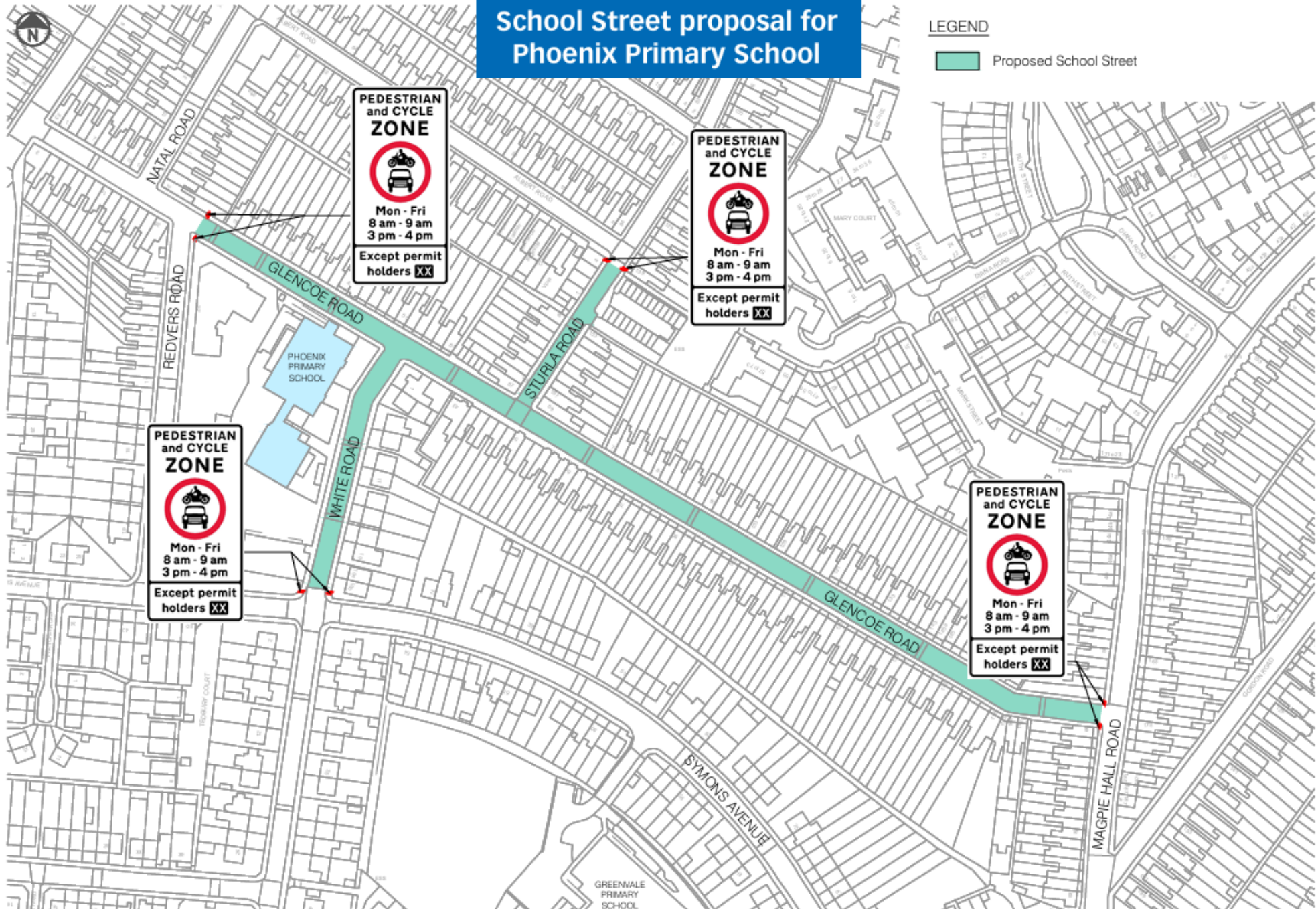
Email: consultation@projectcentre.co.uk

Write to: Project Centre, Kent House, 81 Station Road, Ashford, Kent, TN23 1PP

School Street proposal for Phoenix Primary School

LEGEND

 Proposed School Street



Appendix G – St Mary's Catholic Primary School Consultation Leaflet and Site Plan



Have your say
by Sunday 25
June 2023



Medway Safer Healthier Streets

We want your feedback on School Streets for **St Mary's Catholic Primary School**.

Tell us what you think about proposals for **Greenfield Road**.



Scan the QR code or respond online at: www.medway.gov.uk/SchoolStreets



What is a School Street?

A School Street is a road outside a school with a temporary restriction on most motorised traffic at school drop-off and pick-up times, providing the opportunity for people to walk, scoot or cycle safely. Residents of the street can apply for an exemption to the restrictions.

School Streets improve safety and transform often busy and polluted school roads into safer, cleaner and healthier environments for all.

By limiting motor vehicle access outside schools we can improve road safety around pick-up and drop-off times and create safe walking, cycling and scooting routes to and from school.

Restrictions only operate at certain times of the day during the school term and don't impact local residents or emergency vehicles.

By adopting this approach we make the road safer for pupils, pedestrians, and motorists and encourage more sustainable modes of transport in our community.

Why are we proposing School Streets?

We are proposing to introduce School Streets to help ensure the areas outside our schools are safer and healthier for our children and local residents.

By implementing School Streets, we can take proactive measures to address traffic at peak hours helping to improve road safety and reduce air pollution.

What is proposed for Greenfield Road?

The proposal is to introduce a time-limited road closure (School Street) on Greenfield Road between **8 to 9am** and **3 to 4pm** during school term time.

1,000 children are killed on school roads every year in England, and an estimated 16 children a week are fatally hit or seriously injured during the morning and afternoon school runs each week.

Vehicles will not be able to enter the streets between these times unless they have been given an exemption. Residents and businesses who live and work on a School Street will be able to register for an exemption as well as Blue Badge holders. The scheme will not operate in the school holidays or at weekends.

What are the benefits of a School Street?

- Creates a safer environment for school children - by reducing the number of cars on roads surrounding schools and reducing the risk of road collisions.
- Decreases traffic and congestion - not only in the immediate School Streets, but overall, bringing benefits to the wider community;
- Boosts public health - by encouraging exercise via active forms of travel (walking, cycling, scooting).



How will a School Street be enforced?

A School Street is enforced by way of mounted static cameras that are located at the entry to the School Street, along with signage to advise visitors to the area what times they cannot drive into the road/s. The enforcement times coincide with school pick-up and drop-off times and are normally in place for a period of one hour at the start of the day and one hour at the end of the day.

Can I park on the street during the hours of restriction?

Yes, parking and any parking restrictions are unaffected by the School Street. The restriction applies to entering the road during the operational times of the School Street.

What about parking for residents of the School Street?

Residents parking areas can be accessed by properties who have applied for and received an exemption. Anyone living within the School Street area is eligible for an exemption.

Have your say

Your feedback on the proposal is important and will help us make a decision about the scheme. Please scan the QR code or respond online at:

www.medway.gov.uk/SchoolStreets



What happens next?

Should we proceed with these proposals, residents will receive a letter to inform them about the start date of the scheme with details of how to register a vehicle or vehicles for exemption. Public notices advising of the changes will be displayed in the street.

More information

For more information or to request a hard copy of the survey, please email us.

 www.medway.gov.uk/SchoolStreets

 consultation@projectcentre.co.uk



If you would like a hard copy survey or need this document in a different format or language, please get in touch.

Email: consultation@projectcentre.co.uk

Write to: Project Centre,
Kent House, 81 Station Road,
Ashford, Kent, TN23 1PP



Appendix H – St Peter's Infant School Consultation Leaflet and Site Plan

Have your say
by Sunday 25
June 2023



Medway Safer Healthier Streets

We want your feedback on School Streets for **St Peter's Infant School**.
Tell us what you think about proposals for **Holcombe Road**.



Scan the QR code or respond online at: www.medway.gov.uk/SchoolStreets

What is a School Street?

A School Street is a road outside a school with a temporary restriction on most motorised traffic at school drop-off and pick-up times, providing the opportunity for people to walk, scoot or cycle safely. Residents of the street can apply for an exemption to the restrictions.

School Streets improve safety and transform often busy and polluted school roads into safer, cleaner and healthier environments for all.

By limiting motor vehicle access outside schools we can improve road safety around pick-up and drop-off times and create safe walking, cycling and scooting routes to and from school.

Restrictions only operate at certain times of the day during the school term and don't impact local residents or emergency vehicles.

By adopting this approach we make the road safer for pupils, pedestrians, and motorists and encourage more sustainable modes of transport in our community.

Why are we proposing School Streets?

We are proposing to introduce School Streets to help ensure the areas outside our schools are safer and healthier for our children and local residents.

By implementing School Streets, we can take proactive measures to address traffic at peak hours helping to improve road safety and reduce air pollution.

What is proposed for Holcombe Road?

The proposal is to introduce a time-limited road closure (School Street) on Holcombe Road between **8 to 9am** and **3 to 4pm** during school term time.

1,000 children are killed on school roads every year in England, and an estimated 16 children a week are fatally hit or seriously injured during the morning and afternoon school runs each week.

Vehicles will not be able to enter the streets between these times unless they have been given an exemption. Residents and businesses who live and work on a School Street will be able to register for an exemption as well as Blue Badge holders. The scheme will not operate in the school holidays or at weekends.

What are the benefits of a School Street?

- Creates a safer environment for school children - by reducing the number of cars on roads surrounding schools and reducing the risk of road collisions.
- Decreases traffic and congestion - not only in the immediate School Streets, but overall, bringing benefits to the wider community;
- Boosts public health - by encouraging exercise via active forms of travel (walking, cycling, scooting).



How will a School Street be enforced?

A School Street is enforced by way of mounted static cameras that are located at the entry to the School Street, along with signage to advise visitors to the area what times they cannot drive into the road/s. The enforcement times coincide with school pick-up and drop-off times and are normally in place for a period of one hour at the start of the day and one hour at the end of the day.

Can I park on the street during the hours of restriction?

Yes, parking and any parking restrictions are unaffected by the School Street. The restriction applies to entering the road during the operational times of the School Street.

What about parking for residents of the School Street?

Residents parking areas can be accessed by properties who have applied for and received an exemption. Anyone living within the School Street area is eligible for an exemption.

Have your say

Your feedback on the proposal is important and will help us make a decision about the scheme. Please scan the QR code or respond online at:

www.medway.gov.uk/SchoolStreets



What happens next?

Should we proceed with these proposals, residents will receive a letter to inform them about the start date of the scheme with details of how to register a vehicle or vehicles for exemption. Public notices advising of the changes will be displayed in the street.

More information

For more information or to request a hard copy of the survey, please email us.

 www.medway.gov.uk/SchoolStreets
 consultation@projectcentre.co.uk



Operating times:

8:25am-

9:00am

3:00pm-

3:30pm

If you would like a hard copy survey or need this document in a different format or language, please get in touch.

Email: consultation@projectcentre.co.uk

Write to: Project Centre,
Kent House, 81 Station Road,
Ashford, Kent, TN23 1PP



Appendix I – St Thomas More Catholic Primary School Consultation Leaflet and Site Plan

Have your say
by Sunday 25
June 2023



Medway Safer Healthier Streets

We want your feedback on School Streets for **St Thomas More Catholic Primary School**.

Tell us what you think about proposals for **Bleakwood Road**.



Scan the QR code or respond online at: www.medway.gov.uk/SchoolStreets

What is a School Street?

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By adopting this approach we make the road safer for pupils, pedestrians, and motorist and encourage more sustainable modes of transport in our community.

Why are we proposing School Streets?

We are proposing to introduce School Streets to help ensure the areas outside our schools are safer and healthier for our children and local residents.

By implementing School Streets, we can take proactive measures to address traffic at peak hours helping to improve road safety and reduce air pollution.

What is proposed for Bleakwood Road?

The proposal is to introduce a time-limited road closure (School Street) on Bleakwood Road between **8 to 9am** and **3 to 4pm** during school term time.

Vehicles will not be able to enter the streets

1,000 children are killed on school roads every year in England, and an estimated 16 children a week are fatally hit or seriously injured during the morning and afternoon school runs each week.

between these times unless they have been given an exemption. Residents and businesses who live and work on a School Street will be able to register for an exemption as well as Blue Badge holders. The scheme will not operate in the school holidays or at weekends.

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- Boosts public health - by encouraging exercise via active forms of travel (walking, cycling, scooting).



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Can I park on the street during the hours of restriction?

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What about parking for residents of the School Street?

Residents parking areas can be accessed by properties who have applied for and received an exemption. Anyone living within the School Street area is eligible for an exemption.

Have your say

Your feedback on the proposal is important and will help us make a decision about the scheme. Please scan the QR code or respond online at:

www.medway.gov.uk/SchoolStreets



What happens next?

Should we proceed with these proposals, residents will receive a letter to inform them about the start date of the scheme with details of how to register a vehicle or vehicles for exemption. Public notices advising of the changes will be displayed in the street.

More information

For more information or to request a hard copy of the survey, please email us.

www.medway.gov.uk/SchoolStreets
consultation@projectcentre.co.uk



If you would like a hard copy survey or need this document in a different format or language, please get in touch.

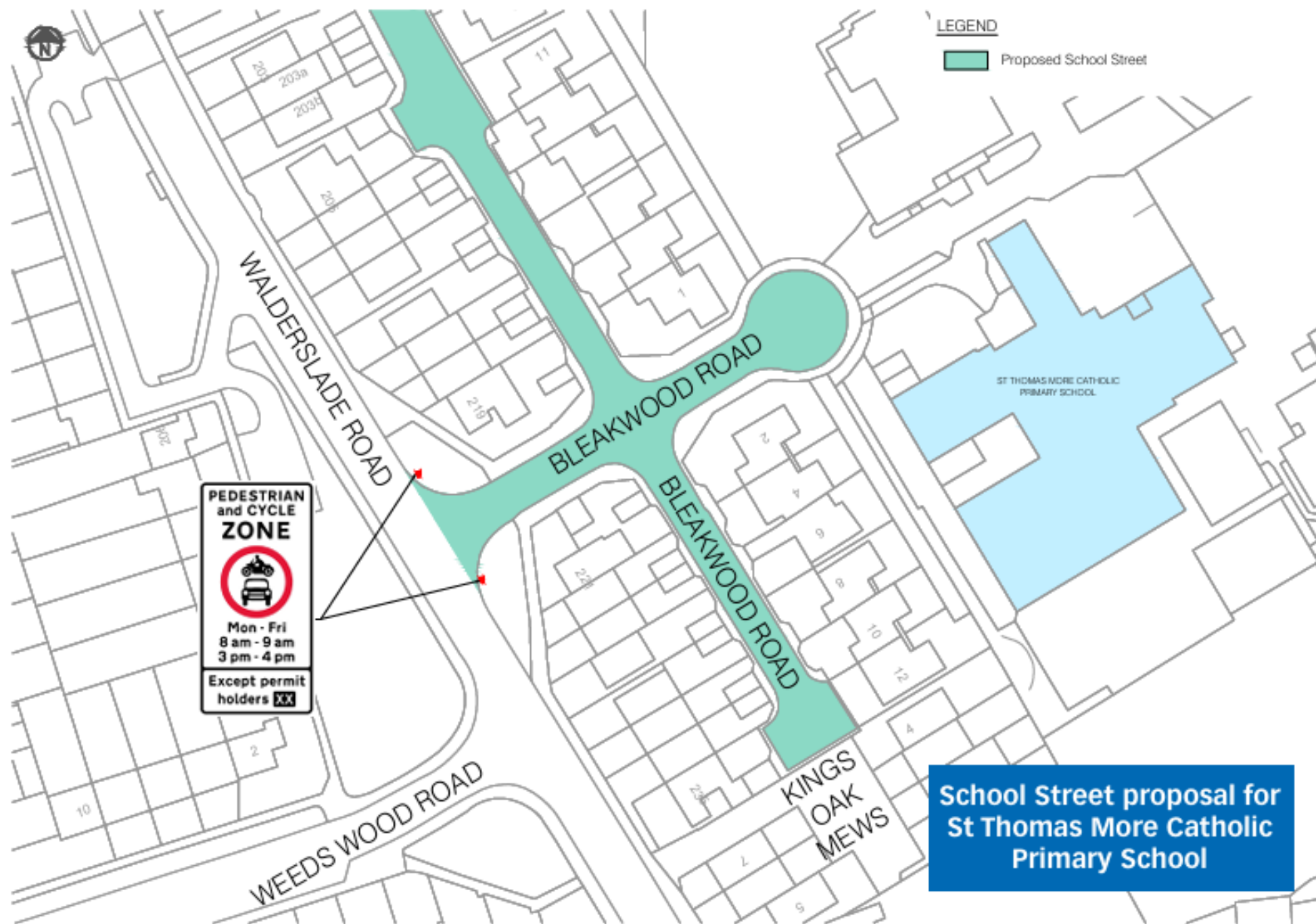
Email: consultation@projectcentre.co.uk

Write to: Project Centre,
Kent House, 81 Station Road,
Ashford, Kent, TN23 1PP

Operating times:

8:15am-9:00am

2:45pm-3:30pm



Appendix J – Screenshot of Parent/Carer Survey



School Streets Scheme Parent/Carer Monitoring Survey Burnt Oak Primary School

Thank you for taking the time to complete our monitoring survey for our School Streets Scheme. Your response will allow us to review the effects of the School Streets and determine if any further improvements are required. We thank you for your support.

1. How does your child usually travel to and from school? If you travel by multiple modes, please tick the mode that makes up most of the journey		
	To School	From School
Car		
Car Share		
Park and Stride*		
Public Transport		
Walking (inc. wheelchair)		
Cycling		
Scooter/Skate		
Other (please state)		

*Park the car at least 10 minutes away from school and walk the rest of the way

2. Has this changed following the implementation of the School Street Scheme in April 2024?		
	To School	From School
Yes		
No		
Unsure		
N/A		

3. If yes, how did your child travel prior to the School Streets Scheme?		
	To School	From School
Car		
Car Share		
Park and Stride*		
Public Transport		
Walking (inc. wheelchair)		
Cycling		
Scooter/Skate		
Other (please state)		
N/A		

*Park the car at least 10 minutes away from the school and walk the rest of the way

4. What are the main barriers preventing your child from travelling actively to/from school? Please tick all that apply	
N/A - my child already travels actively	
Working hours of parent/carers	
Safety concerns	
Distance	
Health/Mobility Issues	
Cost	
Other (please state)	

5. To what extent do you agree with the following statements	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree
The road outside the school feels safer					
The air quality feels cleaner					
The road outside the school feels calmer					
The journey to school has generally improved since the installation of the School Street					
The School Streets Scheme has encouraged my child to travel more actively to school					

6. Please use this space to give us any further feedback you have on the School Streets Scheme for Burnt Oak Primary School

Please complete and return to your child's school BEFORE Friday 28 February 2025.

Appendix K – Active Travel Initiatives per School

School Name	Walking Bus (formal) all yr	Oct 2024 walk to school month	WOW walk once a wk (Living Streets) 24/25	Big walk and wheel March 2024	May walk to school wk - Walkin n Wheelin 2024	Think Smart Campaign	Bikeability	Modeshift registration	Big Walk and Wheel March 2025	Total
Burnt Oak Primary School					1					1
Greenvale Primary School			1	1					1	3
Miers Court Primary School		1	1		1		1			4
Phoenix Primary School			1		1					2
St Mary's Catholic Primary School									1	1
St Peter's Infant School			1	1				1	1	4
St Thomas More Roman Catholic Primary School				1					1	2

Note – Bikeability has been unavailable since June 2024.

This shows 1 year of active school travel initiatives (March 2024 – March 2025)