

Evington Scheme implementation and key events

Engagement activity	Date
Public Opinion Survey postcard to 827 households	July 2021
1st information leaflet to 1296 households	20 September 2021
Roadshows	21,23 and 24 Sept 2021
2nd information leaflet to 1296 households	April 2022
Formal experimental traffic regulation order letter advertised and delivered to 1296 households	25 April 2022
Gamel Road and Newhaven Road installation date and attempted installation of Greystone Av and Davenport Road	8 May 2022
Meeting with residents	24 May 2022
3rd Information leaflet	1 June 2022
2 nd attempt to install Greystone Av thwarted by protestors	6 June 2022
Installation of Greystone Av	15 June 2022
2 nd attempt to install Davenport Road	
Installation of Davenport Road	23 Aug 2022
1st information letter to 896 households	24 Aug 2022
Re-installation of Davenport Road x2	End Aug 2022
Biggar concrete blocks installed on Davenport Road following removal of other blocks	1 Sept 2022
2nd information letter to 896 households	2 Sept 2022
3rd information letter to 896 households	31 Aug 2022
Removable bollard installed on Davenport Road	8 Sept 2022

Removable bollard reinstalled Davenport Road	15 Sept 2022
Residents Group meeting	29 Sept 2022
Public Opinion follow up survey	Nov 22 – Jan 23

Evington Monitoring summary

Pedestrian and cycle counts Baseline Counts:

Manual - Tues 22nd – Thurs 24th June 2021

Automatic – Mon 21st to Sun 27th June 2021

Repeat counts:

Manual - Tues 28th – Thurs 30th June 2022 (Davenport Road open, see below)

Automatic – Sat 25th to Sun 3rd July 2022 (Davenport Road open, see below)

Evington East (Area 3) went in on 8th May when Newhaven Close was closed.

Evington West (Area 9) partially went in on 8th May when Gamel Road was made one-way.

Evington West - Davenport Road (Effect only of Gamel Road and Greystone Ave changes)

- Average daily motor traffic (7am – 7pm) down 34% SEbound (761 to 503) and down 15% NWbound (826 to 703).
- Peds also down 17% (daily average 301 to 251) and cyclists down 31% (49 to 34).

Evington West - Westmeath Road (Effect only of Gamel Road and Greystone Ave changes)

- Average daily motor traffic (7am – 7pm) down 18% SEbound (272 to 225) and down 40% NWbound (243 to 150).
- Peds also down 28% (daily average 104 to 75) and cyclists up 32% (7 to 10) (both directions combined).

Evington East - Newhaven Road / Chatteris Avenue 3 -arm junction

- Motor vehicles down 74% (325 vehicles) on Newhaven Road North, down 96% (530 vehicles) on Newhaven Road

South and down 44% (54 vehicles) towards Chatteris Avenue but up 7% (only 5 vehicles) away from it.

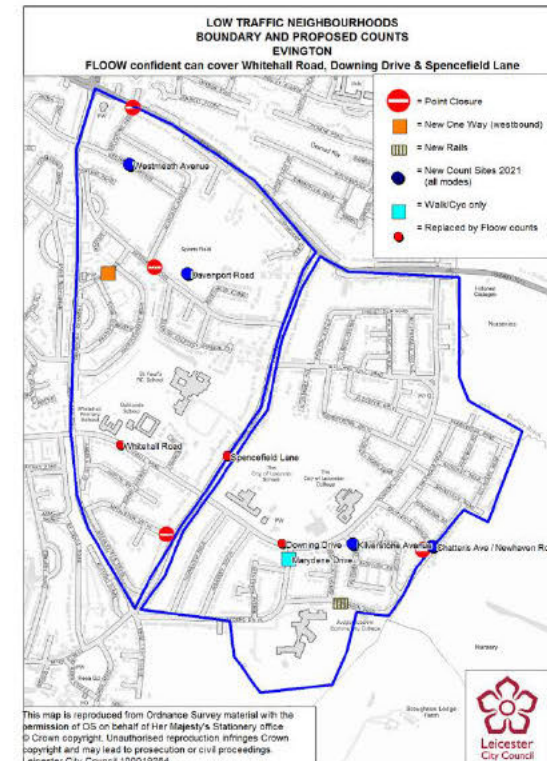


Figure 1 location of counts

- Cycling down 24% on each of the 3 arms (both directions), only 2 to 5 bikes in actual numbers.
- Peds down 14/16% on both Newhaven arms (21-23 peds) but up 7% on Chatteris Ave (5 people, both directions combined)

Evington East - Kilverstone Avenue

- Motor vehicles up 22% NWbound on Kilverstone Ave, (60 vehicles; near doubled 8-9am, up from 117 to 229) and up 16% SEbound (40 vehicles, doubled in the 8-9am up from 90 to 180), presumably due to closure of Newhaven Road. Extra 100 vehicles over 12 hours much lower than the 530 vehicles lost from Newhaven Road South.
- Cycling up 120% northbound and 200% southbound, but only up 7 cyclists a day in both directions in absolute terms.
- Peds down 47% (both directions, from 247 to 131 daily average)

Junctions with Goodwood Road and Uppingham Road

The before junctions surveys were carried out Thurs 9 June 2022.
The after surveys Thurs 6th October 2022

Junction of Greystone Av with Uppingham Road

- Traffic heading north out of Greystone the same, into Greystone down from 224 to 12.
- Friday similar, 212 down to 11.
- Sat down 171 to 14 (three contraventions 1-2pm, two in 5-6pm and four in 6-7pm)

Greystone Av Queuing

- Average Dwell Time before implementation in June = 11seconds (all Lane 1) on Thurs & Fri and 8s on Sat
- Average Dwell Time after implementation in October = 12seconds and 16seconds on Thurs & Fri and 9s on Sat

Westmeath Av turning onto Goodwood Road

- Traffic heading west out of Westmeath down 10% on Thurs, 4% on Fri and 22% (40 cars total) on Sat. Traffic heading east in Westmeath up 33% (480 to 717), 28% and 21% respectively.
- Traffic displaced from Greystone turn? Biggest increase in left turn from Goodwood Road north.
- Wicklow Drive eastbound traffic (into junction) down 4-5% all days.
- Traffic north of junction up 4-9%

Westmeath Av Queuing

- Average Dwell Time before implementation in June = 12s (some Lane 2 on Fri) on Thurs & Fri and 8s on Sat
- Average Dwell Time after implementation in October = 16/7s Thurs & Fri and 10s on Sat

Walshe Road:

- Traffic heading west out of Walshe Road down 45% on Thurs & Fri and 27% (116 total) on Sat.

- Traffic heading east into Walshe Road down 15-6% Thurs/Fri and down 6% (43) on Sat.
- Northbound traffic on Goodwood Road up 4-10%, southbound traffic up 1-2% Thurs/Fri and 5-7% on Sat.

Queuing – Walshe Road into junction - Most delays on Lane 2 (RHT).

- Average Dwell Time in June = 17/8s (Max 2m 8s on Thurs (9:45am), 1m 33s on Fri (15:25 and 16:05) and Sat 1m 19s (12:55 and 13:00).
- Max delay 48s (Fri & Sat) in Lane 1.
- Average Dwell Time in October = 10s, 14s, 12s respectively. Max delay 2m 5s Thurs (14:45), 1m 57s Fri (13:55) and 47s on Sat (14:30).

Flood Data

Below is a Thematic map of the 2019 base data showing Estimated Cars per Hour for the 12 hour period 7am to 7pm. This is with all term time data from April-October 2019. We currently only have Sept/Oct “after” data available for 2022 which is unlikely to be very useful.

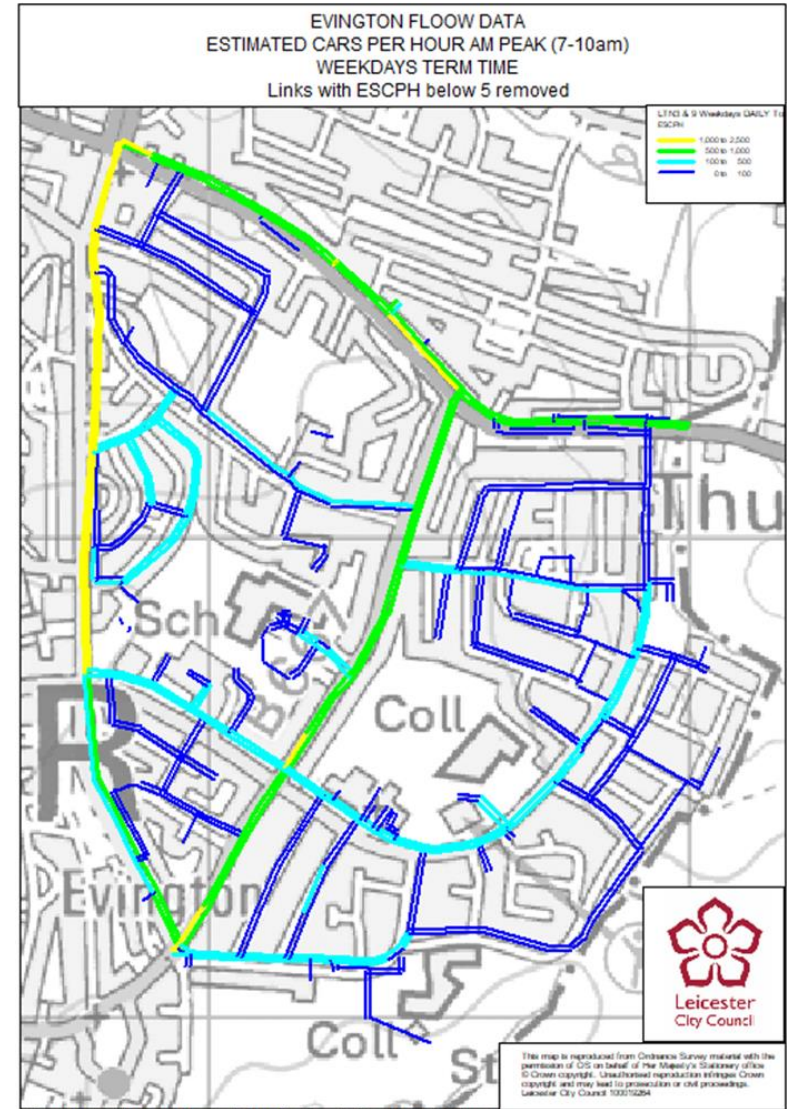


Figure 2- 2019 Flow data

Evington Public Opinion Survey

The invitation to complete the survey was sent to 1268 households.

The responses were received from the following:

Option	Total	Percent
A resident living in the area covered by the scheme	267	78.53%
A parent with a child / children at one of the local schools	39	11.47%
A teacher at one of the local schools	7	2.06%
Other	27	7.94%
Not Answered	0	0.00%

Table 5

The majority of responses came from Davenport road (58), Oakside Crescent (37) and Withcote Av (35) . We have noticed that there were no responses from some of the streets that we would have expected a response eg Newhaven Road and have had messages from residents that they have not received the survey and so are currently investigating this.

The most relevant responses are summarised below:

What impact do you think the scheme has had on these areas?

Option	Total	Percent
Positive impact	35	10.29%
Negative impact	238	70.00%
No change	7	2.06%
No opinion either way	10	2.94%
Not Answered	50	14.71%

Have you changed the way you travel since the scheme was introduced?

travel changes - Cycling locally

Option	Total	Percent
Increased a lot	20	5.88%
Increased a little	5	1.47%
Decreased a little	1	0.29%
Decreased a lot	19	5.59%
No difference	202	59.41%
Not Answered	93	27.35%

travel changes - Walking locally

Option	Total	Percent
Increased a lot	20	5.88%
Increased a little	17	5.00%
Decreased a little	14	4.12%
Decreased a lot	28	8.24%
No difference	195	57.35%
Not Answered	66	19.41%

travel changes - Driving in general

Option	Total	Percent
Increased a lot	151	44.41%
Increased a little	31	9.12%
Decreased a little	11	3.24%
Decreased a lot	7	2.06%
No difference	82	24.12%
Not Answered	58	17.06%

How much of a problem are these issues in your neighbourhood? (1 = not a problem, 5 = a serious problem)

Neighbourhood issues - Difficulty crossing the road as a pedestrian

Option	Total	Percent
1	73	21.47%
2	21	6.18%
3	51	15.00%
4	31	9.12%
5	107	31.47%
Not Answered	57	16.76%

Neighbourhood issues - Excessive traffic levels

Option	Total	Percent
1	33	9.71%
2	16	4.71%
3	37	10.88%
4	31	9.12%
5	170	50.00%
Not Answered	53	15.59%

Access issues - Care workers accessing your property

Option	Total	Percent
1	93	27.35%
2	10	2.94%
3	22	6.47%
4	27	7.94%
5	112	32.94%
Not Answered	76	22.35%

Access issues - Emergency vehicles accessing your property

Option	Total	Percent
1	78	22.94%
2	13	3.82%
3	33	9.71%
4	23	6.76%
5	114	33.53%
Not Answered	79	23.24%

Which of the following would you like to remain permanent?

Option	Total	Percent
Davenport Road closure	41	12.06%
Gamel Road one-way	78	22.94%
Greystone Avenue closure	31	9.12%
Newhaven Road closure	22	6.47%
None of the above	190	55.88%
Not Answered	48	14.12%

What might encourage you to use your car less?

Option	Total	Percent
A Motability scooter scheme	5	1.47%
An electric bike share scheme in the neighbourhood	31	9.12%
Better public transport	90	26.47%
Changes in school times	38	11.18%
Flexible working hours	42	12.35%
Better pavements (please specify location)	39	11.47%
Better cycling infrastructure (please specify location)	17	5.00%
Nothing	129	37.94%
Other	23	6.76%
Not Answered	56	16.47%

Evington Parent Survey

82% of parents support road space reallocation away from cars and towards modes of active travel outside the school.

Evington post scheme correspondence

	2022								2023	Total
	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	
No. of emails	29	92	11	28	188	35	18	27	36	464
No. for	11	12	0	0	6	0	0	1	0	30
No. against	11	58	10	27	154	25	13	20	35	353

The table above represents the total number of emails received. These were from a total of 207 individuals. Of those individuals, 20 were for the scheme and 176 were against. The remaining 20 emails are general enquiries to the scheme and questions/suggestions.

Main areas of concern expressed in the emails:

- Inconvenient to get to relatives
- Inconvenient to get to school
- Inconvenient to get to Mosque
- Harder for care workers to visit

Issues raised at residents meeting

- Pavement parking on Harringworth Road and on green space in front of the school entrance
- Not enough use of green space
- The closures are being used as carparks
- Can we have dedicated parking spots for school drop off?
- Can Davenport Road be a one-way rather than closed?
- Can we just have more TROs and traffic wardens?
- Can residents have permits?

Knighton

Knighton pre-scheme engagement

	Paper survey		Online survey		Email		Totals	
	For	Against	For	Against	For	Against	For	Against
Newstead Road	22						22	
Knighton Drive	6		12	12	8	2	26	14
Craighill Road	4	5	7	13	3	3	14	21
Northfold one-way	5	3	7	26	2	16	14	45
Eastcourt school street	4		7	7	2		13	7
Ashclose one way			2	1	2		4	1

Knighton Scheme overview



<p>Scheme elements:</p> <ol style="list-style-type: none"> 1.Point closure on Craighill Road 2.Point closure on Knighton Drive at the junction with Knighton Road 3.Introduction of planters on Newstead Road to allow easier closure of the school street 	<p>Scheme elements:</p> <ol style="list-style-type: none"> 1.Point closure on Craighill Road 2.Point closure on Knighton Drive at the junction with Knighton Road 3.Introduction of planters on Newstead Road to allow easier closure of the school street
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Knighton Installation photos



The scheme was installed on February 28th 2022

Left: planters being delivered to Northfold Road

Above: Rhino barriers placed at the junction of Ashclose Avenue and Carisbrooke Road

Right: Planters being positioned at the junction of Knighton Drive and Knighton Road



Knighton Monitoring summary

Two auto traffic counts, one all mode Turning Count and four walking / cycling counts (over 3 days).

11. **Knighton Drive**
ATC full classified and Pedestrian / Cycle
(road and path separated)
12. **Knighton Road**
ATC full classified and Pedestrian / Cycle
(road and path separated)
13. **Eastcourt Road**
Pedestrian / Cycle only
14. **Stanfell Road & Craighill Road**
All mode Turning Counts

The Knighton part of Area 10 successfully went in 28.02.22

The Clarendon Park part of Area 10 was more incremental and finished 01.07.22 but this work was enhancing Pedestrian / Cycle routes only and should not have affected traffic flows very much.

Baseline Counts:

Manual: Tues 22nd to Thurs 24th June 2021

Automatic: Mon 21st to Sun 27th June 2021

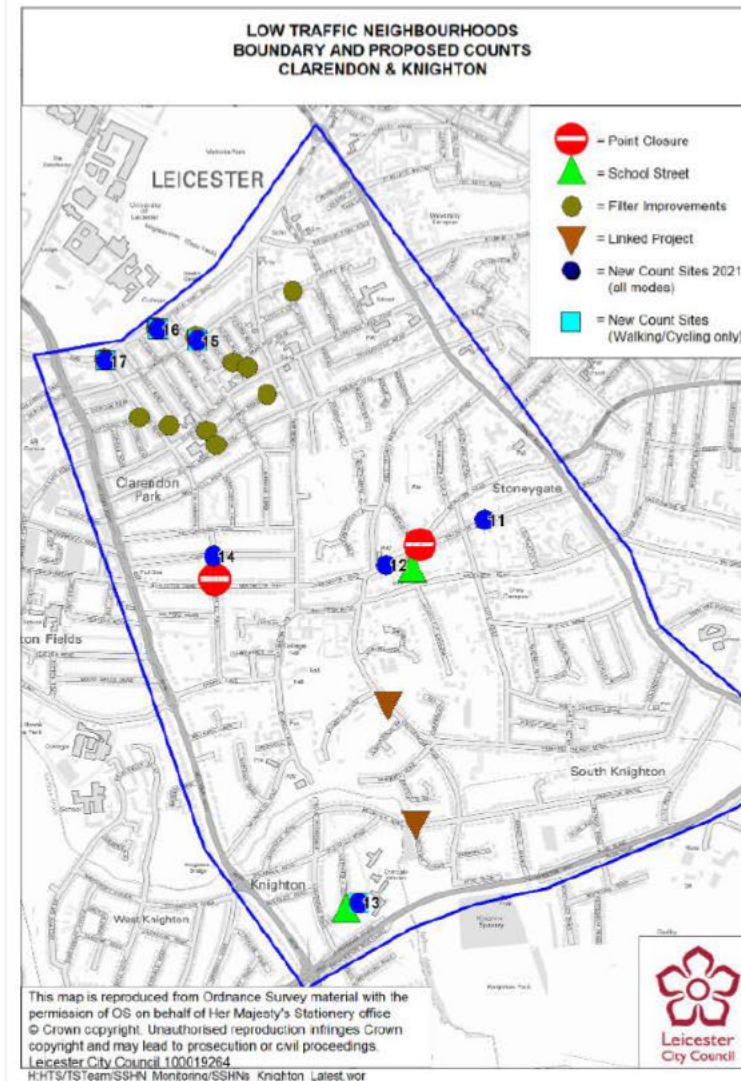
Repeat counts:

Manual: Tues 28th to Thurs 30th June 2022 (Knighton Drive)

Manual: Tues 5th to Thurs 7th July 2022 (Knighton Road)

Automatic: Mon 27th to Sun 3rd July 2022 (Knighton Drive)

Automatic: Sat 25th to Fri 1st July 2022 (Knighton Road)



On **Knighton Drive** the number of motor vehicles travelling in both directions decreased and the number of people walking and cycling increased. A small decrease was also seen in the number of vehicles using **Knighton Road**.

At the **Stanfell Road / Craighill Road** intersection there was a decrease in motor vehicles using this junction in a north / south direction but an increase in the number of vehicles using it in an east direction. Cycling numbers varied, but a slight increase in the north / south direction but a decrease in the numbers travelling west.

Knighton Drive

- Average daily motor traffic (7am to 7pm) down 44% eastbound (385 to 214) and down 25% westbound (285 to 213).
- Pedestrians up 23% (daily average 151 to 185.5) and cyclists up 21% (28 to 34).

Knighton Road

- Average daily motor traffic (7am – 7pm) down 2% northeast bound (3,148 to 3,075) and down 4% southwest bound (2,854 to 2,738).
- Pedestrians up 12% (daily average 638 to 714) but cyclists down 17% (181 to 150) (daily average totals, both directions combined).

Eastcourt Road (Pedestrians / Cycle only)

- Pedestrians down 7.5% (1,811 to 1,676) and cyclists down 28% (97 to 70) (daily average totals, both directions combined).

Stanfell Road / Craighill Road (4-arm junction)

- Motor vehicles heading north from Craighill Road south down 62% (413 to 156 daily average) but vehicles heading south towards closure only down 13% (487 to 424).
- Motor vehicles heading south into the junction from Craighill north down 37% (315 to 199) and heading north away from the junction down 28% (540 to 389).
- Traffic heading east into the junction on Stanfell Road west up 40% (419 to 588), but westbound traffic out of the junction down 92% from 6.5 to 0.5.
- Traffic heading east out of the junction on Stanfell Road east up 6% (207 to 220) and down 3% heading west into the junction (93 to 90.5).
- Cycling numbers much smaller and more variable. Numbers can be positive or negative depending on whether a 2-day or 3-day average is used (2-day excludes the Tuesday data as in 2021 there was an England vs Scotland game at 5pm).
- Using the 2-day average data, combined for both directions, cyclists are up on Craighill North by 15% (10 cyclists a day), up 17% (12 a day) on Craighill south, unchanged on Stanfell Road east and down 26% (6.5 a day) on Stanfell Road west.
- Pedestrians are down on all arms by both 2-day and 3-day averages.
- Using 2-day figures they are down on Craighill North by 18% (105 pedestrians a day), down 13% (58.5 a day) on Craighill south, down 32% (57 a day) on Stanfell Road east and down 17% (31.5 a day) on Stanfell Road west.

Overdale Parking Observation data

Observations were made around the Overdale school area between 7th March and 4th April 2022. These were conducted by visiting the streets marked on the map (right) and counting the parked cars.

The two areas for these observations are either side of Overdale school.

The area to the west of the school included:

- Overdale Road
- Meadvale Road
- Kingsmead Road (in two different sections)
- Kingsmead Close

The area to the east of the school included:

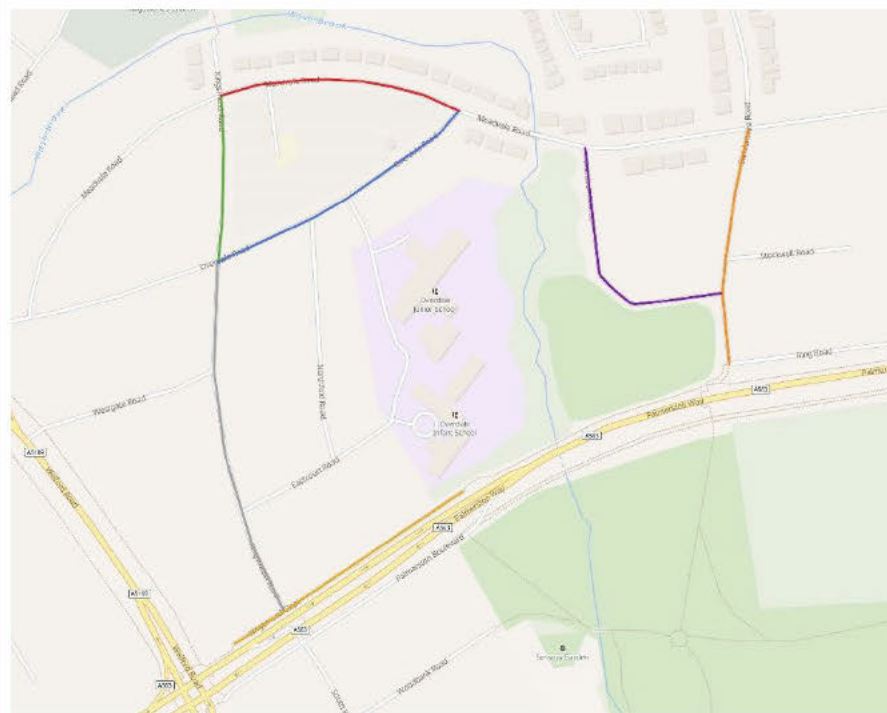
- Ashclose Avenue
- Carisbrooke Road

The purpose of these observations was to monitor the impact of the scheme on:

- The volume of cars
- The parking locations
- The effectiveness of the new one-way system

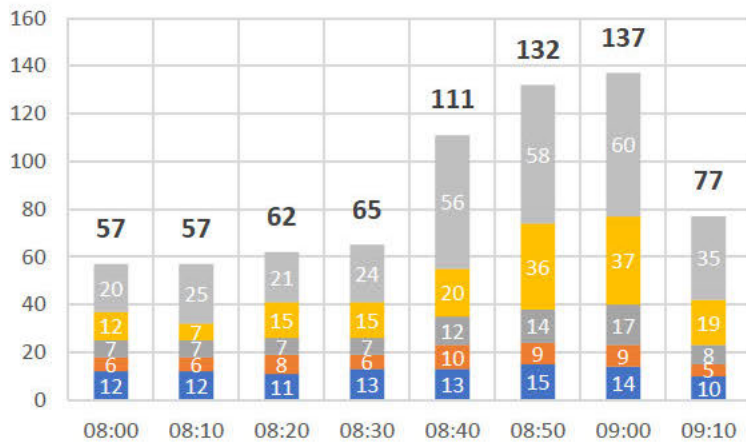
Before the scheme, between 60-80 cars were being parked on Northfold and Eastcourt Roads.

The following three pages detail the results from these observations. They clearly demonstrate that the cars that were previously parking on Northfold and Eastcourt Roads were displaced to the surrounding streets with no reduction in numbers.



Kingsmead Road from Overdale Road to Kingsmead Crescent	Ashclose Avenue
Overdale Road from Meadvale Road to Kingsmead Road	Carisbrooke Road from Meadvale Road to Ring Road
Kingsmead Road from Meadvale Road to Overdale Road	
Kingsmead Close	
Meadvale Road from Overdale Road to Kingsmead Road	

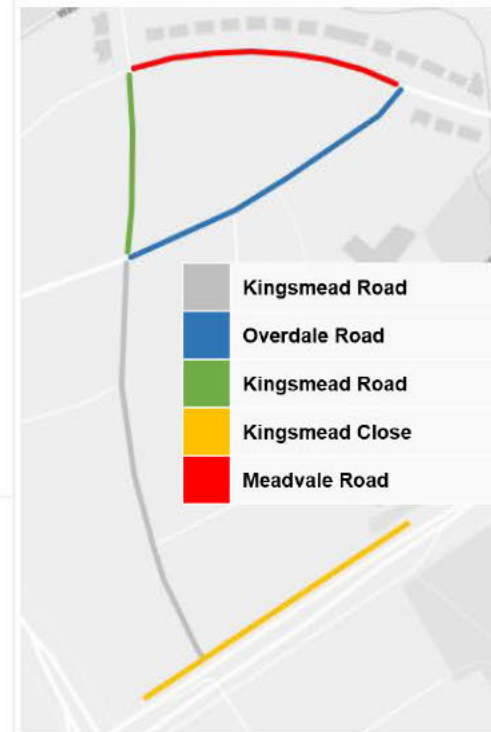
Parking in the experimental scheme area during school run times



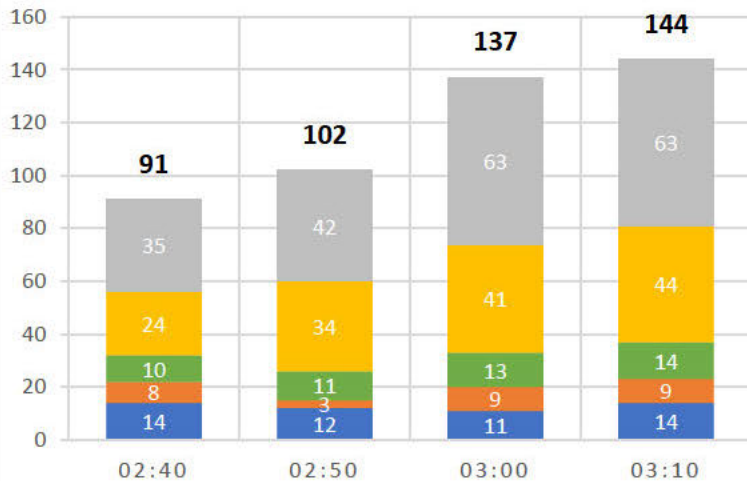
Total number of parked cars 8:00 – 9:10am

80 car difference between 8am and 9am peak.

Average taken over 12 normal school day observations between 7th March and 4th April 2022.



- Kingsmead Road
- Overdale Road
- Kingsmead Road
- Kingsmead Close
- Meadvale Road



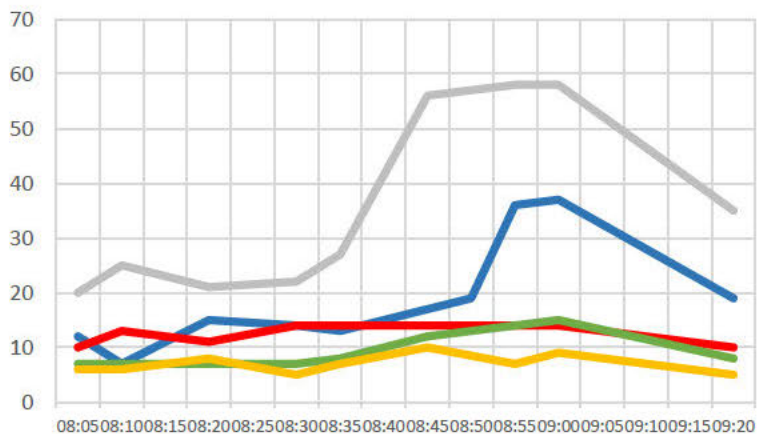
Total number of parked cars 2:40 – 3:10pm

53 car difference between 2.40pm and 3.10pm peak. Note that some cars will be arriving before 2.40pm.

Average taken over 6 normal school day observations between 7th March and 4th April 2022.

- Kingsmead Road from Overdale Road to Kingsmead Crescent
- Overdale Road from Meadvale Road to Kingsmead Road
- Kingsmead Road from Meadvale Road to Overdale Road
- Kingsmead Close
- Meadvale Road from Overdale Road to Kingsmead Road

Number of parked cars in each street during school run times west entrance

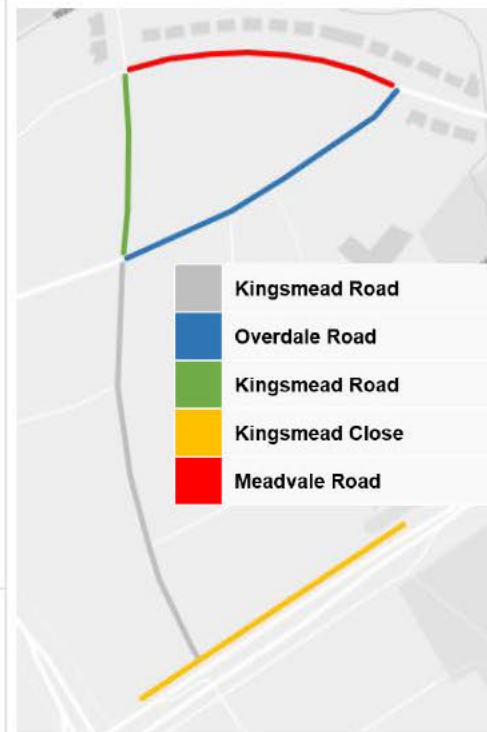


Parking per street
8:05 – 9:20am

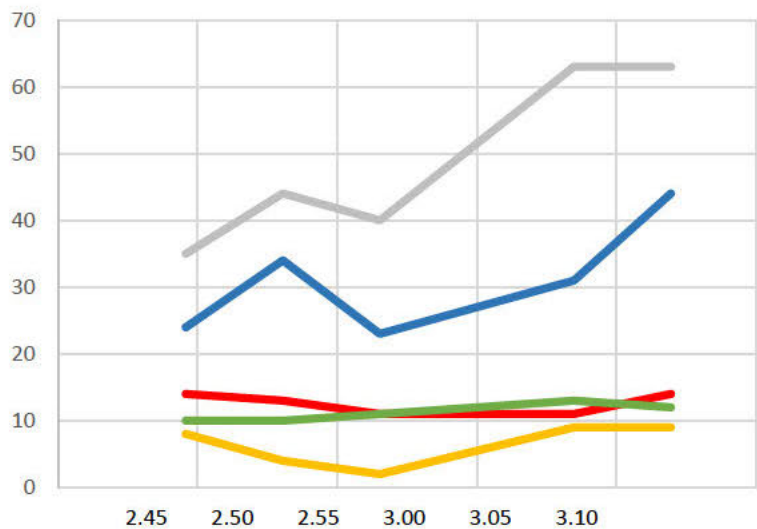
Kingsmead Road takes most of the displaced parking with an increase of around **45** cars at peak time.

Overdale Road also has a marked increase of around **20** cars.

The **65** total equals the number of cars that were previously parking on Northfold Road and Eastcourt Road before the scheme was in place.



- Kingsmead Road
- Overdale Road
- Kingsmead Road
- Kingsmead Close
- Meadvale Road



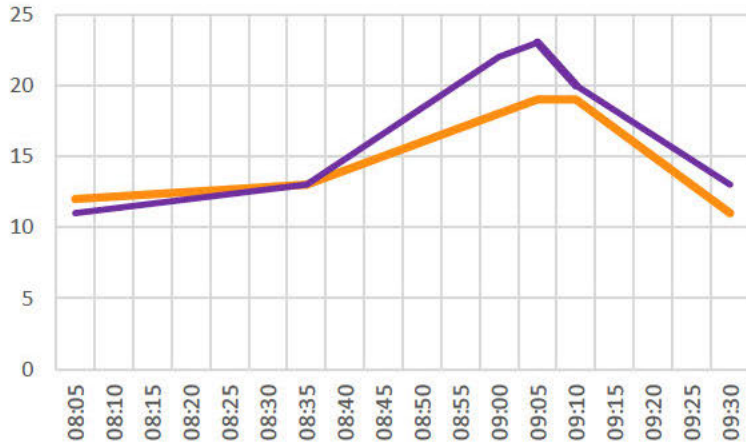
Parking per street
2:45 – 3:10pm

Kingsmead Road and Overdale Road see the largest increase in parking during the afternoon peak.

Cars generally arrive earlier and are parked over a longer period of time in the afternoon.

- Kingsmead Road from Overdale Road to Kingsmead Crescent
- Overdale Road from Meadvale Road to Kingsmead Road
- Kingsmead Road from Meadvale Road to Overdale Road
- Kingsmead Close
- Meadvale Road from Overdale Road to Kingsmead Road

Number of parked cars in each street during school run times east entrance

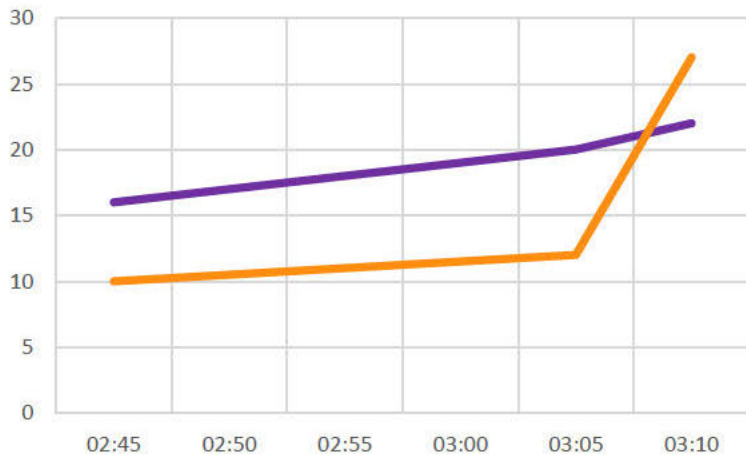


**Parking per street
8:05 – 9:30am**

Ashclose Avenue
Minimum 11
Maximum 24

Carisbrooke Road
Minimum 10
Maximum 30

Average taken over 8 normal school day observations between 7th March and 4th April 2022.

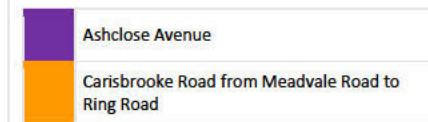
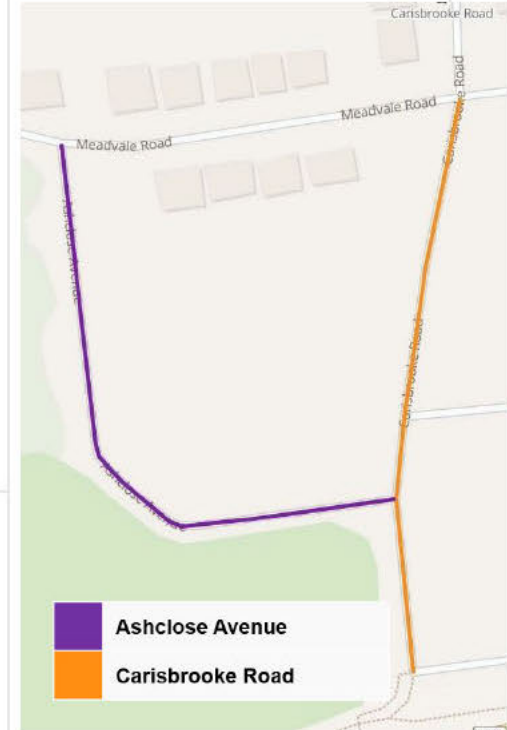


**Parking per street
2:45 – 3:10pm**

Ashclose Avenue
Minimum 16
Maximum 24

Carisbrooke Road
Minimum 11
Maximum 27

Average taken over 3 normal school day observations between 7th March and 4th April 2022.

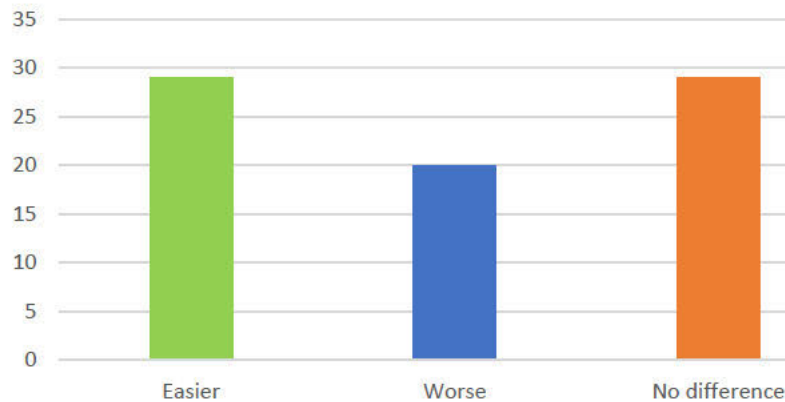


Knighton Public Opinion survey

A survey was sent to the addresses of all the residences in the areas directly affected by the experimental scheme. It was also sent to the parents of pupils at the two Overdale schools.

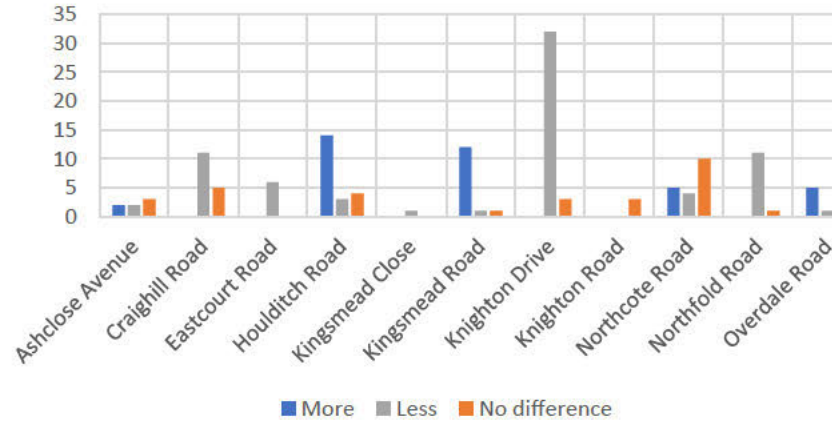
The survey opened six weeks after the scheme was made live on 18th April, and closed on 8th May 2022. 266 people responded to the survey. Of these, 187 were residents, 77 were parents with a child at a local school, and 2 were school staff.

How has the scheme affected your journey to / from school?
Northfold school street



What difference has the scheme made to your street?

Overall number of cars



In the graph above, there is a clear positive correlation between the road closures on Craighill Road, Knighton Drive, Eastcourt Road and Northfold Road and a reduction in cars.

Survey respondents reported an increase of cars on Houlditch Road, Kingsmead Road Northcote Road and Overdale Road. This matches the Officer observations in the previous section.

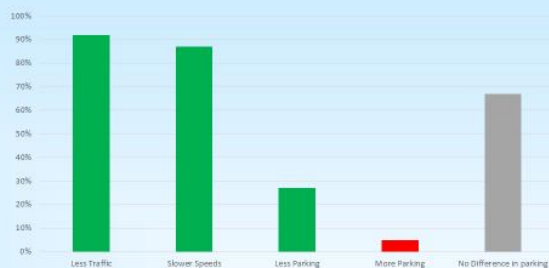
Knighton Drive area



Above: Experimental scheme being put in place

Right: Before

Results from residents survey 6 weeks after implementation



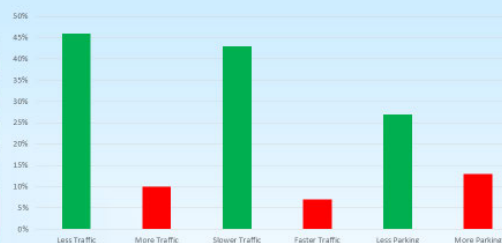
- It's great our children go to St Thomas More and feel it's so much safer walking to and from school
- Area feels much quieter and safer. Has been a brilliant change.
- I personally think it looks awful and assume the red/white barriers are temporary to be replaced with planters.

Craighill Road area



60% pre scheme didn't want it

Results from residents survey 6 weeks after implementation

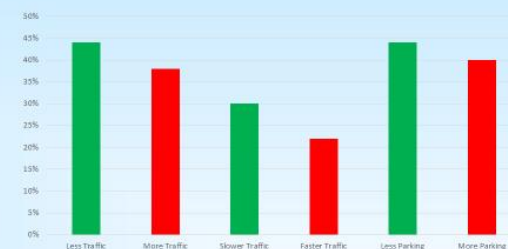


- The volume of traffic has been significantly reduced and makes the area feel safer. The road has many families and the benefits are obvious for both younger children and older people in crossing the road since the changes are appreciable."
- I dont like it. I am disabled and so have to go by car, and now I have to go across main roads, on a longer route to get to relatives two streets away.

Overdale Road area



Results from residents survey 6 weeks after implementation



- Traffic is considerably reduced. It feels much safer and must be more pleasant for the parents and children travelling to school.
- The increase in the number of cars parked along this road has caused more congestion and problems outside the school.

Knighton new academic year

The Overdale School Street was implemented using a prohibition of driving order, which can only be enforced by the police. The police do not currently have the resources to enforce. Residents were issued permits from the parking permits team, at no cost for the trial.

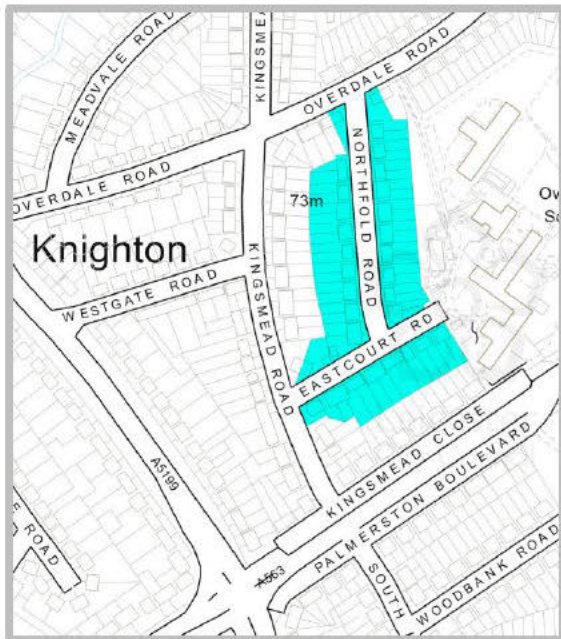
With no enforcement, compliance with the scheme had been decreasing over the summer term. To try and address this, the school street on Northfold and Eastcourt roads has been marshalled once a month by Leicester City Council and Sustrans staff since the start of the new academic year in September 2022.

Lots of positive comments have been made by parents and residents at these events, but these have been balanced by others concerned that when the school street isn't being marshalled, there is no compliance at all by drivers.

With no way to currently enforce the school street other than a marshalled closure, it's likely that some drivers will continue to ignore the experimental order.

Leicester City Council and Sustrans staff with (second from right) marshalling the school street on Northfold and Eastcourt roads in December 2022.

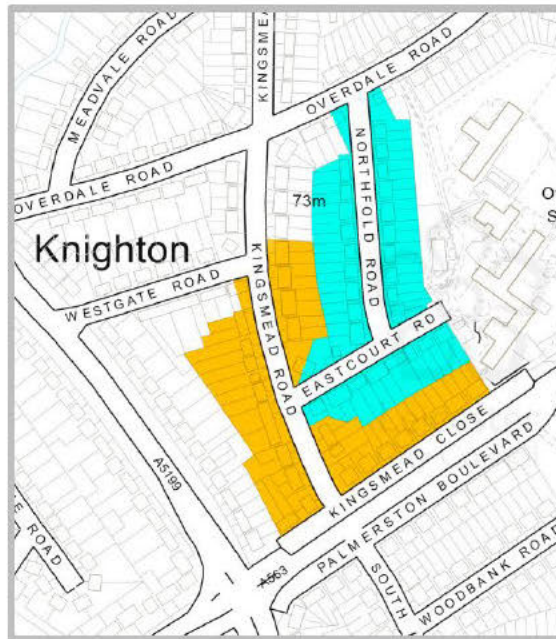
Photo by



Current scheme area

Number of households within scheme area: **55**

Covering Northfold Road and Eastcourt Road.



Possible extended scheme area

Number of households within scheme area: **98**

Covering Northfold Road, Eastcourt Road, Kingsmead Close and the southern section of Kingsmead Road.

As the scheme stands at the moment, cars displaced from Northfold and Eastcourt Roads are parking mainly on Kingsmead Road.

A possible solution to this would be to extend the access permit area to include the southern section of Kingsmead Road and Kingsmead Close.

This would likely move parked cars onto Westgate Road and further west on Overdale Road as well as other surrounding streets.

There are concerns that without regular enforcement of the permit system there would be low levels of compliance, reducing the benefit of the scheme.

However, extending the scheme *could* also mean that more people walk and cycle as its quicker / more convenient than driving.

Clarendon Park Residents Before survey

Which of these improvements would you like to see introduced in this area?

The initial consultation with the residents didn't favour the introduction of the proposed cycleways. One resident carried out a sit down protest, and has since moved away. Other residents were accepting of the cycleways if they did not cut through public space and the planting was improved at the same time.

Option	Total	Percent
None, leave it as it is	32	20.25%
Resurface the area	31	19.62%
Install new planter(s)	61	38.61%
Add surface level planting	35	22.15%
Install seating	45	28.48%
Plant more trees	63	39.87%
Install a segregated cycle way	10	6.33%
Install a shared use cycleway	10	6.33%
Other	44	27.85%
Not Answered	5	3.16%

Clarendon Park before route user surveys

A route user survey was sent to Betterpoints users who had entered the Clarendon Park area between May and Sept 21. 78 routes users responded of which:

2 were running	38 were walking	22 were cycling	1 used a wheelchair
3%	49%	28%	

When asked how safe they felt travelling through clarendon Park 4 said 'not safe' 14 said 'very safe' and 58 said 'safe'.

Clarendon Park after route user surveys

A route user survey was sent to Betterpoints users who had entered the Clarendon Park area between May and Sept 22. 144 routes users responded of which:

2 were running	80 were walking	42 were cycling
1%	56%	29%

When asked have you previously made this journey by another form of transport, 46 (32%) said they had made the journey by car before.

Next steps

Rushey Mead

1. Continue to monitor the Herrick Primary school street and hand it over to the school to operate.
2. Mandatory School Keep Clears on Lockerbie Avenue and Arran Road
3. Continue incentives to walk and cycle with Herrick Primary School.
4. Progress pavement parking bans and enforceable zig zags at Wyvern Primary.

Evington

1. Progress pavement parking ban on Harringworth Road
2. Carry out some walking and cycling activities with Wheels 4 All
3. Launch Whitehall Park and Stride with hospital
4. Write to those people who objected to Gamel Road and ask if they still object
5. Write to those people who objected to Greystone Av and ask if they still object
6. Investigate a new location for the closure on Newhaven Road then write to residents to see if they still object
7. Write to residents who objected to Davenport Road and ask if they still object
8. Re- do walking and cycling counts (but when???)
9. Arrange next residents meeting and share results of this study
10. Write back to petitioners and tell them what we propose

Knighton

1. Continue the Overdale school street on an informal basis. Don't renew permits and any new permits will be informal
2. Continue to promote the park and stride
3. Seek funds to make the closure of Knighton Drive, the Newstead Road build-outs, Ashclose Av one-way and the Craighill Road permanent
4. Amend the trial traffic calming on Northcote Road from a chichane to a central refuge
5. Mandatory School Keep Clears on Ashclose Ave, Eastcourt Rd and Overdale Rd
6. No waiting at any time sections of Knighton Drive, Northfold Rd and Eastcourt Rd
7. Page 42 outlines the proposal to extend the school street around Overdale – consult residents on this proposal.

Clarendon Park

1. Seek funding to add cycle access to 6 other locations