

School safety zone evaluation survey

Research study for
School travel

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1 Executive summary

School Safety Zones (SSZ) have been piloted outside a number of primary schools across the county. They aim to create a safer environment around school for pedestrians and cyclists by asking motorists to limit their speed to 20mph during school start and finish times. The survey was undertaken to help evaluate the success of the project and find out how journeys have been affected.

The four-page questionnaire was sent, via the children, to all parents whose children attend one of the 13 schools with a SSZ. The responses were then collected from the children by the school. In total 744 questionnaires were returned, giving an overall response rate of 25%.

The results from the survey show that parents favour vehicles as the method of getting their children to and from school. Nearly all respondents' children travelled to and from school with an adult – although older children were more likely to travel unaccompanied. Most children cross the road within the SSZ (almost three in five always cross) only 14% never cross the road.

Particular concerns for parents about their child's school journey were parking problems that in many cases caused other drivers to drive on the pavements, the speed of traffic, busy roads and roads which are difficult to cross, and problems with footpaths being narrow and obstructed or there not being any footpaths (which were a particular problem at Woodplumpton St Annes and Parbold Douglas CE Primary Schools). It is significant that the second most mentioned concern was the speed of traffic.

Awareness of the SSZ stood at 78%, although a significant proportion (20%) hadn't heard of them. The SSZ hasn't greatly influenced the way children get to and from school, most children not changing the way they get to school and only a small proportion of changes being influenced by the SSZ. This is partly because car use is a wider problem, for example parents may drop their children off on their way to work and will require a behavioural change. Opinion was spread on the impact traffic speed has on the way children travel to school, two in five saying it did and did not affect the way their children get to school.

Around half of respondents thought that the SSZ had reduced speeds (54%) and made their child's journey safer (48%), only a handful of people saying it had increased speeds or made their child's journey less safe. Parents of children who walk or cycle were less likely to say the SSZ has reduced the speed of traffic and made their child's journey safer. Perceptions of speed and safety are linked – where parents think speeds have significantly reduced they are more likely to think that their child's journey is safer. Nearly nine in ten parents agreed that “as a driver, I am more aware of my speed

when in the SSZ". The parents who haven't heard of the SSZ were less likely to agree to this statement, although on average they didn't disagree.

The survey looked at perceptions of the speed of traffic. It found that:

- 46% of parents thought that the speed of traffic fell initially and has now gone back to what it was before;
- 73% of parents thought that traffic is still too fast in the SSZ (although they are less likely to say traffic speeds are still too high where they think the SSZ has reduced speeds); and
- 86% of parents agreed that "the existing speed limit needs to be enforced more" (they were more likely to agree if they thought the SSZ had no effect on speeds and less likely to agree if their child never crossed the road).

This suggests that parents perceive that the SSZ hasn't had a long-term effect on the speed of traffic travelling through the zone. However, nine in ten parents thought that the SSZ was a worthwhile initiative for Lancashire County Council. Parents were more likely to think they were worthwhile when they also thought that the SSZ had reduced speeds considerably and made their child's journey much safer. Although at Stanah Primary School parents were less likely to agree that the SSZ were a worthwhile initiative.

Seven of the thirteen schools surveyed had a School Travel Plan (STP) – covering 54% of the people surveyed. Only 30% of parents thought that their school had a STP. Awareness of the STP was significantly higher at Parbold Douglas CE, St John's Catholic, Westgate and Woodplumpton St Anne's Primary Schools (which are four of the schools with a travel plan). Of the parents who said that their child's school had a travel plan half said that it had helped improve their child's journey to and from school and two in five said that it hadn't helped at all.

The main recommendations are:

- It is important to compare these perceptions against the reality, actual measured speeds at each of the schools, before drawing conclusions about the effectiveness of the SSZ. This comparison is necessary because the SSZ should be about creating behavioural change, an actual reduction in speed resulting in children actually being safer, as well as a perceptual one where people feel safer.
- Continue using SSZ at these schools, parents feel they are worthwhile, but continue to evaluate their impact against other options for managing traffic.
- Consider doing some awareness raising for SSZ or making the signs more prominent (bigger signs or more of them) – one in five parents didn't know about them so it is likely some drivers also don't.

- As parents feel the speed of traffic is still too high in the SSZ further measures should be considered to reduce it. Some suggestions parents made for improving their child's journey included installing traffic calming measures, enforcing the road regulations, improving the arrangements for the lollipop person and installing a zebra or pedestrian crossing.
- Look in more detail at footpath provision at Woodplumpton St Annes and Parbold Douglas CE Primary Schools to see how it can be improved.
- Investigate what can be done to improve parking problems as parking was parents' highest concern – which at some schools was causing other road users to drive on the pavements. Also investigate further into the causes of people driving on pavements, which schools it affects and what can be done to alleviate the problem.
- SSZ may slow the traffic down but it is getting people to stop using cars for school travel that will make a real difference to safety. School Travel Plans could help with this by making parents more aware of the alternatives available or offering new solutions to school travel. Awareness raising of the STP needs to be undertaken at Burn Naze, Baxenden St John's CE and The Breck Primary Schools as these are schools that have travel plans but parents are not as aware of them.
- The effectiveness of any further measures to improve safety for children when travelling to and from school should also be evaluated.

2 Introduction

School Safety Zones (SSZ) have been piloted outside a number of primary schools across the county. They aim to create a safer environment around school for pedestrians and cyclists by asking motorists to limit their speed to 20mph during school start and finish times. The survey was undertaken to help evaluate the success of the project and find out how journeys have been affected.

3 Research objectives

The main themes of the questionnaire were to:

- Find out how the children travel to and from school and if this has changed in the last year.
- Assess parents' perceptions of how the SSZ has influenced traffic within the zone and how safe their child's journey to and from school is.
- Determine awareness of school travel plans and evaluate their effectiveness.

A copy of the covering questionnaire is included in Appendix 2.

4 Methodology

The school safety zone survey was a 4-page self-completion questionnaire. It was sent, via the children, to all parents whose children attend one of the 13 schools where a SSZ has been introduced. The responses were then collected from the children by the school.

The questionnaires were sent to the schools at the end of June 2006. Schools were asked to return the questionnaires by the end of the school term – the exact date varied depending on the individual school. One school in Pendle – Barrowford St Thomas – undertook the survey in the new school year because they finished early for summer and could not take part in the earlier survey.

An incentive of £100 for the school who returned the most questionnaires was used to encourage respondents to complete the questionnaire. In total 744 questionnaires were returned, giving an overall response rate of 25%.

All data are unweighted and figures are based on all respondents unless otherwise stated.

5 Limitations

The survey produced a sample of 744 people. This means that the data could not be compared on many different breaks due to the risk of statistical errors. This has meant that comparisons cannot be made between certain schools because there are too few people in each sub group.

When looking at the results it is important to remember that parents' perceptions have been measured. Although these are valid it is important to check these against the reality of the situation. For example, where actual speeds have been measured in the SSZ this should be compared to the perceptual results when drawing conclusions about the effectiveness of the safety zones.

The table below shows the sample tolerances that apply to the results in this survey. Sampling tolerances vary with the size of the sample as well as the percentage results.

Number of Respondents	50/50 + / -	30/70 + / -	10/90 + / -
200	7%	6%	4%
300	6%	5%	3%
500	4%	4%	3%
700	4%	3%	2%

On a question where 50% of the people in a sample of 700 respond with a particular answer, the chance are 95 out of 100 that the answer would be between 46% and 54% (ie +/- 4%), versus a complete coverage of the entire customer base using the same procedure.

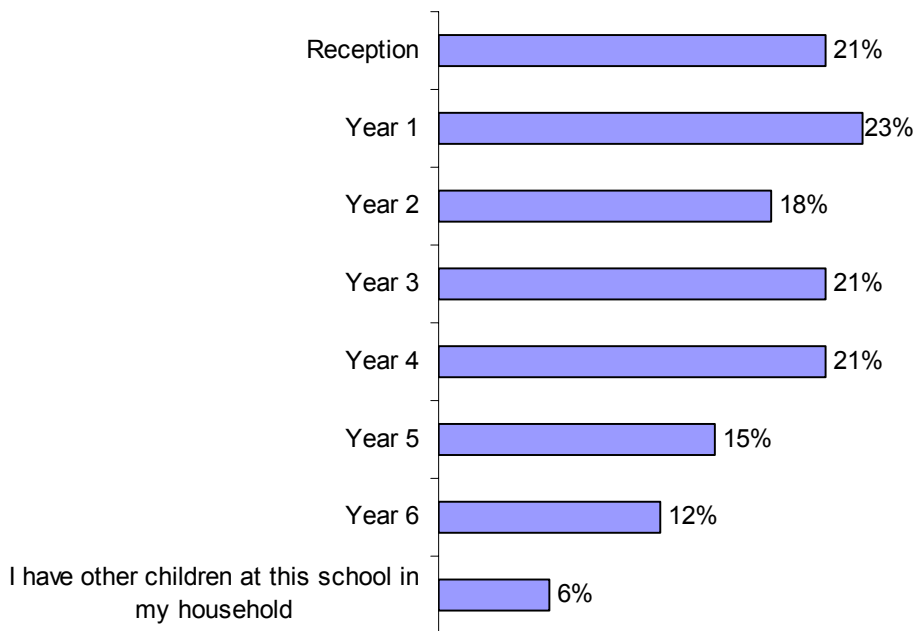
6 Main research findings

A marked up questionnaire can be found in appendix 1, and a copy of the questionnaire is in appendix 2.

6.1 Profile of children attending the schools

Respondents were asked for the year groups that their children at a particular primary school were in. The spread of children in the reception class and year one to four is fairly even, although the number of responses drops for children in years five and six.

Chart 1 - Year groups respondents children are in



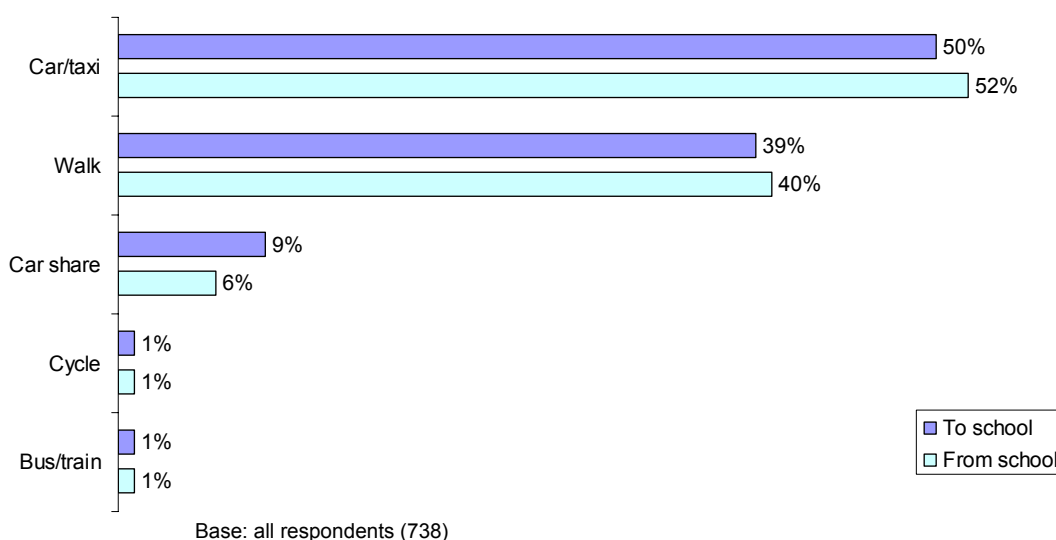
Base: all respondents (709)

Baxenden St Johns CE (87%), Stanah (80%) and Westgate (80%) Primary Schools all have significantly more responses from parents with children in year three and below than St Johns Catholic Primary School (53%).

6.2 Children’s journey to and from school

Respondents were asked how their children travel to and from school. On the whole children travel to and from school using the same method. Half of respondents said that their children travel by car or taxi, followed by another two-fifths walking to and from school, and a further tenth car sharing (9% to school, 6% from school). This shows that travelling in a vehicle (60% to school, 59% from school) is the main method respondents used to get their children to and from school.

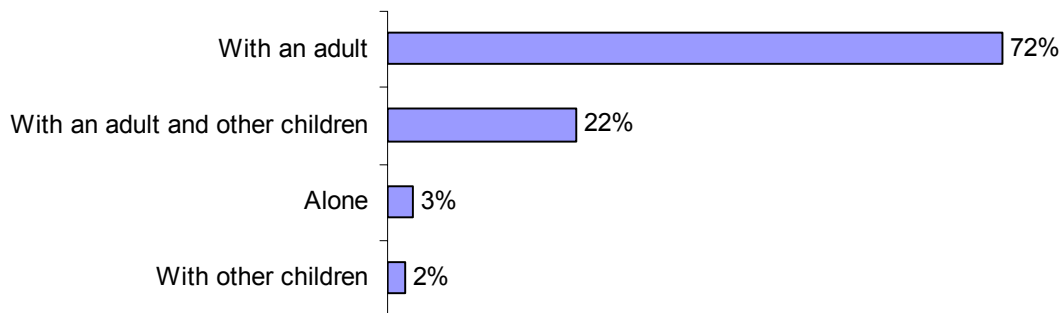
Chart 2 - Method of travelling to and from school



There are some differences in the way children travel to and from school between the schools that took part in the survey. The Breck (78%), St John’s Catholic (77%) and Woodplumpton St Annes CE (77%) Primary Schools are significantly more likely to have children who travel to and from school in a vehicle (car, bus or train) than Westgate (40%) and Parbold St Douglas CE (36%) Primary Schools. Aughton Christ Church CE Primary School (68%) is significantly more likely to have children who travel to and from school in a vehicle (car, bus or train) than Parbold St Douglas CE Primary School (36%).

Parents were then asked who accompanied their child to and from school, or if they travelled alone. Nearly all of the respondents' children were accompanied by an adult (94%), only 6% travelling alone or with other children.

Chart 3 - Does your child/ren usually travel to and from school...

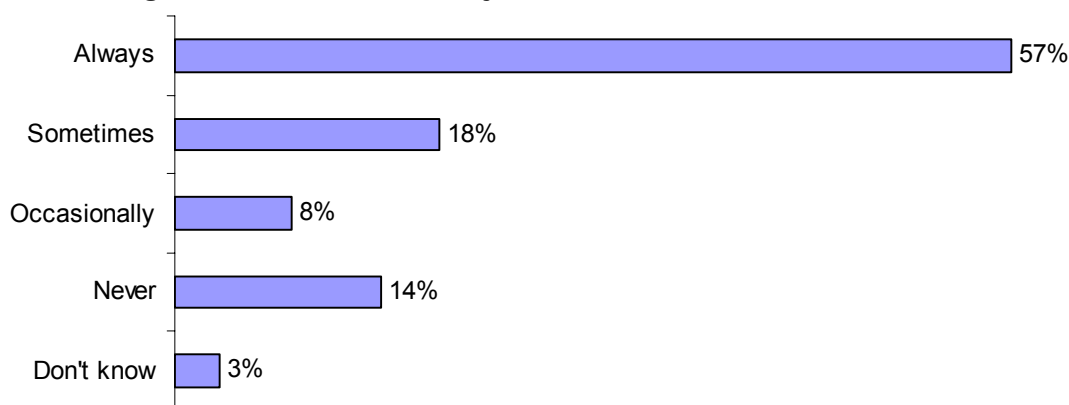


Base: all respondents (734)

Older children (year four and over) were significantly more likely to travel to and from school unaccompanied by an adult (6% alone, 5% with other children) compared to younger children (2% alone, 1% with other children). Whereas the younger children (year three and under) were significantly more likely to travel to and from school with an adult (73%) compared to older children (67%). Unsurprisingly children who travel to and from school in a vehicle (car, bus or train) are more likely to be accompanied by an adult (98% travel to school, 97% travel from school) than those children who walk or cycle (88% travel to school, 89% travel from school).

Almost three in five children always cross the road within the School Safety Zone, followed by one in five sometimes crossing the road and one in seven never crossing the road.

Chart 4 - Does your child/ren cross the road within the area signed as a School Safety Zone?



Base: all respondents (731)

Children at Aughton Christ Church CE Primary School are significantly less likely to cross the road within the SSZ area (69% never cross the road) than all the other schools. Children at St Johns Catholic and Westgate Primary Schools (34% occasionally or never cross the road) were also significantly less likely to cross the road within the SSZ area than half of the schools taking part in the survey.

Where children travel to and from school in a vehicle they are less likely to cross the road in the SSZ area (49% always cross the road on travel to school, 53% always cross the road on travel from school) than those children who walk or cycle (69% always cross the road on travel to school, 67% always cross the road on travel from school). This would make sense as parents will try to drop their children off as close to the school gates as they can manage.

The majority of children have the same method of getting to and from school that they had 12 months ago (85%), one in ten children (11%) sometimes use a different method, only 4% changing their method of getting to school permanently since the introduction of the safety zones.

Has the way your child/ren get to and from school changed in the last 12 months?	
No	85%
Yes - sometimes	11%
Yes - all the time	4%

Base: all respondents (732)

Of the children whose method of getting to and from school has changed:

- 43 respondents have started to walk (either sometimes or all the time) or have stopped using the car;
- 22 respondents used to walk but now use the car or sometimes use a car;
- 11 either car share or use the bus; and
- 11 respondents combine using the car and walking by parking on a designated car park or dropping their child off further away from the school and walking to it.

See appendix 1 for a full list of responses.

In the majority of cases (83%) this change hasn't been influenced by the introduction of the School Safety Zone, only 15% saying that it has and 2% answering don't know.

6.3 Awareness of School Safety Zones

Parents were asked if they had heard of the SSZ. The results are in the table below.

Before today have you ever seen or heard of the School Safety Zone?	
Yes	78%
No	20%
Don't know	2%

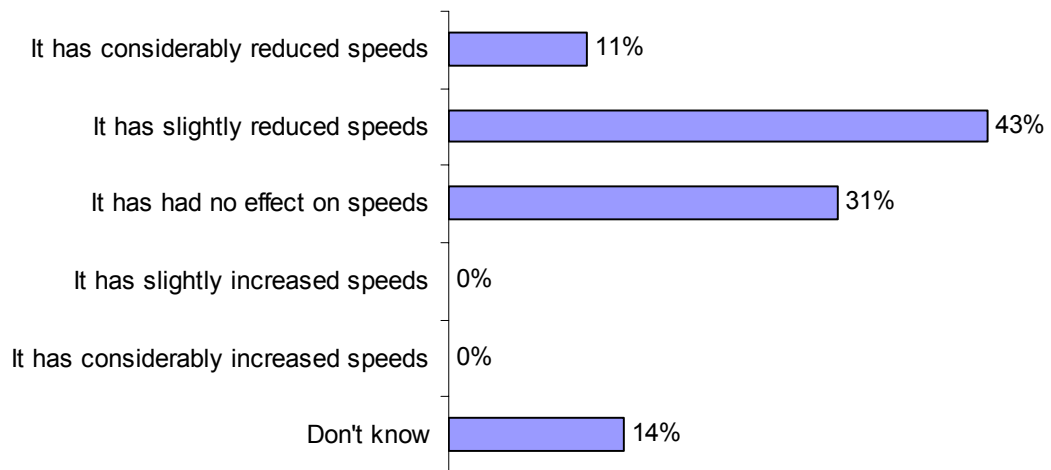
Base: all respondents (726)

Almost four-fifths of parents had heard of the SSZ, one-fifth saying that they hadn't, and 2% saying that they didn't know. There are no significant differences in awareness of the SSZ for schools who have a School Travel Plan, age, school, method of transport, if the child is accompanied or crosses the road.

6.4 Impact of the School Safety Zone

The impact the SSZ have made were measured in a number of ways. Firstly parents were asked what effect the SSZ has had on the speed of traffic within the zone. Over half of respondents thought that the safety zones have reduced speeds within the zone (11% considerably reduced speeds, 43% slightly reduced speeds), three in ten parents thought that they had no effect on speeds, and only three people thought that they had increased speeds.

Chart 5 - What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?



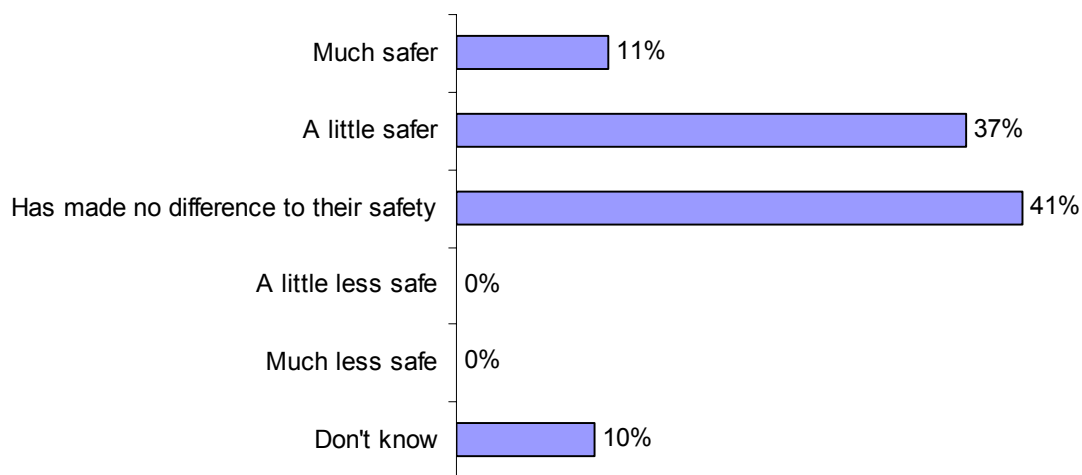
Base: all respondents (733)

Parents of children who walk or cycle to and from school are less likely to say that the SSZ has reduced the speed of traffic (55% reduced speeds on travel to school, 56% reduced speeds on travel from school) compared to children who travel to and from school in a vehicle (68% reduced speeds on travel to and from school).

Parents with children at Westgate Primary school are more likely to say that the SSZ has reduced speed within the zone (88% considerably or slightly reduced speeds) than parents with children at most of the other schools.

Parents were then asked if the School Safety Zone had made their child's journey to and from school safer. Almost half thought that it had made their child's journey safer (11% much safer, 37% a little safer), two in five parents thought it had made no difference to their safety and only a couple of people thought that they had made their children less safe.

Chart 6 - *Has the School Safety Zone made your child/ren's journey to and from school...*



Base: all respondents (726)

Perceptions of safety differ by method of transport. Parents whose children are taken to and from school in a vehicle are more likely to say that the SSZ has made their child's journey safer (58% journey to school safer, 60% journey from school safer) than children who walk or cycle (46% journey to school safer, 45% journey from school safer).

The SSZ has had less of an impact on perceptions of safety at some schools – Aughton Christ Church CE and Baines Endowed VC Primary Schools (27% and 29% much or a little safer respectively) – compared to Woodplumpton, Barrowford St Thomas CE and Westgate Primary Schools (73%, 71% and 66% much or a little safer respectively).

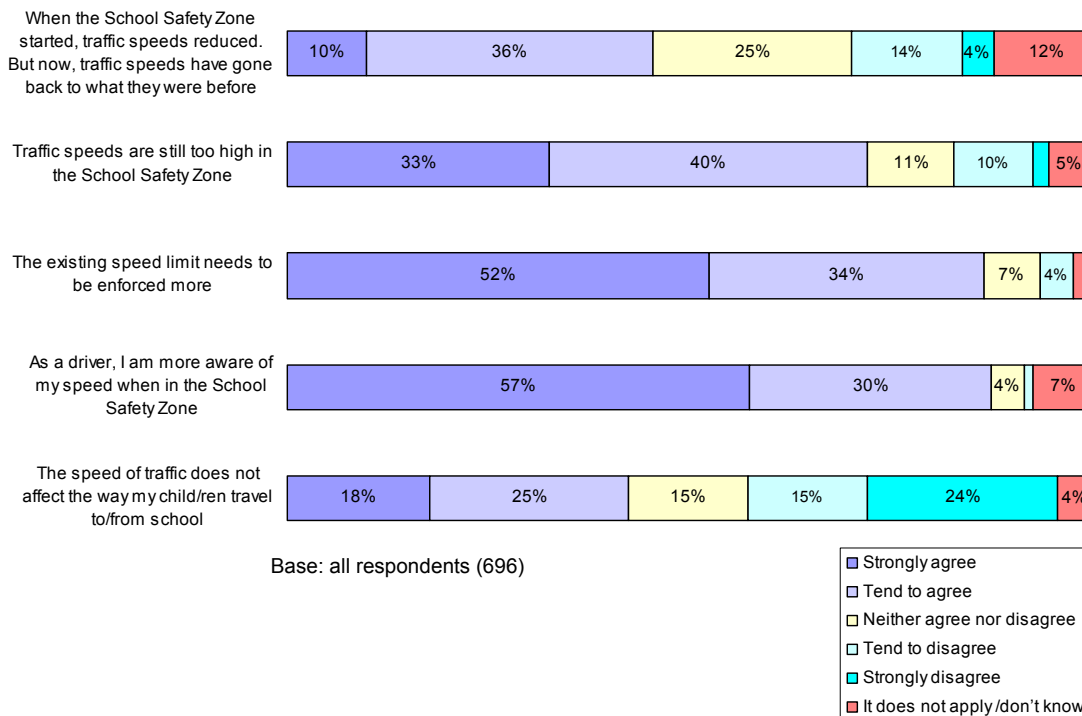
There is also a link between perception of speed and safety whereby parents who think that speeds have reduced are significantly more likely to think that their child’s journey is safer.

As the people who walk or cycle to school are most likely to see a difference in terms of speed and safety, and are the people the SSZ is aimed at, the impact the SSZ has had on perceptions is lessened.

It is important to compare these perceptions against the reality, where actual speeds have been measured, before drawing conclusions about the effectiveness of the SSZ. This comparison is necessary because the SSZ should be about creating behavioural change, an actual reduction in speed resulting in children actually being safer, as well as a perceptual one where people feel safer.

Parents were then asked how much they agree or disagree with a number of statements about traffic in the safety zone.

Chart 7 - How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone?



The first statement looked at how lasting the effect on the speed of traffic was. Almost a half of parents (10% strongly agree, 36% tend to agree) thought that the speed of traffic fell initially and has now gone back to what they were before, a quarter neither agree nor disagree, and almost one in

five people disagree. This suggests that parents perceive that the SSZ hasn't had a long-term effect on the speed of traffic travelling through the zone. People who perceive that the SSZ has considerably reduced speeds are less likely to agree with this statement than those who perceive the SSZ has slightly reduced speeds or had no effect of speeds.

The second statement asked whether parents thought that the speed of traffic was still too high in the safety zone. Three-quarters of parents think that traffic is still too fast in the safety zone (33% strongly agree, 40% tend to agree), only one in eight parents disagreeing (10% strongly disagree, 2% tend to disagree). Where people think that the SSZ has reduced speeds, either considerably or slightly, they are less likely to think that the speed of traffic is still too high in the SSZ (51% agree and 75% agree respectively), compared to when they think it hasn't had an effect of speeds (89% agree).

Parents were then asked if they thought that the existing speed limit needs to be enforced more. There was a lot of agreement to this (86% agree), particularly as 52% strongly agreed and only 4% disagreed. This supports the view that parents think that the speed of traffic is still too high in the SSZ suggesting more enforcement needs to be carried out.

Where parents thought that the SSZ had no effect on speeds they were more likely to agree that the existing speed limit needs to be enforced more (89% agree) than those people who thought the SSZ had either considerably or slightly reduced speeds (51% agree and 75% agree respectively). The parents with children who never cross the road within the SSZ were less likely to agree that the existing speed limit needs to be enforced more (75% agree) compared to the children who always cross the road in the SSZ (91% agree).

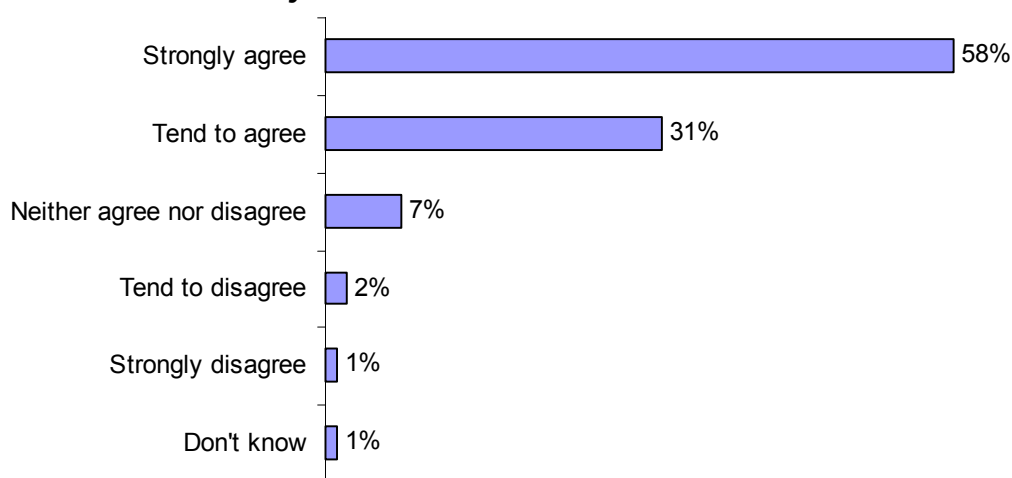
Nearly nine in ten parents agreed (57% strongly agree, 30% tend to agree) that as a driver they were more aware of their speed when in the SSZ. The parents who haven't heard of the SSZ were less likely to agree that as a driver they were more aware of their speed when in the SSZ, although on average they didn't disagree. Caution needs to be taken when using this result because this is likely to be a conditioned response from parents. Conditioning comes from a number of sources: these are people who know about the SSZ and are concerned about their child's safety. They will be more likely to say they slow down inside the zone – it is everyone else's driving that is the problem.

The final statement looked at the effect the speed of traffic has on how parents send their children to school. Here the spread was more even with around two in five parents both agreeing and disagreeing to the statement. There were no significant differences by age, school and method of travel for this question.

6.5 School Safety Zones overall

The following chart shows how worthwhile parents thought School Safety Zones were for the county council. The vast majority thought that they were a worthwhile initiative, particularly as 58% strongly agreed and only 3% disagreed. This indicates that parents feel the safety zones should continue to be in operation.

Chart 8 - How strongly do you agree or disagree that School Safety Zones are a worthwhile initiative for Lancashire County Council?



Base: all respondents (736)

Parents at Stanah Primary School were significantly less likely to agree that SSZ are a worthwhile initiative for Lancashire County Council (83% agree) compared to Westgate, Parbold Douglas CE and Woodplumpton St Anne's CE Primary Schools (95% agree, 96% agree and 98% agree respectively).

Parents were more likely to agree that SSZ were worthwhile when they also thought that speeds had considerably reduced because of the SSZ (90% strongly agree). Parents were also more likely to agree that SSZ were worthwhile when they thought the SSZ had made their child's journey much safer (96% strongly agree).

6.6 School Travel Plans

Many schools are developing a School Travel Plan (STP) to encourage more walking, cycling and bus use for school journeys. Of the 13 schools in the survey seven schools have a travel plan. These schools are:

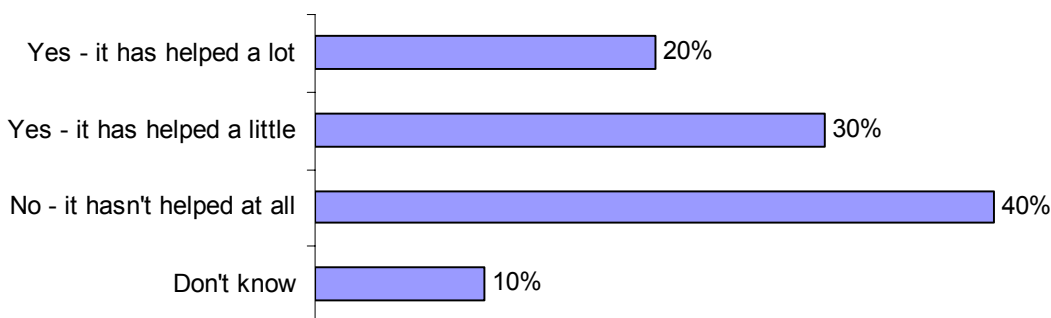
- Burn Naze Primary School;
- St John's Catholic Primary School;
- The Breck Primary School;
- Baxenden St John's CE Primary School;
- Parbold Douglas CE Primary School;
- Westgate Primary School; and
- Woodplumpton St Anne's CE Primary School.

Parents were asked if they knew if their child's school had a travel plan. Of the people surveyed only three in ten parents thought their child's school had a plan, 14% said that they did not have one and over half (56%) didn't know.

Parents at Parbold Douglas CE (98%), St John's Catholic (96%), Westgate (92%) and Woodplumpton St Anne's (88%) Primary Schools were significantly more likely to say that their school had a STP than at nearly all of the other schools. As these are the schools that do have a travel plan this shows that awareness is good. However, awareness raising needs to be undertaken at Burn Naze, Baxenden St John's CE and The Breck Primary Schools as these are schools that have travel plans but parents are not as aware of them (29%, 38% and 60% say their school has a travel plan respectively).

The parents who said that their child's school had a travel plan were then asked if it had helped them to improve the child's journey to and from school. Half said that it had helped (either a lot 20%, or a little 30%) and two in five said that it hadn't helped at all, 10% not knowing.

Chart 9 - *Has the School Travel Plan helped you improve your child/ren's journey to and from school?*

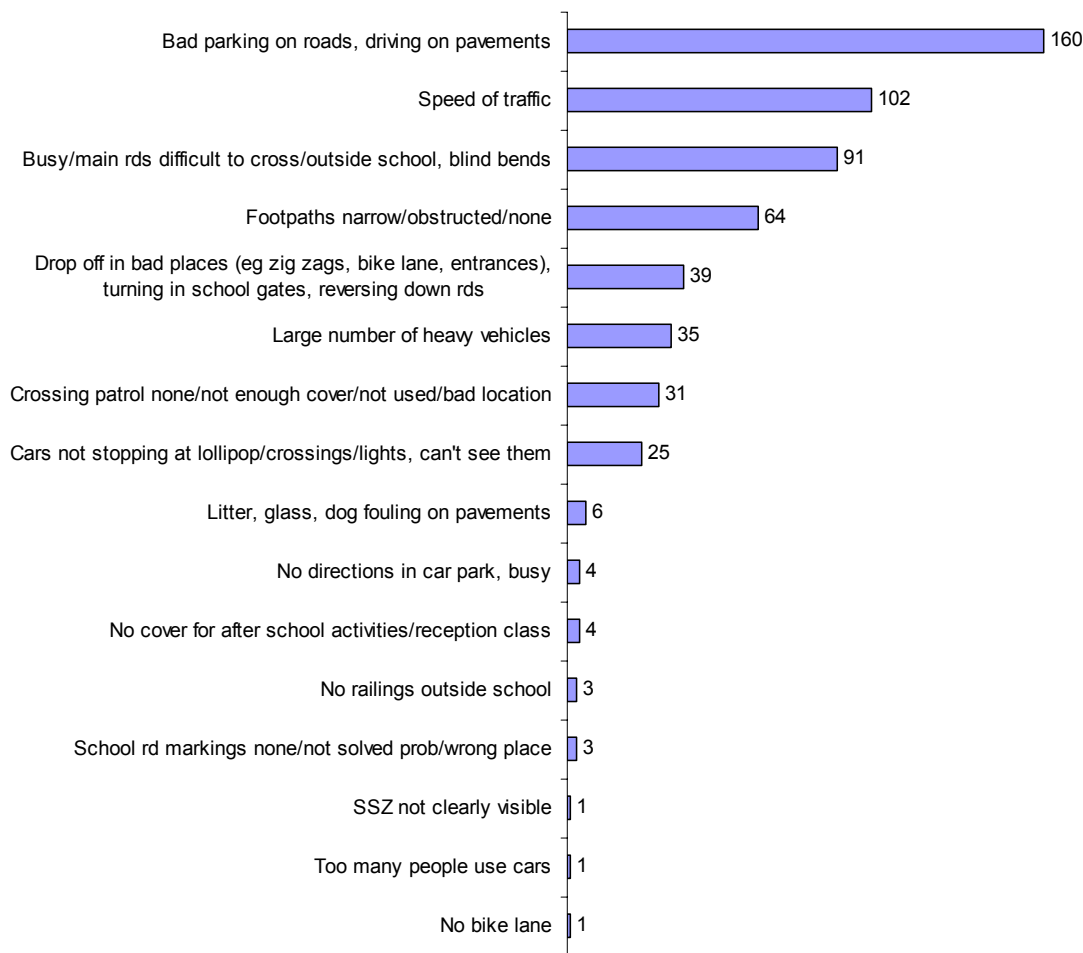


Base: all respondents (207)

6.7 Improvements parents suggested to improve children’s journeys to and from school

Parents were firstly asked if they had any concerns about their child’s journey to and from school, followed by their suggestions for improving it. The general comments were categorised for each question and the results are detailed in charts 10 and 11 below.

Chart 10 - Parents concerns about their child’s journey to and from school

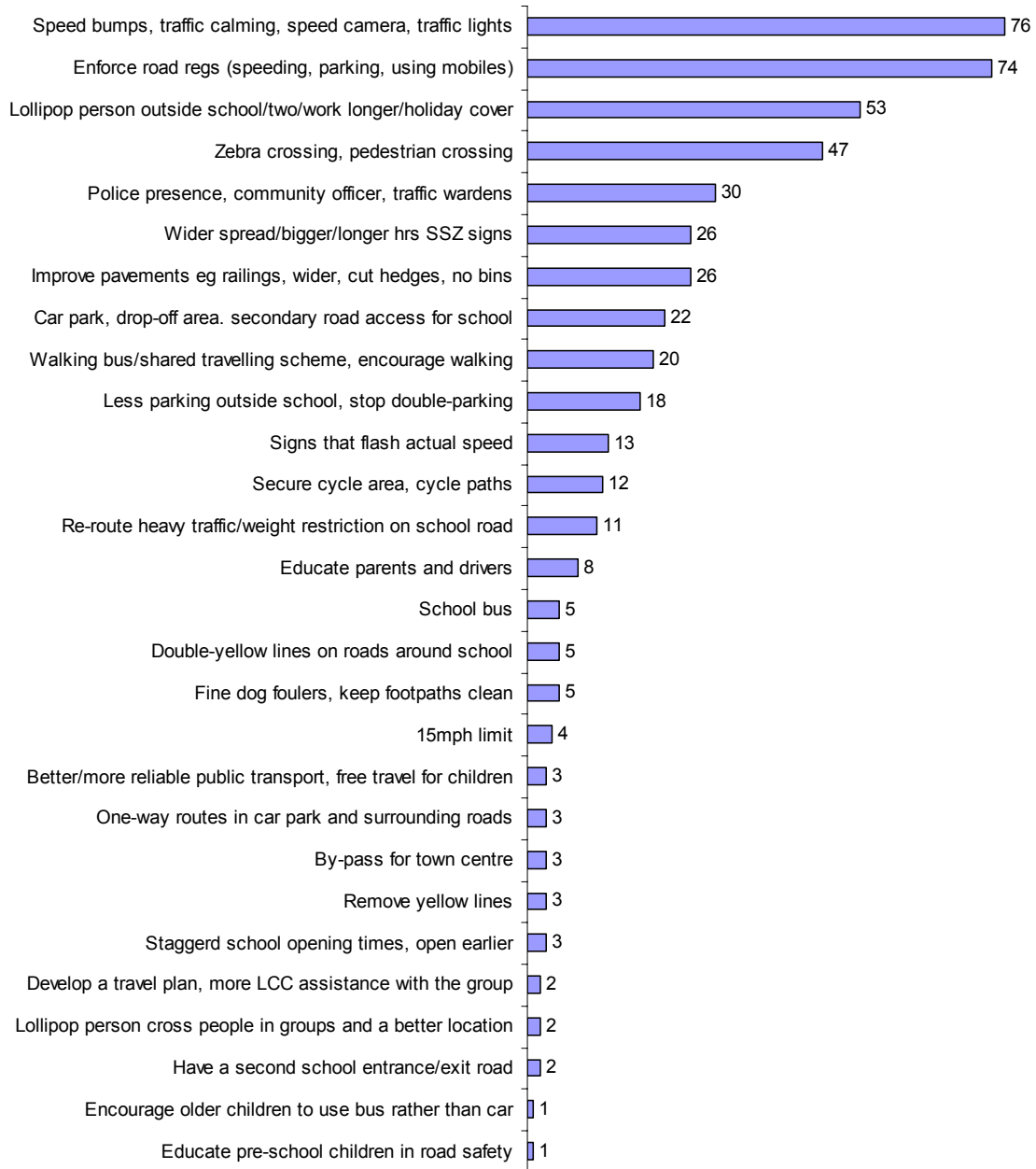


Base: all respondents making comment (363)

The most commonly mentioned concerns were parking problems which in many cases caused other drivers to drive on the pavements, the speed of traffic, busy roads and roads that are difficult to cross, and problems with footpaths being narrow and obstructed or there not being any footpaths. Footpaths were seen as a particular problem at Woodplumpton St Annes and Parbold Douglas CE Primary Schools. It is significant that the second most mentioned concern was the speed of traffic. This is because it is an

unprompted response and if it also represents the current situation, rather than a historic one, it reduces the impact of the SSZ.

Chart 11 - Parents suggestions for improving their child’s journey to and from school



Base: all respondents making comment (325)

The most commonly suggested improvements were to:

- install some traffic calming measures (such as speed bumps, speed cameras or traffic lights);
- enforce the road regulations (such as speeding, parking and the use of mobile telephones);
- improve the arrangements for the lollipop person by having them located directly outside the school, having more than one person, for them to work longer hours and provide cover for holidays (particularly at Burn Naze Primary School); and
- install a zebra or pedestrian crossing.

7 Conclusions

Children's journey to and from school

The results from the survey show that parents favour vehicles (60%) as the method of getting their children to and from school. Use of a vehicle was higher at The Breck, St John's Catholic, Woodplumpton St Annes CE and Aughton Christ Church CE Primary Schools than at some of the other schools.

Nearly all respondents' children travelled to and from school with an adult (94%), only 6% travelling alone or with other children. Older children (year four and over) were more likely to travel to and from school unaccompanied by an adult. Unsurprisingly children who travel to and from school in a vehicle (car, bus or train) were more likely to be accompanied by an adult.

Almost three in five children always cross the road within the SSZ, followed by a quarter sometimes or occasionally crossing the road and one in seven never crossing the road. Children at Aughton Christ Church CE, St Johns Catholic and Westgate Primary Schools are significantly less likely to cross the road within the SSZ area than at least half of the other schools. Where children travel to and from school in a vehicle they are less likely to cross the road in the SSZ area than those children who walk or cycle.

Parents were asked what concerned them about their child's school journey. Particular concerns were about parking problems that in many cases caused other drivers to drive on the pavements, the speed of traffic, busy roads and roads which are difficult to cross, and problems with footpaths being narrow and obstructed or there not being any footpaths. Footpaths were seen as a particular problem at Woodplumpton St Annes and Parbold Douglas CE Primary Schools. It is significant that the second most mentioned concern was the speed of traffic. This is because it is an unprompted response and if it also represents the current situation, rather than a historic one, it reduces the impact of the SSZ.

The School Safety Zone

78% of parents had heard of the SSZ, 20% hadn't and 2% didn't know. There are no significant differences in awareness of the SSZ. The impact the SSZ has made was measured in a number of ways:

- The majority of children haven't changed the way they get to school in the last 12 months (85%), 11% sometimes use a different method, only 4% have permanently changed their method of getting to school since the introduction of the SSZ. Most commonly children have started to walk or stop using the car (43 respondents) followed by 22 children who used to walk but now use the car. In only 15% of cases has this change been influenced by the introduction of the SSZ.

- Over half of respondents thought the safety zones have reduced speeds within the zone (11% considerably reduced speeds, 43% slightly reduced speeds), three in ten thought that they had no effect on speeds, and only three people thought that they had increased speeds. Parents with children at Westgate Primary School were more likely to think that speeds have fallen in the SSZ. Parents of children who walk or cycle to and from school are less likely to say that the SSZ has reduced the speed of traffic.
- Almost half thought the SSZ had made their child's journey safer (11% much safer, 37% a little safer), two in five parents thought it had made no difference to their safety and only a couple of people thought that they had made their children less safe. Where children travel to school in a vehicle perception of safety is higher than for children who walk or cycle. There is also a link between perception of speed and safety whereby parents who think that speeds have reduced are significantly more likely to think that their child's journey is safer.
- 46% of parents thought that the speed of traffic fell initially and has now gone back to what they were before, 25% neither agree nor disagree, and 18% disagree. This suggests that parents perceive that the SSZ hasn't had a long-term effect on the speed of traffic travelling through the zone.
- Three-quarters of respondents thought that traffic is still too fast in the SSZ (33% strongly agree, 40% tend to agree), only one in eight parents disagree (10% strongly disagree, 2% tend to disagree). Where people think that the SSZ has reduced speeds they are less likely to think that the speed of traffic is still too high in the SSZ, particularly for people who think speeds have reduced considerably.
- 86% of parents agreed that "the existing speed limit needs to be enforced more", only 4% disagreeing. This supports the view that parents think that the speed of traffic is still too high in the SSZ suggesting more enforcement needs to be carried out. Support for this statement did vary by perceptions of the effect on speed (more likely to agree if they thought the SSZ had no effect on speeds) and if their child crossed the road (less likely to agree if their child never crossed the road).
- Nearly nine in ten parents agreed (57% strongly agree, 30% tend to agree) that "as a driver, I am more aware of my speed when in the SSZ". The parents who haven't heard of the SSZ were less likely to agree to this statement, although on average they didn't disagree. Remember that this result is likely to be a conditioned response from parents.
- For the statement "the speed of traffic does not affect the way my child/ren travel to/from school" the spread was more even with around two in five parents both agreeing and disagreeing.

When looking at the results for the impact of the SSZ it is important to remember that parents' perceptions have been measured. Although these are valid it is important to check these against the reality of the situation. For example, where actual speeds have been measured in the SSZ this should be compared to the perceptual results when drawing conclusions about the effectiveness of the safety zones.

Overall, the vast majority of parents thought that SSZ were a worthwhile initiative for Lancashire County Council (89%), only 3% saying that they weren't. Parents were more likely to think they were worthwhile when they also thought that the SSZ had reduced speeds considerably and made their child's journey much safer. Although at Stanah Primary School parents were less likely to agree that the SSZ were a worthwhile initiative.

School Travel Plans

Seven of the thirteen schools surveyed had a STP – covering 54% of the people surveyed. Only 30% of parents thought that their school had a STP. Awareness of the STP was significantly higher at Parbold Douglas CE, St John's Catholic, Westgate and Woodplumpton St Anne's Primary Schools (which are four of the schools with a travel plan).

Of the parents who said that their child's school had a travel plan half said that it had helped improve their child's journey to and from school (20% a lot, 30% a little) and two in five said that it hadn't helped at all, 10% not knowing.

8 Recommendations

The following recommendations outline some changes that should be considered to further improve children's journeys to school.

- The speed of traffic is an important concern that parents have about their child's school journey. Although parents felt that the speed of traffic was still a problem in the SSZ they thought they were a worthwhile initiative. Therefore, continue using SSZ at these schools but continue to evaluate their impact against other options for managing traffic.
- It is important to compare these perceptions against the reality, actual measured speeds at each of the schools, before drawing conclusions about the effectiveness of the SSZ. This comparison is necessary because the SSZ should be about creating behavioural change, an actual reduction in speed resulting in children actually being safer, as well as a perceptual one where people feel safer.
- Consider doing some awareness raising for SSZ or making the signs more prominent (bigger signs or more of them) – one in five parents didn't know about them so it is likely some drivers also don't.
- As parents feel the speed of traffic is still too high in the SSZ further measures should be considered to reduce it. Some suggestions parents felt would most improve their child's school journey were to:
 - install some traffic calming measures (such as speed bumps, speed cameras or traffic lights);
 - enforce the road regulations (such as speeding, parking and the use of mobile telephones);
 - improve the arrangements for the lollipop person by having them located directly outside the school, having more than one person, for them to work longer hours and provide cover for holidays (particularly of concern at Burn Naze Primary School); and
 - install a zebra or pedestrian crossing.

These suggestions could create a tension because as a driver they may not like the solutions and they could prevent them from dropping their children outside the school.

- Look in more detail at footpath provision at Woodplumpton St Annes and Parbold Douglas CE Primary Schools to see how it can be improved.

- Investigate what can be done to alleviate parking problems as parking was parents' highest concern – which at some schools was causing other road users to drive on the pavements. Also investigate further into the causes of people driving on pavements, which schools it affects and what can be done to alleviate the problem.
- SSZ may slow the traffic down but it is getting people to stop using cars for school travel that will make a real difference to safety. The research has shown that SSZ haven't made people change the way they take their children to school. Partly because car use is a wider problem, for example parents may drop their children off on their way to work and will require a behavioural change. School Travel Plans could help with this by making parents more aware of the alternatives available or offering new solutions to school travel. Awareness raising of the STP needs to be undertaken at Burn Naze, Baxenden St John's CE and The Breck Primary Schools as these are schools that have travel plans but parents are not as aware of them.
- The effectiveness of any further measures to improve safety for children when travelling to school should also be evaluated.

9 Appendices

9.1 Appendices 1: Marked Up Questionnaire

All values are given in percentages

Base: All Respondents (744) unless otherwise stated

Number of responses per school		
		Count
	Westgate Primary School	97
	Stanah Primary School	95
	St Chad's CE Primary School	79
	Parbold Douglas CE Primary School	70
	Baxenden St John's CE Primary School	66
	Woodplumpton St Anne's CE Primary School	57
	St John's Catholic Primary School	56
	Baines Endowed VC Primary School	52
	Aughton Christ Church CE Primary School	50
	Barrowford St Thomas CE Primary School	42
	The Breck Primary School	31
	Burn Naze Primary School	27
	Sacred Heart Catholic Primary School	22

Q1	Thinking about your child/ren at this school, what year group/s are they in?	
	Nursery	0%
	Reception	21%
	Year 1	23%
	Year 2	18%
	Year 3	21%
	Year 4	21%
	Year 5	15%
	Year 6	12%
	I have other children at this school in my household	6%

Q2	How does your child/ren usually travel to school (for the main part of the journey)?	
	Car/taxi	50%
	Walk	39%
	Car share	9%
	Cycle	1%
	Bus/train	1%

Q3	How does your child/ren usually travel home from school (for the main part of the journey)?	
	Car/taxi	52%
	Walk	40%
	Car share	6%
	Cycle	1%
	Bus/train	1%
	Other	0%

Q4	Before today have you ever seen or heard of the School Safety Zone?	
	Yes	78%
	No	20%
	Don't know	2%

Q5	Does your child/ren usually travel to and from school...	
	With an adult	72%
	With an adult and other children	22%
	Alone	3%
	With other children	2%

Q6	Has the way your child/ren get to and from school changed in the last 12 months?	
	No	85%
	Yes - sometimes	11%
	Yes - all the time	4%

Q7	How has the way your child/ren get to and from school changed?	
		Count
	Sometimes walk	23
	Used to walk - now drive them	15
	Now walk - used to drive	8
	Child walks to car away from school area, park on designated car park	8
	Sometimes use car	7
	Started to walk to school alone	7
	Car share	6
	Use the bus now	5
	Now drop on car park and walk round	3
	Used to drive	3
	Sometimes cycle	2
	Used to walk other children and a parent	2
	Used to get bus	2
	Due to bad weather take taxi	1
	Sometimes walk with other children and a parent	1
	Gets collected in car from after school club	1
	Uses walking bus	1
	Used to car share	1

Base: all respondents whose children have changed the way they travel to school (93)

School safety zone survey

Q8	Have any of these changes been influenced at all by the introduction of the School Safety Zone?	
	No	83%
	Yes	15%
	Don't know	2%

Base: all respondents whose children have changed the way they travel to school (105)

Q9	Does your child/ren cross the road within the area signed as a School Safety Zone when travelling to or from school?	
	Always	57%
	Sometimes	18%
	Occasionally	8%
	Never	14%
	Don't know	3%

Q10	What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?	
	It has considerably reduced speeds	11%
	It has slightly reduced speeds	43%
	It has had no effect on speeds	31%
	It has slightly increased speeds	0%
	It has considerably increased speeds	0%
	Don't know	14%

Q11	Has the School Safety Zone made your child/ren's journey to and from school...	
	Much safer	11%
	A little safer	37%
	Has made no difference to their safety	41%
	A little less safe	0%
	Much less safe	0%
	Don't know	10%

Q12	How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone?						
		Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	It does not apply /don't know
	When the School Safety Zone started, traffic speeds reduced. But now, traffic speeds have gone back to what they were before	10%	36%	25%	14%	4%	12%
	Traffic speeds are still too high in the School Safety Zone	33%	40%	11%	10%	2%	5%
	The existing speed limit needs to be enforced more	52%	34%	7%	4%	0%	2%
	As a driver, I am more aware of my speed when in the School Safety Zone	57%	30%	4%	1%	0%	7%
	The speed of traffic does not affect the way my child/ren travel to/from school	18%	25%	15%	15%	24%	4%

Q13	Many schools are developing a School Travel Plan to encourage more walking, cycling and bus use for school journeys. Do you know if your child/ren's school has developed a Travel Plan?	
	Yes it has	30%
	No it hasn't	14%
	Don't know	56%

Q14	Has the School Travel Plan helped you improve your child/ren's journey to and from school?	
	Yes - it has helped a lot	20%
	Yes - it has helped a little	30%
	No - it hasn't helped at all	40%
	Don't know	10%

Base: all respondents who know their child's school has a School Travel Plan (207)

Q15	How strongly do you agree or disagree that School Safety Zones are a worthwhile initiative for Lancashire County Council?	
	Strongly agree	58%
	Tend to agree	31%
	Neither agree nor disagree	7%
	Tend to disagree	2%
	Strongly disagree	1%
	Don't know	1%

Q16	Is there anything else that concerns you about your child/ren's journey to and from school? Please tell us if there are places on your child's journey that you feel are unsafe.	Count
	Speed of traffic	102
	Parking on roads, double-parking, driving on pavements	87
	People ignoring yellow lines, parking on pavements, using mobiles	73
	Roads too busy for children to cross, blind bends	65
	Narrow footpaths, obstructed (eg hedges, bins), no pavement, slippery in winter	64
	Large number of heavy vehicles	35
	No crossing patrol, finishing too soon, need more than one, arrives late	29
	Main road outside school, difficult junctions, busy roads	26
	Cars not stopping for lollipop person/crossings/lights, can't see them	25
	Places where children get out eg lollipop man, zig zag lines, bike lane, car park entrance	22
	Cars turning in school gates, going into school car park, reversing down roads	17
	Litter, glass, dog fouling on pavements	6
	No directions in car park, busy	4
	No cover for after school activities/reception class	4
	No railings outside school	3
	Yellow lines have moved parking down the road, zig zag lines in wrong place	2
	People crossing without lollipop person, bad location for crossing	2
	No markings for school keep clear	1
	SSZ not clearly visible	1
	Too many people use cars	1
	No bike lane	1

Base: all respondents making a comment (363)

Q17	How could we improve your child/ren's journey to and from school?	Count
	Speed bumps, traffic calming, speed camera, traffic lights	76
	Enforce road regulations eg speeding, parking, using mobiles	74
	Lollipop person to be right outside school, two people, work longer, cover for holidays	53
	Zebra crossing, pedestrian crossing	47
	Police presence, community officer, traffic wardens	30
	Wider spread of SSZ signs, work for longer, bigger signs, change road colour	26
	Improve pavements eg railings, wider, cut hedges, no bins	26
	Car park, drop-off area. secondary road access for school	22
	Walking bus/shared travelling scheme, encourage walking	20
	Less parking outside school, stop double-parking	18
	Signs that flash actual speed	13
	Secure cycle area, cycle paths	12
	Weight restriction in road outside school, re-route heavy traffic	11
	Educate parents and drivers	8
	School bus	5
	Double-yellow lines on roads around school	5
	Fine dog foulers, keep footpaths clean	5
	15mph limit	4
	Better, more reliable public transport, free travel for children when with paying adult	3
	One-way routes in car park and surrounding roads	3
	By-pass for town centre	3
	Remove yellow lines	3
	Staggered school opening times, open earlier	3
	Develop a school travel plan, more LCC assistance with the group	2
	Lollipop person cross people in groups and a better location	2
	Have a second school entrance/exit road	2
	Encourage older children to use bus rather than car	1
	Educate pre-school children in road safety	1

Base: all respondents making a comment (325)

9.2 Appendix 2: Questionnaire

School Safety Zone Evaluation Questionnaire



<ol style="list-style-type: none"> 1. Please read the instructions carefully. 2. Please use blue or black pen to fill in the questionnaire. 3. Please check you have answered all the appropriate questions. 4. Please return your completed questionnaire to the school by the end of term. 	<p>Win £100 for your school</p>
--	--

Dear parent, we would like your views about the School Safety Zone outside your child's school. We are piloting School Safety Zones at a number of schools across the county. They aim to create a safer environment around school for pedestrians and cyclists by asking motorists to limit their speed to 20mph during school start and finish times. Your opinions will help us to evaluate the success of the project and find out how journeys have been affected. There will be a prize of £100 for the school who returns the most completed questionnaires by the end of the school term. If you have any questions about this survey or about School Safety Zones please contact Chris Smith, Regional School Travel Advisor, on 07733 300887.



School:

Q1 Thinking about your child/ren at this school, what year group/s are they in?
Please write in the boxes

Child 1 is in year Child 2 is in year Child 3 is in year

I have other children at this school in my household

Q2 How does your child/ren usually travel to school (for the main part of the journey)? Please tick ✓ one box only

Walk

Cycle

Car share
(where children from more than one household travel in the same vehicle)

Bus/train

Car/taxi

Other

Q3 How does your child/ren usually travel home from school (for the main part of the journey)? Please tick ✓ one box only

Walk

Cycle

Car share
(where children from more than one household travel in the same vehicle)

Bus/train

Car/taxi

Other

School reference:



Q4 Before today have you ever seen or heard of the School Safety Zone?
Please tick ✓ one box only

- Yes
 No
 Don't know

Q5 Does your child/ren usually travel to and from school...
Please tick ✓ one box only

- Alone
 With an adult
 With other children
 With an adult and other children

Q6 Has the way your child/ren get to and from school changed in the last 12 months?
Please tick ✓ one box only

- Yes - all the time → go to Q7
 Yes - sometimes → go to Q7
 No → go to Q9

Q7 How has the way your child/ren get to and from school changed?
Please write in below

Q8 Have any of these changes been influenced at all by the introduction of the School Safety Zone? Please tick ✓ one box only

- Yes
 No
 Don't know

Q9 Does your child/ren cross the road within the area signed as a School Safety Zone when travelling to or from school? Please tick ✓ one box only

- Always
 Sometimes
 Occasionally
 Never
 Don't know

Q10 What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone? Please tick ✓ one box only

- It has considerably reduced speeds
 It has slightly reduced speeds
 It has had no effect on speeds
 It has slightly increased speeds
 It has considerably increased speeds
 Don't know

Q11 Has the School Safety Zone made your child/ren's journey to and from school...
Please tick ✓ one box only

- Much safer
A little less safe
 A little safer
Much less safe
 Has made no difference to their safety
Don't know

Q12 How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? Please tick ✓ one box for each statement only

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	It does not apply/don't know
When the School Safety Zone started, traffic speeds reduced. But now, traffic speeds have gone back to what they were before	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic speeds are still too high in the School Safety Zone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The existing speed limit needs to be enforced more	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
As a driver, I am more aware of my speed when in the School Safety Zone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The speed of traffic does not affect the way my child/ren travel to/from school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q13 Many schools are developing a School Travel Plan to encourage more walking, cycling and bus use for school journeys. Do you know if your child/ren's school has developed a Travel Plan? Please tick ✓ one box only

- Yes it has → go to Q14
 No it hasn't → go to Q15
 Don't know → go to Q15

Q14 Has the School Travel Plan helped you improve your child/ren's journey to and from school? Please tick ✓ one box only

- Yes - it has helped a lot
 Yes - it has helped a little
 No - it hasn't helped at all
 Don't know

Q15 How strongly do you agree or disagree that School Safety Zones are a worthwhile initiative for Lancashire County Council? Please tick ✓ one box only

- Strongly agree
 Tend to agree
 Neither agree nor disagree
 Tend to disagree
 Strongly disagree
 Don't know

Q16 Is there anything else that concerns you about your child/ren's journey to and from school? Please tell us if there are places on your child's journey that you feel are unsafe. Please write in below

Q17 How could we improve your child/ren's journey to and from school? Please write in below

Thank you very much for taking part in this survey.
Please return it to your child/ren's school before the end of term where they will be collected and returned to Lancashire County Council.

9.3 Appendix 3: Tables of results

Year group comparisons

\$AgeGroup	School													
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School	
	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	
Year3_and_less	81.8%	64.0%	52.7%	70.4%	68.4%	65.3%	80.2%	69.0%	87.1%	74.2%	71.7%	80.0%	56.4%	
Year4_and_over	27.3%	64.0%	60.0%	37.0%	48.7%	46.9%	40.7%	45.2%	35.5%	47.0%	56.5%	31.8%	60.0%	

Comparisons of Column Proportions(a)

\$AgeGroup	School													
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School	
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
Year3_and_less							C		C M			C		
Year4_and_over														

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Method of transport comparisons

	School												
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School
Travel To	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %
Walk / Cycle	38%	52%	23%	22%	39%	54%	50%	38%	53%	64%	32%	60%	23%
Car /bus /train	62%	48%	77%	78%	61%	46%	50%	63%	47%	36%	68%	40%	77%

	School													
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School	Total
	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean
Travel To	1.62	1.48	1.77	1.78	1.61	1.46	1.50	1.63	1.47	1.36	1.68	1.40	1.77	1.55

Comparisons of Column Means(a)

	School												
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)
Travel To			J L	J L							J		J L

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

If the child is accompanied by an adult comparisons

		\$AgeGroup			
		Year3_and_less		Year4_and_over	
		Count	Column N %	Count	Column N %
Does your child/ren usually travel to and from school...	Alone	8	1.6%	20	6.3%
	With an adult	361	73.1%	212	67.1%
	With other children	5	1.0%	15	4.7%
	With an adult and other children	120	24.3%	69	21.8%

Comparisons of Column Proportions(a)

		\$AgeGroup	
		Year3_and_less	Year4_and_over
		(A)	(B)
Does your child/ren usually travel to and from school...	Alone		A
	With an adult	B	
	With other children		A
	With an adult and other children		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		TravelTo	
		Walk / Cycle	Car / bus / train
		Column N %	Column N %
Accompanied	Unaccompanied by adult	12%	2%
	Accompanied by adult	88%	98%

	TravelTo	
	Walk / Cycle	Car / bus / train
	Mean	Mean
Accompanied	1.88	1.98

Comparisons of Column Means(a)

	TravelTo	
	Walk / Cycle	Car / bus / train
	(A)	(B)
Accompanied		A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		TravelFrom	
		Walk / Cycle	Car / bus / train
		Column N %	Column N %
Accompanied	Unaccompanied by adult	11%	3%
	Accompanied by adult	89%	97%

	TravelFrom	
	Walk / Cycle	Car / bus / train
	Mean	Mean
Accompanied	1.89	1.97

Comparisons of Column Means(a)

	TravelFrom	
	Walk / Cycle	Car / bus / train
	(A)	(B)
Accompanied		A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

If the child crosses the road comparisons

Does your child/ren cross the road within the area signed as a School Safety Zone when travelling to or from school?	School													
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School	
	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	
Always	52%	52%	33%	34%	73%	53%	74%	71%	71%	93%	15%	54%	38%	
Sometimes	38%	26%	33%	28%	11%	19%	17%	21%	17%	7%	10%	12%	40%	
Occasionally	5%	13%	19%	24%	8%	11%	3%	2%	3%	0%	6%	10%	16%	
Never	5%	9%	15%	14%	8%	17%	6%	5%	8%	0%	69%	24%	5%	

	School													
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School	
	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	
Does your child/ren cross the road within the area signed as a School Safety Zone when travelling to or from school?	1.62	1.78	2.15	2.17	1.51	1.91	1.40	1.40	1.48	1.07	3.29	2.04	1.89	

School safety zone survey

Comparisons of Column Means(a)

	School												
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)
Does your child/ren cross the road within the area signed as a School Safety Zone when travelling to or from school?			E G H I J	G J		J					A B C D E F G H I J L M	E G H I J	J

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		TravelTo	
		Walk / Cycle	Car / bus / train
		Column N %	Column N %
Does your child/ren cross the road within the area signed as a School Safety Zone when travelling to or from school?	Always	69%	49%
	Sometimes	12%	25%
	Occasionally	4%	12%
	Never	15%	14%

		TravelTo	
		Walk / Cycle	Car / bus / train
		Mean	Mean
Does your child/ren cross the road within the area signed as a School Safety Zone when travelling to or from school?		1.65	1.91

Comparisons of Column Means(a)

		TravelTo	
		Walk / Cycle	Car / bus / train
		(A)	(B)
Does your child/ren cross the road within the area signed as a School Safety Zone when travelling to or from school?			A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		TravelFrom	
		Walk / Cycle	Car / bus / train
		Column N %	Column N %
Does your child/ren cross the road within the area signed as a School Safety Zone when travelling to or from school?	Always	67%	53%
	Sometimes	13%	23%
	Occasionally	5%	11%
	Never	15%	13%

		TravelFrom	
		Walk / Cycle	Car / bus / train
		Mean	Mean
Does your child/ren cross the road within the area signed as a School Safety Zone when travelling to or from school?		1.68	1.85

Comparisons of Column Means(a)

		TravelFrom	
		Walk / Cycle	Car / bus / train
		(A)	(B)
Does your child/ren cross the road within the area signed as a School Safety Zone when travelling to or from school?			A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Effect on speed comparisons

		TravelTo	
		Walk / Cycle	Car / bus / train
		Column N %	Column N %
What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?	It has considerably reduced speeds	12%	14%
	It has slightly reduced speeds	43%	54%
	It has had no effect on speeds	43%	32%
	It has slightly increased speeds	0%	0%
	It has considerably increased speeds	1%	0%

		TravelTo	
		Walk / Cycle	Car / bus / train
		Mean	Mean
What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?		2.34	2.18

Comparisons of Column Means(a)

		TravelTo	
		Walk / Cycle	Car / bus / train
		(A)	(B)
What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?		B	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		TravelFrom	
		Walk / Cycle	Car / bus / train
		Column N %	Column N %
What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?	It has considerably reduced speeds	12%	14%
	It has slightly reduced speeds	44%	54%
	It has had no effect on speeds	42%	32%
	It has slightly increased speeds	0%	0%
	It has considerably increased speeds	1%	0%

	TravelFrom	
	Walk / Cycle	Car / bus / train
	Mean	Mean
What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?	2.33	2.18

Comparisons of Column Means(a)

	TravelFrom	
	Walk / Cycle	Car / bus / train
	(A)	(B)
What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?	B	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

School safety zone survey

What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?	School												
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School
	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %
It has considerably reduced speeds	10%	9%	9%	4%	13%	7%	6%	19%	6%	12%	17%	30%	17%
It has slightly reduced speeds	33%	43%	56%	46%	43%	32%	57%	56%	46%	54%	39%	58%	62%
It has had no effect on speeds	52%	48%	36%	46%	43%	61%	37%	25%	48%	32%	44%	12%	21%
It has slightly increased speeds	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
It has considerably increased speeds	5%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%

What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?	School												
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School
	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean
	2.57	2.39	2.27	2.50	2.30	2.54	2.31	2.06	2.43	2.25	2.28	1.83	2.04

Comparisons of Column Means(a)

	School												
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)
What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?	L	L	L	L	L	L M	L		L	L			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Effect on safety comparisons

		TravelTo	
		Walk / Cycle	Car / bus / train
		Column N %	Column N %
Has the School Safety Zone made your child/ren's journey to and from school...	Much safer	11%	13%
	A little safer	35%	45%
	Has made no difference to their safety	54%	41%
	A little less safe	0%	0%
	Much less safe	0%	0%

	TravelTo	
	Walk / Cycle	Car / bus / train
	Mean	Mean
Has the School Safety Zone made your child/ren's journey to and from school...	2.43	2.28

Comparisons of Column Means(a)

	TravelTo	
	Walk / Cycle	Car / bus / train
	(A)	(B)
Has the School Safety Zone made your child/ren's journey to and from school...	B	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		TravelFrom	
		Walk / Cycle	Car / bus / train
		Column N %	Column N %
Has the School Safety Zone made your child/ren's journey to and from school...	Much safer	11%	14%
	A little safer	34%	46%
	Has made no difference to their safety	54%	40%
	A little less safe	0%	0%
	Much less safe	0%	0%

	TravelFrom	
	Walk / Cycle	Car / bus / train
	Mean	Mean
Has the School Safety Zone made your child/ren's journey to and from school...	2.43	2.26

Comparisons of Column Means(a)

	TravelFrom	
	Walk / Cycle	Car / bus / train
	(A)	(B)
Has the School Safety Zone made your child/ren's journey to and from school...	B	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?				
	It has considerably reduced speeds	It has slightly reduced speeds	It has had no effect on speeds	It has slightly increased speeds	It has considerably increased speeds
	Mean	Mean	Mean	Mean	Mean
Has the School Safety Zone made your child/ren's journey to and from school...	1.44	2.14	2.90	2.00	3.50

Comparisons of Column Means(b)

	What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?				
	It has considerably reduced speeds	It has slightly reduced speeds	It has had no effect on speeds	It has slightly increased speeds	It has considerably increased speeds
	(A)	(B)	(C)	(D)	(E)
Has the School Safety Zone made your child/ren's journey to and from school...		A	A B	.(a)	A B

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

- a This category is not used in comparisons because the sum of case weights is less than two.
- b Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

School safety zone survey

Has the School Safety Zone made your child/ren's journey to and from school...	School													
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School	
	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	
Much safer	5%	0%	10%	4%	12%	6%	11%	21%	10%	15%	5%	26%	15%	
A little safer	42%	45%	40%	44%	45%	23%	39%	50%	39%	52%	22%	40%	58%	
Has made no difference to their safety	53%	50%	50%	52%	43%	71%	50%	29%	51%	32%	73%	34%	26%	
A little less safe	0%	5%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	
Much less safe	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

Has the School Safety Zone made your child/ren's journey to and from school...	School													
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School	
	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	
	2.47	2.59	2.40	2.48	2.32	2.65	2.39	2.08	2.41	2.20	2.68	2.08	2.11	

Comparisons of Column Means(a)

Has the School Safety Zone made your child/ren's journey to and from school...	School													
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School	
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	
						H L M					H J L M			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean. a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Effect on traffic in the School Safety Zone comparisons (Q12)

		What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?				
		It has considerably reduced speeds	It has slightly reduced speeds	It has had no effect on speeds	It has slightly increased speeds	It has considerably increased speeds
		Column N %	Column N %	Column N %	Column N %	Column N %
How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? When the School Safety Zone started, traffic speeds reduced. But now, traffic speeds have gone back to what they were before	Strongly agree	8%	6%	21%	0%	0%
	Tend to agree	29%	50%	37%	0%	0%
	Neither agree nor disagree	25%	27%	22%	100%	0%
	Tend to disagree	29%	15%	13%	0%	0%
	Strongly disagree	10%	2%	5%	0%	100%

		What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?				
		It has considerably reduced speeds	It has slightly reduced speeds	It has had no effect on speeds	It has slightly increased speeds	It has considerably increased speeds
		Mean	Mean	Mean	Mean	Mean
How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? When the School Safety Zone started, traffic speeds reduced. But now, traffic speeds have gone back to what they were before		3.05	2.56	2.44	3.00	5.00

Comparisons of Column Means(b)

		What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?				
		It has considerably reduced speeds	It has slightly reduced speeds	It has had no effect on speeds	It has slightly increased speeds	It has considerably increased speeds
		(A)	(B)	(C)	(D)	(E)
How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? When the School Safety Zone started, traffic speeds reduced. But now, traffic speeds have gone back to what they were before		B C			.(a)	A B C

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

- a This category is not used in comparisons because the sum of case weights is less than two.
- b Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

School safety zone survey

		What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?				
		It has considerably reduced speeds	It has slightly reduced speeds	It has had no effect on speeds	It has slightly increased speeds	It has considerably increased speeds
		Column N %	Column N %	Column N %	Column N %	Column N %
How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? Traffic speeds are still too high in the School Safety Zone	Strongly agree	14%	27%	58%	0%	100%
	Tend to agree	37%	48%	31%	0%	0%
	Neither agree nor disagree	14%	13%	6%	100%	0%
	Tend to disagree	26%	11%	4%	0%	0%
	Strongly disagree	9%	1%	1%	0%	0%

		What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?				
		It has considerably reduced speeds	It has slightly reduced speeds	It has had no effect on speeds	It has slightly increased speeds	It has considerably increased speeds
		Mean	Mean	Mean	Mean	Mean
How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? Traffic speeds are still too high in the School Safety Zone		2.78	2.12	1.59	3.00	1.00

Comparisons of Column Means(b)

		What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?				
		It has considerably reduced speeds	It has slightly reduced speeds	It has had no effect on speeds	It has slightly increased speeds	It has considerably increased speeds
		(A)	(B)	(C)	(D)	(E)
How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? Traffic speeds are still too high in the School Safety Zone		B C	C		.(a)	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a This category is not used in comparisons because the sum of case weights is less than two.

b Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Does your child/ren cross the road within the area signed as a School Safety Zone when travelling to or from school?			
		Always	Sometimes	Occasionally	Never
		Column N %	Column N %	Column N %	Column N %
How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? The existing speed limit needs to be enforced more	Strongly agree	57%	48%	48%	49%
	Tend to agree	34%	39%	40%	26%
	Neither agree nor disagree	6%	7%	9%	14%
	Tend to disagree	3%	6%	3%	9%
	Strongly disagree	1%	0%	0%	1%

		Does your child/ren cross the road within the area signed as a School Safety Zone when travelling to or from school?			
		Always	Sometimes	Occasionally	Never
		Mean	Mean	Mean	Mean
How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? The existing speed limit needs to be enforced more		1.55	1.71	1.67	1.86

Comparisons of Column Means(a)

		Does your child/ren cross the road within the area signed as a School Safety Zone when travelling to or from school?			
		Always	Sometimes	Occasionally	Never
		(A)	(B)	(C)	(D)
How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? The existing speed limit needs to be enforced more					A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?				
		It has considerably reduced speeds	It has slightly reduced speeds	It has had no effect on speeds	It has slightly increased speeds	It has considerably increased speeds
		Column N %	Column N %	Column N %	Column N %	Column N %
How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? The existing speed limit needs to be enforced more	Strongly agree	45%	47%	66%	100%	100%
	Tend to agree	39%	39%	26%	0%	0%
	Neither agree nor disagree	6%	8%	5%	0%	0%
	Tend to disagree	8%	5%	2%	0%	0%
	Strongly disagree	3%	0%	0%	0%	0%

		What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?				
		It has considerably reduced speeds	It has slightly reduced speeds	It has had no effect on speeds	It has slightly increased speeds	It has considerably increased speeds
		Mean	Mean	Mean	Mean	Mean
How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? The existing speed limit needs to be enforced more		1.84	1.72	1.44	1.00	1.00

Comparisons of Column Means(b)

		What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?				
		It has considerably reduced speeds	It has slightly reduced speeds	It has had no effect on speeds	It has slightly increased speeds	It has considerably increased speeds
		(A)	(B)	(C)	(D)	(E)
How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? The existing speed limit needs to be enforced more		C	C		.(a)	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

- a This category is not used in comparisons because the sum of case weights is less than two.
- b Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Before today have you ever seen or heard of the School Safety Zone?	
	Yes	No
	Mean	Mean
How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? As a driver, I am more aware of my speed when in the School Safety Zone	1.41	1.68

Comparisons of Column Means(a)

	Before today have you ever seen or heard of the School Safety Zone?	
	Yes	No
	(A)	(B)
How strongly do you agree or disagree with the following statements about traffic in the School Safety Zone? As a driver, I am more aware of my speed when in the School Safety Zone		A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

If the School Safety Zone is a worthwhile initiative comparisons

How strongly do you agree or disagree that the School Safety Zones are a worthwhile initiative for Lancashire County Council?	School													
	Sacred Heart Catholic Primary School Column N %	Burn Naze Primary School Column N %	St John's Catholic Primary School Column N %	The Breck Primary School Column N %	St Chad's CE Primary School Column N %	Baines Endowed VC Primary School Column N %	Stanah Primary School Column N %	Barrowford St Thomas CE Primary School Column N %	Baxenden St John's CE Primary School Column N %	Parbold Douglas CE Primary School Column N %	Aughton Christ Church CE Primary School Column N %	Westgate Primary School Column N %	Woodplumpton St Anne's CE Primary School Column N %	
Strongly agree	48%	58%	63%	52%	45%	46%	47%	58%	59%	69%	65%	81%	65%	
Tend to agree	38%	19%	30%	41%	44%	38%	36%	35%	33%	27%	23%	14%	33%	
Neither agree nor disagree	5%	19%	5%	3%	10%	16%	7%	5%	5%	3%	8%	4%	2%	
Tend to disagree	5%	4%	2%	0%	0%	0%	9%	3%	3%	1%	4%	1%	0%	
Strongly disagree	5%	0%	0%	3%	1%	0%	2%	0%	0%	0%	0%	0%	0%	

	School													
	Sacred Heart Catholic Primary School Mean	Burn Naze Primary School Mean	St John's Catholic Primary School Mean	The Breck Primary School Mean	St Chad's CE Primary School Mean	Baines Endowed VC Primary School Mean	Stanah Primary School Mean	Barrowford St Thomas CE Primary School Mean	Baxenden St John's CE Primary School Mean	Parbold Douglas CE Primary School Mean	Aughton Christ Church CE Primary School Mean	Westgate Primary School Mean	Woodplumpton St Anne's CE Primary School Mean	
How strongly do you agree or disagree that the School Safety Zones are a worthwhile initiative for Lancashire County Council?	1.81	1.69	1.46	1.62	1.69	1.70	1.84	1.53	1.52	1.37	1.52	1.25	1.37	

Comparisons of Column Means(a)

	School												
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)
How strongly do you agree or disagree that the School Safety Zones are a worthwhile initiative for Lancashire County Council?					L		J L M						

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?				
		It has considerably reduced speeds	It has slightly reduced speeds	It has had no effect on speeds	It has slightly increased speeds	It has considerably increased speeds
		Column N %	Column N %	Column N %	Column N %	Column N %
How strongly do you agree or disagree that the School Safety Zones are a worthwhile initiative for Lancashire County Council?	Strongly agree	90%	62%	42%	100%	50%
	Tend to agree	9%	35%	35%	0%	0%
	Neither agree nor disagree	1%	3%	14%	0%	0%
	Tend to disagree	0%	1%	7%	0%	0%
	Strongly disagree	0%	0%	2%	0%	50%

		What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?				
		It has considerably reduced speeds	It has slightly reduced speeds	It has had no effect on speeds	It has slightly increased speeds	It has considerably increased speeds
		Mean	Mean	Mean	Mean	Mean
How strongly do you agree or disagree that the School Safety Zones are a worthwhile initiative for Lancashire County Council?		1.11	1.42	1.92	1.00	3.00

Comparisons of Column Means(b)

		What effect, if any, do you think the School Safety Zone has had on the speed of traffic within the zone?				
		It has considerably reduced speeds	It has slightly reduced speeds	It has had no effect on speeds	It has slightly increased speeds	It has considerably increased speeds
		(A)	(B)	(C)	(D)	(E)
How strongly do you agree or disagree that the School Safety Zones are a worthwhile initiative for Lancashire County Council?			A	A B	.(a)	A B

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

- a This category is not used in comparisons because the sum of case weights is less than two.
- b Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Has the School Safety Zone made your child/ren's journey to and from school...				
		Much safer	A little safer	Has made no difference to their safety	A little less safe	Much less safe
		Column N %	Column N %	Column N %	Column N %	Column N %
How strongly do you agree or disagree that the School Safety Zones are a worthwhile initiative for Lancashire County Council?	Strongly agree	96%	63%	44%	100%	0%
	Tend to agree	4%	33%	38%	0%	0%
	Neither agree nor disagree	0%	3%	11%	0%	0%
	Tend to disagree	0%	1%	5%	0%	0%
	Strongly disagree	0%	0%	2%	0%	0%

		Has the School Safety Zone made your child/ren's journey to and from school...				
		Much safer	A little safer	Has made no difference to their safety	A little less safe	Much less safe
		Mean	Mean	Mean	Mean	Mean
How strongly do you agree or disagree that the School Safety Zones are a worthwhile initiative for Lancashire County Council?		1.04	1.41	1.82	1.00	.

Comparisons of Column Means(a)

		Has the School Safety Zone made your child/ren's journey to and from school...				
		Much safer	A little safer	Has made no difference to their safety	A little less safe	Much less safe
		(A)	(B)	(C)	(D)	(E)
How strongly do you agree or disagree that the School Safety Zones are a worthwhile initiative for Lancashire County Council?			A	A B		.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Awareness of the School Travel Plan comparisons

Many schools are developing and School Travel Plan to encourage more walking, cycling and bus use for school journeys. Do you know if your child/ren's school has developed a Travel Plan?	School													
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School	
	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	Column N %	
Yes it has	0%	29%	96%	60%	9%	0%	43%	11%	38%	98%	15%	92%	88%	
No it hasn't	100%	71%	4%	40%	91%	100%	57%	89%	62%	2%	85%	8%	13%	

	School													
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School	
	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	
Many schools are developing and School Travel Plan to encourage more walking, cycling and bus use for school journeys. Do you know if your child/ren's school has developed a Travel Plan?	2.00	1.71	1.04	1.40	1.91	2.00	1.57	1.89	1.62	1.02	1.85	1.08	1.13	

School safety zone survey

Comparisons of Column Means(a)

	School												
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)
Many schools are developing and School Travel Plan to encourage more walking, cycling and bus use for school journeys. Do you know if your child/ren's school has developed a Travel Plan?	C J L M	C J L M		J	C D G J L M	C D J L M	C J L M	C J L M	C J L M		C J L M		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Parents concerns by school

Is there anything else that concerns you about your child/ren's journey to and from school? Please tell us if there are places on your child's journey that you feel are unsafe.	School												
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School
	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count
Narrow footpaths, obstructed (eg hedges, bins), no pavement, slippery in winter	0	0	3	3	4	2	2	1	2	21	1	1	24
People ignoring yellow lines, parking on pavements, using mobiles	2	1	5	6	9	6	4	6	8	4	2	17	3
Cars not stopping for lollipop person/crossings/lights, can't see them	1	1	2	2	2	4	10	0	1	1	0	1	0
Parking on roads, double-parking, driving on pavements	1	1	7	2	5	0	7	8	10	9	11	11	15
Speed of traffic	2	2	9	7	5	4	18	8	2	23	2	10	10
Large number of heavy vehicles	1	6	5	2	0	0	3	0	0	17	0	0	1
Places where children get out eg lollipop man, zig zag lines, bike lane, car park entrance	0	0	0	0	3	1	3	4	4	0	2	5	0
Main road outside school, difficult junctions, busy roads	2	1	5	0	4	0	1	0	2	1	1	9	0
No directions in car park, busy	0	0	0	1	3	0	0	0	0	0	0	0	0

School safety zone survey

Is there anything else that concerns you about your child/ren's journey to and from school? Please tell us if there are places on your child's journey that you feel are unsafe.	School													
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School	
	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	
Roads too busy for children to cross, blind bends	1	6	5	4	7	9	5	3	4	4	6	3	8	
Litter, glass, dog fouling on pavements	0	0	0	0	1	0	0	0	0	3	0	2	0	
No markings for school keep clear	0	0	0	0	1	0	0	0	0	0	0	0	0	
No cover for after school activities/ reception class	0	0	0	0	1	0	0	0	1	2	0	0	0	
Cars turning in school gates, going into school car park, reversing down roads	0	0	0	0	0	0	4	0	8	0	1	4	0	
No crossing patrol, finishing too soon, need more than one, arrives late	0	9	3	0	0	3	7	0	4	0	2	0	1	
Yellow lines have moved parking down the road, zig zag lines in wrong place	0	0	0	0	0	0	0	1	0	1	0	0	0	
SSZ not clearly visible	0	0	0	0	0	0	0	0	1	0	0	0	0	
Too many people use cars	0	0	0	0	0	0	0	0	0	0	0	1	0	
No railings outside school	0	0	0	0	0	0	1	0	0	1	0	1	0	
People crossing without lollipop person, bad location for crossing	0	0	0	0	0	0	0	0	0	0	0	2	0	
No bike lane	0	0	0	1	0	0	0	0	0	0	0	0	0	

School safety zone survey

Comparisons of Column Proportions(b)

Is there anything else that concerns you about your child/ren's journey to and from school? Please tell us if there are places on your child's journey that you feel are unsafe.	School													
	Sacred Heart Catholic Primary School (A)	Burn Naze Primary School (B)	St John's Catholic Primary School (C)	The Breck Primary School (D)	St Chad's CE Primary School (E)	Baines Endowed VC Primary School (F)	Stanah Primary School (G)	Barrowford St Thomas CE Primary School (H)	Baxenden St John's CE Primary School (I)	Parbold Douglas CE Primary School (J)	Aughton Christ Church CE Primary School (K)	Westgate Primary School (L)	Woodplumpton St Anne's CE Primary School (M)	
Narrow footpaths, obstructed (eg hedges, bins), no pavement, slippery in winter	.(a)	.(a)								G H I K L			C D E F G H I K L	
People ignoring yellow lines, parking on pavements, using mobiles														
Cars not stopping for lollipop person/crossings/lights, can't see them								.(a)			.(a)		.(a)	
Parking on roads, double-parking, driving on pavements						.(a)								
Speed of traffic							I			I K				
Large number of heavy vehicles		M			.(a)	.(a)	.(a)	.(a)	.(a)	G M	.(a)	.(a)		
Places where children get out eg lollipop man, zig zag lines, bike lane, car park entrance	.(a)	.(a)	.(a)	.(a)						.(a)			.(a)	
Main road outside school, difficult junctions, busy roads				.(a)		.(a)		.(a)					.(a)	
No directions in car park, busy	.(a)	.(a)	.(a)			.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	
Roads too busy for children to cross, blind bends														

School safety zone survey

Is there anything else that concerns you about your child/ren's journey to and from school? Please tell us if there are places on your child's journey that you feel are unsafe.	School												
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)
Litter, glass, dog fouling on pavements	.(a)	.(a)	.(a)	.(a)		.(a)	.(a)	.(a)	.(a)		.(a)		.(a)
No markings for school keep clear	.(a)	.(a)	.(a)	.(a)		.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)
No cover for after school activities/ reception class	.(a)	.(a)	.(a)	.(a)		.(a)	.(a)	.(a)			.(a)	.(a)	.(a)
Cars turning in school gates, going into school car park, reversing down roads	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)		.(a)		.(a)			.(a)
No crossing patrol, finishing too soon, need more than one, arrives late	.(a)	M		.(a)	.(a)			.(a)		.(a)		.(a)	
Yellow lines have moved parking down the road, zig zag lines in wrong place	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)		.(a)		.(a)	.(a)	.(a)
SSZ not clearly visible	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)		.(a)	.(a)	.(a)	.(a)
Too many people use cars	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)		.(a)
No railings outside school	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)		.(a)	.(a)		.(a)		.(a)
People crossing without lollipop person, bad location for crossing	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)		.(a)
No bike lane	.(a)	.(a)	.(a)		.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a This category is not used in comparisons because its column proportion is equal to zero or one.

b Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction

Parents suggestions for improvements by school

How could we improve your child/ren's journey to and from school?	School													
	Sacred Heart Catholic Primary School Count	Burn Naze Primary School Count	St John's Catholic Primary School Count	The Breck Primary School Count	St Chad's CE Primary School Count	Baines Endowed VC Primary School Count	Stanah Primary School Count	Barrowford St Thomas CE Primary School Count	Baxenden St John's CE Primary School Count	Parbold Douglas CE Primary School Count	Aughton Christ Church CE Primary School Count	Westgate Primary School Count	Woodplumpton St Anne's CE Primary School Count	
Wider spread of SSZ signs, work for longer, bigger signs, change road colour	1	0	0	1	5	3	3	2	0	2	1	2	6	
Enforce road regulations eg speeding, parking, using mobiles	3	3	5	1	7	3	12	7	10	4	5	10	4	
Lollipop person to be right outside school, two people, work longer, cover for holidays	4	10	10	0	0	3	6	0	9	3	5	3	0	
Car park, drop-off area. secondary road access for school	0	0	1	1	2	0	1	1	1	4	2	6	3	
Police presence, community officer, traffic wardens	1	1	3	1	1	2	7	2	3	0	3	4	2	
Better, more reliable public transport, free travel for children when with paying adult	1	0	0	0	0	0	1	0	1	0	0	0	0	
School bus	2	0	0	1	0	0	1	0	0	0	0	0	1	
Less parking outside school, stop double-parking	3	1	2	0	1	2	1	0	3	2	1	0	2	
Zebra crossing, pedestrian crossing	1	3	5	3	8	5	3	0	3	3	6	5	2	
Educate parents and drivers	0	0	0	1	1	0	0	0	0	0	0	2	4	

School safety zone survey

How could we improve your child/ren's journey to and from school?	School													
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School	
	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	
Walking bus/shared travelling scheme, encourage walking	0	0	1	1	4	1	2	1	1	2	1	6	0	
Double-yellow lines on roads around school	0	0	0	1	1	1	0	0	1	0	0	0	1	
Encourage older children to use bus rather than car	0	0	0	0	1	0	0	0	0	0	0	0	0	
One-way routes in car park and surrounding roads	0	0	1	0	2	0	0	0	0	0	0	0	0	
Signs that flash actual speed	1	0	1	1	3	0	0	0	0	5	0	1	1	
Speed bumps, traffic calming, speed camera, traffic lights	0	1	9	4	5	4	14	7	1	16	2	7	6	
15mph limit	0	0	0	1	1	0	0	0	0	0	0	1	1	
Improve pavements eg railings, wider, cut hedges, no bins	0	1	0	0	1	1	1	1	3	11	3	0	4	
By-pass for town centre	0	0	0	0	1	0	0	0	0	0	0	0	2	
Develop a school travel plan, more LCC assistance with the group	0	0	0	0	1	0	0	0	0	1	0	0	0	
Secure cycle area, cycle paths	0	0	2	1	0	0	1	1	0	2	3	1	1	
Fine dog foulers, keep footpaths clean	0	0	0	0	0	0	0	0	0	3	0	2	0	
Remove yellow lines	0	0	1	0	0	0	0	0	0	2	0	0	0	

School safety zone survey

How could we improve your child/ren's journey to and from school?	School												
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School
	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count
Weight restriction in road outside school, re-route heavy traffic	0	2	4	0	0	0	1	0	0	1	0	0	3
Staggerd school opening times, open earlier	0	0	0	0	0	0	0	0	2	0	0	1	0
Lollipop person cross people in groups and a better location	0	0	1	0	0	0	0	0	0	0	0	1	0
Have a second school entrance/exit road	0	0	0	0	0	0	0	0	0	0	0	2	0
Educate pre-school children in road safety	0	0	0	0	0	0	0	0	0	0	0	1	0

Comparisons of Column Proportions(b)

How could we improve your child/ren's journey to and from school?	School												
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)
Wider spread of SSZ signs, work for longer, bigger signs, change road colour		.(a)	.(a)						.(a)				
Enforce road regulations eg speeding, parking, using mobiles													
Lollipop person to be right outside school, two people, work longer, cover for holidays		G J L		.(a)	.(a)			.(a)					.(a)
Car park, drop-off area. secondary road access for school	.(a)	.(a)				.(a)							
Police presence, community officer, traffic wardens										.(a)			
Better, more reliable public transport, free travel for children when with paying adult		.(a)	.(a)	.(a)	.(a)	.(a)		.(a)		.(a)	.(a)	.(a)	.(a)
School bus		.(a)	.(a)		.(a)	.(a)		.(a)	.(a)	.(a)	.(a)	.(a)	
Less parking outside school, stop double-parking				.(a)				.(a)				.(a)	
Zebra crossing, pedestrian crossing								.(a)					
Educate parents and drivers	.(a)	.(a)	.(a)			.(a)	.(a)	.(a)	.(a)	.(a)	.(a)		

School safety zone survey

How could we improve your child/ren's journey to and from school?	School												
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)
Walking bus/shared travelling scheme, encourage walking	.(a)	.(a)											.(a)
Double-yellow lines on roads around school	.(a)	.(a)	.(a)				.(a)	.(a)		.(a)	.(a)	.(a)	
Encourage older children to use bus rather than car	.(a)	.(a)	.(a)	.(a)		.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)
One-way routes in car park and surrounding roads	.(a)	.(a)		.(a)		.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)
Signs that flash actual speed		.(a)				.(a)	.(a)	.(a)	.(a)		.(a)		
Speed bumps, traffic calming, speed camera, traffic lights	.(a)												
15mph limit	.(a)	.(a)	.(a)			.(a)	.(a)	.(a)	.(a)	.(a)	.(a)		
Improve pavements eg railings, wider, cut hedges, no bins	.(a)		.(a)	.(a)								.(a)	
By-pass for town centre	.(a)	.(a)	.(a)	.(a)		.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	
Develop a school travel plan, more LCC assistance with the group	.(a)	.(a)	.(a)	.(a)		.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)
Secure cycle area, cycle paths	.(a)	.(a)			.(a)	.(a)			.(a)				
Fine dog foulers, keep footpaths clean	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)		.(a)		.(a)
Remove yellow lines	.(a)	.(a)		.(a)	.(a)	.(a)	.(a)	.(a)	.(a)		.(a)	.(a)	.(a)

School safety zone survey

How could we improve your child/ren's journey to and from school?	School												
	Sacred Heart Catholic Primary School	Burn Naze Primary School	St John's Catholic Primary School	The Breck Primary School	St Chad's CE Primary School	Baines Endowed VC Primary School	Stanah Primary School	Barrowford St Thomas CE Primary School	Baxenden St John's CE Primary School	Parbold Douglas CE Primary School	Aughton Christ Church CE Primary School	Westgate Primary School	Woodplumpton St Anne's CE Primary School
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)
Weight restriction in road outside school, re-route heavy traffic	.(a)			.(a)	.(a)	.(a)		.(a)	.(a)		.(a)	.(a)	
Staggerd school opening times, open earlier	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)		.(a)	.(a)		.(a)
Lollipop person cross people in groups and a better location	.(a)	.(a)		.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)		.(a)
Have a second school entrance/exit road	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)		.(a)
Educate pre-school children in road safety	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)	.(a)		.(a)

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a This category is not used in comparisons because its column proportion is equal to zero or one.
- b Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.