

EVALUATION REPORT: PERIVALE SCHOOL STREETS 2021



SYSTRA

EALING SCHOOL STREETS 2020-21

EVALUATION REPORT

IDENTIFICATION TABLE

Client/Project owner	Ealing Council
Project	School Streets Evaluation
Type of document	Report
Date	22/06/2021
Reference number	GB01T21A74
Number of pages	29

APPROVAL

Version	Name		Position	Date	Modifications
1	Author	SM/BG	Senior Consultant	09/06/2021	Draft
	Checked by	AF	Associate	10/06/2021	
	Approved by	DA	Director	11/06/2021	
2	Author	SM/BG	Senior Consultant	15/06/2021	Revisions following client comments
	Checked by	AF	Associate	22/06/2021	
	Approved by	DA	Director	22/06/2021	

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1. INTRODUCTION

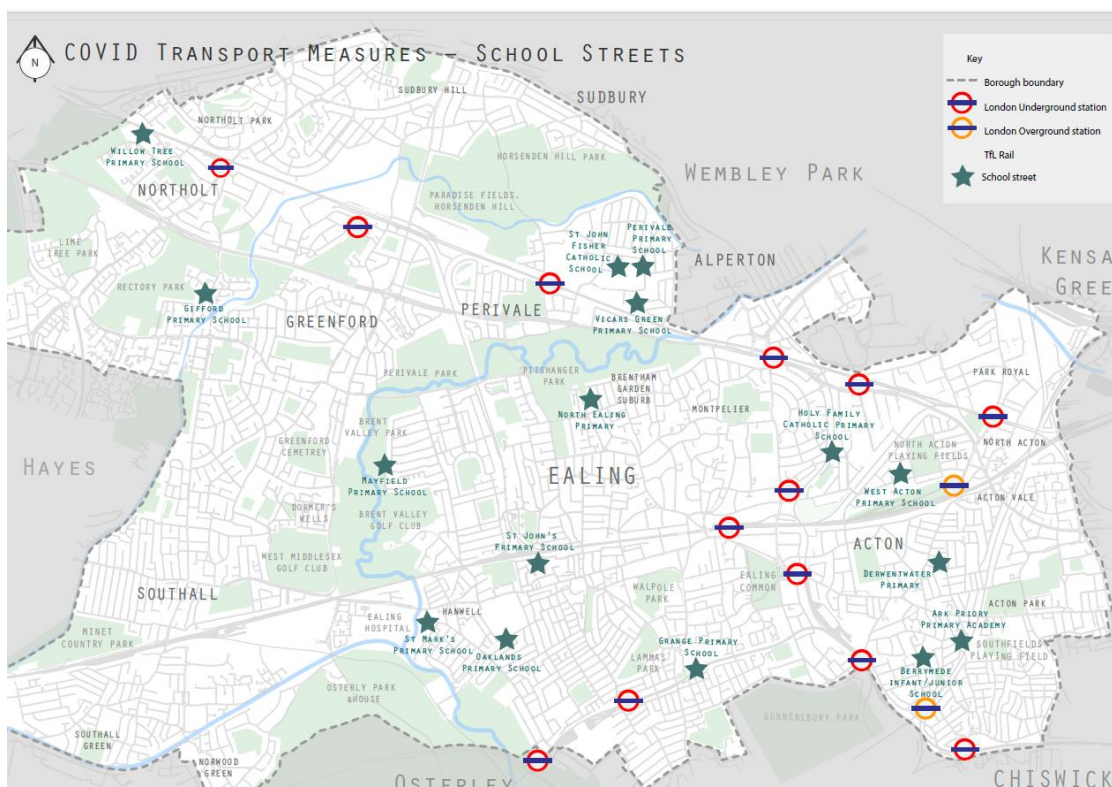
1.1 School Streets Schemes

1.1.1 The London Borough of Ealing (LBE) has implemented School Streets Schemes at multiple schools across the Borough. These schemes involve the access limitations on streets immediately adjacent to schools during drop-off and pick-up times, and therefore the streets around school entrances become a pedestrian and cycle-only zone before and after school. A limited category of persons can gain exemption from these restrictions. Restrictions are enforced by a physical barrier, and a volunteer to monitor it and allow access to exempt vehicles, or ANPR (Automatic Number Plate Recognition) with penalty notices. This scheme is enforced by ANPR.

1.1.2 The aim of the School Streets programme is to encourage children to travel to school via active modes, as well as reducing congestion, making the roads safer to cross and the environment more pleasant for the whole community. Under the COVID-19 emergency measures, they also allow for social distancing.

1.1.3 Twelve School Streets schemes have been implemented. The first of these was the LIP Funded scheme at Perivale Primary School and St John Fisher Catholic School (*this report*), with a further 11 implemented as part of the London Streetspace Programme (LSP) (*reported separately*).

Figure 1. Ealing School Streets Schemes



1.2 Evaluation Approach

1.2.1 The following schools are considered in this report:

- St John Fisher Catholic Primary School; and
- Perivale Primary School

1.2.2 For each school, an individual monitoring sheet has been compiled, drawing together the following information:

- Description of the scheme, TRO details, photos and maps;
- Mode of Travel Data (STARS) (2020 and 2021);
- Stakeholder Survey, comprising of closed and open response questions:
 - Parents / carers;
 - Staff;
 - Pupils; and
 - Local residents / business.
- Traffic and parking surveys; and
- Air Quality Analysis.

1.2.3 Survey analysis was carried out by SYSTRA Ltd, including analysis of open ended responses.

1.2.4 This report draws together the data sources to evaluate the extent to which the schemes have met the Council's aims, and identify if any major issues have arisen as a result of their implementation. Based upon this evaluation for each scheme we will provide a clear recommendation as to whether each scheme should be made permanent, amended or discontinued.

1.3 Scheme Overview

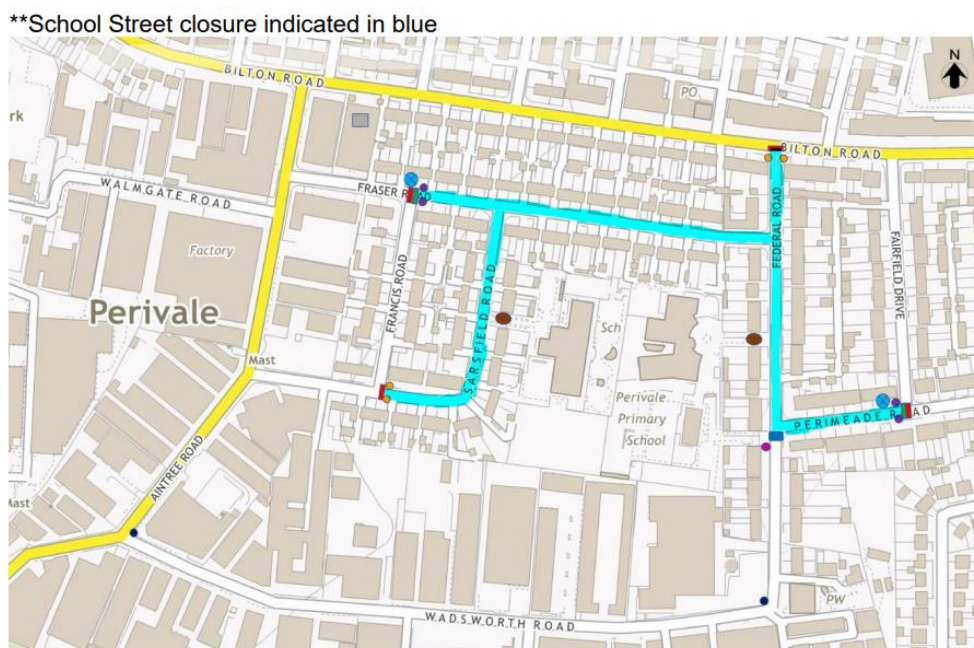
1.3.1 The Perivale schemes (Perivale Primary and St John Fisher Catholic School) were implemented in early September 2020.

1.3.2 The scheme includes ANPR cameras and a physical barrier (modal filter).

1.3.3 ANPR cameras are located at the start of the zone, on Perimeade Road and Fraser Road. There are signs but no physical barrier at the location of the cameras.

1.3.4 There is a physical road closure at the junction of Federal Road and Perimeade Road, at the original width restriction.

Figure 2. Perivale Schemes



1.4 Consultation

1.4.1 Residents were offered a number of opportunities to be involved in development of the scheme.

- A survey was hand delivered to all residents in the school streets zone on 11th November 2019;
- Residents were invited to attend a drop-in session at Perivale Primary School on 25th November;
- Residents were then invited to attend a co-design workshop at St Nicholas Church on 16th January;
- Leaflets were hand delivered to every household in the zone and posters were displayed on lampposts through the area; and
- Information in the form of a letter and FAQs was sent to all residents within the School Street closure, with details of how to apply for permits, in August 2020.

1.4.2 Both schools were engaged in development of the scheme. The following activities took place:

- Initial engagement meetings May 2019;
- School Play Streets at both schools – 20th September;
- School Streets kick-off meeting - 24th September;
- Whole school assemblies and year 5 workshops – 11th November;
- Parent pop-up event – 14th November;
- Evening drop-in session – 25th November;
- Air Quality workshops – 5 x weekly sessions with Year 4 at both schools – Spring 1 2020;

- Co-design workshop at school – 16th January 2020; and
- School Street resources and promotional material provided for dissemination to the school community – Summer 2020.

2. MONITORING DATA

2.1 Introduction

2.1.1 This section summarises the key monitoring data collected from the schools, to provide an overview of the results and inform the evaluation.

2.1 Air Quality Data

2.1.1 The main pollutants from road traffic is NO₂ and PM (Particulate Matter). Currently, Ealing Council has 4 automatic monitoring stations and around 61 NO₂ passive diffusion tubes to monitor air quality in the borough.

2.1.2 Please note that the locations and results for these monitoring locations can be found in the latest Annual Status Report found here: [Ealing Council :: Air Quality Website :: Reports \(ealingair.org.uk\)](http://Ealing Council :: Air Quality Website :: Reports (ealingair.org.uk)). Automatic monitoring stations are mostly located in heavily trafficked locations and hence any results from these stations won't be representative of air quality at the schools participating in the School Streets scheme.

2.1.3 NO₂ diffusion tubes are inexpensive monitoring tool that the councils use to monitor for longer-term average NO₂ concentrations. As the School Street schemes was only implemented in November 2020, any impact will not be representative in the current data. Further, UK government implemented COVID-19 lockdown and as such we would expect pollution levels to have decreased over the course of lockdown. Hence, any interpretation of data from current monitoring regime will not be sufficient to demonstrate impact of the School streets scheme on air pollution.

2.1.4 It is advised that if in future, impact on air quality by the implementation of various schemes is required, viability of installing air quality sensors for a short term is explored further.

2.1.5 For further information regarding air quality around School Streets, this independent study, which was set up to investigate the air quality benefits of new School Streets installed as part of the Mayor's Streetspace for London plan, has some promising results. Air Quality Monitoring Study: London School Streets

2.2 Survey Data

Parent/ Carer

2.2.1 Only one response was received from Perivale Primary, but 35 from St John Fisher School.

2.2.2 Parents/ Carers at St John Fisher School shows a notable number who have been encouraged to walk more or cycle more, 43% and 31% respectively. A quarter reported using the car less.

2.2.3 Nearly all parents/ carers were in agreement with the aims of the scheme. Parents/ carers (of St John Fisher School) had mixed views on the statement; 40% agreed road safety had improved (whereas 37% were in disagreement) and 31% agreed congestion had improved, compared to 46% who disagree with this. 54% felt that before the School Street was implemented there were parking and congestion issues related to the school.

Table 1. Parent/Carer - % agreement with statements

		% agreement with statement	
Statement	Sentiment regarding the Statement	St John Fisher School (35)	Perivale (1)
Road safety on surrounding streets has improved	Strongly disagree	26%	0%
	Tend to disagree	11%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	17%	0%
	Strongly agree	23%	0%
Congestion on the surrounding streets has improved	Strongly disagree	37%	0%
	Tend to disagree	9%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	11%	0%
	Tend to agree	20%	0%
	Strongly agree	11%	0%
Parking in the local area has not been affected by the School Street	Strongly disagree	40%	0%
	Tend to disagree	6%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	11%	0%
	Tend to agree	14%	0%
	Strongly agree	17%	0%
Fewer cars are travelling in the area at school drop-off and pick-up times	Strongly disagree	29%	0%
	Tend to disagree	6%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	6%	0%
	Tend to agree	23%	0%
	Strongly agree	26%	0%
Cars are now travelling at slower speeds	Strongly disagree	31%	0%
	Tend to disagree	14%	0%
	Don't know / Can't say	6%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	26%	0%
	Strongly agree	9%	0%
Traffic noise in the local area has reduced	Strongly disagree	31%	0%
	Tend to disagree	6%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	29%	0%
	Strongly agree	9%	0%
	Strongly disagree	31%	0%

Drivers do not leave their engines running when they are parked	Tend to disagree	11%	0%
	Don't know / Can't say	14%	100%
	Neither agree or disagree	9%	0%
	Tend to agree	29%	0%
	Strongly agree	6%	0%
I have seen more people walking and cycling at school drop-off and pick-up times	Strongly disagree	29%	0%
	Tend to disagree	3%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	9%	0%
	Tend to agree	31%	0%
Before the School Street was implemented there were parking and congestion issues related to the school	Strongly disagree	17%	0%
	Tend to disagree	3%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	23%	0%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	Strongly disagree	34%	0%
	Tend to disagree	3%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	23%	0%
	Tend to agree	26%	0%
	Strongly agree	6%	0%

2.2.4

2.2.5 45% of parents/ carers at St John Fisher School were in agreement with the scheme becoming permanent; however, 40% strongly disagreed.

Table 2. Parent/Carer - % agreement with scheme

2.2.6

Support	Level of Support	% agreement with statement	
		St John Fisher School (35)	Perivale (1)
Overall Support for the Scheme	I don't support it	40%	0%
	No Opinion	9%	100%
	I support it	51%	0%
Support for the Scheme <u>whilst Social Distancing remains in place</u>	Strongly disagree	31%	0%
	Tend to disagree	0%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	20%	0%

	Strongly agree	26%	0%
Support for the Scheme <u>as a permanent measure</u>	Strongly disagree	40%	0%
	Tend to disagree	0%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	6%	0%
	Tend to agree	11%	0%
	Strongly agree	34%	0%

2.2.7

2.2.8 Further comments from parents/ carers were mixed, though 3 individuals highlighted need for improving enforcement, and 3 highlighted the inconvenience (making them late for work/ school).

2.2.9 *“please consider people who need to drive and park somewhere. please sort some temporary parking or pick up drop off zones and limit all the dropped kerbs which favour the residents”*

“It doesn’t make a difference to social distancing as everyone still gathers and walk in to school at the same time. Traffic is much worse now on the adjacent roads due to everyone trying to park.”

2.2.10 Respondents also raised concerns and suggestions, including adding a zebra crossing or other restrictions on Aintree Road, and Bideford Avenue. One stated that speed monitoring on Aintree Road and Bilton Road would also be helpful.

Resident/ Business

2.2.11 88 responses were received from residents/ businesses; 67 of which were residents and 17 businesses. Just under half (45.5%) were aware of the scheme before the survey. The data shows a small number who have been encouraged to walk more or cycle more, 17% and 7% respectively. 1 in 10 reported using the car less.

2.2.12 The majority of respondents agreed with the aims of the scheme, with at least 73% agreeing that each aim is at least slightly important. Air quality and safety walking in the area were the ones with the highest level of rating,

2.2.13 Over half (55%) of respondents agreed that before the School Street was implemented there were parking and congestion issues related to the school. 40% agree that road safety has improved, and 39% agree that congestion has improved, showing a similar viewpoint to that of parents/carers.

Table 3. Resident/Business - % agreement with statements

Statement	Sentiment regarding the Statement	% agreement with statement
Road safety on surrounding streets has improved	Strongly disagree	34%
	Tend to disagree	9%
	Don't know / Can't say	3%

	Neither agree or disagree	14%
	Tend to agree	10%
	Strongly agree	30%
Congestion on the surrounding streets has improved	Strongly disagree	48%
	Tend to disagree	9%
	Don't know / Can't say	0%
	Neither agree or disagree	5%
	Tend to agree	9%
	Strongly agree	30%
Parking in the local area has not been affected by the School Street	Strongly disagree	45%
	Tend to disagree	13%
	Don't know / Can't say	2%
	Neither agree or disagree	11%
	Tend to agree	11%
	Strongly agree	17%
Fewer cars are travelling in the area at school drop-off and pick-up times	Strongly disagree	35%
	Tend to disagree	2%
	Don't know / Can't say	6%
	Neither agree or disagree	8%
	Tend to agree	16%
	Strongly agree	33%
Cars are now travelling at slower speeds	Strongly disagree	33%
	Tend to disagree	16%
	Don't know / Can't say	3%
	Neither agree or disagree	20%
	Tend to agree	10%
	Strongly agree	17%
Traffic noise in the local area has reduced	Strongly disagree	39%
	Tend to disagree	10%
	Don't know / Can't say	1%
	Neither agree or disagree	13%
	Tend to agree	11%
	Strongly agree	26%
Drivers do not leave their engines running when they are parked	Strongly disagree	28%
	Tend to disagree	5%
	Don't know / Can't say	19%
	Neither agree or disagree	17%
	Tend to agree	18%
	Strongly agree	13%
I have seen more people walking and cycling at school drop-off and pick-up times	Strongly disagree	24%
	Tend to disagree	13%
	Don't know / Can't say	6%
	Neither agree or disagree	15%
	Tend to agree	15%

	Strongly agree	28%
Before the School Street was implemented there were parking and congestion issues related to the school	Strongly disagree	24%
	Tend to disagree	13%
	Don't know / Can't say	2%
	Neither agree or disagree	7%
	Tend to agree	16%
	Strongly agree	39%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	Strongly disagree	41%
	Tend to disagree	7%
	Don't know / Can't say	3%
	Neither agree or disagree	15%
	Tend to agree	13%
	Strongly agree	22%

2.2.14 41% of residents/ business in the vicinity of the Perivale schemes were in agreement with the scheme becoming permanent. However, half (50%) 'strongly disagree' with the scheme becoming permanent.

Table 4. Resident/Business - % agreement with scheme

Support	Level of Support	% agreement with statement
Overall Support for the Scheme	I don't support it	50%
	No Opinion	3%
	I support it	47%
Support for the Scheme <u>whilst Social Distancing remains in place</u>	Strongly disagree	32%
	Tend to disagree	5%
	Don't know / Can't say	13%
	Neither agree or disagree	16%
	Tend to agree	11%
	Strongly agree	24%
Support for the Scheme <u>as a permanent measure</u>	Strongly disagree	50%
	Tend to disagree	5%
	Don't know / Can't say	1%
	Neither agree or disagree	3%
	Tend to agree	6%
	Strongly agree	35%

2.2.15

2.2.16 As evidenced below in the parking data, blocking of driveways is a particular issue for some residents:

"My driveway is constantly being blocked by parents and I am fed up and angry that I am unable to leave or return to my property without having to 'have a go' at the parents who block my drive. I tell them numerous times but this falls on deaf ears. I am a key worker and shouldn't have to put up with this stress."

“The scheme is good in principle but has not been thought through in terms of the legitimate access required for coach services for school timetabled events & excursions but also for emergency services etc”

- 2.2.17 11 business respondents highlighted issues with access, and the additional journey time for employees and confusion for customers, due to sat-nav directions not being aware of the closure. Two highlighted a reduction in passing trade and impact on business takings.

“We used to park some of our cars in the nearby area and needed access to them during the restricted hours. We had no option but to drive our vehicle out of the area during the time period and resulted in penalty charges. In addition, it takes our staff an additional 10 minutes everyday to drive around to avoid the area. We are constantly on the move and the restriction adds time to our employees everyday”

“As no cars pass our business centre , so the passing trade is gone”

- 2.2.18 Specific points and suggestions raised in open response comments included:

- A need for access to Perivale Industrial Estate area from Wadsworth Road, and for business on Wandsworth Road (2 comments);
- Move the restrictions to Antee Road/Fraser Road Junction and include Francis Road (1 comment);
- Congestion and air pollution increase on Bilton Road (2 comments);
- Lack of enforcement of double yellow lines on Sarsfield Road (1 comment);
- Close remainder of Federal Road (1 comment);
- Reconsider use of barriers vs cameras and reconsider one-way system:
- Replace (*cameras*) with removeable barrier so scheme operates term-time only (1 comment);
- Removing the bollard on federal road and replacing with a camera operational at restricted hours (1 comment);
- one way system up Fraser with a right into Francis and Sarsfield Roads and Sarsfield one way to Aintree Road (1 comment);
- Camera on Sarsfield Road to deter those driving in from wrong end/ backwards (2 comments).
- Replace scheme with addition road markings to prevent parking, and crossing warden (1 comment); and
- Permit-booking system for access e.g. applying for a permit to allow specific deliveries/services when needed (2 comments).

Staff

- 2.2.19 Staff are traveling more by active modes than before (+8% walk and +8% cycle at Perivale Primary), as well as fewer travelling by car.
- 2.2.20 All staff who responded from St John Fisher School felt the aims were at least slightly important. Staff at Perivale Primary also rating all the aims as at least slightly important, with safer walking being the one rated most highly.

- 2.2.21 On average, half of school staff respondents agreed that before the School Street was implemented there were parking and congestion issues related to the school. More respondents agreed that road safety had improved, than agreed that congestion had improved. Around half felt there were less cars, and similarly around half felt there were more people walking and cycling in the area.
- 2.2.22 On average, 33.5% of staff supported the scheme being made permanent, a similar proportion to residents/businesses but slightly less than parents/carers.
- 2.2.23 From open response comments, a point made by a large number of respondents (21) across both schools, was that school staff should be exempt (including the children’s centre staff) and/ or a change made to the morning enforcement time, moving it to 8.30 to allow staff to enter.

Pupils

- 2.2.24 49% more pupils were in agreement that it is now ‘easy to walk, scoot or cycle to school’, 54% more agreed ‘I can hear clearly on the way to school to chat’ and 56% more ‘I feel safe travelling to school on my own’. 3% more felt they could safely cross the road outside school (compared to before) and 16% more felt the air was now ‘fresh and clean’.
- 2.2.25 The majority of pupil comments were positive;

“I can talk to my friends and family without lots of noise and its easy to cross roads”

“I feel healthy instead of smelling fumes”

- 2.2.26 A few highlighted difficulties with space, and difficulties if their parents feel they need to drive them on a particular day.

“One thing I don't like is that there are a lot of people walking to school which is good but the sidewalk is small so we can't really walk without giving each other space”

2.3 STARS Data

- 2.3.1 Data from Perivale Primary School shows an increase in walking, scooting and cycling and a decrease in car use, including ‘park and stride’.

Table 5. STARS data; Perivale Primary School

Mode	BEFORE (24/6/2019)		AFTER (9/12/2020)		AFTER (28/05/2021)	
	number	%	number	%		
Walk	241	58%	125	50%	219	55.2%
Scoot	36	9%	24	10%	54	13.6%
Cycle	40	10%	18	7%	25	6.3%
Rail	0				2	0.5%
Tube	4	1%			2	0.5%
Bus	18	4%	8	3%	15	3.8%
Car	52	13%	69	28%	68	17.1%
Car Share	3	1%	3	1%	2	0.5%

Park and Stride	22	5%	1		10	2.5%
Total	416	100%	248	100%	397	100%

2.2.1 Data from St John Fisher Catholic School shows an overall increase in active travel modes, and an initial increase in car use in December 2020 has decreased in the most recent monitoring survey.

Table 6. STARS data; St John Fisher Catholic School

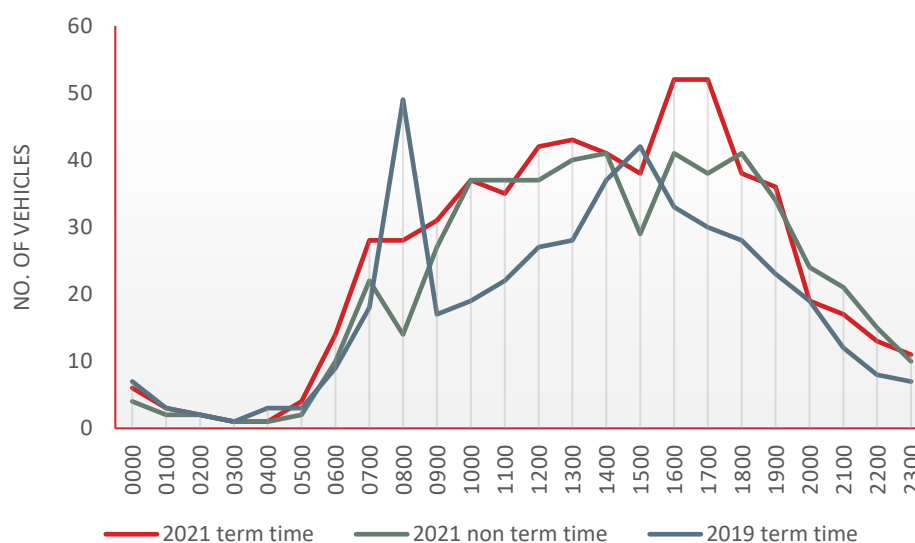
Mode	BEFORE (24/5/2019)		AFTER (9/12/20)		AFTER (25/05/2021)	
	number	%	number	%	number	%
Walk	100	23%	143	44%	110	34%
Scoot	78	18%			83	25%
Cycle	15	3%	61	19%	37	11%
Rail	47	11%	4	1%	0	0%
Tube	52	12%			3	1%
Bus	15	3%	10	3%	8	2%
Car	69	16%	104	32%	62	19%
Car Share	12	3%			3	1%
Park and Stride	53	12%			22	7%
Total	441	100%	322	100%	328	100%

2.4 Traffic Data

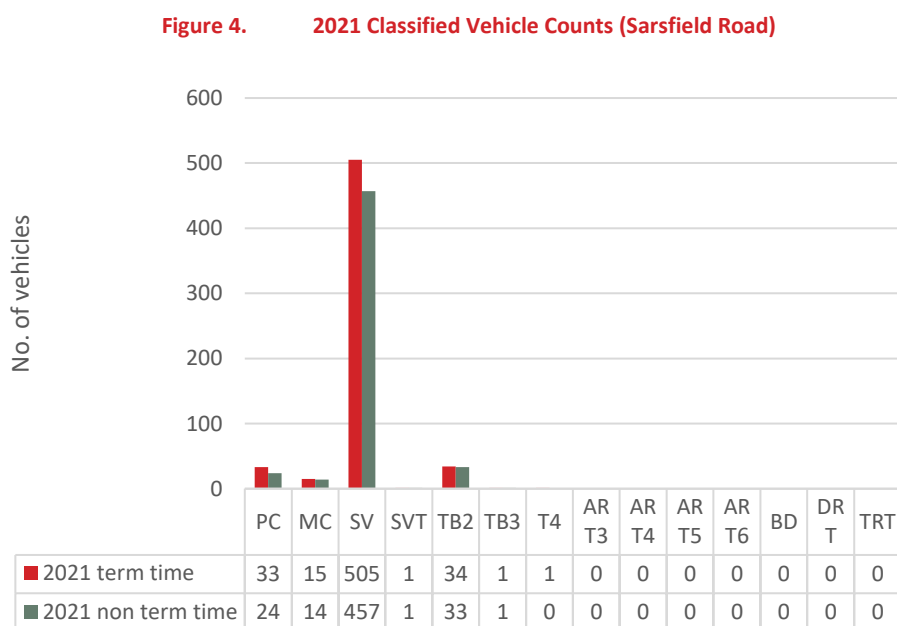
ATC Data: Sarsfield Road 2019 v 2021

2.4.1 A virtual day is the average of all days when data was collected.

Figure 3. Virtual Day ATC counts (Sarsfield Road)



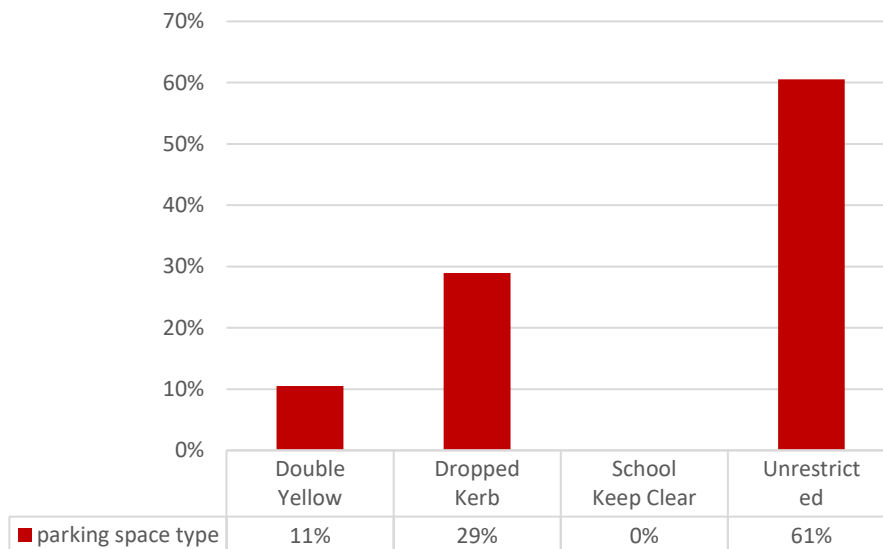
- 2.4.2 Traffic levels are lower during the morning (8am) and afternoon (3pm) school runs in 2021 compared to 2019 levels. This data has not been normalised.
- 2.4.3 2021 term time traffic levels peak at around 4pm and are the highest when compared across all three periods.



- 2.4.4 Four vehicle classes have been identified where a vehicle belonging to that class has been observed more than once: pedal cycle (PC), motorcycle (MC), standard vehicle (SV – includes sedans, 4WD, light van) and two-axle truck or bus (TB2).
- 2.4.5 Looking at vehicle speeds, A majority of vehicles travel at speeds lower than 20mph. While term time numbers remain higher for vehicles travelling at 10-15 mph, we note that there is little difference in traffic speeds when comparing these two periods. Mean speeds have increased on Sarsfield Road in 2021 term time compared to 2019 term time:

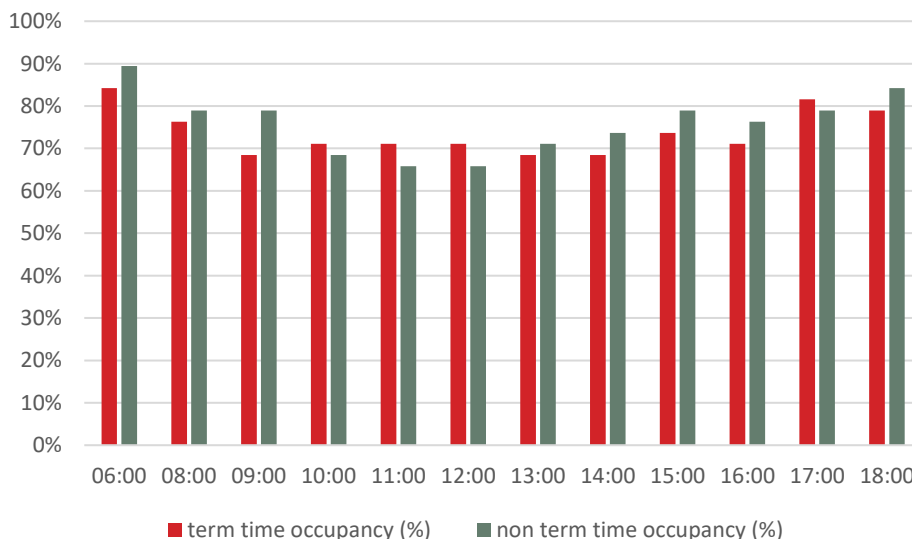
Parking Beat: Sarsfield Road 2019 v 2021

Figure 5. Parking Beat: Parking Capacity by Type (Sarsfield Road)



2.4.6 A majority of parking spaces available on Sarsfield Road are dropped kerb and unrestricted parking, not counting for off-street parking. There is no Controlled Parking Zone in the area. With the exception of unrestricted parking, vehicles are prohibited from parking for extended periods anywhere else along Sarsfield Road.

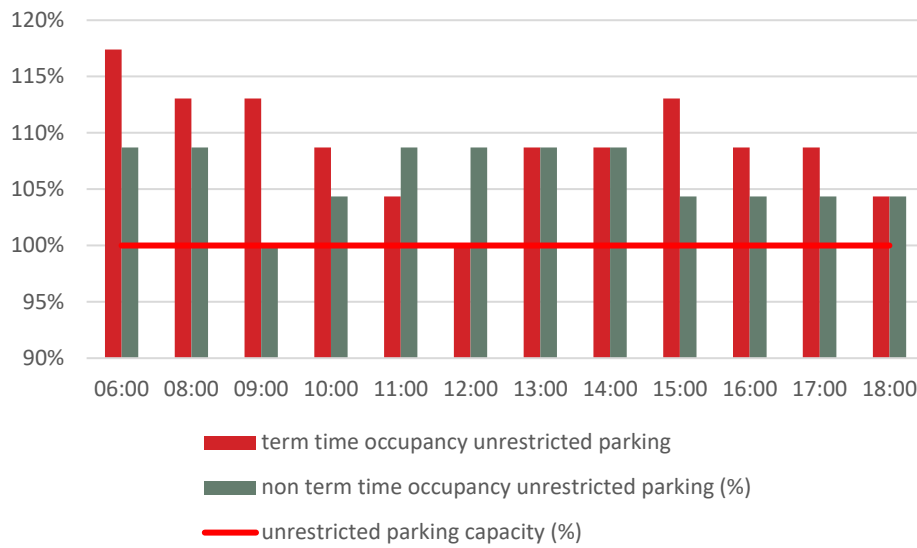
Figure 6. Parking Beat: Parking Occupancy (Sarsfield Road)



2.4.7

Figure 7. Parking Beat: Unrestricted Parking Occupancy (Sarsfield Road)

2.4.8

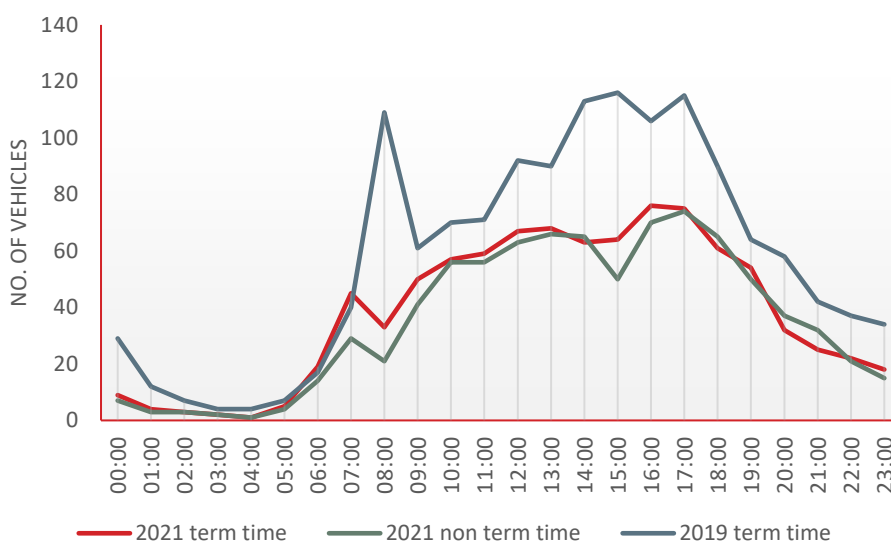


2.4.9 High dropped kerb parking occupancy means that there is a high probability that residents with off-street parking cannot access their driveways. In this instance, the average dropped kerb occupancy during term time and non-term time is 31 percent and 34 percent respectively. We expect this to have some impact on driveway access.

2.4.10 As unrestricted parking occupancy sits at maximum capacity, we expect drivers to be more likely to park adjacent to dropped kerbs. This impacts residents’ driveway access, even temporarily.

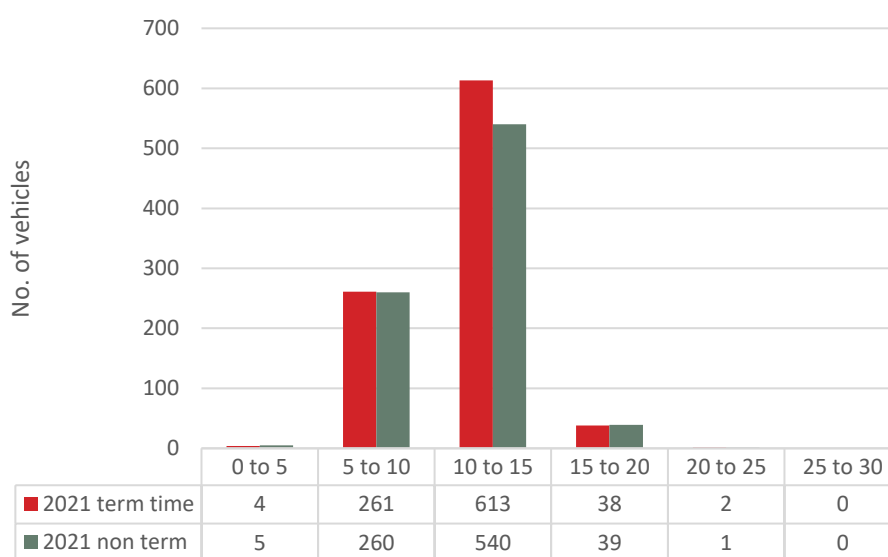
ATC Data: Federal Road 2019 v 2021

Figure 8. Virtual Day ATC counts (Federal Road)



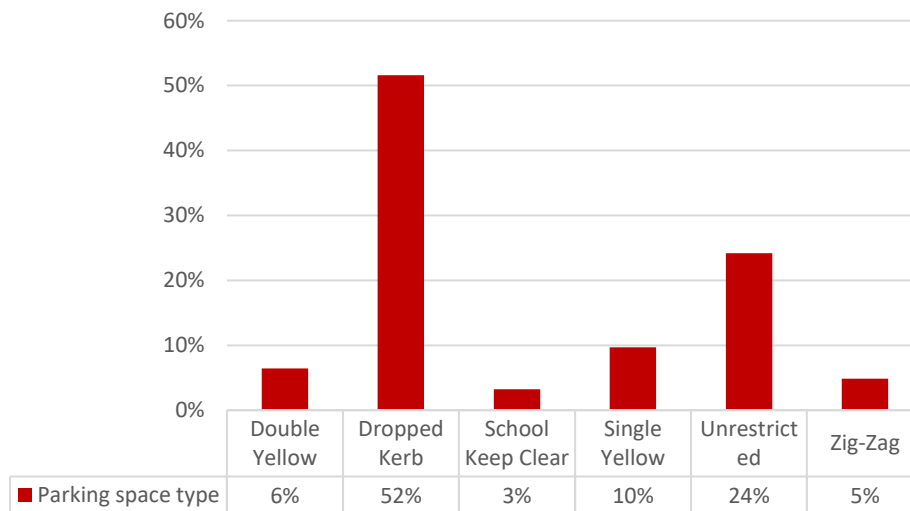
- 2.4.11 Higher levels of traffic are recorded during both school run periods during 2021 term time compared to 2021 non-term time.
- 2.4.12 A significant decrease in traffic volumes is observed between 2019 term time and 2021 term time over 24 hours. The morning and afternoon peaks have been significantly affected by the School Street scheme.
- 2.4.13 We note that there has been a **70 percent decrease in vehicle volumes at 8am and a 45 percent decrease at 3pm in 2021 term time compared to 2019 term time levels.**

Figure 9. Traffic Speeds (Federal Road)



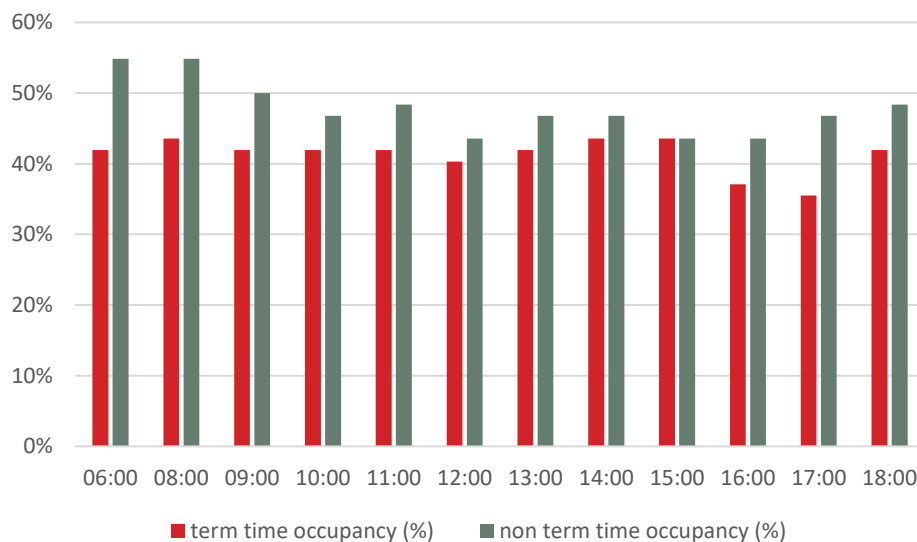
- 2.4.14 A majority of vehicles travel at speeds lower than 20mph. While term time numbers remain higher for vehicles travelling at 10-15 mph, we note that there is little difference in traffic speeds when comparing these two periods. **We note that mean speeds over 24 hours on Federal Road have decreased since 2019.**

Figure 10. Parking Capacity (Federal Road)



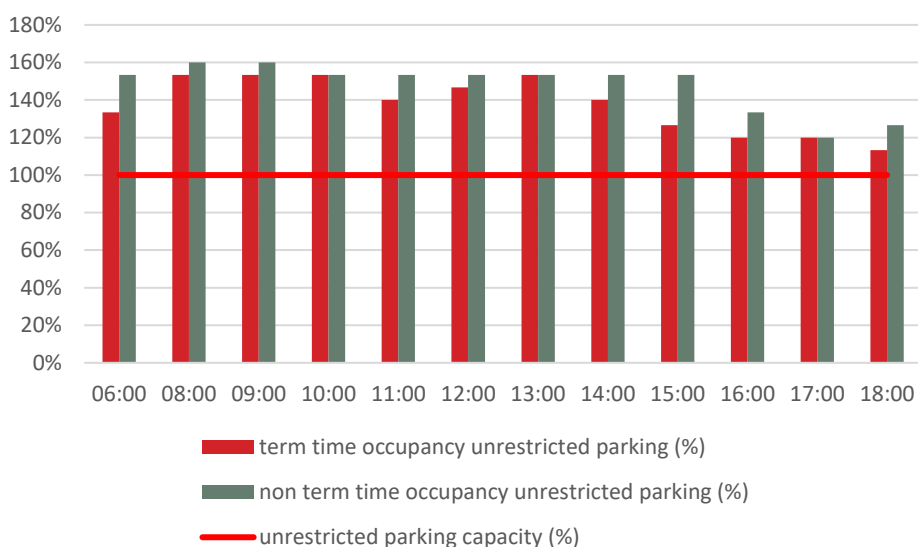
2.4.15 A majority of parking spaces available on Federal Road are dropped kerb and unrestricted parking, not counting for off-street parking. There is no Controlled Parking Zone in the area. With the exception of unrestricted parking, vehicles are prohibited from parking for extended periods anywhere else along Federal Road.

Figure 11. Parking Occupancy (Federal Road)



2.4.16 Term time occupancy is on average lower than non-term time occupancy. Dropped kerb and unrestricted parking are the most used type of parking, owing to the higher levels of capacity available for these types of parking.

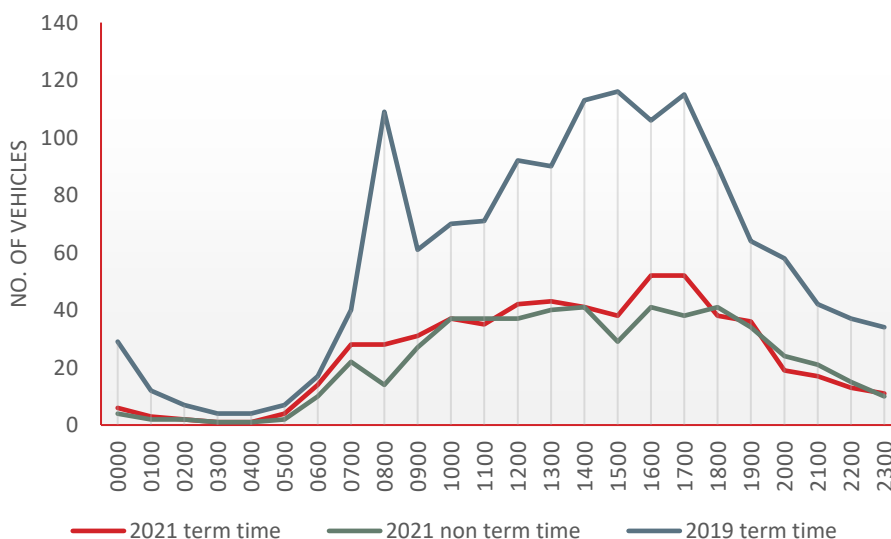
Figure 12. Unrestricted Parking Occupancy (Federal Road)



2.4.17 Occupancy levels for unrestricted parking are significantly higher than available capacity at all times of the day. This means that vehicles are more likely to park on other types of existing parking in the area. Additionally, where an unrestricted parking space is not available, drivers are more likely to park temporarily next to a dropped kerb. **On Federal Road, this results in dropped kerb parking restricting residents’ access to personal off-street parking.**

ATC Data: Fraser Road 2019 v 2021

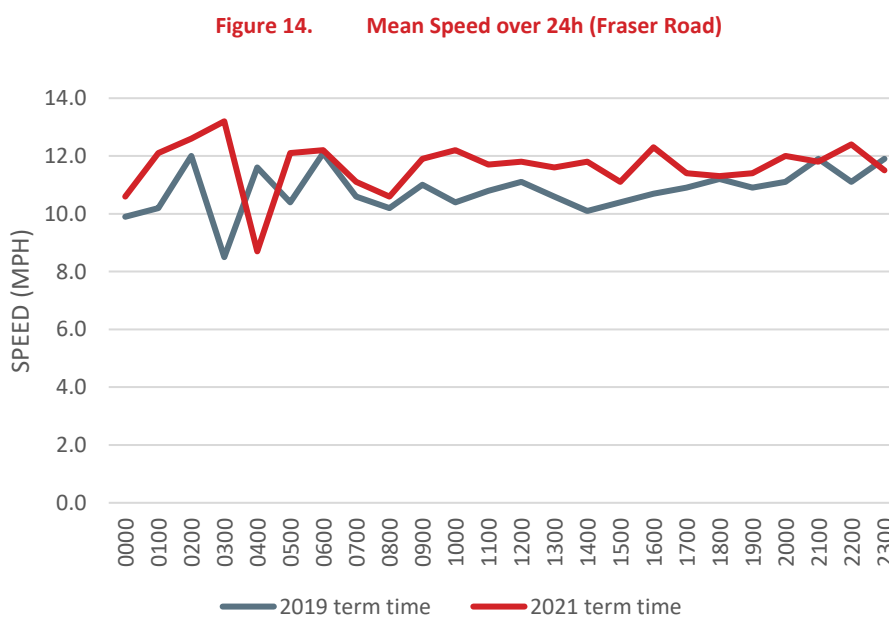
Figure 13. Virtual Day ATC counts (Fraser Road)



2.4.18 2021 term time: there is a higher level of traffic recorded during the morning (8am) and afternoon (3pm) school runs compared to non-term time levels.

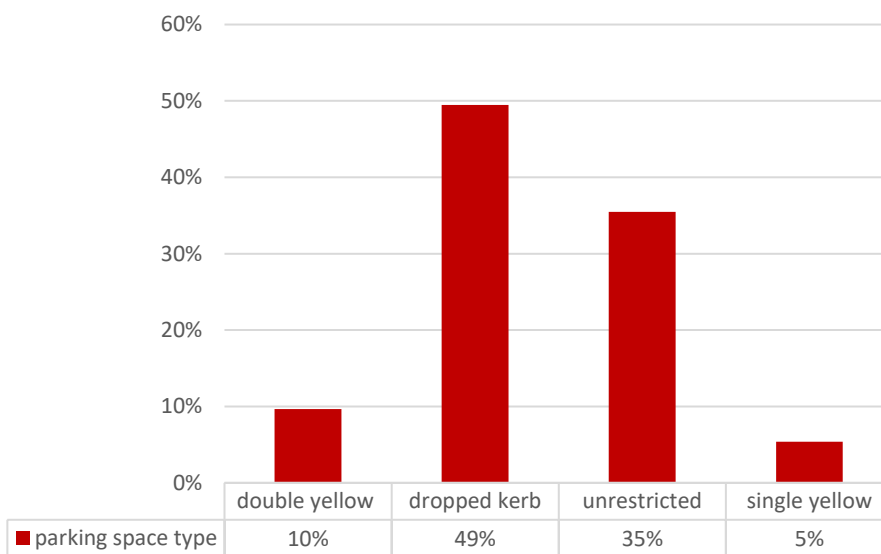
2.4.19 Traffic peaks later during 2021 non-term time, potentially due to the absence of school-related traffic.

2.4.20 There is a noticeable decrease in overall vehicle volumes compared to 2019 (prior to the implementation of the School Street scheme).



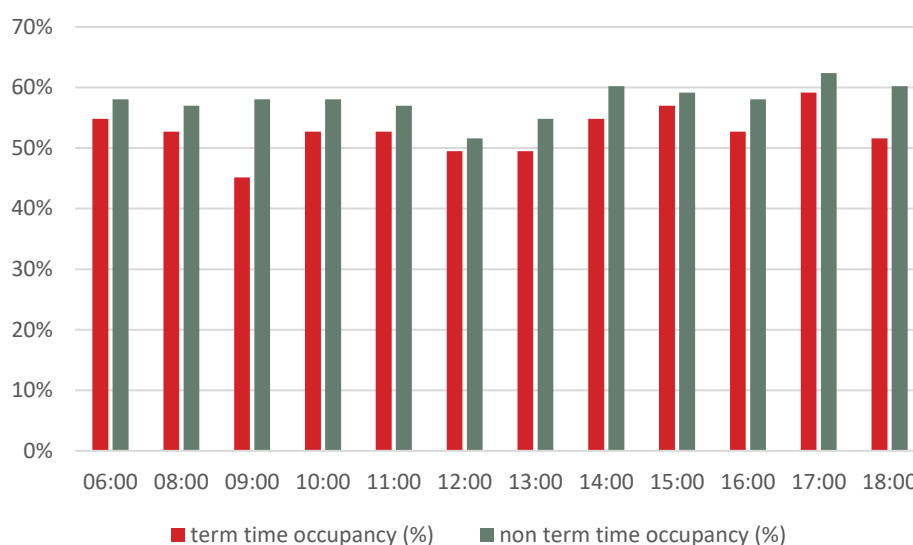
2.4.21 A majority of vehicles travel at speeds lower than 20mph. While term time numbers remain higher, we note that mean speeds on Fraser Road have increased across 2021 term time compared to 2019 term time, potentially due to traffic being displaced from Federal Road due to the School Street scheme.

Figure 15. Parking Capacity (Fraser Road)



2.4.22 A majority of parking spaces available on Fraser Road are dropped kerb and unrestricted parking, not counting for off-street parking. There is no Controlled Parking Zone in the area. With the exception of unrestricted parking, vehicles are prohibited from parking for extended periods anywhere else along Fraser Road.

Figure 16. Parking Occupancy (Fraser Road)



2.4.23 Parking occupancy during term time and non-term time over 12 hours sits relatively high at 50 percent to 55 percent. However, due to low unrestricted parking capacity on Fraser Road, we expect a majority of vehicles parking to not be in respect of the Highway Code.

2.4.24 High dropped kerb parking occupancy means that there is a high probability that residents with off-street parking cannot access their driveways. In this instance, as the average dropped kerb occupancy during term time and non-term time is around 23 percent, we expect this to have some impact on driveway access. As unrestricted parking occupancy sits at maximum capacity, we expect drivers to be more likely to park adjacent to dropped kerbs. This impacts residents’ driveway access, even temporarily.

2.5 PCN / ANPR Data

2.5.1 Data below shows that PCNs being issues have decreased over time since the introduction of the scheme. Of those issued, the majority of those are to individuals outside of the Borough.

Table 7. ANPR Data

PCN Issued	Perimeade Road, Perivale	Fraser Road, Perivale	Total
Oct 2020	925		925
Nov 2020	705	1	706
Dec 2020	345	1	346
Mar 2021	508		508
Apr 2021	187	48	235
Grand Total	2,670	50	2,720

Table 8. PCN Issues

PCN Issued	Owner Resides

School Location	Street	In district of LTN	Inside of the borough	Outside of the borough	Grand Total
SCH01		669	414	1,637	2,720
Perimeade	Road,	649	408	1,613	2,670
Perivale					
Fraser	Road,	20	6	24	50
Perivale					
Grand Total		669	414	1,637	2,720

3. EVALUATION

- 3.1.1 Stakeholders gave a **mixed level of support** to the scheme being made permanent; 45% of parents supported it, compared to 40% against (St John Fisher; not enough data for Perivale); 41% of residents/ businesses were in support compared to 55% against. **Overall, a similar proportion were in support and in opposition.**
- 3.1.2 Traffic data shows traffic volumes have decreased at all surveyed locations (Sarsfield Road, Federal Road and Fraser Road),
- 3.1.3 **Traffic speeds have increased slightly between 2019 and 2021 on both Sarsfield Road and Fraser Road.** However, speeds still remained below 20mph, this should be monitored to ensure vehicles do not begin to exceed the PSL.
- 3.1.4 The number of PCN's is decreasing over time, showing that compliance is improving. Most of those issued were to individuals outside the Borough, who may not be familiar with the scheme.
- 3.1.5 Parking beat data shows that although there is some remaining parking capacity at all locations, the use of unrestricted parking is above capacity, indicating illegal parking **blocking driveways at least temporarily at all locations.** However, this is also seen outside of term-time, indicating the issue isn't only due to the school street scheme. On Sarsfield Road, unrestricted parking occupancy is clearly much higher during school start and finish times, whereas on Fraser Road and Federal Road, unrestricted parking occupancy is frequently higher during non-terms times, and there is no clear trend for this to increase during school start/finish times during school time.
- 3.1.6 Some stakeholders, in comments, highlighted some mis-information about the School Streets scheme, in particular local residents/businesses being unaware/unclear if the scheme operates term time only, and staff being unaware of the time the scheme begins to allow access to the school.
- 3.1.7 In terms of recommendations, comments suggest that addressing some of the wider concerns about the scheme would increase support:
- Consider exemptions classifications;
 - Addressing resident access and illegal parking on-street through active enforcement;
 - Review communications with stakeholders to ensure no opportunities for mis-information e.g. operating times;

- Review the safe crossing issues identified; and
- Ensuring road safety education is maintained to avoid complacency.

Our overall recommendation would be to amend this scheme with a further round of monitoring. Amendments would see the comments above reviewed , and then addressed as agreed by LBE.

Perivale Primary and St John Fisher Catholic School: Data Tables

Parent/Carer Survey Data

Mode of Travel	% Encouraged to use more active transport, or less car/taxi transport	
	St John Fisher School (35)	Perivale (1)
Walk	43%	0%
Cycle	31%	0%
Public Transport	3%	0%
Car	26%	0%
Taxi	3%	0%

Statement	Sentiment regarding the Statement	% agreement with statement	
		St John Fisher School (35)	Perivale (1)
Road safety on surrounding streets has improved	Strongly disagree	26%	0%
	Tend to disagree	11%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	17%	0%
	Strongly agree	23%	0%
Congestion on the surrounding streets has improved	Strongly disagree	37%	0%
	Tend to disagree	9%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	11%	0%
	Tend to agree	20%	0%
	Strongly agree	11%	0%
Parking in the local area has not been affected by the School Street	Strongly disagree	40%	0%
	Tend to disagree	6%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	11%	0%
	Tend to agree	14%	0%
	Strongly agree	17%	0%
Fewer cars are travelling in the area at	Strongly disagree	29%	0%
	Tend to disagree	6%	0%
	Don't know / Can't say	11%	100%

school drop-off and pick-up times	Neither agree or disagree	6%	0%
	Tend to agree	23%	0%
	Strongly agree	26%	0%
Cars are now travelling at slower speeds	Strongly disagree	31%	0%
	Tend to disagree	14%	0%
	Don't know / Can't say	6%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	26%	0%
	Strongly agree	9%	0%
Traffic noise in the local area has reduced	Strongly disagree	31%	0%
	Tend to disagree	6%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	29%	0%
	Strongly agree	9%	0%
Drivers do not leave their engines running when they are parked	Strongly disagree	31%	0%
	Tend to disagree	11%	0%
	Don't know / Can't say	14%	100%
	Neither agree or disagree	9%	0%
	Tend to agree	29%	0%
	Strongly agree	6%	0%
I have seen more people walking and cycling at school drop-off and pick-up times	Strongly disagree	29%	0%
	Tend to disagree	3%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	9%	0%
	Tend to agree	31%	0%
	Strongly agree	20%	0%
Before the School Street was implemented there were parking and congestion issues related to the school	Strongly disagree	17%	0%
	Tend to disagree	3%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	23%	0%
	Strongly agree	31%	0%
Before the School Street was	Strongly disagree	34%	0%
	Tend to disagree	3%	0%
	Don't know / Can't say	9%	100%

implemented, I thought it would be disruptive and inconvenient, but it isn't	Neither agree or disagree	23%	0%
	Tend to agree	26%	0%
	Strongly agree	6%	0%

Support	Level of Support	% agreement with statement	
		St John Fisher School (35)	Perivale (1)
Overall Support for the Scheme	I don't support it	40%	0%
	No Opinion	9%	100%
	I support it	51%	0%
Support for the Scheme whilst Social Distancing remains in place	Strongly disagree	31%	0%
	Tend to disagree	0%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	20%	0%
	Strongly agree	26%	0%
Support for the Scheme as a permanent measure	Strongly disagree	40%	0%
	Tend to disagree	0%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	6%	0%
	Tend to agree	11%	0%
	Strongly agree	34%	0%

Further Comments (St John Fisher)	No.
Concern about road safety for pedestrians	1
Create difficulties for those travelling from further away	1
Crowded pavements	2
Does not support social distancing	2
Enforcement needs addressing	3
General negative comment	2
General positive comment	2
Inconsiderate parking from parents	1
Location specific concern for road safety	2
Makes me late for school / work	3
More flexible on exemptions e.g child illness	1
More traffic in surrounding area	1
Negative impact on local congestion	1

Scheme has improved air quality	1
Some cars ignore the scheme	1
Suggestion - zebra crossing nr gate	1

Resident/Business Survey Data

Mode of Travel	% Encouraged to use more active transport, or less car/taxi transport
Walk	17%
Cycle	7%
Public Transport	7%
Car	10%
Taxi	10%

	% who believe that the scheme has had a positive impact on each group
Your household	40%
Your visitors	15%
Delivery drivers	10%
Staff	1%
Your Business	1%

Comments: Impact on Residents

Comments	
Negatively	47
Concern about attitudes of parents to local residents	3
General negative comment	1
Inconsiderate parking from parents	5
Inconvenient for deliveries	1
Inconvenient for deliveries and visitors	12
Makes journeys longer	7
Negative impact on local congestion	13
Poor road signage and markings	2
Review school entrance/access arrangements	1
Scheme has decreased safety (general)	1
Scheme has increased pollution	1
Positively	8
Positive for residents / businesses (less traffic)	6
Scheme has improved air quality	1
Scheme has improved safety (general)	1

Grand Total	55
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Comments: Impact on Business/Staff

Comment	Count
Negatively	48
Complicates access for customers	10
Inconsiderate parking from parents	1
Increased costs for business	7
Makes journeys longer	14
Negative impact on local congestion	7
Poor condition of road surfaces	2
Poor road signage and markings	5
Scheme has improved safety (general)	1
Scheme has increased pollution	1
Positively	1
Positive for residents / businesses (less traffic)	1
Grand Total	49

Aim	% rating as 'slightly important' or more
Providing space for social distancing at school drop off and pick up times	77%
Providing a more pleasant and calm atmosphere at school pick up and drop off	85%
Making it safer to cross the road on foot	84%
Making it safer to walk in the local area	86%
Making it safer to cycle in the local area	73%
Encouraging more families and individuals to walk and cycle to school or in the local area	77%
Improving air quality	86%

Statement	Sentiment regarding the Statement	% agreement with statement
Road safety on surrounding streets has improved	Strongly disagree	34%
	Tend to disagree	9%
	Don't know / Can't say	3%
	Neither agree or disagree	14%
	Tend to agree	10%
	Strongly agree	30%
	Strongly disagree	48%

Congestion on the surrounding streets has improved	Tend to disagree	9%
	Don't know / Can't say	0%
	Neither agree or disagree	5%
	Tend to agree	9%
	Strongly agree	30%
Parking in the local area has not been affected by the School Street	Strongly disagree	45%
	Tend to disagree	13%
	Don't know / Can't say	2%
	Neither agree or disagree	11%
	Tend to agree	11%
Fewer cars are travelling in the area at school drop-off and pick-up times	Strongly agree	17%
	Strongly disagree	35%
	Tend to disagree	2%
	Don't know / Can't say	6%
	Neither agree or disagree	8%
Cars are now travelling at slower speeds	Tend to agree	16%
	Strongly agree	33%
	Strongly disagree	33%
	Tend to disagree	16%
	Don't know / Can't say	3%
Traffic noise in the local area has reduced	Neither agree or disagree	20%
	Tend to agree	10%
	Strongly agree	17%
	Strongly disagree	39%
	Tend to disagree	10%
Drivers do not leave their engines running when they are parked	Don't know / Can't say	1%
	Neither agree or disagree	13%
	Tend to agree	11%
	Strongly agree	26%
	Strongly disagree	28%
I have seen more people walking and cycling at school drop-off and pick-up times	Tend to disagree	5%
	Don't know / Can't say	19%
	Neither agree or disagree	17%
	Tend to agree	18%
	Strongly agree	13%
I have seen more people walking and cycling at school drop-off and pick-up times	Strongly disagree	24%
	Tend to disagree	13%
	Don't know / Can't say	6%
	Neither agree or disagree	15%
	Tend to agree	15%
	Strongly agree	28%
	Strongly disagree	24%

Before the School Street was implemented there were parking and congestion issues related to the school	Tend to disagree	13%
	Don't know / Can't say	2%
	Neither agree or disagree	7%
	Tend to agree	16%
	Strongly agree	39%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	Strongly disagree	41%
	Tend to disagree	7%
	Don't know / Can't say	3%
	Neither agree or disagree	15%
	Tend to agree	13%
	Strongly agree	22%

Support	Level of Support	% agreement with statement
Overall Support for the Scheme	I don't support it	50%
	No Opinion	3%
	I support it	47%
Support for the Scheme whilst <u>Social Distancing</u> remains in <u>place</u>	Strongly disagree	32%
	Tend to disagree	5%
	Don't know / Can't say	13%
	Neither agree or disagree	16%
	Tend to agree	11%
	Strongly agree	24%
Support for the Scheme <u>as a permanent measure</u>	Strongly disagree	50%
	Tend to disagree	5%
	Don't know / Can't say	1%
	Neither agree or disagree	3%
	Tend to agree	6%
	Strongly agree	35%

Further Comments

	Business owner	Employee of a business	Resident	Grand Total
Careless behaviour from drivers			1	1
Concern about attitudes of parents to local residents			2	2

Consider resident / staff permits			6	6
Extend scheme hours			1	1
General negative comment	1		5	6
General positive comment			4	4
Inconsiderate parking from parents		1	5	6
Increase School Street area			4	4
Location specific concern for road safety	1			1
Makes journeys longer	2			2
Need to improve road surfaces			1	1
Need to improve signage and road markings	1		2	3
Negative impact on local congestion	3		5	8
Parents need to go to work or live too far so cannot walk	1			1
Positive for health and wellbeing			1	1
Request measures to ensure residents / businesses can receive deliveries			2	2
Review school entrance/access arrangements	3	1	9	13
Scheme has decreased air quality	1			1
Scheme has decreased safety (general)	2			2
Scheme has improved safety (parking)			1	1
Scheme has increased pollution	2		2	4
Scheme should be backed by law enforcement or council	2		9	11
Scheme too limited to improve air quality			1	1
Scheme too limited to increase safety			1	1
Some vehicles ignore the scheme			2	2
Stop scheme	1	1	2	4
Grand Total	20	3	66	89

Staff Survey Data

Mode of Travel	% Encouraged to use more active transport, or less car/taxi transport	
	St John Fisher School (16)	Perivale Primary (24)
Walk	0%	8%
Cycle	0%	8%
Public Transport	0%	0%
Car	6%	8%
Taxi	6%	4%

Aim	% rating aim as 'slightly important' or more	
	St John Fisher School (16)	Perivale Primary (24)
Providing space for social distancing at school drop off and pick up times	100%	83%
Providing a more pleasant and calm atmosphere at school pick up and drop off	100%	79%
Making it safer to cross the road on foot	100%	83%
Making it safer to walk in the local area	100%	92%
Making it safer to cycle in the local area	100%	79%
Encouraging more families and individuals to walk and cycle to school or in the local area	100%	79%
Improving air quality	100%	83%

Statement	% agreement with statement	
	St John Fisher School (16)	Perivale Primary (24)
Road safety on surrounding streets has improved	50%	40%
Congestion on the surrounding streets has improved	25%	31%
Parking in the local area has not been affected by the school street	6%	31%
Less cars are travelling in the area at school drop off and pick up times	44%	49%
Cars are now travelling at slower speeds	25%	34%
Traffic noise in the local area has reduced	19%	37%
Drivers do not leave their engines running when they are parked	13%	34%
I have seen more people walking and cycling at school drop off and pick up times	44%	51%
Before the School Street was implemented there were parking and congestion issues related to the school	44%	54%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	0%	31%
Level of Support (i.e. how Permanent)	St John Fisher School (16)	Perivale Primary (24)
Whilst Social Distancing is still required	31%	46%
As a permanent measure	25%	42%

Pupil Survey Data

	% Change in mode (Before School Streets implementation -> After)
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Mode of Travel	St John Fisher (98)	Perivale Primary (129)
Walk (After)	0%	-12%
Walk (Percentage Point Change)	0%	-1%
Scooter (Before)	-2%	1%
Scooter (After)	-2%	1%
Scooter (Percentage Point Change)	-16%	-1%

Statement	% Change in agreement with Statement (Before School Streets implementation -> After)	
	St John Fisher (98)	Perivale Primary (129)
Not easy to walk, scoot or cycle to school (BEFORE) -> Easy to walk, scoot or cycle to school (AFTER)	49%	46%
Able to safely cross the road outside school (BEFORE) -> Able to safely cross the road outside school (AFTER)	3%	3%
Lots of cars near to school (BEFORE) -> Fewer cars near to school (AFTER)	30%	16%
Noisy road on the way to school (BEFORE) -> I can hear clearly on the way to school to chat (AFTER)	54%	36%
Can smell car fumes (BEFORE) -> Air if fresh and clean (AFTER)	16%	4%
Lots of families walking, scooting or cycling to school (BEFORE) -> Lots of families walking, scooting or cycling to school (AFTER)	11%	9%
I feel safe travelling to school on my own (AFTER)	56%	59%

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