

EALING SCHOOL STREETS: LSP SCHEMES 2020/21 EVALUATION





EALING SCHOOL STREETS 2020-21

EVALUATION REPORT

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TABLE OF CONTENTS

1.	INTRODUCTION	6
1.1	SCHOOL STREETS SCHEMES	6
1.2	EVALUATION APPROACH	7
2.	OVERVIEW	9
2.1	INTRODUCTION	9
2.2	AIR QUALITY DATA	9
2.3	SURVEY DATA	9
2.4	AWARENESS OF THE SCHEME	10
2.5	INCREASING USE OF ACTIVE MODES	10
2.6	DECREASING USE OF THE CAR	12
2.7	IMPORTANCE OF AIMS	12
2.8	VIEWS ON THE SCHEME	13
2.9	SUPPORT FOR SCHEMES	17
3.	SCHOOL SUMMARIES	21
3.1	BERRYMEDE INFANT SCHOOL	21
3.2	BERRYMEDE JUNIOR SCHOOL	22
3.3	DERWENTWATER PRIMARY SCHOOL	23
3.4	GIFFORD PRIMARY SCHOOL	24
3.5	HOLY FAMILY CATHOLIC PRIMARY SCHOOL	26
3.6	MAYFIELD PRIMARY SCHOOL	28
3.7	NORTH EALING PRIMARY SCHOOL	30
3.8	OAKLANDS PRIMARY SCHOOL	31
3.9	ST JOHN'S PRIMARY SCHOOL	34
3.10	ST MARK'S PRIMARY SCHOOL	35
3.11	VICAR'S GREEN PRIMARY SCHOOL	37
3.12	WILLOW TREE PRIMARY SCHOOL	39
3.13	STARS DATA	41
4.	CONCLUSIONS	43
4.1	OVERVIEW	43

LIST OF FIGURES

Figure 1.	Ealing School Streets Schemes	6
Figure 2.	Awareness of School Street Scheme	10
Figure 3.	Percentage of Respondents who Walk <i>more</i>	11
Figure 4.	Percentage of Respondents who Cycle <i>more</i>	11
Figure 5.	Percentage of Respondents who use a car <i>less</i>	12
Figure 6.	Percentage of Respondents support the scheme as a <i>permanent measure</i>	18

LIST OF TABLES

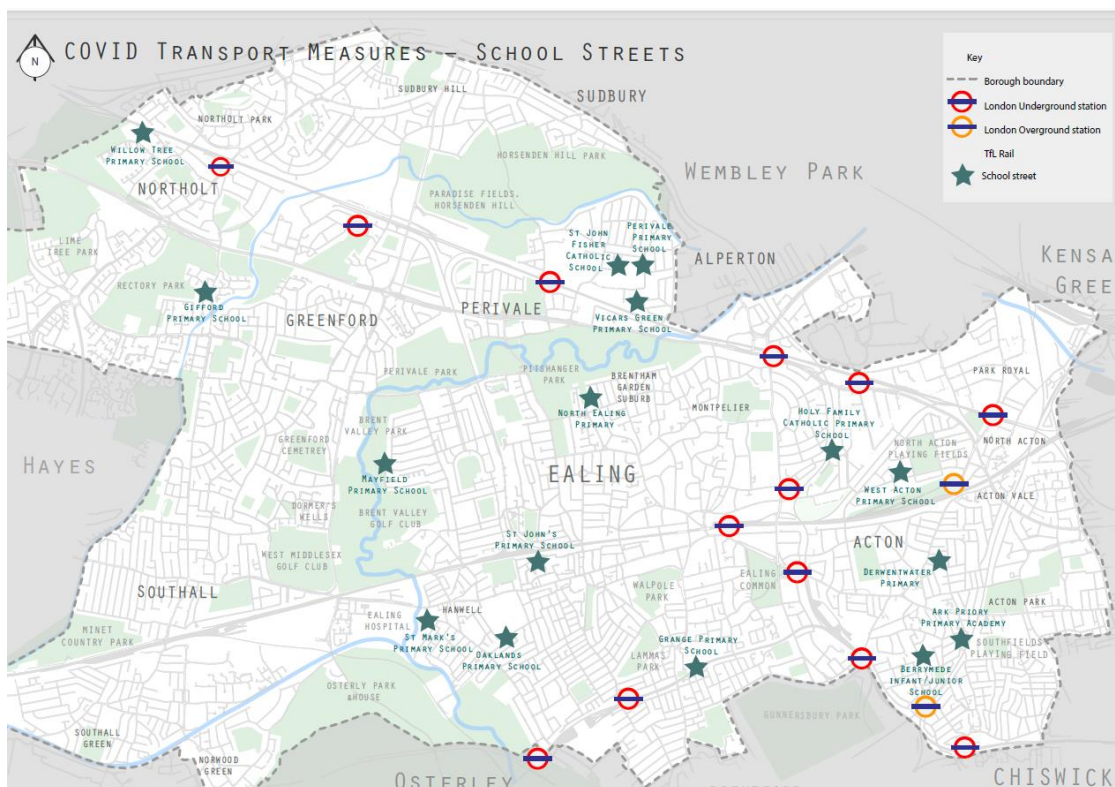
Table 1.	Response Rate	9
Table 2.	Percentage of Respondents who believe Aim is at least 'Slightly Important'	12
Table 3.	Percentage of Respondents who agree with statements about the scheme	13
Table 4.	Percentage of Respondents who support the Schools Street Scheme	17
Table 5.	Percentage of Respondents who support the Schools Street Scheme: Parents/Carers	18
Table 6.	Percentage of Respondents who support the Schools Street Scheme: Residents/Business	19
Table 7.	Percentage of Respondents who support the Schools Street Scheme: Staff	19
Table 8.	STARS data; Before vs After	41
	Summary of Recommendations	44

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.
- 1.1.2 The aim of 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 / St John Fisher School (*reported separately*), with a further 11 implemented as part of the London Streetspace Programme (LSP) (*this report*).

Figure 1. Ealing School Streets Schemes



Map provided by the London Borough of Ealing

1.2 Evaluation Approach

1.2.1 The following schools are considered in this report:

- Berrymede Infant School;
- Berrymede Junior School;
- Derwentwater;
- Gifford Primary School;
- Holy Family Catholic Primary School;
- Mayfield Primary School;
- North Ealing Primary School;
- Oaklands Primary School;
- St John's Primary School;
- St Mark's Primary School;
- Vicar's Green Primary School; and
- Willow Tree 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.
- Air Quality Analysis

1.2.3 Survey analysis was carried out by SYSTRA Ltd, including analysis of open ended responses. Full data tables from open and closed questions are provided in the attached appendices.

1.2.4 Resident / business responses were checked to ensure all responses came from postcodes within the school vicinity. The majority of postcodes were within close proximity of the relevant school, with a small number coming from residents between 2.5-4 miles away, most of which stated they travelled though / to the area regularly, so responses were retained. Those who did not provide a postcode were also retained in the data. No responses were excluded.

1.2.5 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 to:

- Continue scheme;
- Amend scheme(change to layout, managements or other wider issues needing addressing); or
- Discontinue scheme.

2. OVERVIEW

2.1 Introduction

2.1.1 This section summarises the key data collected from the schools, to provide an overview of the results and benchmarking between schools.

2.2 Air Quality Data

2.2.1 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.

2.2.2 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.

2.2.3 NO₂ diffusion tubes are inexpensive monitoring tool that the councils use to monitor for longer-term average NO₂ concentrations. As the School Street schemes were 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.

2.2.4 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.

2.2.5 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

2.3 Survey Data

2.3.1 The table below summarises the volume of responses to each of parent/ carer, resident/ business and staff online surveys.

Table 1. Response Rate

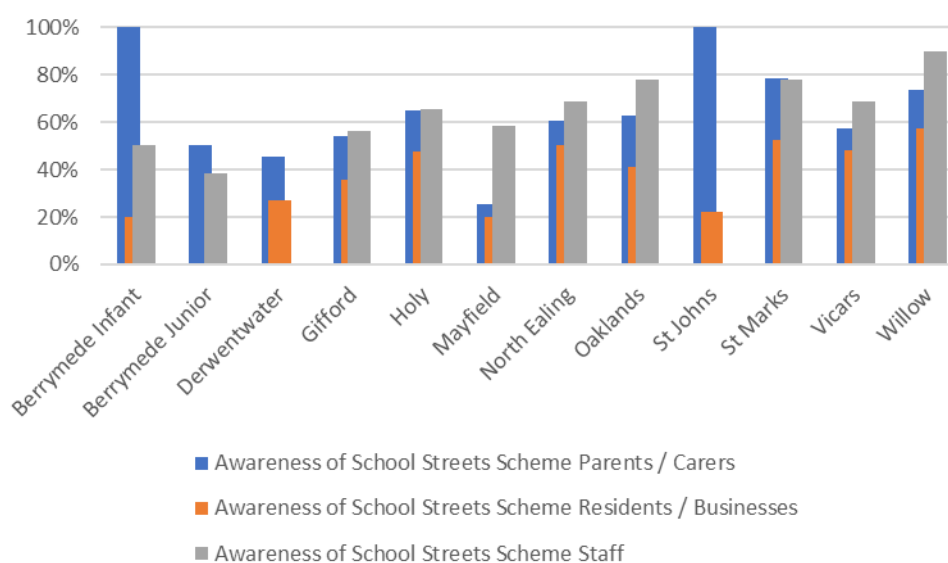
School Name	Number of Responses			
	Parents / Carers	Residents / Businesses	Staff	Pupils
Berrymede Infant School	5	5	8	5
Berrymede Junior School	12	0	13	108
Derwentwater Primary School	33	11	0	91

Gifford Primary School	13	14	16	12
Holy Family Catholic Primary School	85	84	29	95
Mayfield Primary School	78	15	12	93
North Ealing Primary School	56	34	19	94
Oaklands Primary School	78	98	27	132
St Johns Primary School	3	9	0	3
St Marks Primary School	101	46	9	85
Vicars Green Primary School	14	23	19	102
Willow Tree Primary School	76	35	38	158

2.4 Awareness of the Scheme

2.4.1 As shown below, awareness of the School Street schemes varied, with school staff being most aware, followed by parents and carers; at Berrymede Infant and St Johns, 100% of parents/carers that responded to the survey were aware of the scheme.

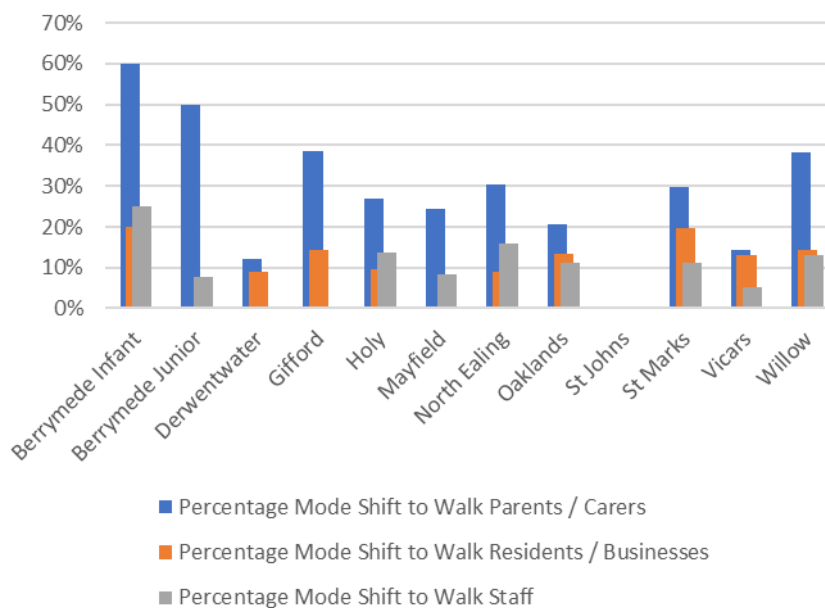
Figure 2. Awareness of School Street Scheme



2.5 Increasing use of Active Modes

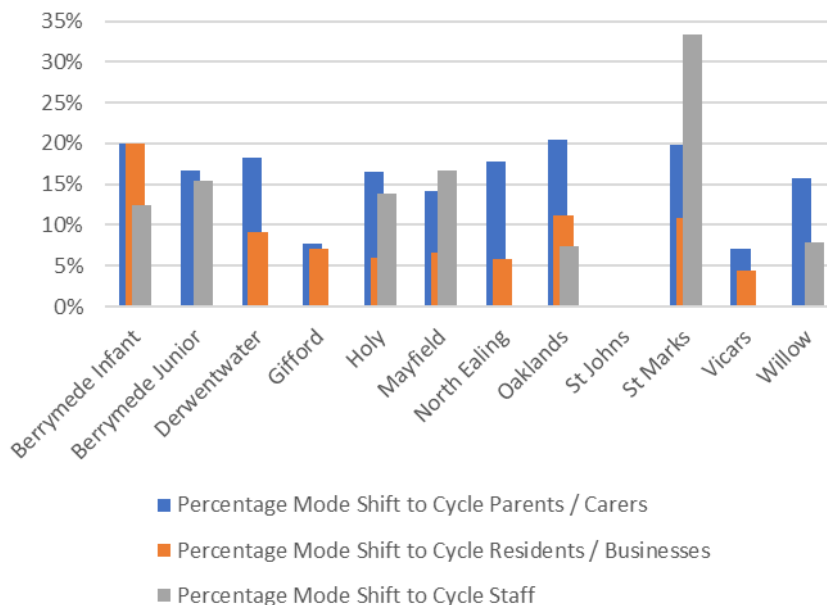
2.5.1 At each school, between 12% (Oaklands) and 60% (Berrymede Infants) of parents/carers reported walking to school more; an average of **29%**. Fewer local residents/businesses reported walking more in the area. Up to 25% of staff reported walking to school more; an average of 9%.

Figure 3. Percentage of Respondents who Walk more



2.5.2 At each school, between 7% (Vicars) and 21% (Oaklands) of parents/carers reported cycling to school more. Fewer local residents/businesses reported cycling more in the area. On average, 9% more school staff cycled to school more.

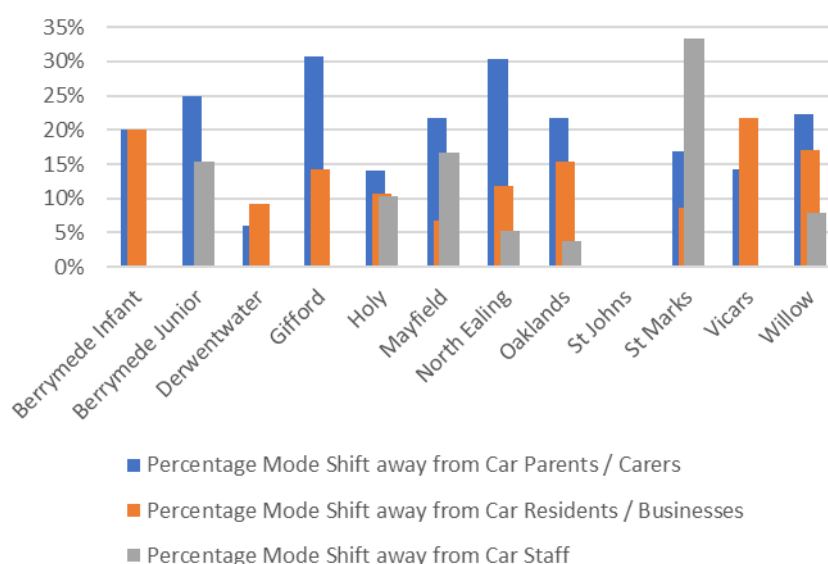
Figure 4. Percentage of Respondents who Cycle more



2.6 Decreasing Use of the Car

- 2.6.1 On average, 19% of parents/ carers reported using a car less, with the biggest reduction in car use reported at Gifford (31%) and North Ealing (30%). Staff and local residents/businesses also saw some shift away from car (8% and 11% respectively).

Figure 5. Percentage of Respondents who use a car *less*



2.7 Importance of Aims

- 2.7.1 The table below summarises those who agreed the aims of the scheme are at least 'slightly important'. Parents/ carers were most likely to be in agreement with the aims, with 97% agreeing that 'making it safer to cross the road on foot' was at least slightly important, followed by 'making it safer to walk in the local area' and 'improving air quality'. Local residents and businesses also had a high level of agreement with most of the aims, whereas school staff were slightly less likely to feel the aims are at least slightly important.

Table 2. Percentage of Respondents who believe Aim is at least 'Slightly Important'

	Parents / Carers	Residents / Businesses	Staff
Providing space for social distancing at school drop off and pick up times	93%	92%	79%
Providing a more pleasant and calm atmosphere at school pick up and drop off	95%	92%	82%
Making it safer to cross the road on foot	97%	92%	82%
Making it safer to walk in the local area	96%	92%	81%
Making it safer to cycle in the local area	86%	92%	79%
Encouraging more families and individuals to walk and cycle to school or in the local area	91%	69%	81%
Improving air quality	96%	78%	81%

2.8 Views on the Scheme

2.8.1 Parents/ carers tended to have a higher level of agreement on the statements presented than that of residents/ businesses, or staff. However, there was universal high agreement that “Before the School Street was implemented there were parking and congestion issues related to the school”. Parents/ carers also tended to agree that road safety on surrounding areas had improved, and that more people were walking and cycling to/ from school. Looking at residents/ businesses, the statement with the lowest level of agreement was “Parking in the local area has not been affected by the School Street”. At Gifford and North Ealing, only 7% and 9% agreed with this statement, and therefore a high proportion were in disagreement.

Table 3. Percentage of Respondents who agree with statements about the scheme

	Parents / Carers	Residents / Businesses	Staff
Road safety on surrounding streets has improved	52%	23%	39%
Congestion on the surrounding streets has improved	38%	19%	30%
Parking in the local area has not been affected by the School Street	32%	16%	19%
Less cars are travelling in the area at school drop off and pick up times	44%	23%	35%
Cars are now travelling at slower speeds	39%	26%	26%
Traffic noise in the local area has reduced	32%	21%	28%
Drivers do not leave their engines running when they are parked	35%	17%	28%
I have seen more people walking and cycling at school drop off and pick up times	49%	30%	41%
Before the School Street was implemented there were parking and congestion issues related to the school	57%	44%	48%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	26%	20%	21%

Some respondents did not answer this question, so have been recoded to 'don't know/can't say'

2.8.2 The tables below show average levels of support for the statements by respondent type.

Table 4. % agreement to statements on School Streets Scheme: Parents/Carers

Statement	Sentiment regarding the Statement	Berrymede Infants	Berrymede Junior	Derwentwater	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
		Road safety on surrounding	Strongly disagree	0%	8%	9%	8%	27%	5%	0%	12%	0%	2%
	Tend to disagree	0%	0%	6%	0%	18%	6%	14%	6%	33%	3%	14%	7%

streets has improved	Don't know / Can't say	20%	33%	15%	38%	9%	31%	14%	13%	0%	10%	7%	8%
	Neither agree or disagree	0%	8%	12%	8%	12%	21%	11%	9%	0%	21%	14%	11%
	Tend to agree	20%	33%	42%	23%	9%	26%	25%	31%	33%	25%	0%	26%
	Strongly agree	60%	17%	15%	23%	25%	12%	36%	29%	33%	40%	7%	38%
Congestion on the surrounding streets has improved	Strongly disagree	0%	8%	9%	15%	36%	8%	5%	19%	33%	18%	64%	12%
	Tend to disagree	0%	8%	9%	8%	16%	17%	20%	8%	0%	13%	14%	9%
	Don't know / Can't say	20%	33%	21%	31%	11%	35%	23%	15%	0%	11%	7%	7%
	Neither agree or disagree	0%	17%	24%	15%	9%	12%	14%	18%	33%	18%	7%	8%
	Tend to agree	20%	8%	30%	8%	11%	22%	21%	19%	0%	23%	7%	24%
	Strongly agree	60%	25%	6%	23%	16%	8%	16%	21%	33%	18%	0%	41%
Parking in the local area has not been affected by the School Street	Strongly disagree	0%	0%	3%	8%	29%	9%	7%	15%	0%	8%	57%	24%
	Tend to disagree	0%	17%	3%	15%	18%	8%	13%	6%	0%	3%	14%	11%
	Don't know / Can't say	40%	42%	33%	46%	15%	42%	32%	22%	0%	31%	7%	17%
	Neither agree or disagree	40%	17%	18%	23%	9%	14%	14%	17%	33%	21%	7%	12%
	Tend to agree	0%	0%	33%	0%	16%	21%	20%	23%	33%	17%	7%	20%
	Strongly agree	20%	25%	9%	8%	12%	6%	14%	17%	33%	21%	7%	17%
Fewer cars are travelling in the area at school drop-off and pick-up times	Strongly disagree	0%	8%	18%	8%	27%	12%	7%	14%	33%	10%	79%	13%
	Tend to disagree	0%	8%	3%	0%	21%	22%	20%	4%	0%	12%	7%	12%
	Don't know / Can't say	20%	33%	21%	31%	12%	37%	23%	14%	0%	19%	7%	7%
	Neither agree or disagree	20%	8%	6%	15%	11%	12%	7%	8%	0%	8%	7%	8%
	Tend to agree	20%	17%	39%	23%	9%	12%	20%	24%	33%	22%	0%	18%
	Strongly agree	40%	25%	12%	23%	20%	6%	23%	36%	33%	30%	0%	42%
Cars are now travelling at slower speeds	Strongly disagree	0%	17%	6%	8%	25%	12%	5%	14%	0%	5%	29%	12%
	Tend to disagree	0%	8%	3%	0%	22%	17%	18%	14%	0%	8%	21%	11%
	Don't know / Can't say	40%	33%	18%	31%	11%	29%	27%	17%	0%	10%	7%	9%
	Neither agree or disagree	0%	17%	24%	15%	16%	21%	18%	22%	33%	23%	36%	16%
	Tend to agree	0%	17%	42%	23%	12%	12%	20%	21%	67%	33%	0%	26%
	Strongly agree	60%	8%	6%	23%	14%	10%	13%	13%	0%	22%	7%	26%
Traffic noise in the local area has reduced	Strongly disagree	0%	8%	6%	0%	19%	4%	5%	21%	0%	15%	43%	9%
	Tend to disagree	0%	17%	6%	0%	22%	12%	11%	5%	0%	11%	14%	3%
	Don't know / Can't say	40%	33%	30%	54%	14%	40%	30%	19%	0%	15%	7%	17%
	Neither agree or disagree	20%	25%	24%	31%	19%	24%	27%	14%	33%	24%	21%	20%
	Tend to agree	0%	8%	27%	8%	12%	14%	13%	26%	33%	21%	14%	24%
	Strongly agree	40%	8%	6%	8%	14%	6%	14%	15%	33%	15%	0%	28%
Drivers do not leave their engines	Strongly disagree	20%	8%	6%	0%	16%	8%	5%	15%	0%	10%	36%	8%
	Tend to disagree	0%	8%	9%	0%	16%	13%	14%	9%	0%	5%	7%	8%
	Don't know / Can't say	40%	33%	36%	46%	18%	44%	27%	29%	33%	29%	7%	20%

running when they are parked	Neither agree or disagree	20%	8%	15%	38%	20%	14%	16%	24%	0%	18%	14%	12%
	Tend to agree	20%	17%	27%	15%	16%	12%	18%	14%	33%	19%	14%	22%
	Strongly agree	0%	25%	6%	0%	13%	10%	20%	8%	33%	20%	21%	30%
I have seen more people walking and cycling at school drop-off and pick-up times	Strongly disagree	0%	17%	3%	8%	16%	3%	2%	10%	0%	4%	43%	5%
	Tend to disagree	0%	0%	12%	0%	13%	9%	2%	9%	0%	3%	14%	5%
	Don't know / Can't say	40%	33%	21%	38%	13%	32%	21%	18%	33%	17%	7%	7%
	Neither agree or disagree	0%	8%	15%	8%	18%	27%	25%	9%	0%	14%	14%	13%
Before the School Street was implemented there were parking and congestion issues related to the school	Tend to agree	20%	8%	39%	15%	25%	18%	30%	32%	33%	34%	7%	16%
	Strongly agree	40%	33%	9%	31%	15%	12%	20%	22%	33%	29%	14%	54%
	Strongly disagree	0%	0%	3%	8%	19%	5%	0%	9%	0%	1%	36%	4%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	Tend to disagree	0%	0%	0%	0%	11%	1%	7%	8%	0%	4%	14%	1%
	Don't know / Can't say	20%	33%	18%	46%	9%	38%	14%	19%	33%	13%	7%	9%
	Neither agree or disagree	0%	17%	15%	8%	14%	22%	4%	13%	0%	8%	14%	7%
	Tend to agree	20%	25%	36%	15%	25%	18%	25%	22%	33%	38%	21%	29%
	Strongly agree	60%	25%	27%	23%	22%	15%	50%	29%	33%	37%	7%	50%
	Strongly disagree	20%	0%	15%	8%	31%	8%	7%	19%	0%	13%	50%	16%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	Tend to disagree	0%	8%	6%	0%	12%	4%	13%	10%	33%	17%	0%	12%
	Don't know / Can't say	40%	42%	24%	38%	13%	37%	23%	21%	33%	14%	7%	13%
	Neither agree or disagree	0%	25%	36%	23%	20%	28%	32%	28%	0%	35%	29%	21%
	Tend to agree	20%	8%	9%	0%	14%	18%	16%	12%	0%	15%	7%	12%
	Strongly agree	20%	17%	9%	31%	11%	5%	9%	10%	33%	7%	7%	26%

Table 5. % agreement to statements on School Streets Scheme: Residents/Businesses

Statement	Sentiment regarding the Statement	Area										
		Berrymede	Derwentwater	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
Road safety on surrounding streets has improved	Strongly disagree	20%	27%	50%	35%	13%	29%	27%	33%	24%	52%	17%
	Tend to disagree	20%	18%	7%	18%	13%	3%	17%	0%	13%	13%	6%
	Don't know / Can't say	20%	18%	29%	13%	20%	24%	12%	22%	20%	17%	23%
	Neither agree or disagree	0%	18%	0%	7%	33%	21%	14%	22%	13%	4%	14%
	Tend to agree	0%	9%	0%	10%	13%	9%	15%	0%	9%	13%	11%
	Strongly agree	40%	9%	14%	18%	7%	15%	14%	22%	22%	0%	29%

Congestion on the surrounding streets has improved	Strongly disagree	20%	55%	71%	56%	20%	35%	42%	44%	39%	61%	17%
	Tend to disagree	20%	9%	0%	6%	40%	26%	14%	0%	7%	13%	11%
	Don't know / Can't say	20%	18%	14%	8%	13%	12%	13%	22%	20%	17%	23%
	Neither agree or disagree	0%	9%	0%	6%	7%	12%	11%	0%	17%	9%	11%
	Tend to agree	20%	0%	0%	11%	7%	6%	4%	11%	7%	0%	11%
	Strongly agree	20%	9%	14%	13%	13%	9%	15%	22%	11%	0%	26%
Parking in the local area has not been affected by the School Street	Strongly disagree	20%	18%	64%	50%	40%	38%	27%	33%	22%	61%	20%
	Tend to disagree	0%	9%	0%	8%	33%	21%	14%	11%	4%	9%	11%
	Don't know / Can't say	40%	27%	14%	15%	13%	15%	18%	22%	33%	17%	23%
	Neither agree or disagree	40%	18%	14%	10%	0%	18%	18%	11%	15%	0%	14%
	Tend to agree	0%	9%	0%	7%	7%	9%	12%	0%	9%	9%	6%
	Strongly agree	0%	18%	7%	10%	7%	0%	10%	22%	17%	4%	26%
Fewer cars are travelling in the area at school drop-off and pick-up times	Strongly disagree	0%	27%	64%	44%	20%	35%	24%	33%	24%	65%	11%
	Tend to disagree	40%	9%	7%	8%	47%	9%	6%	11%	9%	4%	9%
	Don't know / Can't say	20%	27%	14%	11%	13%	21%	18%	22%	30%	17%	17%
	Neither agree or disagree	0%	9%	7%	7%	13%	9%	14%	11%	4%	4%	20%
	Tend to agree	20%	18%	0%	19%	0%	12%	20%	0%	13%	4%	9%
	Strongly agree	20%	9%	7%	11%	7%	15%	16%	22%	20%	4%	34%
Cars are now travelling at slower speeds	Strongly disagree	0%	9%	36%	33%	7%	15%	23%	44%	17%	39%	9%
	Tend to disagree	20%	36%	14%	12%	47%	9%	21%	0%	7%	22%	14%
	Don't know / Can't say	20%	18%	21%	15%	13%	32%	15%	22%	24%	22%	11%
	Neither agree or disagree	0%	18%	14%	17%	7%	18%	18%	0%	17%	9%	23%
	Tend to agree	40%	18%	0%	7%	20%	21%	8%	0%	17%	4%	23%
	Strongly agree	20%	0%	14%	15%	7%	6%	13%	33%	17%	4%	20%
Traffic noise in the local area has reduced	Strongly disagree	20%	18%	64%	46%	27%	35%	29%	33%	33%	52%	9%
	Tend to disagree	0%	36%	7%	7%	27%	6%	15%	0%	9%	9%	11%
	Don't know / Can't say	40%	9%	14%	12%	20%	21%	9%	22%	22%	22%	11%
	Neither agree or disagree	0%	27%	0%	14%	13%	18%	20%	11%	22%	9%	20%
	Tend to agree	0%	9%	7%	6%	7%	9%	12%	11%	2%	9%	23%
	Strongly agree	40%	0%	7%	14%	7%	12%	14%	22%	13%	0%	26%
Drivers do not leave their engines running when they are parked	Strongly disagree	0%	18%	36%	30%	20%	26%	22%	0%	20%	48%	6%
	Tend to disagree	20%	18%	14%	7%	27%	6%	14%	11%	11%	4%	3%
	Don't know / Can't say	40%	27%	29%	29%	20%	32%	29%	33%	33%	26%	29%
	Neither agree or disagree	0%	27%	14%	17%	13%	18%	18%	33%	22%	17%	26%
	Tend to agree	20%	9%	0%	5%	13%	9%	7%	0%	2%	0%	14%
	Strongly agree	20%	0%	7%	13%	7%	9%	9%	22%	13%	4%	23%
	Strongly disagree	0%	18%	57%	37%	13%	18%	21%	11%	22%	39%	9%

I have seen more people walking and cycling at school drop-off and pick-up times	Tend to disagree	20%	36%	14%	10%	0%	15%	8%	0%	4%	9%	9%
	Don't know / Can't say	20%	9%	14%	17%	13%	21%	20%	44%	22%	22%	14%
	Neither agree or disagree	0%	18%	0%	7%	33%	18%	14%	22%	15%	4%	23%
	Tend to agree	40%	18%	7%	18%	33%	18%	20%	0%	17%	22%	6%
	Strongly agree	20%	0%	7%	12%	7%	12%	15%	22%	20%	4%	40%
Before the School Street was implemented there were parking and congestion issues related to the school	Strongly disagree	0%	0%	21%	19%	13%	15%	27%	22%	7%	17%	3%
	Tend to disagree	20%	0%	14%	14%	7%	9%	7%	0%	4%	4%	14%
	Don't know / Can't say	20%	18%	14%	15%	13%	15%	16%	22%	15%	22%	17%
	Neither agree or disagree	0%	45%	7%	11%	7%	18%	13%	11%	9%	13%	14%
	Tend to agree	20%	0%	14%	14%	13%	21%	15%	22%	26%	13%	11%
	Strongly agree	40%	36%	29%	26%	47%	24%	21%	22%	39%	30%	40%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	Strongly disagree	0%	18%	50%	49%	20%	24%	36%	33%	28%	43%	14%
	Tend to disagree	20%	18%	14%	13%	7%	3%	9%	11%	13%	4%	11%
	Don't know / Can't say	40%	18%	21%	15%	13%	29%	19%	44%	17%	35%	11%
	Neither agree or disagree	20%	27%	0%	10%	27%	18%	20%	0%	17%	4%	17%
	Tend to agree	20%	9%	7%	7%	27%	21%	8%	0%	9%	4%	20%
	Strongly agree	0%	9%	7%	6%	7%	6%	7%	11%	15%	9%	26%

2.8.3

2.9 Support for Schemes

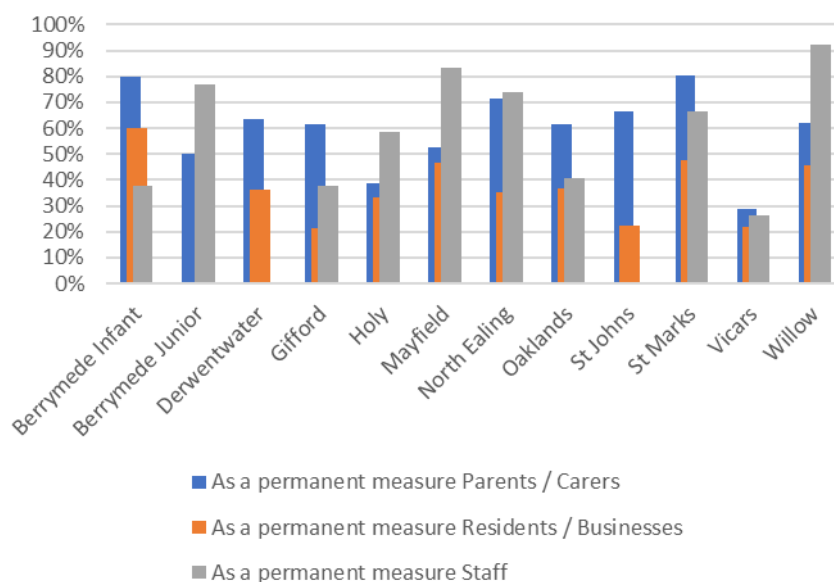
2.9.1 Respondents were asked if they agree with the scheme overall, whilst social distancing was still in place, and as a permanent measure. There was minor variation in response to each of these, with a general feel that two-third of parents/ carers were in favour of the scheme, around half of school staff and just a third of residents/ businesses.

Table 6. Percentage of Respondents who support the Schools Street Scheme

	Parents / Carers	Residents / Businesses	Staff
Overall School Streets Scheme	62%	33%	54%
Whilst Social Distancing is still in place	61%	36%	49%
As a permanent measure	60%	34%	49%

Some respondents did not answer this question, so have been recoded to 'don't know/can't say'

Figure 6. Percentage of Respondents support the scheme as a permanent measure



2.9.2 The tables below show full level of support by respondent type to the schemes. A small sample size for some schools/respondent groups should be noted.

Table 7. Percentage of Respondents who support the Schools Street Scheme: Parents/Carers

Support	Level of Support	Berrymede Infants	Berrymede Junior	Derwentwater	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
Overall Support for the Scheme	I don't support it	0%	0%	6%	8%	42%	6%	5%	14%	0%	5%	64%	20%
	No Opinion	20%	50%	24%	31%	16%	35%	18%	22%	33%	12%	14%	14%
	I support it	80%	50%	70%	62%	41%	59%	77%	64%	67%	83%	21%	66%
Support for the Scheme whilst Social Distancing remains in place	Strongly disagree	0%	0%	9%	8%	26%	3%	4%	9%	0%	3%	50%	9%
	Tend to disagree	0%	0%	0%	0%	6%	1%	5%	5%	0%	2%	7%	7%
	Don't know / Can't say	20%	33%	15%	38%	16%	29%	21%	21%	0%	11%	14%	12%
	Neither agree or disagree	0%	17%	9%	0%	12%	9%	7%	8%	0%	12%	0%	9%
	Tend to agree	0%	0%	24%	15%	14%	31%	20%	23%	67%	15%	21%	14%
	Strongly agree	80%	50%	42%	38%	26%	27%	43%	35%	33%	57%	7%	49%
Support for the Scheme as	Strongly disagree	0%	17%	6%	8%	28%	5%	2%	15%	0%	5%	57%	18%
	Tend to disagree	0%	0%	3%	0%	12%	4%	5%	3%	0%	4%	0%	3%

<u>a permanent measure</u>	Don't know / Can't say	20%	33%	15%	31%	13%	29%	14%	17%	0%	8%	14%	12%
	Neither agree or disagree	0%	0%	12%	0%	8%	9%	7%	4%	33%	3%	0%	5%
	Tend to agree	0%	8%	6%	8%	7%	26%	11%	17%	0%	11%	29%	17%
	Strongly agree	80%	42%	58%	54%	32%	27%	61%	45%	67%	69%	0%	45%

Table 8. Percentage of Respondents who support the Schools Street Scheme: Residents/Business

Support	Level of Support	Berrymede Infants & Junior	Derwentwater	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
Overall Support for the Scheme	I don't support it	20%	45%	57%	55%	27%	26%	42%	56%	33%	48%	20%
	No Opinion	20%	36%	21%	11%	27%	38%	17%	22%	15%	30%	31%
	I support it	60%	18%	21%	35%	47%	35%	41%	22%	52%	22%	49%
Support for the Scheme whilst Social Distancing remains in place	Strongly disagree	20%	27%	43%	42%	7%	21%	26%	22%	17%	30%	9%
	Tend to disagree	0%	0%	0%	8%	0%	6%	10%	33%	13%	0%	3%
	Don't know / Can't say	20%	9%	14%	12%	33%	24%	13%	22%	17%	26%	20%
	Neither agree or disagree	0%	18%	14%	12%	13%	15%	17%	0%	4%	17%	14%
	Tend to agree	40%	27%	0%	11%	20%	18%	17%	0%	15%	13%	26%
	Strongly agree	20%	18%	29%	15%	27%	18%	16%	22%	33%	13%	29%
Support for the Scheme as a permanent measure	Strongly disagree	20%	36%	57%	46%	13%	26%	36%	44%	30%	35%	14%
	Tend to disagree	0%	9%	0%	11%	13%	9%	6%	11%	7%	4%	11%
	Don't know / Can't say	20%	9%	14%	8%	20%	18%	10%	22%	13%	26%	20%
	Neither agree or disagree	0%	9%	7%	1%	7%	12%	11%	0%	2%	13%	9%
	Tend to agree	20%	18%	0%	11%	20%	15%	10%	0%	11%	9%	9%
	Strongly agree	40%	18%	21%	23%	27%	21%	27%	22%	37%	13%	37%

Table 9. Percentage of Respondents who support the Schools Street Scheme: Staff

Support	Level of Support	Berrymede Infants	Berrymede Junior	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
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Overall Support for the Scheme	I don't support it	13%	0%	0%	24%	0%	11%	22%	0%	26%	0%	13%
	No Opinion	25%	31%	50%	21%	17%	16%	33%	33%	26%	8%	25%
	I support it	63%	69%	50%	55%	83%	74%	44%	67%	47%	92%	63%
Support for the Scheme whilst Social Distancing remains in place	Strongly disagree	0%	0%	0%	14%	0%	0%	4%	0%	5%	0%	0%
	Tend to disagree	0%	0%	0%	0%	0%	16%	4%	0%	11%	3%	0%
	Don't know / Can't say	38%	23%	44%	17%	17%	11%	19%	33%	32%	16%	38%
	Neither agree or disagree	13%	15%	6%	14%	0%	11%	30%	11%	5%	8%	13%
	Tend to agree	25%	31%	13%	38%	25%	26%	19%	0%	26%	11%	25%
	Strongly agree	25%	31%	38%	17%	58%	37%	26%	56%	21%	63%	25%
Support for the Scheme as a permanent measure	Strongly disagree	0%	0%	0%	17%	0%	16%	11%	0%	21%	0%	0%
	Tend to disagree	0%	0%	0%	10%	0%	0%	11%	0%	11%	0%	0%
	Don't know / Can't say	38%	15%	38%	10%	17%	11%	15%	22%	32%	8%	38%
	Neither agree or disagree	25%	8%	25%	3%	0%	0%	22%	11%	11%	0%	25%
	Tend to agree	25%	38%	6%	38%	25%	37%	15%	11%	11%	24%	25%
	Strongly agree	13%	38%	31%	21%	58%	37%	26%	56%	16%	68%	13%

3. SCHOOL SUMMARIES

3.1 Berrymede Infant School

Scheme Overview

3.1.1 Located in Osborne Road, at the junction with Rosenburg Road, the barrier is positioned next to the Junior School and supports both the Infant and Juniors.

3.1.2 At the commencement of the scheme, due to major housing development works, the area at Osborne Road and Corbet Gardens leading from Bollo Bridge Road was cordoned off. This consequently led to hoarding directly outside the Osborne Road gate of Berrymede Infants, which made space for social distancing impossible.



3.1.3 These works concluded in early 2021, opening Corbet Gardens, and creating more space for families outside the Osborne Road gate of Berrymede Infants. This has resulted in a return to vehicular access in the immediate vicinity of both schools.

Data overview

3.1.4 Since the implementation of the School Street, 60% more parents/ carers have been encouraged to walk to/ from school, and 20% more have been encouraged to cycle to/ from school. 20% reported they are travelling to/ from school by car less. However, only 5 parents/carers responded to the survey. There was a high level of agreements from parents/carers on the aims of the scheme.

3.1.5 There is broadly positive response to the effects of the School Street, with 80% of parents/ carers agreeing that the scheme has improved road safety and congestion. Very few parents/carers expressed disagreement with the statements, with most who didn't agree remaining neutral. 20% strongly disagreed that "Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't". However, due to a small sample (5) it is difficult to draw conclusions from this data.

3.1.6 Overall, 80% of parents/ carers support the scheme being made permanent, with the remaining 20% stating 'don't know / can't say).

"Before the school street there were many instances of parents reversing and rushing to the school and nearly having accidents with myself, my children and other parents."

3.1.7 60% of residents/ businesses (5 respondents) were still in support of the scheme as a permanent measure, and 20% reported a shift to active modes, although had slightly lower levels of agreements with the statements.. Residents/businesses had a mixed view on the statements regarding the schemes; for example, 40% agreed that road safety had improved, whereas 40% disagreed, with the same proportions agreeing or disagreeing that congestion has improved.

- 3.1.8 Staff (8 responses) tended to be less positive about the scheme, with only 38% stating they would agree with it being made permanent, a lower proportion than at the neighbouring junior school (77%). Further comments received from staff also reflected this, with two staff members expressing the view that the school is not appropriate for the scheme;

"I do not feel our school (Berrymede Infant School) will benefit from this scheme as the school is situated surrounded by many housing estates and not near or on a main or busy road."

- 3.1.9 With school pupils (5 responses), levels travelling by active travel modes, and by car, have remained stable and car use has decreased from 10.7% to 8.3%.

Recommendations

- **Continue scheme** due to high level of support from community, although small sample sizes should be noted and further monitoring is recommended;
- **Road safety training for children;** and
- Work with school staff to discuss reasons for dissatisfaction with scheme.

3.2 Berrymede Junior School

Scheme Summary



Located in Osborne Road, at the junction with Rosenburg Road, the barrier is positioned next to the Junior School and supports both Infant and Junior.

Data Overview

- 3.2.1 Berrymede Junior School had a relatively low volume of responses from the community. However, half of parents/ carers (6) reported they were walking more, and 17% cycling more. A quarter also reported travelling by car less.
- 3.2.2 Up to half of the parents/ carers that respondents agreed with the statements about the scheme, with half agreeing that road safety and congestion/parking issues had improved, and the remainder respondent neutrally. It should be noted the response had a small sample size (12).
- 3.2.3 Half of parent/ carers were in support of the scheme as a permanent measure (with the majority of the remainder 'don't know / can't say'), and 77% of staff.
- 3.2.4 Responses from pupils were mostly positive with 63% more now in agreement it is easy to walk, scoot or cycle to school, and 58% agreeing they can now hear clearly on the way to

school to chat. This is also reflected in open responses comments, with 27 positive comments on safety, and 13 on being able to chat with friends/family on their school journey.

"...I am able to walk to school and breath fresh air and hear peace and quiet."

"I've started to walk to school by myself feeling safer than usual."

3.2.5 Around half of the 13 school staff that responded agreed that 'road safety on surrounding streets had improved' and that 'congestion on the surrounding streets had improved'. 77% of staff supported the scheme as a perment measure.

"I feel that it has been extremely effective in reducing traffic and increasing safety around the school"

3.2.6 There were no resident/ business responses to this survey; however we can assume that the responses (5) for Berrymede Infant School are applicable here, of which 60% supported the permanent implementation of the scheme.

Recommendations

- **Continue scheme** on basis of overall positive response across infant/ junior sites although small sample sizes should be noted and further monitoring is recommended;;
- **Road safety training for children;** and
- Improve engagement with junior school community.

3.3 Derwentwater Primary School

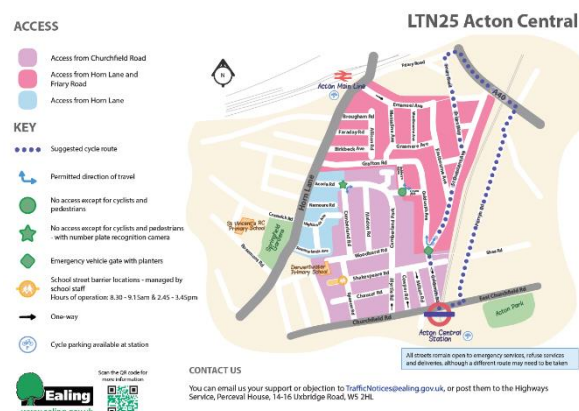
Scheme Overview

3.3.1 A small section of Shakespeare Road was suitable for the closure. It is a no-through section, leading only to the school. Parents previously turned into this section of Shakespeare Road to drop or collect children, often doing u-turns or reversing when busy with families and small children. The closure will look to reduce most of this behaviour.



3.3.2 The closure is managed by school staff. Only a small number of residents and one business are within the area. The school has two entrances.

3.3.3 The scheme is within Ealing's LTN25 'Acton Central' with vehicular access to the area via Churchfield Road only.



Data Overview

3.3.4 Amongst parents/ carers that responded to the survey (33), 12% stated the measures had encouraged them to walk more, and 18% to cycle more and 6% stated it had encouraged them to use the car less. 64% agreed that before

the School Street was implemented there were parking and congestion issues related to the school. Now, 58% agree that road safety has improved, with 18% in disagreement. None of the statement received more than 20% of respondents in disagreement.

3.3.5 Overall 64% of parents/ carers support the permanent introduction of the scheme; 9% were against it.

3.3.6 Although no STARS data is available, the pupil survey (91 responses) showed an improvement in ability to walk scoot or cycle to school was noted by more than half of the respondents (53%) albeit a decrease in the ability to safely cross outside of school (-11%). A decrease in noise was noted by 38% of children alongside 3% noticing improved air quality. Most importantly 39% of children felt safe travelling to school on their own after implementation. 65 positive comments regarding their journey to school were received; 20 related to being able to travel and socialise with friends/family on their journey, and 14 were about safety.

“There is no more cars outside of the school gate anymore, I can hear my friends more clearly instead of hearing car engines starting!”

“I don't have to wait for the cars to move and I feel a lot safer.”

3.3.7 26 negative comments were received from pupils, 9 of which related to cars and traffic, and 8 to air pollution in general.

3.3.8 Of the residents/ business responding (11), 36% support the scheme becoming permanent, whereas 45% were against it. 18% agree it improves road safety and 9% agree it has improved congestion, suggested limited acceptance in the wider community. In contrast to parents/ carers, just 36% agreed there were previous parking and congestion issues related to the school.

Recommendations

- Continue scheme, as limited impact on wider community and positive impact on parents/ carers and pupils.

3.4 Gifford Primary School

Scheme Overview

3.4.1 Gifford Primary School is located to the rear of a densely populated residential area. The school had expressed concerns about the increase in through traffic from the Rectory Park Avenue development. They requested this short closure zone to stop this traffic and improve safety for their pupils.



3.4.2 Due to objections and difficulties from the wider school community, the scheme is being withdrawn in May 2021.

Data Overview

3.4.3 Amongst parents and carers (13 responses), there is a clear shift of individuals who are willing to use more sustainable methods away from cars, with 38% willing to walk and 8% willing to cycle more often. Respondents were less supportive of the statements regarding the scheme, than is seen at other schools, although 46% agreed safety has improved (and only 8% in disagreement), and 46% agree that walking/ cycling levels have improved. However, only 8% agreed that ‘Parking in the local area has not been affected by the School Street’, and 23% disagree that ‘congestion in the surrounding streets has improved’. Despite this, 63% of parents/ carers supported the scheme becoming permanent; only 8% disagreed.

Support for the Scheme as a permanent measure	Strongly disagree	8%
	Tend to disagree	0%
	Don't know / Can't say	31%
	Neither agree or disagree	0%
	Tend to agree	8%
	Strongly agree	54%

3.4.4

3.4.5 Of the 10 further comments that were provided on the scheme, 8 were positive, with two wanting the scheme extended further:

“I think this is much safer for children and puts parents mind at ease especially when they are allowed to walk home alone. I think it should be extended and all roads leading to the school should be blocked off at school drop off and pick up times”

3.4.6 However, responses from residents/ businesses (14) were less positive. There is relatively low support for the statements, with little seeing much improvement as a result of the School Streets scheme, for example, 14% felt congestion had improved. 38% supported the scheme becoming permanent, whereas 57% strongly disagreed. In comments provided, safety concerns (parked vehicles) on Casey Avenue and Rectory Park Avenue were raised, as well as lack of consideration for residents:

“I don't want this scheme, the residents who live on (and pay rent & council tax for this street) should be supported. This scheme needs to be scrapped. And instead there should be a restriction on non residents parking in the area during school pick times (this should be enforced) that would ease the congestion and problems”

3.4.7 In addition, congestion on Court Mead Road, Casey Avenue and Rectory Park were also raised, with one suggesting a one-way system, and three respondents suggesting a resident permit scheme.

3.4.8 Despite this, some positive feedback was given;

“The scheme is working and the school and community seem to be really happy with the scheme. Talking to neighbours this scheme has provided peace of mind and limits the amount of traffic and pollution in the air. Our street has been used as a race for cars to avoid traffic on the main road. No more.”

3.4.9 The scheme received the most support from staff (16 responses), with 77% supporting its permanent implementation.

Recommendations

- Discontinue scheme as planned;
- If scheme is to continue:
 - consider options to alleviate congestion on Casey Avenue and Rectory Park through traffic controls, such as a one-way system or enforcement for parking; and
 - carry out further phase of monitoring.
- Road safety training for children.

3.5 Holy Family Catholic Primary School

Scheme Overview

3.5.1 Holy Family met the criteria for a STARS school and were invited to submit an Expression of Interest due to the to traffic volume associated with rat run vehicles avoiding sections of the North Circular/ Western Avenue, and illegal parking by parents dropping children off. The School Street Scheme location, Vale Lane, uses two barriers managed by parent volunteers.



3.5.2 The school has a wider catchment than others in Ealing, with a quarter living over 1 mile away.

Data Overview

3.5.3 Of the parent/ carers that responded (85), 14% reported using the car less, 27% walking more and 16% cycling more. Reasons given in open response for mode choice include 'traffic in surrounding areas has increased' (5 comments) and 'difficulties using active modes due to circumstances' e.g. distance, work, other drop-off/ pick-ups (5 comments).

3.5.4 Similarly, agreement with the statements regarding School Streets was comparatively low, although 47% agreed that 'before the School Street was implemented there were parking and congestion issues related to the school' and 40% agreed more people appeared to be walking and cycling. 45% disagreed that 'road safety on surrounding streets had improved' and 52% disagreed that 'congestion in surrounding streets had improved'. Further comments on the statements included traffic displacement (9 comments) with several references to Boileau Road:

"Closing Hanger Vale Lane simply pushes the problem of parked cars and traffic to other areas. As Hanger Vale Lane is one of two routes from the Hanger Hill Estate to Queens Drive all the diverted traffic now goes via Boileau Road."

3.5.5 Overall, a moderate 39% of parents/ carers supported the permanent implementation of the scheme, and a similar proportion were against the scheme (40%). Many parents provided further comments on their views, of which 11 mentioned concerns the scheme was difficult to enforce with volunteers, and 17 stated they wanted to see the scheme backed by law enforcement or the council:

“This is a great scheme, however it is dependent on parents being able to volunteer which isn’t always possible. Also, some motorists are very aggressive and this put parents and children at risk. It would be great to get some help from the local council to man the barriers.”

3.5.6 59% of school staff (29 responses) supported the scheme as a permanent measure and 10% reported travelling to school by car less. Around half of school staff agreed that it improved vehicle speeds, addressed parking and congestion issues, improved safety, and that more people were walking and cycling. Staff comments also mentioned the need for formal enforcement.

3.5.7 Amongst residents/ business that responded (84), 33% supported it as a permanent measure, whereas 57% were in disagreement. They largely agreed with the aims of the scheme, 4% believed that the scheme would have a positive impact on their individual households, 12% on their visitors and 11% on delivery drivers. Mirroring the views of parents/carers, 53% of respondents disagreed that ‘road safety on surrounding streets had improved’ and 62% disagreed that ‘congestion on surrounding streets had improved’. 40% did agree that ‘before the School Street was implemented, there were parking and congestion issues related to the school’, suggestion measures to alleviate these issues would be welcome, although the School Street is not currently achieving this.

3.5.8 There were 67 negative further comments on the statements, with 13 highlighting congestion, (9) traffic displacement, (9) inconsiderate parking, and (7) increased journey times. Only 9 positive comments were received.

“Massive traffic issues of cars being diverted to already busy or narrow streets (eg Boileau Road). This is leading to stress and tension and aggressive attitude to people who use the school as well as the kids”

“There are no parking space left on our street and cars are constantly illegally parking on pavement and on both sides of the road.”

3.5.9 Some (6) of the further comments mirrored of that parents, that the scheme should be backed by law enforcement or council. A similar number (6) wanted to see better road markings and signage around the scheme, and some were concerned about the issues being displaced:

“You have now moved the traffic issues to an area of the street where it is more densely residential than along Vale Lane between the roundabout and the bollards.”

Boileau Road was also raised as a concern (mentioned on 14 occasions) - two residents noted it was inappropriate for the closure point to be directly outside of the GP surgery, and others were concerned about the junction and traffic/parking displacement.

3.5.10 A positive impact on children’s views of the area and mode choice was observed. 34 students made comments relating to improved safety, when asked about something good about their journey, and 10 regarding the cleaner air.

“I am able to walk across the road and feel safe, because before there was loads of cars trying to get a place to park , which was blocking the roads.”

3.5.11 LBE also initially observed that pupils and parents have been walking along the road within the scheme rather than pavement. As the scheme is low traffic not no traffic, the school has been advised to raise awareness of road safety and have been sent appropriate resources.

3.5.12 17 comments were made saying how it is harder to park/ travel by car and difficulties experienced by their parents. A number of children pointed out the angry/ aggressive nature of adult behaviour in relation to the scheme.

“Cars make noises trying to get through the barriers at the end of the roads and sometimes drivers are aggressive towards people who are trying to implement safer streets schemes.”

3.5.13 The school has a larger-than average proportion of pupils travelling from over one mile away (22%).

Recommendation

- Due to a varied response from the community, maintain scheme for remainder of school year before re-reviewing with the school to assess aims.
- Investigate options for more formal enforcement and;
- Road safety training for children..

- Boileau Road GP surgery is outside of the School Street zone, therefore outside the evaluation criteria for this report. However, given comments received SYSTRA would recommend LBE continue dialogue with the surgery and consider scheme options as part of non-School Street based delivery

3.6 Mayfield Primary School

Scheme Overview

3.6.1 A TfL STARS gold accredited school, they have delivered a variety of work promoting active travel, but poor and dangerous parking remains a problem.

3.6.2 The scheme was implemented on the no-through road to the school. While the scheme is working well, there is displaced parking and pavement congestion observed.



Data Overview

3.6.3 Data from parents/ carers (78 responses) show a good level of mode change; 24% report walking more, 14% report cycling more and 22% report driving less and there is universal high agreement with the aims. A third agree that the scheme has improved safety (38%) and congestion (30%). A quarter disagreed that congestion has improved. A third agreed that ‘before the School Street was implemented there were parking and congestion issues related to the school’. Just over half, 53% support the scheme being permanent; only 9% against. In comments provided, 3 felt that the scheme was too limited to be of benefit, and should be extended, whereas others highlighted the displacement of traffic and parking (recognising the wider LTN):

"It should be extended to more of High Lane - the congestion has just moved further down the road"

3.6.4 A parent requested support for women who wish to cycle with their small children; it was arranged for the LBE cycle training provider to enable this support.

3.6.5 There was little reported mode shift amongst children (93 responses), although there were 13 positive comments on safety and 11 on sharing their journey with family or friends. 8 provided negative comments about cars and traffic, suggesting the scheme is seen positively by pupils.

3.6.6 47% of residents (15 responses) were in support of the scheme being permanent, and a small proportion, 26%, against it; with some increases in walking and cycling reported too. 13% agreed that 'parking in the local area has not been affected by the School Street' and 7% agreed that 'Less cars are travelling in the area at school drop off and pick up times', highlighting the previously raised issue of displaced parking. Few agreed that congestion or road safety had improved (20% each). Further comments provided by residents raised issues with accessibility to the area, but there were also a good balance of positive comments.

"I like the idea of the school street but you should made amendments for your elderly and disabled residents."

3.6.7 LBA have reported that parking on double yellow lines, zebra crossing zig zags has always been an issue and the scheme does not address this. There is also pedestrian congestion, outside the school's main entrance.

3.6.8 83% of staff (12 responses) were in support of the scheme.

"It is such a positive move - it has carried on the campaign we have in school to encourage sustainable travel and street safety - please can we carry it on!"

"The manning of the boundary is quite labour-intensive but does deter vehicles entering the immediate area around our school."

3.6.9 Most significantly 67% of those staff who responded noted that there was school related parking and congestion issues prior to the School Street being implemented. It was also noted by 67% of individuals that road safety had increased as a result of the School Street. 50% noticed lower car speeds, and that car parking in the local area wasn't affected by the School Street.

3.6.10 Staff did highlight some concerns but also noted they are actively trying to address poor driver behaviour themselves. One asked that a barrier around the zig-zag lines and zebra crossing be included, one noted that the corner of Mayfield Gardens and High Lane can still be a hot-spot for risky driving and parking, and one highlighted buses turning outside the school *"Buses have to reverse and go up the pavement by school. Is it possible to tweak their times so there is less crossover near the school."*

Recommendation

- Continue scheme due to levels of support;
- Continue working closely with school on issues of displaced parking and poor driver behaviour;

- Review the issue with bus manoeuvres;
- Road safety training for children; and
- Consider extending scheme to wider area.

3.7 North Ealing Primary School

Scheme Overview

- 3.7.1 The school identified parking issues at two entrances but the main road entrance is not suited to the scheme. The School Street location (currently a temporary entrance to enable social distancing) is a no-through road where the school has experienced many parent parking and congestion issues.



Data Overview

Data from parents/ carers (56 responses) show an excellent level of mode change; 30% report walking more, 18% report cycling more and 30% report driving less. A number commented they have not changed mode as they already use sustainable modes. A significant percentage (75%) noticed that congestion and parking were issues in the local area prior to the implementation and 38% noted an improvement in conditions after implementation. Over a third, 36%, 'strongly agree' that road safety has improved and a further 25% 'agree'. 71% of parents/ carers support the scheme as a permanent measure, with only 7% against. 8 parents/ carers mentioned the difficulties of enforcement and/ or the need for more formal enforcement (LBE previously were made aware that the Steward Training had not been undertaken by all volunteers). Some mentioned the timing/ inconsistency of the barrier (removed at exactly 3.15, meaning some parents wait and go through then, and others that drive down Curzon Road to check if it is open or not).

"I know this will be tricky but the scheme needs to be maintained and enforced by the council - not parents teachers or local community who just receive abuse when challenging offenders."

Parents/ carers also made suggestions including to include Curzon Road, and to make Selby Road one-way. In addition, some very positive comments (7) were given, such as:

"We need to look at the long term, far-reaching benefits of making our streets safer for kids to walk and ride to school. It means a new generation will be more physically active than the current, which will have positive effects on overall health, which will mean less burden on the NHS. The physical, emotional and well being benefits of safer streets encourages kids to ride and walk to school (vs being dropped off) - and we should have their needs at the center of our considerations."

Amongst resident/ business respondents (34 responses), 35% support the scheme as a permanent measure and 35% are against, 15% agree that local congestion has improved and 24% agree that road safety has improved. 44% agreed that before implementation, there were parking and congestion issues related to the school. Six comments expressed difficulties with access, with reference to deliveries and tradespeople, as well as commuting and seven had concerns about road safety;

"I am unable to get to my work on time due to the constant delays caused by the parents and children of this school, which is unfair on both myself and my patients."

"Parents continue to try to drop off as close to school as possible, parking anywhere on Curzon Road, blocking driveways and passing points, and many occasions making the road impassable. The road is now more dangerous for pedestrians and especially cyclists. To solve simply close the south end of Curzon Road at the junction of Pitshanger Lane."

- 3.7.2 19 respondents gave further comments to elaborate on their response, 5 of which note inconsiderate parking from parents.

"Although I agree it is having a knock on effect on the other surrounding roads. This scheme has its benefits but sadly it appears that parents have remain determined to still drive as near as possible to school to drop children off so the problem/issues have simply been moved further away for the immediate school entrances."

- 3.7.3 Pupils (94 responses) gave 62 positive comments about the scheme;

"I could hear my friends more loudly and could take part in chatting with them!"

- 3.7.4 Staff (19 responses) also gave a mostly positive response, with 74% supporting it as a permanent measure, and just over a third agreeing it improved road safety and congestion. Over half agreed that more people were walking and cycling. Open response comments asked for better support from Councillors and felt the scheme was putting them in a difficult position.

Recommendation

- Continue scheme based on positive behaviour change;
- Ensure timings of barrier are consistent and appropriate;
- Road safety training for children;
- Clarify with school if / when the current temporary Woodbury Park entrance will close, and ensure the impact on the wider scheme is considered;
- Confirm that LBR Steward Training has taken place;
- Consider communication to ensure parents regarding parking responsibility; and
- Further investigate raised issues such as Curzon Road and access for deliveries/ services for residents.

3.8 Oaklands Primary School

Scheme Overview

3.8.1 Oaklands Primary School experiences parking issues surrounding their school, pavement parking for residents leaving narrow pavement widths. The scheme, part of LTN21, included a one-way to enable delivery of the School Street in the narrow road where pavement parking left little space for pedestrians, especially those who use mobility aids or buggies. The scheme involves one stewarded barrier at the intersection of Cumberland Road and Manton Avenue. Entry onto Oaklands Road is now via Cumberland Road. Both Oaklands and Cumberland Roads are cycle contraflows. There is an emergency services gate style modal filter at intersection of Oaklands and Cumberland Roads. The initial ETO was remade to include change of times and a contraflow for cyclists. New signage was installed in line with the new ETO.



3.8.2 The scheme is stewarded by volunteers. Initially, the scheme commenced in mornings only, as volunteer numbers increased, afternoons were also added. Volunteers remain a huge issue as numbers fluctuate regularly. Long term sustainability remains a concern of the school leadership.

Data Overview

3.8.3 Data from parents/ carers (78 responses) show a good level of mode change; 21% report walking more, 21% reported cycling more (the highest of all schools) and 22% report driving less, and a high level of support for all of the aims of the scheme. A mix of comments were received::

“All of the aims that I have marked as Extremely Important are actually being made worse by the School Streets Programme.”

3.8.4 60% agree that road safety has improved (with 18% in disagreement) and 40% agree that congestion has improved (with 27% in disagreement). 51% agreed ‘before the School Street was implemented there were parking and congestion issues related to the school’.

3.8.5 Overall, 62% support the scheme as a permanent measure, and 18% are against it.

“It’s great the kids feel safe to cycle and walk to school without fear of car traffic”

3.8.6 Others had concerns about traffic, specifically cars/ delivery vans using the corner of Oaklands at inappropriately fast speeds, and cyclists in the middle of the road beside the contraflow lane. One was concerned about poor road markings outside the school. Three parents/ carers also raised issue of traffic on Boston Road, with one suggesting a crossing guard. One highlighted the nursery on Oaklands Road exacerbating the issues.

“The traffic on Boston Road is the biggest problem and danger to our children’s health and the school street does nothing to resolve that.”

3.8.7 Residents/businesses (98 responses) showed a lower impact on mode of travel, with 37% supporting the permanent introduction of the scheme and 42% against that. 42% stated they did not support the scheme more generally. 19% agreed that congestion has improved –

although 56% were in disagreement with this. Although 29% agree that road safety had improved, 44% disagreed. 37% agreed there were issues prior to the implementation of the School Street. Further comments on these statements highlighted 53 negative comments, including 19 related to access.

"I don't mind the one way and the road being closed to school drop offs but residents should be allowed to book or give a pass to their visitors."

"The implementation of this scheme has offered no benefits whatsoever to myself, visitors or delivery drivers; quite the reverse. "

- 3.8.8 Of the 59 further comments received from resident/ business respondents on their general views on the scheme, 23 were negative; 10 of which appealing for the scheme to be removed, and a further 9 general negative comments, including highlighting the inconvenience and unnecessarily authoritarian nature of the scheme. Others highlighted concerns about its implementation:

"I ticked "I don't support" on question 11 because the scheme has not been implemented properly with parents and staff of the school. The sign used hints that it is a pedestrian street, so people walk in the middle of the road and let their children run around. This is giving them a false sense of security around cars. I cannot support a scheme implemented in this way. If the implementation is reviewed/ improved, I would change my mind."

Five resident/ business respondents highlighted a need for measures to ensure residents/ businesses can receive deliveries *"I would like the scheme to be removed. However, if it is kept in place it should be changed to allow access for all deliveries and services for residents."*

- 3.8.9 6 positive further comments were received:

"We just feel that early resistance by some to school streets closures (and the LTNs for that matter) is because the idea is new. People have become entrenched into past bad habits and change (albeit positive) can be unsettling for them, However we are positive that once the schemes are stabilised over the years people accept and adapt their behaviour and appreciate the benefits for their health in the future. Keep going school streets people, your doing well!!"

"As school street residents we have noticed a dramatic change in the surrounding atmosphere, no longer smelling of heavy petrol fumes and we can hear the birds tweeting! We also note a substantial shift in residents taking pride in and caring for our street with spring bulbs being planted under the roads trees. These have been bursting into life this season and we notice the children enjoying the new foliage. Our neighbours child picked a daffodil to give to her teacher one morning which was very endearing "

- 3.8.10 Mode share amongst pupils (STARS) has remained stable for walking, with an increase in scooting and a decrease in car use. 110 pupils, from 132 respondents, gave positive comments about their journey to school, in particular being able to travel and chat with family/friends (22 comments) (often due to the lower noise level):

"It has been calm and peaceful and there has been barely any cars so we could hear each other."

3.8.11 12 pupils gave comments regarding health, exercise and being able to use active modes. 22 were generally positive about the scheme.

3.8.12 Amongst staff (27 responses), 11% are encouraged to walk more, and 7% to cycle more. Staff showed high levels of agreement with the aims of the scheme. Road safety, congestion and road speed have been observed as improving as a result of the scheme. An increase of active travel has been observed by 52% of individuals. 52% also observed congestion and parking issues related to the school prior to the implementation of the scheme.

41% of staff support the measure permanently. Further comments included a need for staff permits (3 comments), and 10 voiced concerns about the scheme, including congestion, driver behaviour, lack of social distancing and difficult to enforce.

The scheme also includes a one-way system; 68% of parents were in support of this, and 38% of residents/ businesses.

Recommendation

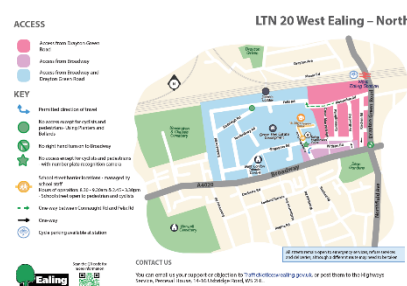
- Continue scheme, particularly due to increase in cycling levels and parent/ carer support;
- Road safety training for children;
- Review noted traffic issues on Boston Road; and
- Review situation with volunteer stewards and enforcement.

3.9 St John's Primary School

Scheme Overview

3.9.1 St John's main school entrance is on a short cul-de-sac. The barrier is placed across the entrance to the cul-de-sac, adjacent to a wide section of Singapore Road. School Caretakers manage the barrier.

3.9.2 The scheme is within LTN20 (West Ealing) close to a modal filter. Vehicular access to the area is via Drayton Green Road only,



Data Overview

3.9.3 There was limited responses from the school community and as such data should be considered with caution. Of the few (3) parents that responded, two were in favour of it becoming permanent. Nine resident/ business responses were received; 22% were in favour of it becoming a permanent measure, with 55% against. One further comment stated that signage was not clear enough.

3.9.4 STARS data shows an increase in walking amongst pupils, from 45.6% in 2019 to 53.9% in 2021. Likewise, cycling has increase from 1.3% to 2.2%. Car mode share has decreased from 21.9% to 16.3%.

3.9.5 Some concerns were raised by the school in liaison with LBE:

- Parking on single yellow lines; and
- Dropping off close to barrier (u-turns).

Recommendation

- Limited data from which to draw conclusions; however mode shift has been positive.
- School Travel team has been made aware of some poor parking/ drop-off behaviour.
- Review overall scheme design due to reported safety concerns raised by school and lack of response rate to assess extent of issue.
- Road safety training for children;
- Maintain but requiring a further round of monitoring set against any scheme changes.

3.10 St Mark's Primary School

Scheme Overview

3.10.1 St Mark's Primary School has three stewarded barriers:

- Green Lane at the intersection of Lower Boston Road;
- Green Lane north of the intersection of Churchfield Road; and
- Bishops Road north of the intersection with Bostonthorpe Road.

3.10.2 The barriers are managed by a combination of school staff and volunteers. The school commenced the scheme with mornings only but has managed to secure sufficient volunteers in conjunction with the caretaker to manage the barriers in the morning and afternoon since lockdown 3, March 2021. Long term sustainability remains a concern of the school leadership.



3.10.3 The pavements are very narrow making social distancing impossible without walking on the road. Cars are parked on both sides of the road. Bostonthorpe Road is a known cut through to avoid peak hours congestion on Lower Boston Road, adding to the issues of parents driving children to school. These closures prevent this cut through exiting from Green Lane near the school.

Data Overview

3.10.4 This school received a high volume of responses to the surveys. 30% of parent/ carers (101 responses) reported they were encouraged to walk more and 20% cycle more. Of the comments provided, 13 noted they already used active modes to school and 11 felt it had improved safety and therefore influenced their mode choice.

"I also bought a scooter and we are riding to school with my son together, safely."

"We live one road away so would never do anything but walk. We do now allow our 9 year olds to walk on their own, rather than accompanying them."

"It has made us leave earlier and go the longer way to school because it is more pleasant. This means my daughter often meets her friends on the way and it's a great start to the day!"

3.10.5 64% agreed that road safety had improved, and 41% congestion. Over half (51%) agreed there were less cars in this area and 74% agreed that before the School Street was implemented there were parking and congestion issues related to the school. 80% of parent/ carer respondents support the scheme as a permanent measure. Of those that provided further comments (56), one was negative, and the others were positive, or highlighting concerns or suggestions. 14 of the total comments expressed that the scheme improved safety:

"The road being closed is brilliant, its so much more child friendly than before".

3.10.6 The issue of timing and enforcement was raised on 8 occasions, mirroring comments at other schools, including:

"Sometimes they open the street closure before all classes are out and once or twice my children were in danger because they assumed it was still closed! This needs to be monitored more carefully and times need to be more strict."

3.10.7 Further to this, LBE observed that as soon as the barriers were removed, through traffic came up Green Lane via Bishops Road; immediately 5 vehicles came through, followed by a further 5 in a short space of time.

3.10.8 Another concern (7 comments) included Lower/ Upper Boston Manor Road/ Boston Road, and the volume of traffic there. One felt the signage for motorists needs to be improved. (i.e.: at the junction of Boston Road/St Marks Road).

"I can see the school streets scheme is great if you live in Old Hanwell. But if you're coming from the other side of Uxbridge Road it really doesn't help at all. The number one improvement for my walk to school would be some kind of improvement to Lower Boston Road"

3.10.9 Residents/ businesses (46 responses) were slightly less positive about the scheme, with 48% supporting it as a permanent measure, and 37% against and all agreed with the aims. 30% felt road safety had improved. Similar to parents/ carers, 65% agreed that before the School Street was implemented there were parking and congestion issues related to the school. In further comments regarding the statements, the following types were received:

Comment	No.
Difficulties with access	6
Congestion	6
Negative environmental impact (pollution)	3
Traffic displacement	2
Unspecified	2
Driver frustration/ road rage	2

Reduced road safety - general	1
Inconsiderate parking	1
Reduced road safety (impact on pedestrians)	1
Increased speeding	1
Reduced parking available	1
Improve sign placement/ sign is poor	1

- 3.10.10 Of the nine staff that responded, a third support the scheme as a permanent measure (67%). Staff agreed that road safety has improved (89%) and 56% feel congestion has improved.
- 3.10.11 All respondent groups were in agreement that before the School Street was implemented there were parking and congestion issues related to the school.
- 3.10.12 STARS data shows a positive move to walking (61.3% in 2019 compared to 72.9% in 2021), and cycling (3.8% to 6.9%). Car use has decreased significantly; 12.4% to 1.7%, the biggest drop in car mode share across the schools. Pupils provided 60 positive comments about their journey to school, of which 17 related to being able to socialise with friends and family on the way to school, and 12 related to safety. 16 negative comments were received about their journey to school, of which 6 related to air pollution.

Recommendation

- Continue scheme due to positive mode shift and community support, in particular parents/ carers;
- Ensure barrier goes up / down at designated times for road safety;
- Road safety training for children; and
- Review enforcement and management.

3.11 Vicar's Green Primary School

Scheme Overview

3.11.1 A one-way was introduced to enable the scheme to be delivered by the school. This initially caused issues with cars entering the road at the no-entry point and residents driving in the wrong direction. Additional no entry road markings and signage were put in place. The one way is a cycle contraflow and is signed accordingly.



3.11.2 During an observation visit four weeks into the scheme, it was noted that cars were entering the scheme prior to operational hours to secure a parking space outside the school; outside the scheme area, cars were parking in any available space, regardless of whether it was double yellow lines, kerb/ pavement etc. When available, CEO enforcement has helped reduce this. The issues with this kind of poor parking appears to have lessened over time.

Data Overview

3.11.3 14 responses were received from parents/ carers, and of those, 14% said they had been encouraged to walk more and 7% to cycle more. 14% stated it had encouraged them to drive less, with cycling decreasing slightly. Walking has remained relatively unchanged. Comments from parents regarding mode choice were varied, with some highlighting difficulties when there is no choice but to use the car due to work or other responsibilities.

"This is scheme will only make dropping off and picking up kids more stressful for parents who can not walk to school because of so many reasons."

3.11.4 In the pupil survey, pupils were largely positive and gave 68 positive comments about their journey to school, such as:

"It was very nice to go scooting to school and breathing in the fresh air. I like scooting, walking and cycling best!"

3.11.5 Children also gave 57 negative comments about their journey, of which 22 referenced cars and traffic in the area generally;

"I do not like the congestion on the other entries to our school. It is more unsafe to cross the road there because of all of the cars that are piled up since the other road is not in use."

"There are lots of traffic and its really loud when people use there horn and little kids run of near the road a parents run after them worried."

3.11.6 Parents/ carers largely agree with the aims of the scheme, 7% agreed that road safety has improved and only 7% agree congestion has improved.

3.11.7 No parent/ carer respondents agreed that less cars are travelling to the area. 29% agreed that before the School Street was implemented there were parking and congestion issues related to the school. However, 57% 'strongly disagree' that road safety on surrounding streets had improved, and a further 14% selected 'disagree'. Likewise, 64% 'strongly disagree; that congestion on surrounding streets has improved, and a further 14% 'disagree'.

3.11.8 As a result, 29% agree with making the measures permanent, compared to 57% who 'strongly disagree'. The majority, 64% stated they do not support it. Of the further comments provided, none were positive; with three expressing the negative impact on local congestion. Two highlighted safety concerns about the layout, and cars making dangerous manoeuvres:

"The situation around vicars green has become even worse and the one way system is not a full one way system, it stops mid-way and is very dangerous with people stopping and reversing before the no entry sign. It is a miracle that no major accident has happened"

3.11.9 Residents/ businesses (35 responses) also responded relatively negatively to the statements about the scheme, with 14% agreeing it had improved road safety and none agreed it improved congestion. 43% agreed there was a problem prior to the scheme being implemented. Few agreed that traffic volume or speeds had reduced.

3.11.10 Regarding the one-way system, 17% agree it should remain in place, and 22% support the School Street as a permanent measure, compared to 39% against it.

3.11.11 Further comments provided included inconsiderate parking from parents (6) and road safety reducing:

“Road safety in May Gardens, Lilly Gardens has worsened. Parents park wherever they can; across driveways, on double yellow lines, on corners, on the pavement, sometimes in people’s drive ways.”

3.11.12 A number of residents gave detailed information about the scheme negatively affecting their access, and parking issues;

“...Blocking residents driveways even parking in residents gardens and get very aggressive when asked to move. Family will not visit as it is very stressful. Deliverys are missed as there is no access”

3.11.13 Some suggestions were made; including making Lily Gardens and May Gardens all one way, or moving the barrier making it no entry on the other side of Lily Gardens from No1. Other expressed concern about Federal Road, with parents parking before the restriction. One wanted the School Street timings extended, and another highlighted *“Some parents arrive early and park on the no parking road markings outside Vicars Green school to avoid the restrictions.”*

3.11.14 26% of school staff support the scheme as a permanent measure, more staff than other stakeholders felt it had improved safety and congestion.

Recommendation

- Review full design of the School Street, including the noted road safety issues;
- Consider enforcement in wider area to reduce illegal parking such as blocking driveways (Lily Gardens and May Gardens, Federal Road);
- Road safety training for children; and
- With any revisions a further round of monitoring and engagement.

3.12 Willow Tree Primary School

Scheme Overview

3.12.1 The school has a mini roundabout directly in front of the entrance where parents park to drop off/ pick up children. This means that children are walking in the road while there is moving traffic.

3.12.2 The school has employed (to July 2021) a dedicated person to steward the barrier, which is placed at a narrow section of Priors Farm Lane, 0.2 miles from the school entrance, north of the intersection of Islip Manor Road and Eastcote Lane, just in front (South) of a zebra crossing. The barrier is stored close to the closure point for easy access. The steward was previously a school crossing patrol officer. However, the school have stated they cannot fund the position on an ongoing basis.



3.12.3 There are many residential properties with allocated parking spaces within this scheme.

Data Overview

3.12.4 Parent/ carer data (76 responses) shows that 38% stated the scheme has encouraged them to walk more, and 16% to cycle more. 22% stated it had encouraged them to drive less.

3.12.5 Most parents and carers respondents agreed (79%) that the School Street has alleviated parking and congestion issues that were related to the school and 70% of the respondents have seen more people walking and cycling at school drop off and pick up times. Above all, more than half of the respondents agrees that congestion, volume of cars, speed, and traffic noise were reduced since the implementation of the programme. Overall, 62% agree with implementing the scheme as a permanent measure, and 21% disagree. 66% overall support it. Further comments from parents/ carers were mixed, with a balance of positive and negative comments.

"I personally have seen and experienced a much better environment around school drop off and pick up with this scheme and my opinion and vote goes to keeping this scheme permanent. Parents and children feel safer with no cars around school in school drop off and pick times. Thank you."

"I'd anything this road closure has caused more congestion's amongst the parents. There is no social distancing AT ALL. Before this road closure was implemented, there was groups of people standing around. Now there are so many parents huddled around so close to one another as teachers are constantly driving up to the car park therefore still unsafe for children"

Parents/ carers also highlighted some issues in the vicinity of the school; parking on Islip Manor Road, and congestion on the corner of Eastcoate Lane and Islip Manor Road.

3.12.6 STARS data shows that 'park and stride' has accounted for a shift away from wholly car travel.

3.12.7 Most pupil (74%) who responded to the survey agree that it felt safer travelling to school individually after the implementation of School Street. 138 pupils gave positive comments about their journey to school; 53 of these related to safety.

"I can now ride my bike on the road, without cars behind me honking at me."

"I honestly feel more comfortable and better knowing that i wont possibly get hit on the way to school and its feels safer."

"I really like the fact that I can clearly talk to my friends without being interrupted by cars passing by or smelling car fumes."

3.12.8 40% of residents and business believe that the School Street has had a positive impact to their household/ business. 51% of the residents and business respondents believe that the School Street has alleviated parking and congestion issues related to the school, and 49% believe that traffic noise has reduced in the local area. Despite this, 46% support the scheme as a permanent measure; 25% are against. Some negative comments were received, including concerns relating to the impact of the scheme on deliveries/ access, enforcement and road safety, particularly highlighting people walking in the road rather than using pavements.

“Parents and their children should be told to use footpaths and not walk in the middle of the road during pick-up/ drop-off times as this is hazardous for residents going out and returning on their cars.”

“If parents and children didn’t use the road as a pavement and delivery drivers and couriers etc were allowed access I would support the scheme.”

- 3.12.9 Two respondents were very complimentary of the volunteer manning the barrier.
- 3.12.10 Staff gave a generally positive response, with 76% agreeing that road safety was improved, and 71% that congestion had improved. 87% reported seeing more people walking and cycling.

Recommendation

- Continue School Street scheme on basis of safety and mode shift, and positive views across stakeholders;
- Road safety training for children; and
- Review ongoing enforcement.

3.13 STARS Data

3.13.1 The table below summarises the mode shift reported in school ‘hands up’ surveys, such surveys are a standard method for measuring school travel, with result also utilised as part of the formal school travel planning ‘TfL STARS’ based accreditation. Before data varied from between 2018 to October 2020, just before the schemes were implemented. The STARS data compares the most recent STARS data (April 2021) with the most recent data prior to the implantation of the scheme; some of which were carried out in autumn/winter rather than comparable spring/summer months. Response rate varied slightly across the two waves of collection, however, on average at least 90% of the pupils took part.

Table 10. STARS data; Before vs After

School Name	Walk	Scoot	Cycle	Rail	Tube	Public Bus	Car/MC	Car share	Park and stride
Berrymede Infant School	4.9%	-6.0%	-1.2%	0.5%	-0.2%	-1.8%	2.4%	0.7%	0.0%
Berrymede Junior School	3.2%	-3.4%	-1.9%	-0.5%	-1.9%	-2.4%	3.8%	-0.5%	-0.5%
Gifford Primary School	6.5%	-1.2%	3.0%	0.0%	0.0%	1.2%	-6.8%	10.6%	3.0%
Holy Family Catholic Primary School	-23.7%	7.1%	-7.1%	13.8%	-2.2%	2.7%	11.2%	-1.1%	-0.6%
Mayfield Primary School	-1.1%	-0.6%	4.0%	0.0%	0.0%	2.9%	-0.6%	-4.4%	-0.2%
North Ealing Primary School	-2.7%	0.6%	2.9%	1.0%	-0.2%	0.7%	1.7%	1.0%	-5.1%

Oaklands Primary School	0.2%	-5.6%	-0.6%	-0.3%	0.2%	-0.6%	5.8%	0.0%	0.1%
St John's Primary School	-8.3%	-5.1%	-0.9%	0.1%	0.0%	8.2%	5.6%	0.7%	-2.2%
St Mark's Primary School	-11.7%	-2.4%	-3.1%	0.4%	1.0%	-1.3%	10.7%	0.6%	-0.6%
Vicar's Green Primary School	-1.1%	-2.5%	2.2%	-0.2%	0.3%	1.7%	-3.8%	-1.3%	1.5%
Willow Tree Primary School	8.0%	-7.0%	-4.1%	0.8%	-0.9%	-1.2%	10.8%	-0.7%	-6.8%

4. CONCLUSIONS

4.1 Overview

- 4.1.1 Across all groups, respondents were in support of the aims themselves and most recognised the positive intentions of the schemes.
- 4.1.2 There are some clear differences between types of respondent; for example, on average, 52% of parents/ carers feel that the schemes have improved road safety, whereas 23% of residents/ business are in agreement. Of staff, on average 39% agree with this. A similar pattern of responses is seen for all the statements regarding the scheme, and as such, a balance between the views of the users, and those impacted, needs to be met. However, it should also be considered that many school parents/ carers are also local residents.
- 4.1.3 In some instances, the scheme has had a clear positive impact on active travel. On average, 29% of parents/ carers reported increased walking, and 15% increased cycling. At all schools, at least 1 in 10 respondents reported walking more. Impact on staff and local residents/ businesses was lesser.
- 4.1.4 At most locations, there was multiple comments relating to **enforcement**. This included the idea that it was inappropriate for volunteers to run the scheme, due to the aggressive nature of some car users, as well as lack of authority. As such, it may be appropriate for the Council to further investigate ways to delivery enforcement over the longer term. Likewise, some respondents highlighted that the barrier placement was sometime inconsistent in timing, or put up/ down too early/ late; which could be resolved through more formal enforcement measures.
- 4.1.5 A recurring comment from all groups of respondents was that the schemes gave children a **'false sense of security' regarding road safety**, and may affect their road safety awareness elsewhere. This was mentioned at least once at all locations, with particular concern at some schools e.g. Oaklands, with a contra-flow cycle lane in the vicinity. As such, road safety education should be maintained with particular reminders that road safety awareness applies even outside school. In a similar theme, some resident/ business responses were concerned about road safety in relation to people using the carriageway as a pavement for walking, and the risks that poses when exempt vehicles pass through.
- 4.1.6 Parent/ carer respondents were largely positive about the schemes at most locations, although some felt it was negative for those who were unable to switch to sustainable modes due to, for example, disabilities, other children, work commitments, highlighting 'being late for work' as a result of the scheme. As such, **exemptions should be consistently and carefully managed**. For most schools, the majority of families live within half a mile, so should be within easy walking, scooting or cycling distance. Schools with a wider catchment, such as those with SEN provision or faith schools, should be considered with this in mind.
- 4.1.7 Resident respondents were particularly concerned about **access to their properties** for themselves and visitors (including deliveries and tradespeople), and a number were residents who experienced **parking and congestion issues not previously there due to displaced parking to resident roads in the wider area**. Respondents associated with schools in the vicinity of Upper/ Lower Boston Manor Road and Boston Road expressed concerns about

those roads; volume of traffic (particularly as they are displaced from LTN areas) and air pollution, with many families using this as part of their wider route to school.

- 4.1.8 **Pupils were largely positive about the scheme, enjoying being able to travel with their friends, and enjoy the clean air and nature.** Of pupils that provided positive comments on their journey (704), 29% of these related to safety, and 19% to being able to socialise/ chat with friends/ family on their journey, some stating due to less road noise (note, only 32% of parents/ carers agreed that road noise had reduced, but this is something picked up by a notable number of children). 315 negative comments were received from pupils, of which 27% related to ongoing issue of cars/traffic, and 19% mentioned it being harder to park and travel by car, and the difficulties around that (being late for school and parent feeling stressed).
- 4.1.9 **Staff tended to be supportive of each scheme, its aims and outcomes.** Staff at many schools voiced a need for staff permits/ access within the closure, without penalty. A notable proportion of staff observed higher numbers of people walking and cycling as a result of the scheme.
- 4.1.10 The table below summarises the recommendations for each school, with ‘amend scheme’ including those that need specific issues addressed to continue.

Table 11. Summary of Recommendations

School Name	Recommendation
Berrymede Infant School	Continue scheme
Berrymede Junior School	Continue scheme
Derwentwater	Continue scheme
Gifford Primary School	Discontinue scheme (as planned) or amend/repeat monitoring
Holy Family Catholic Primary School	Amend scheme
Mayfield Primary School	Amend scheme
North Ealing Primary School	Continue scheme
St Mark's Primary School	Continue scheme
Oaklands Primary School	Continue scheme
St John's Primary School	Amend scheme*
Vicar's Green Primary School	Amend scheme

*review scheme in more detail due to low response rate

Closed Question Data

School Name	Number of Responses		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	5	5	8
Berrymede Junior	12	0	13
Derwentwater	33	11	0
Gifford	13	14	16
Holy	85	84	29
Mayfield	78	15	12
North Ealing	56	34	19
Oaklands	78	98	27
St Johns	3	9	0
St Marks	101	46	9
Vicars	14	23	19
Willow	76	35	38

Total	554	374	190
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Awareness and mode shift

School Name	Awareness of School Streets Scheme		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	100%	20%	50%
Berrymede Junior	50%	0%	38%
Derwentwater	45%	27%	0%
Gifford	54%	36%	56%
Holy	65%	48%	66%
Mayfield	26%	20%	58%
North Ealing	61%	50%	68%
Oaklands	63%	41%	78%
St Johns	100%	22%	0%
St Marks	78%	52%	78%
Vicars	57%	48%	68%
Willow	74%	57%	89%

Total	64%	35%	54%
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Parents / Carers	Residents / Businesses	Staff
60%	20%	25%
50%	0%	8%
12%	9%	0%
38%	14%	0%
27%	10%	14%
24%	0%	8%
30%	9%	16%
21%	13%	11%
0%	0%	0%
30%	20%	11%
14%	13%	5%
38%	14%	13%

29%	10%	9%
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Parents / Carers	Residents / Businesses	Staff
20%	20%	13%
17%	0%	15%
18%	9%	0%
8%	7%	0%
16%	6%	14%
14%	7%	17%
18%	6%	0%
21%	11%	7%
0%	0%	0%
20%	11%	33%
7%	4%	0%
16%	0%	8%

15%	7%	9%
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School Name	Percentage Mode Shift to Public Transport		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	0%	0%	13%
Berrymede Junior	0%	0%	0%
Derwentwater	0%	0%	0%
Gifford Primary	0%	7%	0%
Holy Family	6%	2%	0%
Mayfield	1%	7%	0%
North Ealing	2%	0%	0%
Oaklands	0%	6%	7%
St Johns	0%	0%	0%
St Marks	0%	9%	0%
Vicars Green	0%	4%	0%
Willow Tree	3%	6%	3%

Percentage Mode Shift away from Car		
Parents / Carers	Residents / Businesses	Staff
20%	20%	0%
25%	0%	15%
6%	9%	0%
31%	14%	0%
14%	11%	10%
22%	7%	17%
30%	12%	5%
22%	15%	4%
0%	0%	0%
17%	9%	33%
14%	22%	0%
22%	17%	8%

Percentage Mode Shift away from Car Share		
Parents / Carers	Residents / Businesses	Staff
0%	0%	25%
0%	0%	8%
0%	0%	0%
0%	0%	0%
0%	0%	0%
0%	0%	0%
0%	0%	0%
0%	0%	0%
0%	0%	0%
0%	0%	11%
0%	0%	0%
0%	0%	0%

Total	1%	3%	2%
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19%	11%	8%
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0%	0%	4%
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Importance of Aims

School Name	Providing space for social distancing at school drop off and pick up times		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	80%	100%	100%
Berrymede Junior	100%	0%	100%
Derwentwater	91%	100%	0%
Gifford Primary	100%	100%	94%
Holy Family	80%	100%	86%
Mayfield	92%	100%	100%
North Ealing	91%	100%	95%
Oaklands	91%	100%	93%
St Johns	100%	100%	0%
St Marks	98%	100%	89%
Vicars Green	100%	100%	95%
Willow Tree	92%	100%	97%

Providing a more pleasant and calm atmosphere at school pick up and drop off		
Parents / Carers	Residents / Businesses	Staff
100%	100%	100%
100%	0%	100%
97%	100%	0%
92%	100%	94%
86%	100%	93%
95%	100%	100%
96%	100%	100%
95%	100%	96%
100%	100%	0%
97%	100%	100%
93%	100%	100%
93%	100%	100%

Making it safer to cross the road on foot		
Parents / Carers	Residents / Businesses	Staff
100%	100%	100%
100%	0%	100%
100%	100%	0%
92%	100%	94%
88%	100%	97%
99%	100%	100%
98%	100%	100%
95%	100%	93%
100%	100%	0%
99%	100%	100%
100%	100%	100%
93%	100%	97%

Total	93%	92%	79%
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95%	92%	82%
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97%	92%	82%
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School Name	Making it safer to walk in the local area		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	100%	100%	100%
Berrymede Junior	100%	0%	100%
Derwentwater	100%	100%	0%
Gifford Primary	92%	100%	88%
Holy Family	89%	100%	97%
Mayfield	99%	100%	100%
North Ealing	98%	100%	100%
Oaklands	91%	100%	93%
St Johns	100%	100%	0%
St Marks	98%	100%	100%
Vicars Green	86%	100%	100%
Willow Tree	93%	100%	97%

Total	96%	92%	81%
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Making it safer to cycle in the local area		
Parents / Carers	Residents / Businesses	Staff
100%	100%	100%
100%	0%	100%
91%	100%	0%
92%	100%	81%
75%	100%	97%
92%	100%	92%
91%	100%	95%
86%	100%	93%
67%	100%	0%
87%	100%	100%
71%	100%	100%
78%	100%	95%

86%	92%	79%
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Encouraging more families and individuals to walk and cycle to school or in the local area		
Parents / Carers	Residents / Businesses	Staff
100%	60%	100%
100%	0%	100%
91%	100%	0%
92%	86%	81%
80%	64%	97%
94%	80%	100%
95%	53%	100%
86%	68%	96%
100%	67%	0%
96%	78%	100%
64%	83%	100%
89%	86%	97%

91%	69%	81%
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	Improving air quality		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	100%	80%	100%
Berrymede Junior	100%	0%	100%
Derwentwater	94%	82%	0%
Gifford Primary	92%	86%	88%
Holy Family	88%	74%	97%
Mayfield	94%	100%	100%
North Ealing	100%	79%	100%
Oaklands	92%	82%	100%
St Johns	100%	100%	0%
St Marks	99%	87%	89%
Vicars Green	93%	83%	100%
Willow Tree	95%	89%	97%

Total	96%	78%	81%
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Agreement with Statements

School Name	Road safety on surrounding streets has improved		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	80%	40%	13%
Berrymede Junior	50%	0%	54%
Derwentwater	58%	18%	0%
Gifford Primary	46%	14%	13%
Holy Family	34%	27%	48%
Mayfield	37%	20%	67%
North Ealing	61%	24%	37%
Oaklands	60%	30%	44%
St Johns	67%	22%	0%
St Marks	64%	30%	89%
Vicars Green	7%	13%	32%
Willow Tree	64%	40%	76%

Total	52%	23%	39%
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School Name	Congestion on the surrounding streets has improved		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	80%	40%	13%
Berrymede Junior	33%	0%	46%
Derwentwater	36%	9%	0%
Gifford Primary	31%	14%	13%
Holy Family	27%	24%	24%
Mayfield	29%	20%	42%
North Ealing	38%	15%	37%
Oaklands	40%	19%	48%
St Johns	33%	33%	0%
St Marks	41%	17%	56%
Vicars Green	7%	0%	16%
Willow Tree	64%	37%	71%

Total	38%	19%	30%
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School Name	Parking in the local area has not been affected by the school street		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	20%	0%	13%
Berrymede Junior	25%	0%	31%
Derwentwater	42%	27%	0%
Gifford Primary	8%	7%	6%
Holy Family	28%	17%	24%
Mayfield	27%	13%	50%
North Ealing	34%	9%	5%
Oaklands	40%	22%	22%
St Johns	67%	22%	0%
St Marks	38%	26%	33%
Vicars Green	14%	13%	16%
Willow Tree	37%	31%	29%

Total	32%	16%	19%
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School Name	Less cars are travelling in the area at school drop off and pick up times		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	60%	40%	25%
Berrymede Junior	42%	0%	38%
Derwentwater	52%	27%	0%
Gifford Primary	46%	7%	13%
Holy Family	29%	30%	38%
Mayfield	18%	7%	42%
North Ealing	43%	26%	32%
Oaklands	60%	37%	59%
St Johns	67%	22%	0%
St Marks	51%	33%	56%
Vicars Green	0%	9%	32%
Willow Tree	61%	43%	82%

Total	44%	23%	35%
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School Name	Cars are now travelling at slower speeds		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	60%	60%	13%
Berrymede Junior	25%	0%	31%
Derwentwater	48%	18%	0%
Gifford Primary	46%	14%	25%
Holy Family	26%	23%	52%
Mayfield	22%	27%	50%
North Ealing	32%	26%	21%
Oaklands	33%	21%	26%
St Johns	67%	33%	0%
St Marks	54%	35%	33%
Vicars Green	7%	9%	16%
Willow Tree	53%	43%	45%

Total	39%	26%	26%
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School Name	Traffic noise in the local area has reduced		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	40%	40%	13%
Berrymede Junior	17%	0%	38%
Derwentwater	33%	9%	0%
Gifford Primary	15%	14%	6%
Holy Family	26%	20%	41%
Mayfield	21%	13%	25%
North Ealing	27%	21%	37%
Oaklands	41%	27%	52%
St Johns	67%	33%	0%
St Marks	36%	15%	56%
Vicars Green	14%	9%	11%
Willow Tree	51%	49%	58%

Total	32%	21%	28%
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	Drivers do not leave their engines running when they are parked		
School Name	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	20%	40%	13%
Berrymede Junior	42%	0%	15%
Derwentwater	33%	9%	0%
Gifford Primary	15%	7%	19%
Holy Family	29%	18%	48%
Mayfield	22%	20%	50%
North Ealing	38%	18%	26%
Oaklands	22%	16%	30%
St Johns	67%	22%	0%
St Marks	39%	15%	67%
Vicars Green	36%	4%	16%
Willow Tree	53%	37%	47%

Total	35%	17%	28%
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	I have seen more people walking and cycling at school drop off and pick up times		
School Name	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	60%	60%	50%
Berrymede Junior	42%	0%	38%
Derwentwater	48%	18%	0%
Gifford Primary	46%	14%	13%
Holy Family	40%	30%	48%
Mayfield	29%	40%	67%
North Ealing	50%	29%	53%
Oaklands	54%	36%	52%
St Johns	67%	22%	0%
St Marks	62%	37%	67%
Vicars Green	21%	26%	16%
Willow Tree	70%	46%	87%

Total	49%	30%	41%
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	Before the School Street was implemented there were parking and congestion issues related to the school		
School Name	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	80%	60%	50%
Berrymede Junior	50%	0%	54%
Derwentwater	64%	36%	0%
Gifford Primary	38%	43%	31%
Holy Family	47%	40%	55%
Mayfield	33%	60%	67%
North Ealing	75%	44%	68%
Oaklands	51%	37%	52%
St Johns	67%	44%	0%
St Marks	74%	65%	78%
Vicars Green	29%	43%	47%
Willow Tree	79%	51%	79%

Total	57%	44%	48%
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	Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't		
School Name	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	40%	20%	13%
Berrymede Junior	25%	0%	15%
Derwentwater	18%	18%	0%
Gifford Primary	31%	14%	19%
Holy Family	25%	13%	28%
Mayfield	23%	33%	42%
North Ealing	25%	26%	37%
Oaklands	22%	15%	33%
St Johns	33%	11%	0%
St Marks	22%	24%	11%
Vicars Green	14%	13%	16%
Willow Tree	38%	46%	42%

Total	26%	20%	21%
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Support for Scheme

	Overall School Streets Scheme			While Social Distancing is still required			As a permanent measure		
School Name	Parents / Carers	Residents / Businesses	Staff	Parents / Carers	Residents / Businesses	Staff	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	80%	60%	63%	80%	60%	50%	80%	60%	38%
Berrymede Junior	50%	0%	69%	50%	0%	62%	50%	0%	77%
Derwentwater	70%	18%	0%	67%	45%	0%	64%	36%	0%
Gifford Primary	62%	21%	50%	54%	29%	50%	62%	21%	38%
Holy Family	41%	35%	55%	40%	26%	55%	39%	33%	59%
Mayfield	59%	47%	83%	58%	47%	83%	53%	47%	83%
North Ealing	77%	35%	74%	63%	35%	63%	71%	35%	74%
Oaklands	64%	41%	44%	58%	34%	44%	62%	37%	41%
St Johns	67%	22%	0%	100%	22%	0%	67%	22%	0%
St Marks	83%	52%	67%	72%	48%	56%	80%	48%	67%
Vicars Green	21%	22%	47%	29%	26%	47%	29%	22%	26%
Willow Tree	66%	49%	92%	63%	54%	74%	62%	46%	92%
Total	62%	33%	54%	61%	36%	49%	60%	34%	49%

	One-Way System		
School Name	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	0%	0%	0%
Berrymede Junior	0%	0%	0%
Derwentwater	0%	0%	0%
Gifford Primary	0%	0%	0%
Holy Family	0%	0%	0%
Mayfield	0%	0%	0%
North Ealing	0%	0%	0%
Oaklands	68%	38%	56%
St Johns	0%	0%	0%
St Marks	0%	0%	0%
Vicars Green	36%	17%	32%
Willow Tree	0%	0%	0%
Total	9%	5%	7%

Full coding tables – Further Comments

Table 1. Berrymede Infant School

Parent Carer	
Sentiment	Count
Suggestion	2
Request that car engines are turned off	1
Increase School Street area	1
Positive	2
Scheme has improved safety (general)	1
General positive comment	1

Resident Business	
Sentiment	Count
Suggestion	1
Create car drop-off and pick-up points	1

Staff	
Sentiment	Count
Concern	2
Scheme does not improve safety	1
Negative impact on local congestion	1
Suggestion	1
Scheme should be backed by law enforcement or council	1

Table 2. Berrymede Junior School

Parent Carer	
Sentiment	Count
Positive	5
Scheme has improved air quality	1
Enables child to be more independent	1
Scheme has improved safety (general)	1
Enables child to learn about climate change and road safety	1
Positive for health and wellbeing	1
Suggestion	2
Inconsiderate parking from parents	1
Extend scheme to afternoon	1
Negative	2
Scheme has decreased safety (no change in car traffic)	1
Negative impact on local congestion	1
Other	1
Unclear	1

Pupil	
Sentiment	Count
Positive	16
Scheme has improved safety (general)	5
General positive comment	4
Journey to school is now more enjoyable	4
Positive for health and wellbeing	2
Nice to meet friends on the way to school	1
Unrelated	5
(blank)	5
Concern	3
Cars and roads are scary	2
Careless behaviour from drivers	1
Negative	2
The streets around the school are polluted	1
No change	1

Staff	
Sentiment	Count
Positive	1
Scheme has improved safety (general)	1

Table 3. Derwentwater Primary School

Parent Carer	
Sentiment	Count
Positive	7
General positive comment	4
Scheme has improved safety (general)	2
Scheme has improved safety (parking)	1
Suggestion	6
Scheme should be backed by law enforcement or council	2
Create car drop-off and pick-up points	1
Request that car engines are turned off	1
Increase School Street area	1
Location specific concern for road safety	1
Negative	4
Scheme has decreased safety (traffic forced down single road)	1
Scheme does not improve safety	1
Create difficulties for those travelling from further away	1
Inconsiderate parking from parents	1
Concern	2
Inconsiderate parking from parents	2
Unrelated	1
(blank)	1

Pupil	
Sentiment	Count
Positive	8
General positive comment	3
Scheme has improved safety (general)	2
Journey to school is now more enjoyable	2
Positive for health and wellbeing	1
Unrelated	6
(blank)	6
Concern	2
Makes journeys longer	1
Careless behaviour from drivers	1
Negative	2
Scheme does not improve safety	1
No change	1
Other	1
Unclear	1

Resident Business	
Sentiment	Count
Suggestion	3
Make scheme consistent	1
Scheme should be backed by law enforcement or council	1
Review school entrance/access arrangements	1
Unrelated	1
(blank)	1
Concern	1
Some vehicles ignore the scheme	1

Table 4. Gifford Primary School

Parent Carer	
Sentiment	Count
Positive	8
Increase School Street area	2
General positive comment	2
Scheme has improved safety (general)	1
Positive for residents (less traffic)	1
Enables child to be more independent	1
Extend scheme to afternoon	1
Suggestion	1
Stop scheme	1
Concern	1
Location specific concern for road safety	1

Pupil	
Sentiment	Count
Positive	1
General positive comment	1

Resident Business	
Sentiment	Count
Suggestion	11
Review school entrance/access arrangements	4
Stop scheme	3
Consider resident / staff permits	2
Increase School Street area	1
Scheme should be backed by law enforcement or council	1
Concern	3
Inconsiderate parking from parents	1
Negative impact on local congestion	1
Makes journeys longer	1
Positive	3
General positive comment	1
Scheme has improved safety (general)	1
Scheme has improved air quality	1

Staff	
Sentiment	Count
Suggestion	2
Increase School Street area	1
Consider resident / staff permits	1
Positive	1
Scheme has improved safety (general)	1

Table 5.

Table 6. Holy Family Catholic Primary School

Parent Carer	
Sentiment	Count
Negative	39
General negative comment	6
Scheme does not improve safety	4
Scheme has decreased safety (general)	4
Negative impact on local congestion	3
Stop scheme	3
Some vehicles ignore the scheme	3
Difficult to enforce with volunteers only	2
Concern children will become complacent about road safety	2
Scheme has increased pollution	2
Inconsiderate parking from parents	1
Scheme has decreased air quality	1
Create car drop-off and pick-up points	1
Scheme has decreased safety (traffic forced down single road)	1
Concern about road safety for pedestrians	1
Create difficulties for those travelling from further away	1
Location specific concern for road safety	1
Use resources on road safety education and cycle training instead	1
Makes journeys longer	1
Need to improve road surfaces	1
Concern	30
Difficult to enforce with volunteers only	11
Some vehicles ignore the scheme	6
Location specific concern for road safety	5
Concern children will become complacent about road safety if scheme is temporary	1
Scheme too limited to improve air quality	1
Scheme too limited to encourage cycling	1
Inconsiderate parking from parents	1
Scheme too limited to increase safety	1
Concern about motorised scooters	1
Concern about road safety for pedestrians	1
Negative impact on local congestion	1
Suggestion	24
Scheme should be backed by law enforcement or council	17
Need to improve signage and road markings	3
Some vehicles ignore the scheme	1
Stop scheme	1
Difficult to enforce with volunteers only	1
Promote electric scooters	1
Positive	10
Scheme has improved safety (general)	4
General positive comment	3
Positive for health and wellbeing	2
Scheme has improved air quality	1

Unrelated	5
(blank)	5

Pupil	
Sentiment	Count
Positive	21
Scheme has improved safety (general)	8
General positive comment	7
Journey to school is now more enjoyable	3
Nice to meet friends on the way to school	1
Enables child to be more independent	1
Scheme has improved air quality	1
Concern	4
Scheme too limited to increase safety	1
Parents need to go to work or live too far so cannot walk	1
Careless behaviour from drivers	1
Cars and roads are scary	1
Unrelated	3
(blank)	3
Other	2
Unclear	1
Parents need to go to work or live too far so cannot walk	1
Suggestion	1
Reduce area so residents can travel	1

Resident Business	
Sentiment	Count
Negative	48
Negative impact on local congestion	13
General negative comment	9
Stop scheme	6
Inconsiderate parking from parents	5
Scheme has increased pollution	4
Scheme has decreased safety (general)	2
Scheme has decreased air quality	2
Scheme should be backed by law enforcement or council	1
Location specific concern for road safety	1
Social distancing measures not respected	1
Some vehicles ignore the scheme	1
Makes journeys longer	1
Concern children will become complacent about road safety	1
Parents need to go to work or live too far so cannot walk	1
Suggestion	24
Scheme should be backed by law enforcement or council	6
Need to improve signage and road markings	6
Review school entrance/access arrangements	3
Increase School Street area	3
Consider resident / staff permits	2

Extend scheme hours	1
Implement school buses instead	1
Make scheme consistent	1
Discourage private vehicle use	1
Concern	7
Inconsiderate parking from parents	2
Social distancing measures not respected	1
Parents need to go to work or live too far so cannot walk	1
Some vehicles ignore the scheme	1
Difficult to enforce with volunteers only	1
Negative impact on local congestion	1
Unrelated	4
(blank)	4
Positive	3
General positive comment	1
Scheme has improved safety (general)	1
Scheme has improved air quality	1

Staff	
Sentiment	Count
Concern	3
Difficult to enforce with volunteers only	2
Careless behaviour from drivers	1
Suggestion	2
Scheme should be backed by law enforcement or council	1
Need to improve signage and road markings	1
Negative	1
Negative impact on local congestion	1

Table 7. Mayfield Primary School

Parent Carer	
Sentiment	Count
Concern	12
Scheme too limited to increase safety	3
Some vehicles ignore the scheme	2
Inconsiderate parking from parents	2
Location specific concern for road safety	2
Concern about road safety for pedestrians	1
Scheme too limited to improve air quality	1
Negative impact on local congestion	1
Suggestion	7
Scheme should be backed by law enforcement or council	3
Increase School Street area	2
Create car drop-off and pick-up points	1
Location specific concern for road safety	1
Positive	5
General positive comment	4
Positive for health and wellbeing	1
Negative	4
Stop scheme	1
Some vehicles ignore the scheme	1
Scheme too limited to increase safety	1
School street and LTN scheme not both needed	1
Unrelated	3
(blank)	3

Pupil	
Sentiment	Count
Positive	5
Journey to school is now more enjoyable	2
General positive comment	1
Positive for health and wellbeing	1
Nice to meet friends on the way to school	1
Concern	3
Cars and roads are scary	2
Careless behaviour from drivers	1
Unrelated	2
(blank)	2
Suggestion	1
Discourage private vehicle use	1
Negative	1
General negative comment	1
Other	1
Unclear	1

Resident Business	
Sentiment	Count
Suggestion	5
Review school entrance/access arrangements	2
Make exceptions for children / residents with special needs	1
Enables child to learn about climate change and road safety	1
Implement school buses instead	1
Positive	2
General positive comment	2
Negative	1
General negative comment	1
Unrelated	1
(blank)	1
Other	1
Unclear	1

Staff	
Sentiment	Count
Concern	3
Difficult to enforce with volunteers only	2
Concern about road safety for pedestrians	1
Positive	2
General positive comment	1
Enables child to learn about climate change and road safety	1

Table 8. North Ealing Primary School

Parent Carer	
Sentiment	Count
Suggestion	12
Location specific concern for road safety	4
Scheme should be backed by law enforcement or council	4
Increase School Street area	2
Consider resident / staff permits	1
Extend scheme to afternoon	1
Concern	11
Inconsiderate parking from parents	4
Difficult to enforce with volunteers only	3
Some vehicles ignore the scheme	2
Scheme should be backed by law enforcement or council	1
Negative impact on local congestion	1
Positive	7
Scheme has improved safety (general)	4
General positive comment	2
Positive for health and wellbeing	1
Unrelated	1
(blank)	1

Pupil	
Sentiment	Count
Positive	10
Journey to school is now more enjoyable	6
General positive comment	3
Scheme has improved air quality	1
Concern	4
The streets around the school are polluted	3
Cars and roads are scary	1
Unrelated	3
(blank)	3
Other	3
Unclear	3
Negative	2
General negative comment	2
Suggestion	1
Discourage private vehicle use	1

Resident Business	
Sentiment	Count
Negative	9
Inconsiderate parking from parents	2
Stop scheme	2
General negative comment	2
Some vehicles ignore the scheme	1
Scheme has decreased safety (general)	1
Negative impact on local congestion	1
Suggestion	6
Scheme should be backed by law enforcement or council	2
Increase School Street area	2
Consider resident / staff permits	1
Discourage private vehicle use	1
Concern	3
Inconsiderate parking from parents	2
Concern about attitudes of parents to local residents	1
Positive	1
General positive comment	1

Staff	
Sentiment	Count
Suggestion	1
Need to improve signage and road markings	1
Concern	1
Inconsiderate parking from parents	1

Table 9. Oaklands Primary School

Parent Carer	
Sentiment	Count
Negative	22
General negative comment	4
Negative impact on local congestion	3
Location specific concern for road safety	2
Scheme has decreased safety (general)	2
Pavement too narrow for increased footfall	2
Some vehicles ignore the scheme	1
Scheme should be backed by law enforcement or council	1
Makes journeys longer	1
Concern about safety for cyclists	1
School street and LTN scheme not both needed	1
Difficult to enforce with volunteers only	1
Stop scheme	1
Retain one way street	1
Concern children will become complacent about road safety	1
Suggestion	20
Scheme should be backed by law enforcement or council	3
Need to improve signage and road markings	2
Retain one way street	2
Electric car charging required	2
Keep the LTN	2
Location specific concern for road safety	2
Request that car engines are turned off	1
Use resources on road safety education and cycle training instead	1
Discourage private vehicle use	1
Increase School Street area	1
Ask neighbours to enforce scheme as well	1
Request measures to ensure residents / businesses can receive deliveries	1
Need to improve road surfaces	1
Concern	13
Location specific concern for road safety	3
Difficult to enforce with volunteers only	3
Some vehicles ignore the scheme	2
Concern children will become complacent about road safety	2
Concern about motorised scooters	1
Concern about safety for cyclists	1
Create difficulties for those travelling from further away	1
Positive	11
Scheme has improved safety (general)	4
General positive comment	2
Enables child to be more independent	1
Scheme has improved safety (parking)	1
Scheme has improved safety (vehicle speeds)	1
Positive for health and wellbeing	1

Scheme has improved air quality	1
Unrelated	1
(blank)	1

Pupil	
Sentiment	Count
Positive	22
General positive comment	6
Scheme has improved safety (general)	5
Journey to school is now more enjoyable	4
Nice to meet friends on the way to school	4
Positive for health and wellbeing	3
Unrelated	3
(blank)	3
Concern	3
Careless behaviour from drivers	1
Some vehicles ignore the scheme	1
Cars and roads are scary	1
Negative	2
Stop scheme	1
Negative impact on local congestion	1
Suggestion	1
Increase School Street area	1
Other	1
Unclear	1

Resident Business	
Sentiment	Count
Negative	23
Stop scheme	10
General negative comment	9
Negative impact on local congestion	2
The streets around the school are polluted	1
Inconsiderate parking from parents	1
Suggestion	18
Request measures to ensure residents / businesses can receive deliveries	5
Need to improve signage and road markings	4
Consider resident / staff permits	3
Discourage private vehicle use	1
Keep the LTN	1
Scheme should be backed by law enforcement or council	1
School street and LTN scheme not both needed	1
Increase School Street area	1
Reduce area so residents can travel	1
Concern	10
Some vehicles ignore the scheme	2
Careless behaviour from drivers	1
Scheme should be backed by law enforcement or council	1

Scheme has decreased air quality	1
Concern about road safety for pedestrians	1
Concern about motorised scooters	1
Social distancing measures not respected	1
Inconsiderate parking from parents	1
Scheme does not improve safety	1
Positive	6
General positive comment	4
Scheme has improved safety (general)	2
Unrelated	2
(blank)	2

Staff	
Sentiment	Count
Concern	10
Negative impact on local congestion	3
Some vehicles ignore the scheme	2
Social distancing measures not respected	1
Concern about road safety for pedestrians	1
Careless behaviour from drivers	1
Concern about safety for cyclists	1
Difficult to enforce with volunteers only	1
Suggestion	6
Consider resident / staff permits	3
Scheme should be backed by law enforcement or council	2
Review school entrance/access arrangements	1
Negative	2
Negative impact on local congestion	1
General negative comment	1
Positive	1
Scheme has improved safety (general)	1

Table 10. St John's Primary School

Parent Carer	
Sentiment	Count
Concern	1
Inconsiderate parking from parents	1

Resident Business	
Sentiment	Count
Suggestion	2
Need to improve signage and road markings	1
Consider residents	1

Table 11. St Mark's Primary School

Parent Carer	
Sentiment	Count
Positive	25
Scheme has improved safety (general)	14
Scheme has improved air quality	3
General positive comment	3
Positive for health and wellbeing	3
Enables child to be more independent	2
Suggestion	17
Need to improve signage and road markings	5
Increase School Street area	4
Scheme should be backed by law enforcement or council	3
Location specific concern for road safety	2
Extend scheme to afternoon	1
Add stronger gates	1
Discourage private vehicle use	1
Concern	8
Location specific concern for road safety	3
Some vehicles ignore the scheme	1
Negative impact on local congestion	1
Difficult to enforce with volunteers only	1
Concern about safety for cyclists	1
Inconsiderate parking from parents	1
Unrelated	4
(blank)	4
Negative	1
Stop scheme	1
Other	1
Unclear	1

Pupil	
Sentiment	Count
Positive	7
General positive comment	2
Scheme has improved safety (general)	2
Positive for health and wellbeing	1
Journey to school is now more enjoyable	1
Nice to meet friends on the way to school	1
Other	2
Unclear	2
Concern	1
Some vehicles ignore the scheme	1
Unrelated	1
(blank)	1
Negative	1
The streets around the school are polluted	1

Resident Business	
Sentiment	Count
Negative	12
General negative comment	4
Negative impact on local congestion	4
The streets around the school are polluted	1
Stop scheme	1
Inconsiderate parking from parents	1
Scheme does not improve safety	1
Concern	11
Inconsiderate parking from parents	3
School street and LTN scheme not both needed	2
Concern about road safety for pedestrians	2
Difficult to enforce with volunteers only	1
Negative impact on local congestion	1
Concern children will become complacent about road safety	1
Need to improve signage and road markings	1
Positive	5
General positive comment	3
Scheme has improved safety (general)	1
Positive for health and wellbeing	1
Suggestion	4
Consider residents	2
Increase School Street area	1
Consider resident / staff permits	1

Staff	
Sentiment	Count
Positive	1
Scheme has improved safety (general)	1

Table 12. Vicars Green Primary School

Parent Carer	
Sentiment	Count
Negative	9
Negative impact on local congestion	3
Scheme has decreased safety (general)	2
General negative comment	2
Stop scheme	1
Makes journeys longer	1
Suggestion	4
Review school entrance/access arrangements	3
Stop scheme	1
Unrelated	1
(blank)	1

Pupil	
Sentiment	Count
Positive	14
General positive comment	3
Positive for health and wellbeing	3
Journey to school is now more enjoyable	3
Scheme has improved air quality	2
Nice to meet friends on the way to school	2
Scheme has improved safety (general)	1
Concern	12
Create difficulties for those travelling from further away	2
Parents need to go to work or live too far so cannot walk	2
Negative impact on local congestion	2
Pavement too narrow for increased footfall	1
The streets around the school are polluted	1
Some vehicles ignore the scheme	1
Cars and roads are scary	1
Need to improve road surfaces	1
Concern about safety for cyclists	1
Suggestion	4
Review school entrance/access arrangements	2
Location specific concern for road safety	2
Unrelated	3
(blank)	3
Other	1
Unclear	1

Resident Business	
Sentiment	Count
Suggestion	8
Increase School Street area	2
Request that car engines are turned off	2
Scheme should be backed by law enforcement or council	1
Discourage private vehicle use	1
Consider residents	1
Extend scheme hours	1
Concern	7
Inconsiderate parking from parents	4
Concern about attitudes of parents to local residents	1
Scheme has decreased safety (general)	1
Negative impact on local congestion	1
Negative	5
Inconsiderate parking from parents	2
General negative comment	1
Stop scheme	1
Scheme has decreased safety (general)	1
Positive	1
General positive comment	1

Staff	
Sentiment	Count
Concern	5
Location specific concern for road safety	2
Scheme does not improve safety	1
Careless behaviour from drivers	1
Difficult to enforce with volunteers only	1
Suggestion	3
Need to improve signage and road markings	3
Negative	2
Scheme has increased pollution	1
Negative impact on local congestion	1

Table 13. Willow Tree Primary School

Parent Carer	
Sentiment	Count
Positive	16
Scheme has improved safety (general)	7
General positive comment	6
Positive for health and wellbeing	2
Scheme has improved air quality	1
Negative	10
Negative impact on local congestion	3
Social distancing measures not respected	2
Stop scheme	2
Scheme has decreased safety (general)	1
General negative comment	1
Scheme does not improve safety	1
Suggestion	9
Review school entrance/access arrangements	7
Create car drop-off and pick-up points	1
Make exceptions for children / residents with special needs	1
Unrelated	4
(blank)	4
Concern	4
Some vehicles ignore the scheme	2
Location specific concern for road safety	1
Social distancing measures not respected	1
Other	1
Unclear	1

Pupil	
Sentiment	Count
Positive	29
Scheme has improved safety (general)	13
General positive comment	8
Journey to school is now more enjoyable	5
Scheme has improved air quality	2
Nice to meet friends on the way to school	1
Concern	15
Pavement too narrow for increased footfall	3
Some vehicles ignore the scheme	3
Create difficulties for those travelling from further away	2
The streets around the school are polluted	2
Cars and roads are scary	1
Concern about safety for cyclists	1
Parents need to go to work or live too far so cannot walk	1
Difficult to enforce with volunteers only	1
Makes journeys longer	1
Unrelated	5
(blank)	5
Suggestion	5
Reduce area so residents can travel	1
Discourage private vehicle use	1
Scheme should be backed by law enforcement or council	1
Electric car charging required	1
Increase School Street area	1
Negative	2
Stop scheme	1
Scheme does not improve safety	1

Resident Business	
Sentiment	Count
Suggestion	8
Consider residents	2
Scheme should be backed by law enforcement or council	2
Request measures to ensure residents / businesses can receive deliveries	2
Discourage private vehicle use	1
Review school entrance/access arrangements	1
Concern	5
Concern about road safety for pedestrians	2
Concern about attitudes of parents to local residents	1
Social distancing measures not respected	1
Concern children will become complacent about road safety	1
Positive	3
Scheme has improved safety (general)	3
Negative	3
Inconsiderate parking from parents	2
Stop scheme	1

Staff	
Sentiment	Count
Suggestion	3
Consider resident / staff permits	2
Scheme should be backed by law enforcement or council	1
Concern	1
Inconsiderate parking from parents	1
Positive	1
Scheme has improved safety (general)	1

Full coding tables – Parents/Carers

Table 14. Berrymede Junior School

Q6	
Sentiment	Count
Careless driving and parking - dangerous	1

Table 15. Berrymede Junior School

Q5	
Sentiment	Count
No change - already use non car mode	2
Scheme has improved health and fitness	1

Q6	
Sentiment	Count
Scheme too limited to improve air quality	1
No choice but to drive	1

Q7	
Sentiment	Count
Inconsiderate/Illegal parking	1
Traffic levels have not improved	1
Noise pollution	1

Table 16. Derwentwater Primary School

Q5	
Sentiment	Count
No change - safety concerns for my children	2
Scheme has improved health and fitness	1
Close Spencer Road to non-residents	1
No change - already use non car mode	1

Q6	
Sentiment	Count
Scheme should be backed by law enforcement or council	2
Scheme too limited to have an impact	1
Scheme has no positive impact	1
Other objectives important	1
Careless driving and parking - dangerous	1
Scheme has improved safety (general)	1

Q7	
Sentiment	Count
Traffic levels have not improved	3
Inconsiderate/Illegal parking	2
Better enforcement needed	2
Against other road restrictions e.g. LTN	2
Education campaign on air quality	1
Congestion	1
Reduced road safety	1
General support	1
Idling	1
Extend closure area	1

Table 17. Gifford Primary School

Q7	
Sentiment	Count
Congestion	1
Traffic levels have not improved	1
Improved road safety	1

Table 18. Holy Family Catholic Primary School

Q5	
Sentiment	Count
No change - already use non car mode	6
Traffic in surrounding area has increased	5
Difficult to walk/scoot due to distance and other carer responsibilities	5
Makes me late for work/school	4
Encouraged my child to walk, cycle or scoot to school	3
No change - continue to use car	3
Children have false sense of security	2
Scheme has improved safety	2
Difficult to park	2
No change - safety concerns for my children	2
Does not help social distancing	1
Children can interact with friends	1
Scheme has reduced air quality	1

Q6	
Sentiment	Count
Scheme has no effect on safety	8
Scheme has no positive impact	7
Negative impact on congestion	7
Careless driving and parking - dangerous	5
Scheme has improved safety (general)	4
Scheme has no effect on air quality	3

My car journey is now longer	2
Scheme should be backed by law enforcement or council	2
Cyclists / scooters are dangerous	2
Scheme has made everything more complicated	2
Scheme too limited to have an impact	1
Positive for health and wellbeing	1
Social distancing measures not respected	1
Scheme has reduced traffic in the area	1
Scheme has improved air quality	1

Q7	
Sentiment	Count
Traffic displacement	6
Positive - unspecified	5
Better enforcement needed	4
Negative - unspecified	4
Traffic levels have not improved	3
Traffic displacement	3
Congestion	3
Idling	3
Negative impacts moved elsewhere	3
Reduced road safety	2
Cannot see full effects due to lockdown	1
Inconsiderate/Illegal parking	1
N/A	1
Reduced air quality	1
Encourages walking/cycling	1
Increased pollution	1
Unsafe for volunteers	1
Reduce school catchment areas	1
Has not reduced driving to school	1
Reduced Inconsiderate/Illegal parking	1
No impacts	1
Improved road safety	1
Noise pollution	1
Increased journey times	1
Parking issues have not improved	1
Pollution levels have not improved	1
No bus stops nearby to school	1

Table 19. Mayfield Primary School

Q5	
Sentiment	Count
No change - already use non car mode	6
Difficult to walk/scoot due to distance and other carer responsibilities	5
Scheme has improved safety	1
Unaware of school street	1
Difficult to park	1

Q6	
Sentiment	Count
My car journey is now longer	2
Air is polluted around the school	1
Cyclists / scooters are dangerous	1
Scheme has no effect on air quality	1
Scheme has no positive impact	1
Scheme too limited to have an impact	1
Widen school street area	1
No choice but to drive	1
Scheme has improved air quality	1

Q7	
Sentiment	Count
N/A	2
Inconsiderate/Illegal parking	2
Positive - unspecified	1
Idling	1
Scheme is unnecessary	1
Cannot see full effects due to lockdown	1
Extend closure area	1

Table 20. North Ealing Primary School

Q5	
Sentiment	Count
No change - already use non car mode	10
Scheme has improved safety	5
Difficult to walk/scoot due to distance and other carer responsibilities	2
Encouraged my child to walk, cycle or scoot to school	2

Q6	
Sentiment	Count
Scheme has improved safety (general)	3
My car journey is now longer	1
Scheme too limited to have an impact	1
Scheme has no positive impact	1
Need to encourage children to cycle and walk	1

Widen school street area	1
General positive comment	1
Scheme has no effect on air quality	1

Q7	
Sentiment	Count
N/A	4
Positive - unspecified	4
Scheme is not very effective	2
Road safety concerns	2
Traffic displacement	1
Better enforcement needed	1
Traffic speed concerns	1
Inconsiderate/Illegal parking	1
No impacts	1

Table 21. Oaklands Primary School

Q5	
Sentiment	Count
No change - already use non car mode	13
Scheme has improved safety	5
Makes me late for work/school	4
Stressful	3
Displaced parking and traffic issues	1
Road is much calmer, more enjoyable and spacious	1
Prefer planter and ANPR	1
Difficult to walk/scoot due to distance and other carer responsibilities	1
Difficult to park	1

Q6	
Sentiment	Count
Scheme has no effect on air quality	4
Scheme has no positive impact	4
Negative impact on congestion	4
Scheme has improved safety (general)	3
Careless driving and parking - dangerous	2
Scheme has made everything more complicated	2
Scheme has no effect on safety	2
Air is polluted around the school	2
Need to encourage reduced car use	2
Social distancing measures not respected	1
Concern children will become complacent about road safety	1
My car journey is now longer	1
No choice but to drive	1

Q7	
Sentiment	Count
Road safety concerns	5
Better enforcement needed	3
Support for LTN	3
Congestion	2
Against other road restrictions e.g. LTN	2
Scheme has increased traffic in the area	2
Traffic displacement	2
Extend closure area	2
Inconsiderate/Illegal parking	2
N/A	2
Traffic speed concerns	1
Scheme is unnecessary	1
Idling	1
More support needed from council	1
Traffic displacement	1
Have always walked to school anyway	1
Reduced traffic levels	1
Negative - unspecified	1
Idling	1
Noise pollution	1
Improved street environment	1
Positive - unspecified	1
Comment on survey	1
Reduced air quality	1
Increased pollution	1
Reduced road safety	1

Table 22. St John's Primary School

Q5	
Sentiment	Count
Displaced parking and traffic issues	1
Scheme has improved safety	1
No change - already use non car mode	1

Q6	
Sentiment	Count
Social distancing measures not respected	1
Scheme has no effect on safety	1

Q7	
Sentiment	Count
Support for LTN	1
Increased pollution	1
Congestion	1
Has not reduced driving to school	1

Table 23. St Mark's Primary School

Q5	
Sentiment	Count
No change - already use non car mode	13
Scheme has improved safety	11
Encouraged my child to walk, cycle or scoot to school	3
Road is much calmer, more enjoyable and spacious	2
Does not improve wider area	2
Child/ren can be more independent	2
Displaced parking and traffic issues	2
Scheme has improved air quality	1
General positive comment	1
Difficult to park	1

Q6	
Sentiment	Count
Scheme has no effect on air quality	7
Negative impact on congestion	7
General positive comment	5
Need to encourage reduced car use	3
Scheme has improved safety (general)	2
Scheme has no effect on safety	2
Air is polluted around the school	2
Positive for health and wellbeing	2
Social distancing measures not respected	1
Concern children will become complacent about road safety	1
Widen school street area	1
Scheme has encouraged walking / cycling	1
Scheme has no positive impact	1
My car journey is now longer	1
Some cars ignore the scheme	1
Scheme has made everything more complicated	1
Careless driving and parking - dangerous	1
Children can be more independent	1

Q7	
Sentiment	Count
Against other road restrictions e.g. LTN	10
Congestion	7
Positive - unspecified	4
Difficult to differentiate impacts from LTN impacts	4
Comment on survey	3
Traffic displacement	3
No impacts	3
Improved road safety	3
Scheme has reduced traffic in the area	2
More support needed from council	2

Traffic speed concerns	2
Have always walked to school anyway	2
Traffic levels have not improved	2
Access difficulties - emergency services	2
Driver frustration/Road rage	1
N/A	1
Education campaign on air quality	1
Better enforcement needed	1
Road safety concerns	1
Idling	1
Support for LTN	1
Reduced Inconsiderate/Illegal parking	1
Encourages walking/cycling	1
Reduced road safety	1
Reduced traffic levels	1
Increased pollution	1

Table 24. Vicars Green Primary School

Q5	
Sentiment	Count
Traffic in surrounding area has increased	1
Stressful	1
No change - already use non car mode	1
No change - safety concerns for my children	1

Q6	
Sentiment	Count
Scheme has made everything more complicated	2
Scheme has no effect on safety	1
No choice but to drive	1

Q7	
Sentiment	Count
Scheme has increased traffic in the area	3
Congestion	3
Reduced road safety	3
Parking issues have not improved	1
Has not reduced driving to school	1
Inconsiderate/Illegal parking	1
Traffic levels have not improved	1
Make street outside school one-way	1
More difficult for parents dropping off children	1

Table 25. Willow Tree Primary School

Q5	
Sentiment	Count
No change - already use non car mode	5
Makes me late for work/school	2
Scheme has improved safety	1
Improved residents parking	1
Scheme has reduced traffic in the area	1
Unable to walk/scoot due to disability	1
Child/ren can be more independent	1
Scheme has improved air quality	1

Q6	
Sentiment	Count
Scheme has improved safety (general)	5
General positive comment	3
Social distancing measures not respected	1
No choice but to drive	1
Positive for health and wellbeing	1
Have always walked to school anyway	1
Careless driving and parking - dangerous	1
Negative impact on congestion	1

Q7	
Sentiment	Count
Parking issues have not improved	4
More difficult for parents dropping off children	3
Has not reduced driving to school	2
Improved road safety	1
Reduced ability to social distance	1
Reduced noise pollution	1
Scheme is not very effective	1
Too many exceptions	1
Traffic displacement	1
Encourages walking/cycling	1
Positive - unspecified	1

Full coding tables – Staff

Table 27. Berrymede Junior School

Q6	
Sentiment	Count
Other	1
No impact	1

Q7	
Sentiment	Count
Other	1
No impact	1
Concern	1
Careless driving	1

Table 28. Berrymede Junior School

Q7	
Sentiment	Count
Positive	1
Scheme has improved safety (general)	1

Table 29. Derwentwater Primary School

None

Table 30. Gifford Primary School

Q6	
Sentiment	Count
Positive	1
General positive comment	1
Other	1
No impact	1

Q7	
Sentiment	Count
Concern	1
Careless driving	1

Table 31. Holy Family Catholic Primary School

Q6	
Sentiment	Count
Negative	1
Negative impact on local congestion	1

Table 32. Mayfield Primary School

Q7	
Sentiment	Count
Concern	2
Careless driving	2

Table 33. North Ealing Primary School

Q6	
Sentiment	Count
Concern	1
Negative impact on residents	1

Q7	
Sentiment	Count
Suggestion	2
Need more communication	1
Need clearer road markings and signage	1

Table 34. Oaklands Primary School

Q6	
Sentiment	Count
Concern	1
Negative impact on residents	1

Q7	
Sentiment	Count
Concern	3
Negative impact on local congestion	2
Careless driving	1
Positive	1
Less traffic now	1

Table 35. St John's Primary School

None

Table 36. St Mark's Primary School

Q6	
Sentiment	Count
Negative	1
Negative impact on air quality	1

Q7	
Sentiment	Count
Concern	2
Negative impact on local congestion	1
Careless driving	1

Table 37. Vicars Green Primary School

Q7	
Sentiment	Count
Concern	3
Negative impact on local congestion	2
Careless driving	1
Suggestion	1
Need clearer road markings and signage	1

Table 38. Willow Tree Primary School

Q6	
Sentiment	Count
Positive	2
Seen increase in cycling	1
Scheme has improved safety (general)	1

Q7	
Sentiment	Count
Suggestion	1
Need permits for staff	1

Full coding tables – Residents/Businesses

Table 39. Berrymede Junior & Infant Schools

Q7	
Sentiment	Count
Positively	2
Unclear sentiment	1
Deliveries - positive impact	1

Q8	
Sentiment	Count
Suggestion	2
Request that car engines are turned off	1
Increase School Street area	1
Positive	2
Scheme has improved safety (general)	1
General positive comment	1

Q9	
Sentiment	Count
Positively	2
Positive environmental impact (pollution)	1
Improved road safety (general)	1

Table 40. Derwentwater Primary School

Q7	
Sentiment	Count
Negatively	7
Against permanent barrier	1
No impact	1
Negative environmental impact (pollution)	1
Increased journey times	1
Reduced road safety (impact on pedestrians)	1
Increased stress (general)	1
Negative comments from parents	1
Positively	2
Reduced road safety (general)	1
Reduced car usage	1
Don't know / Can't say	2
Traffic displacement	1
Increased journey times	1

Q10	
Sentiment	Count
Negative	3
Reduced access - residents	1
Traffic displacement	1
Reduced parking available	1
Suggestion	1
Enforcement - fines	1

Q11	
Sentiment	Count
Negative	2
Increased traffic	1
Congestion	1
Other	1
Comment on survey	1

Table 41. Gifford Primary School

Q7	
Sentiment	Count
Negatively	12
Inconsiderate parking	3
Congestion	2
Deliveries - negative impact	1
Negative environmental impact (pollution)	1
Noise pollution	1
Reduced parking available	1
Unclear sentiment	1
Negative comments from parents	1
Negative environmental impact (driving over greenery)	1
Don't know / Can't say	4
Reduced inconsiderate parking	1
Noise pollution	1
Congestion	1
Inconsiderate parking	1
Positively	2
Reduced inconsiderate parking	1
Congestion	1

Q10	
Sentiment	Count
Negative	14
Congestion	2
Dangerous parking	2
Tension between parents/carers and residents	2
No room for cyclists on the road	1
Reduced access - parents/carers	1
Noise pollution	1
Reduced road safety - general	1
General	1
Anti-social behaviour (Parents/Carers)	1
Inconsiderate parking	1
Negative impact on air quality	1
Suggestion	2
Provide more rubbish bins	1
Extend closure area	1

Q11	
Sentiment	Count
Negative	7
Congestion	2
General rejection	2
Reduced parking available	1
Unable to get parking permit	1
Reduced access - emergency services	1
Suggestion	3
Enforcement - CCTV	1
Introduce parking permits	1
Extend closure area	1
Positive	2
Reduced vehicle speeds	1
Reduced car usage	1
Other	1
Not applicable	1

Table 42. Holy Family Catholic Primary School

Q7	
Sentiment	Count
Negatively	67
Congestion	13
Traffic displacement	9
Inconsiderate parking	9
Increased journey times	7
Reduced parking available	6
Negative environmental impact (pollution)	4
Driver frustration/road rage	3
Access for residents (general)	2
Reduced road safety (drivers)	2
Signs too small	1
Unspecified	1
Negative environmental impact (air quality)	1
Accessibility concerns	1
Scheme area should be expanded	1
Deliveries - negative impact	1
Tensions between parents/carers and residents	1
Confusion over alternative route	1
Unclear sentiment	1
Reduced road safety (impact on pedestrians)	1
Residents need more/better information	1
No impact	1
Don't know / Can't say	28
Negative environmental impact (pollution)	3
Congestion	3
No impact	3
Inconsiderate parking	2
Reduced congestion	2
Increased journey times	2
Increased road safety (Impact on pedestrians)	2
Unspecified	2
Increased road safety (general)	1
Reduced idling	1
Traffic displacement	1
Increased road safety (Impact on cyclists)	1
Reduced inconsiderate parking	1
Increased journey times	1
Positive environmental impact (air quality)	1
Increased road safety (pedestrians)	1
Negative environmental impact (air quality)	1
Positively	9
Reduced inconsiderate parking	2
Quieter street	2
Cleaner streets	1

Delivery drivers support the scheme	1
Reduced speeds	1
Inconsiderate parking	1
Positive environmental impact (pollution)	1

Q8	
Sentiment	Count
Negatively	7
Congestion	2
Negative environmental impact (pollution)	1
Increased journey times	1
Difficulties with access	1
Reduced parking available	1

Q9	
Sentiment	Count
Negatively	5
Increased journey times	1
Congestion	1
Reduced road safety (impacting on pedestrians)	1
Deliveries - negative impact	1
Difficulties with access	1

Q10	
Sentiment	Count
Negative	62
Congestion	9
Traffic displacement	9
Negative impact on air quality	4
Does not achieve aims	4
General	4
Increased pollution	4
Inconsiderate parking	3
Driver frustration/road rage	3
Increased journey times	3
Does not encourage walking/cycling	2
Reduces accessibility	2
Reduced ability to social distance	2
Negative impacts moved elsewhere	2
Reduced road safety - general	1
Doesn't teach road safety	1
Does not improve road safety	1
Idling	1
Reduced parking available	1
No impact on social distancing	1
Reduced road safety - pedestrians	1
No improvement in air quality	1
Increased traffic	1

No social distancing	1
Illegal parking	1
Suggestion	7
Extend closure area	2
Reduce catchment areas for schools	1
Better enforcement of cyclists	1
Strategy needed to prevent rat-running	1
Ban driving to school	1
In-school campaign to reduce car usage	1
Positive	7
General support	3
Improved air quality	2
Reduced road rage incidents	1
Improved road safety - pedestrians	1
Other	6
Comment on survey	4
Unclear sentiment	2
Unrelated	2
Comment on Covid rules	1
Against traffic restrictions generally	1

Q11	
Sentiment	Count
Negative	28
Congestion	6
Increased pollution	3
Lack of consultation	2
Increased journey times	2
General rejection	2
Unsure of process to get parking permit	2
Tension between parents/carers and residents	1
Negative impact on air quality	1
Inconvenient for residents - unspecified	1
Does not reduce car usage	1
Negative impacts moved elsewhere	1
Unable to get parking permit	1
Traffic displacement	1
Does not encourage walking/cycling	1
Inconsiderate parking	1
Does not achieve aims	1
Lack of communication with residents	1
Positive	7
Reduced congestion	2
Permit system is easy/convenient	1
Quieter street	1
General support	1
Encourages walking/cycling	1
Improved air quality	1

Other	3
Comment on survey	2
Unclear sentiment	1
Suggestion	3
Extend closure area	1
School bus service	1
Provide online permit reminders	1
Unrelated	2
Supportive of ULEZ	1
Against other road restrictions	1

Table 43. Mayfield Primary School

Q7	
Sentiment	Count
Negatively	4
Reduced parking available	1
Increased idling	1
Congestion	1
Increase in illegal parking	1
Don't know / Can't say	3
Inconsiderate parking	1
No impact	1
Increase in illegal parking	1
Positively	2
Reduced road safety (impact on pedestrians)	1
Difficulties with access	1

Q10	
Sentiment	Count
Suggestion	4
School should provide parking	1
Measures to prevent parents driving to school - unspecified	1
Exempt disabled residents from restrictions	1
Extend closure area	1
Positive	3
Improved air quality	1
Reduced inconsiderate parking	1
Improved road safety - pedestrians	1
Unrelated	2
General support for cycling & walking	1
Address local drug dealing	1
Negative	1
Noise pollution	1
Other	1
Comment on survey	1

Q11	
Sentiment	Count
Suggestion	2
Improve signage	1
Extend closure area	1
Negative	2
Negative impacts moved elsewhere	1
Does not achieve aims	1

Table 44. North Ealing Primary School

Q7	
Sentiment	Count
Negatively	17
Difficulties with access	4
Reduced road safety (impact on pedestrians)	3
Unspecified	2
Difficulties with access	2
Increased journey times	2
Deliveries - negative impact	1
Increased idling	1
Negative environmental impact (pollution)	1
Reduced road safety (drivers)	1
Don't know / Can't say	15
Inconsiderate parking	5
Reduced road safety (impact on pedestrians)	2
Reduced car usage	2
Improved road safety (general)	1
Reduced road safety (Impact on cyclists)	1
Increased congestion	1
Unspecified	1
No impact	1
Quieter street	1

Q10	
Sentiment	Count
Negative	13
Negative impacts moved elsewhere	2
Reduced road safety - pedestrians	2
Confusion over alternative routes	1
Driver frustration/road rage	1
Does not reduce car usage	1
Reduced access - residents	1
Road safety concerns - children	1
General	1
Traffic displacement	1
General rejection	1

Idling	1
Suggestion	4
Road safety training for parents	1
Measures to prevent pedestrians walking in the road	1
Improve signage	1
In-school campaign to reduce car usage	1
Other	4
Comment on survey	4
Unrelated	1
Cyclists/E-scooters are dangerous	1
Positive	1
Improved access for residents	1

Q11	
Sentiment	Count
Negative	9
Does not reduce car usage	2
Reduced road safety - pedestrians	2
Congestion	2
Tension between parents/carers and residents	1
Traffic displacement	1
General rejection	1
Suggestion	2
Extend closure area	1
Enforcement - unspecified	1
Other	1
Comment on survey	1

Table 45. Oaklands Primary School

Q7	
Sentiment	Count
Negatively	53
Difficulties with access	19
Congestion	7
Increased journey times	5
Negative - general	4
Negative comment about Ealing council	3
Inconsiderate parking	2
Reduced parking available	2
Reduced road safety (impact on pedestrians)	2
Not enforced	1
Reduced speeds	1
Negative - unspecified	1
Reduced road safety (impacting on cyclists)	1
Driver frustration/road rage	1
Reduced road safety (impacting on drivers)	1

Negative environmental impact (pollution)	1
Increased parking available	1
Noise pollution	1
Don't know / Can't say	36
No impact	4
Difficulties with access	3
Quieter street	3
Increased journey times	2
Reduced parking available	2
Improved access	2
Improved road safety (general)	2
Less traffic on residential streets	2
Unclear sentiment	1
Inconsiderate parking	1
Reduced car usage	1
Increased parking available	1
Reduced speeds	1
Less idling	1
Improved road safety (impact on pedestrians)	1
Confusion over alternative route	1
Reduced congestion	1
Improved road safety (Impact on cyclists)	1
Reduced road safety - general	1
Positive impacts on health	1
Road safety education needed	1
Positive environmental impact (general)	1
Congestion	1
Positive environmental impact (pollution)	1
Positively	11
Reduced conflict over parking	1
Improved road safety (impact on pedestrians)	1
Update navigation applications with one-way street information	1
Increased parking available	1
Quieter street	1
Increased walking/cycling	1
Reduced road safety (general)	1
No impact	1
Unspecified	1
No issues with access	1
Positive impacts on health	1

Q8	
Sentiment	Count
Negatively	1
Difficulties with access	1

Q9	
Sentiment	Count
Negatively	2
Loss of customers	1
Difficulties with access	1

Q10	
Sentiment	Count
Negative	62
Does not achieve aims	9
Congestion	6
Scheme unnecessary	5
Traffic displacement	5
Negative impact on air quality	5
General rejection	5
No impact on social distancing	3
Increased journey times	3
Idling	3
Increased pollution	3
Lack of consultation	2
Driver frustration/road rage	2
No improvement in air quality	2
Inconvenient for residents - unspecified	1
Reduced access - residents	1
Does not encourage walking/cycling	1
Doesn't teach road safety	1
Reduced road safety - pedestrians	1
Children cycling on pavements	1
Lack of enforcement / rules not followed	1
Noise pollution	1
Personal safety concerns	1
Unrelated	12
Against other road restrictions	4
Support for LTNs	3
Cyclists/E-scooters are dangerous	2
Enforce against dog fouling	1
Unhappy with parking charges	1
Against traffic restrictions generally	1
Positive	10
General support	3
Overall street environment	1
Reduced inconsiderate parking	1
Quieter street	1
Reduced car usage	1
Improved air quality	1
Fewer cars on street	1
Improves safety for residents	1
Other	9

Dissatisfaction with Ealing Council	3
Unspecified	2
Comment on survey	2
Unclear sentiment	1
No Impacts	1
Suggestion	9
School should provide parking	1
Move planter/barrier location	1
Consider impact on local business	1
Do not allow bicycles two-way on one-way street	1
Provide information to navigation companies e.g. satnav	1
Enforcement - Barriers	1
Widen pavements	1
Enforcement - CCTV	1
Invest money in public transport instead	1

Q11	
Sentiment	Count
Negative	30
Scheme unnecessary	5
Lack of enforcement / rules not followed	4
Congestion	3
General rejection	2
Idling	2
Increased journey times	2
Permits are not long-lasting	1
Illegal parking	1
Does not encourage walking/cycling	1
Inconsiderate parking	1
Permit system doesn't account for customers	1
Unsure of process to get parking permit	1
Reduced road safety	1
Does not improve parking availability	1
Should not need a permit	1
Dangerous cycling	1
Noise pollution	1
Inconvenient for residents - unspecified	1
Other	10
Unspecified	3
Comment on survey	3
Dissatisfaction with Ealing Council	2
Support for LTNs	1
No Impacts	1
Suggestion	7
Allow guests/deliveries access	2
More/Improved cycle lanes	1
Enforcement - CCTV	1
Do not allow bicycles two-way on one-way street	1

School should provide parking	1
Enforcement - Barriers	1
Unrelated	5
Cyclists/E-scooters are dangerous	1
Against other road restrictions	1
Support for LTNs	1
Against traffic restrictions generally	1
Appreciative of refuse collectors	1
Positive	2
Overall street environment	1
Encourages walking/cycling	1

Q12	
Sentiment	Count
Negative	39
Congestion	4
General rejection	4
Scheme unnecessary	4
Reduced access - delivery drivers	3
Inconvenient for residents - unspecified	2
Increased journey times	2
Driving speeds are too high	2
Reduced access - residents	2
Does not reduce car usage	2
Reduced road safety - pedestrians	2
Reduced road safety - general	1
Reduced road safety - Cyclists	1
Inconsiderate parking	1
Negative impact on appearance of the street	1
Reduced parking available	1
Negative impacts moved elsewhere	1
Noise pollution	1
Does not teach road safety	1
Traffic displacement	1
Increased pollution	1
Confusion over alternative routes	1
Lack of enforcement / rules not followed	1
Positive	13
Encourages walking/cycling	3
General support	2
Improved air quality	2
Overall street environment	1
Reduced pollution	1
Reduced congestion	1
Fewer cars on street	1
Improves safety for residents	1
Improved road safety - pedestrians	1
Other	9

Unspecified	3
Unclear sentiment	2
No Impacts	2
Dissatisfaction with Ealing Council	1
Support for LTNs	1
Unrelated	5
Against other road restrictions	3
Support for LTNs	2
Suggestion	3
Allow guests/deliveries access	2
open up the entrance to Oaklands Road from Boston Manor	1

Table 46. St John's Primary School

Q7	
Sentiment	Count
Negatively	10
Congestion	2
Reduced road safety (general)	2
Increased journey times	2
Traffic displacement	1
Inconsiderate parking	1
Difficulties with access	1
Negative environmental impact (pollution)	1
Don't know / Can't say	1
Traffic displacement	1

Q10	
Sentiment	Count
Other	3
Comment on survey	2
Dissatisfaction with Ealing Council	1
Negative	2
Traffic displacement	1
Does not improve air quality	1
Unrelated	1
Against other road restrictions	1
Suggestion	1
More/Improved cycle lanes	1

Q11	
Sentiment	Count
Negative	1
Congestion	1

Table 47. St Mark's Primary School

Q7	
Sentiment	Count
Negatively	28
Difficulties with access	6
Congestion	6
Negative environmental impact (pollution)	3
Traffic displacement	2
Unspecified	2
Driver frustration/road rage	2
Reduced road safety - general	1
Inconsiderate parking	1
Reduced road safety (impact on pedestrians)	1
Increased speeding	1
Reduced parking available	1
Improve sign placement	1
Positive (general)	1
Don't know / Can't say	14
Difficulties with access	3
Improved road safety (impact on pedestrians)	2
No impact	2
Reduced car usage	1
Unclear sentiment	1
Reduced congestion	1
Unspecified	1
Quieter street	1
Cleaner streets	1
Positive (general)	1
Positively	2
Less traffic on residential streets	1
Improved access	1

Q10	
Sentiment	Count
Negative	15
Does not achieve aims	5
Does not improve road safety	2
Congestion	2
Reduced access - residents	1
Unspecified	1
Scheme unnecessary	1
No improvement in air quality	1
No improvement to street environment - general	1
Does not reduce pollution	1
Positive	5
Overall street environment	2
Improved road safety - pedestrians	1

Reduced pollution	1
Reduced inconsiderate parking	1
Unrelated	4
Against other road restrictions	4
Suggestion	3
Improve communication with residents	1
School should engage more with the community	1
Measures to prevent parents driving to school - unspecified	1
Other	2
Dissatisfaction with Ealing Council	1
Comment on survey	1

Q11	
Sentiment	Count
Negative	12
Congestion	3
Traffic displacement	2
Reduced access - residents	1
Idling	1
Reduced road safety - pedestrians	1
Reduces road safety - pedestrians	1
Does not encourage walking/cycling	1
Inconsiderate parking	1
Negative impacts moved elsewhere	1
Positive	2
Reduced inconsiderate parking	1
General support	1
Unrelated	1
Against other road restrictions	1
Suggestion	1
Improve communication with residents	1

Table 48. Vicars Green Primary School

Q7	
Sentiment	Count
Negatively	37
Difficulties with access	11
Inconsiderate parking	8
Congestion	3
Reduced access	2
Noise pollution	2
Increased idling	2
Negative environmental impact (pollution)	2
Reduced parking available	1
Reduced road safety (impact on pedestrians)	1
Reduced road safety (Impact on cyclists)	1
Driver frustration/road rage	1

Illegal parking	1
Tensions between parents/carers and residents	1
Increased speeding	1
Don't know / Can't say	2
Inconsiderate parking	1
Difficulties with access	1

Q8	
Sentiment	Count
Negatively	2
Increased journey times	1
Difficulties with access	1

Q9	
Sentiment	Count
Negatively	2
Increased journey times	1
Difficulties with access	1

Q10	
Sentiment	Count
Negative	8
Does not achieve aims	4
No improvement in air quality	1
Noise pollution	1
Does not encourage walking/cycling	1
Driving speeds are too high	1
Other	1
Unclear sentiment	1

Q11	
Sentiment	Count
Negative	7
Congestion	2
Noise pollution	1
Lack of enforcement / rules not followed	1
Idling	1
Reduced parking available	1
Inconvenient for residents - unspecified	1

Q12	
Sentiment	Count
Negative	13
Congestion	3
Traffic displacement	3
Reduced road safety - general	2
Illegal parking	2
Does not improve road safety	1

Lack of enforcement / rules not followed	1
Inconvenient for residents - unspecified	1
Suggestion	6
Introduce parking permits	2
Move planter/barrier location	1
Measures to prevent parents driving to school - unspecified	1
Extend closure area	1
Enforcement - unspecified	1
Positive	1
Improved road safety - pedestrians	1

Table 49. Willow Tree Primary School

Q7	
Sentiment	Count
Negatively	8
Difficulties with access	3
Reduced parking available	1
Increased journey times	1
Reduced road safety (impact on pedestrians)	1
Congestion	1
Inconsiderate parking	1
Don't know / Can't say	7
Difficulties with access	3
Reduced parking available	1
Unspecified	1
Inconsiderate parking	1
No impact	1
Positively	1
Improved access	1

Q10	
Sentiment	Count
Negative	6
Reduced road safety - pedestrians	2
Traffic displacement	1
Reduces accessibility	1
Reduced road safety - general	1
Congestion	1
Other	2
Unspecified	1
No Impacts	1

Q11	
Sentiment	Count
Negative	6
Inconsiderate parking	1
Reduced road safety - pedestrians	1
Inconvenient for residents - unspecified	1
Congestion	1
Accessing a permit is difficult	1
Does not reduce car usage	1
Other	2
Unspecified	1
No Impacts	1
Suggestion	1
Permits should be free	1

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