

# Ealing School Streets: Greenwood Primary School proposal - feedback evaluation

Prepared by Hup Initiatives for the London Borough of Ealing, November 2023.

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## Report Introduction:

This independent report into the ‘School Streets’ scheme proposed by the London Borough of Ealing (LBE) in the vicinity of Greenwood Primary School Northolt was produced in November 2023 by Hup

Initiatives. The report outlines and displays results from three provided data sets; TfL ‘STARS’ school travel surveys, a ‘Give My View’ survey of the local school community, and an official Traffic Management Order (TMO) consultation in regard to the proposed highway access changes.

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# Introduction to Greenwood Primary School Street proposal:

## Ealing School Streets scheme (authored by LBE)

### Introduction

London Borough of Ealing Council (LBE) wants to make the Borough a great place to live, work and spend time in. Good, sustainable transport is a fundamental part of the council's priorities to create 'Healthy Streets' that seek to reduce pollution and increase physical activity rates by providing safe, convenient alternatives to short car journeys.

Our Transport Strategy aims to build a positive legacy to enhance the environment and improve public health by focusing on 'active travel' (walking and cycling). We will improve streets and transport infrastructure to reduce dependency on cars to prioritise active, efficient and sustainable travel modes, making Ealing a healthier, cleaner, safer and more accessible place for all.

A School Street is where the streets around a school are closed to most traffic at school opening and closing times. An exemption policy applies, and some vehicles are eligible for permits, including those registered to residents and businesses within the designated zone.

LBE have successfully implemented School Streets for 24 schools since September 2020. On average active travel for the school journey has increased by 9% and car use reduced by 6% in the first year. LBE has set an ambitious and exciting challenge to have School Streets at 50 schools by 2026. Schools are prioritised based on selection criteria that includes the following categories:

- Road safety (casualties)
- Air Quality
- Index of Multiple Deprivation
- STARS engagement
- Active travel
- Location suitability

Closing the streets to school and through traffic helps to achieve a safer, more pleasant environment for everyone, especially those who are walking and cycling.

The purpose of this report is to provide an independent evaluation of the consultation that took place for the proposed School Street at Greenwood Primary School.

### School Overview

#### School information

- Type – Primary school
- FE – 3 form entry
- Number of pupils – 638 pupils
- Geographical data from school census
  - 61% pupils live within 0.5 miles of school.
  - 26% pupils live 0.5 to 1 mile.
- Location – Wood End Way - Northolt

- Details of any CPZ - Not applicable
- Travel for Life (STARS) accreditation - Currently working towards accreditation.

### Proposed School Street

- Location: Wood End Way junction with Wood End Lane and Wood End Close. Merton Avenue junction with Wood End Way and Keble Close. Ramsey Close.
- Times 8.30 to 9.15am and 3.00 to 4.00pm.
- Engagement and consultation activities
  - Walking workshop (group walk in the proposed area) – 11<sup>th</sup> October, 8 attendees (4 school children, 3 school staff, 1 Governing body).
  - Pop Up event (public engagement activity) – 16<sup>th</sup> October at the school reception and playground area, 10 attendees (4 residents and 6 staff).
  - Online presentation (about scheme and decision-making process) – 18<sup>th</sup> October, 4 attendees.
  - Year 5 in class workshop (interactive lesson on active travel).
  - Letters to residents – 28<sup>th</sup> September, by Royal Mail to 706 addresses.
  - The School Travel Team were available to receive emails, letters and phone calls from members of the local and school community.

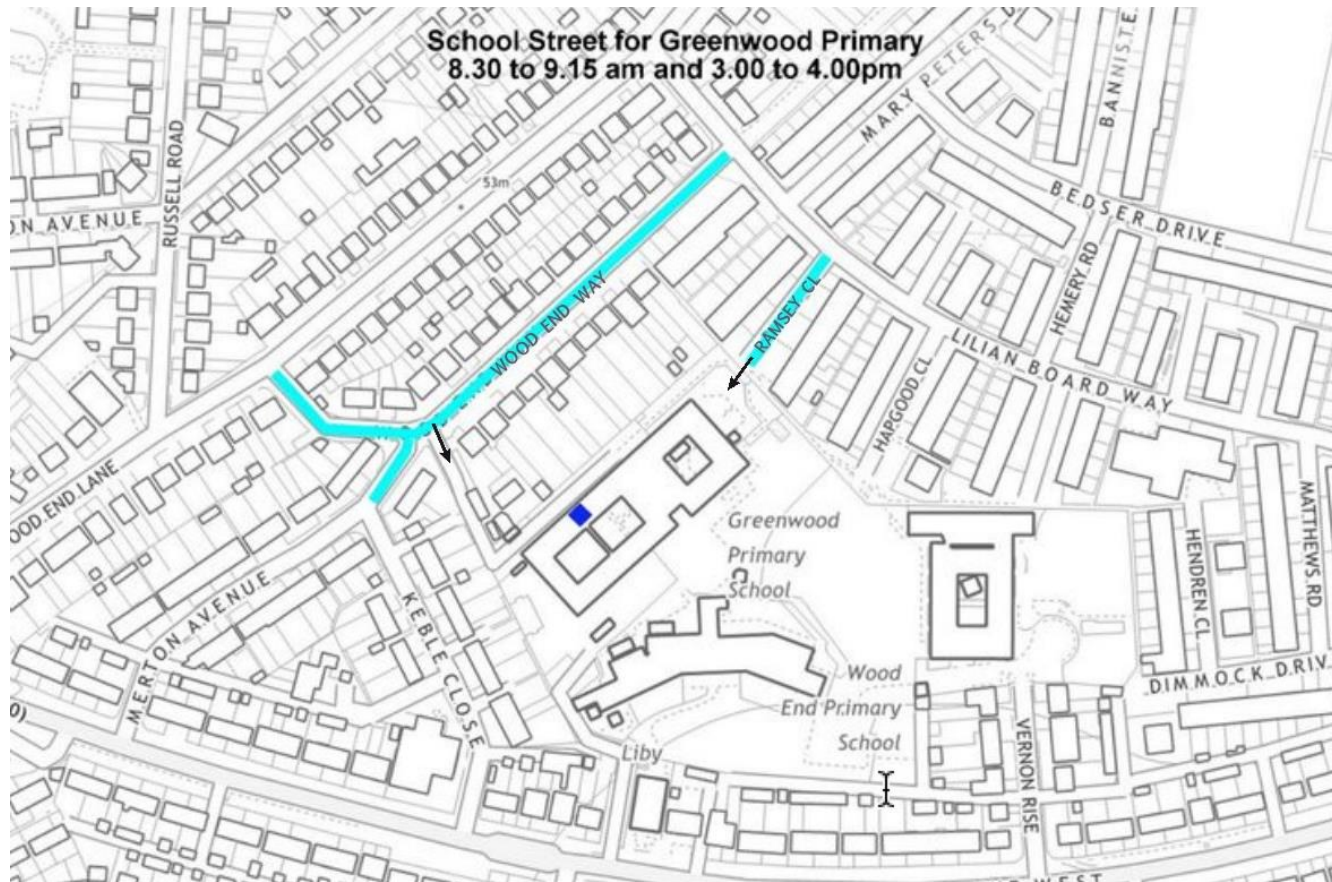
### Consultation method

- Give My View – online survey open from 28<sup>th</sup> September to 29<sup>th</sup> October 2023. Hard copies were posted on request.
- Traffic Management Order – 21-day statutory consultation from 27<sup>th</sup> September to 18<sup>th</sup> October 2023. Published in The Gazette [Road Traffic Acts | The Gazette](#)

Figure 1: Photo of 'Walking workshop'



Figure 2: Map of proposed School Street:



## 'STARS' data:

### Introduction to data set:

<https://stars.tfl.gov.uk/About/About>

'STARS – Sustainable Travel: Active, Responsible, Safe'

'STARS' is TfL's accreditation scheme for London schools and nurseries. 'STARS' inspires young Londoners to travel to school sustainably, actively, responsibly, and safely by championing walking, scooting, and cycling. 'STARS' supports pupils' wellbeing, helps to reduce congestion at the school gates, and improves road safety and air quality.

The tables presented below display the results of the survey of 'actual' and 'preferred' mode of school travel at Greenwood Primary School.

### 'STARS' results:

Table 1 - Pupil actual mode of travel. Response rate 96%. Date of survey 12/7/2023.

Walking	Scooting	Buggy	Cycling	Rail/Overground	Tube	Public Bus	School Bus/taxi	River	Car / motorbike	Car share	Park and stride	TOTAL
290	35	2	32	1	2	47	1	7	143	15	7	582
50%	6%	0%	5%	0%	0%	8%	0%	1%	25%	3%	1%	

Table 2 - Pupil preferred mode of travel. Response rate 73%.

Walking	Scooting	Buggy	Cycling	Rail/Overground	Tube	Public Bus	School Bus/taxi	River	Car / motorbike	Car share	Park and stride	TOTAL
125	106	1	100	9	11	23	1	5	58	0	3	442
28%	24%	0%	23%	2%	2%	5%	0%	1%	13%	0%	1%	

Table 3 – Staff actual mode of travel. Response rate 78%.

Walking	Scooting	Cycling	Rail / Overground	Tube	Public Bus	Car / motorbike	Car share	TOTAL
8	0	2	1	1	1	38	5	56
14%	0.00%	4%	2%	2%	2%	68%	9%	

Table 4 – Staff preferred mode of travel. Response rate 11%.

Walking	Scooting	Cycling	Rail / Overground	Tube	Public Bus	Car / motorbike	Car share	TOTAL
0	0	0	1	2	0	5	0	8
0%	0%	0%	13%	25%	0%	63%	0%	



## Summary of 'STARS' results:

The pupil survey shows the majority of pupils (approximately 61%) are arriving at the school site via active modes or travel (Walking, Scooting, and Cycling). A School Street is expected to improve road safety for these pupils by reducing motor vehicle movements near the school gates.

The preferred results show that the percentage of pupils who would prefer to travel by active modes increased from 61% actual to 75% preferred. Of these, there are significantly higher numbers of pupils expressing a preference for cycling compared to the number currently doing so (5% actual compared to 23% preferred).

The increase in preferences for cycling is particularly notable as the School Street will create a large area of restricted road with reduced vehicle movements in the immediate vicinity of the school. These restrictions may provide a safer environment for young cyclists to cycle on the highway. This, in turn, may increase confidence in cycling and assist in long term behaviour change.

The survey shows that approximately 28% of pupils are travelling by car / motorbike or car sharing, which may result in traffic concerns around the school drop off and pick up times. The scheme may help to encourage a reduction in this number and result in increased 'Park and Stride' by requiring pupils arriving by car to walk the final length of their journey.

The number of pupils reporting a preference for travel by car / car share falls to 58 from over 150 that are currently doing so.

The staff survey shows that just 18% of the staff are travelling actively to the school site. None of the staff reported a preference for active travel. The majority of staff are travelling by car / motorbike or by car share (77%). This falls to 63% in the preferred survey with public transport rising to 38%. The scheme may encourage this shift by providing a safer walking environment for the final portion of staff journeys however it should also be noted that there was a significantly lower response rate for the staff 'preferred' mode of travel.

## 'Give My View' data:

### Introduction to data set:

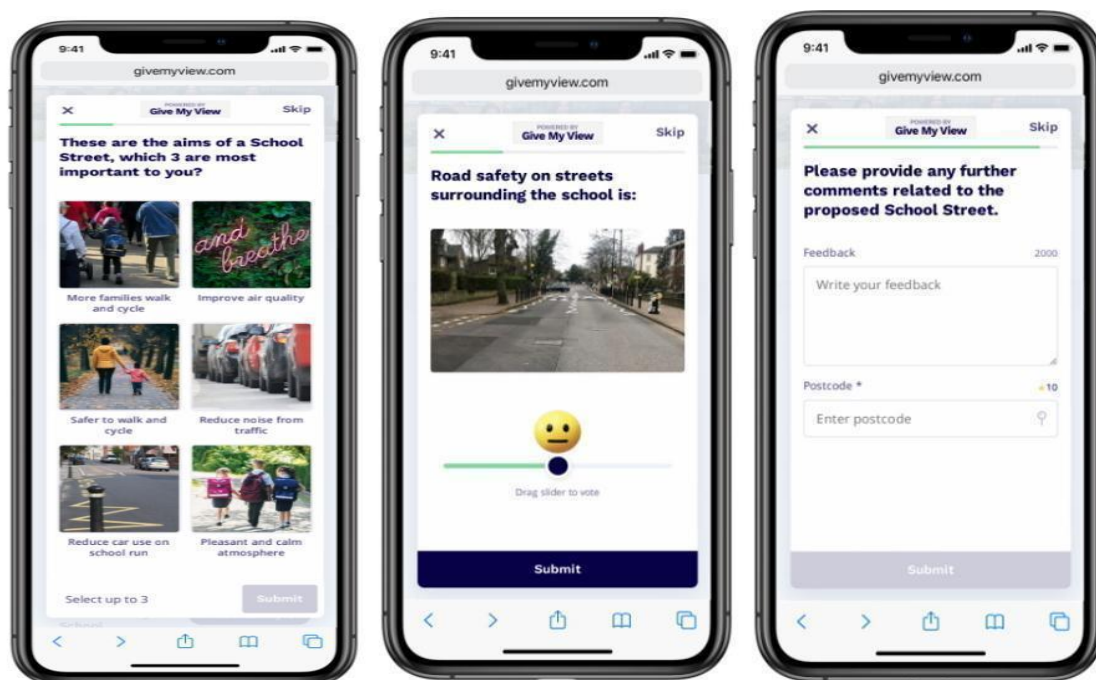
'Give My View' is a survey platform developed by Built-ID. The survey was produced by LBE to target the school and local community. The survey seeks to distinguish between various groups such as staff, parents / carers, residents, and businesses who will be impacted by the School Street. Pupils were also surveyed using a similar set of questions.

Most questions in the survey seek to understand the respondents' views on various aspects of the current situation and establish levels of support for the overall scheme. The survey states the scheme's aims, and responses are made on wider concerns using multiple-choice answers or a sliding scale relating to how strongly the respondent feels.

Additionally, respondents were given the opportunity to provide further comments on the proposals. All these comments have been read and coded by Hup Initiatives to provide further numerical analysis as well as key findings and suggestions based on the school and local community's feedback. These results can also be found in the tables on the following pages.

In total, 229 survey logs were generated for the main survey and 145 logs for the pupil survey, however a number of logs did not contain data or had limited engagement with the questions. 9 respondents who selected 'Resident within School Street' subsequently provided postcodes outside of, but nearby to, the School Street and were relisted as 'Resident outside School Street', as did 1 respondent who selected 'Other' (note that postcode data was not a mandatory field). A further respondent who selected 'Other' identified themselves as a parent in the comments field and has therefore been relisted as a 'Parent / Carer'.

Figure 3: 'Give My View' screens examples:



## Feedback sliders:

The table below displays the average slider score selected by the respondents for each of nine statements. A high score indicates positive feelings, and a low score indicates negative feelings. For example, on average, respondents scored 'congestion' as 43. This represents a neutral perception of congestion levels. Results have been colour-coded as follows: Negative 0-39 Red, Neutral 40-60 Yellow, Positive 61-100 Green.

N.B. Owing to respondents choosing to skip some questions, the 'Total number of responses' in the table below is displayed as an average. This figure is displayed to ensure that appropriate consideration can be given to each category. For example, there were significantly more responses from parents than from residents within the School Street.

The Pupils 'Give My View' survey was a slightly different version – while the concerns listed remained fundamentally the same, wording was simplified for the pupils. The main year groups responding were years 4 to 6. Those selecting 'Other' did not have to elaborate therefore they were considered to be 'Other or unknown'.

Table 5: Average 'Give My View' slider scores:

	Total number of respondents (average)	The road safety on streets surrounding the school is:	The amount of congestion on streets surrounding the school is:	I feel parking behaviour of drivers near the school at start & finish times is:	The number of drivers leaving engines running when parked near to school is:	The traffic noise in the streets near the school at drop off/ pick up times is:	The speed cars travel on streets surrounding the school is:	The number of children travelling actively to school (e.g. walking / cycling) is:
<b>Overall</b>	223	54	43	42	49	51	55	64
<b>Parent / Carer</b>	127	60	47	46	53	55	60	70
<b>Staff</b>	11	48	40	38	42	49	46	54
<b>Resident within School Street</b>	38	42	38	39	43	41	51	61
<b>Resident outside School Street</b>	44	48	37	34	44	46	46	54
<b>Business within School Street</b>	2	54	50	57	40	50	50	50
<b>Business outside School Street</b>	1	100	60	50	100	71	100	65
	Total number of respondents (average)	The road safety on streets surrounding the school is:	The amount of congestion on streets surrounding the school is:	I feel parking behaviour of drivers near the school at start & finish times is:	The number of drivers leaving engines running when parked near to school is:	The traffic noise in the streets near the school at drop off/ pick up times is:	The speed cars travel on streets surrounding the school is:	The number of children travelling actively to school (e.g. walking / cycling) is:
<b>Pupils overall</b>	140	65	40	51	35	45	56	75

## Feedback sliders summary:

Overall, the principal areas of concern for the general respondents appear to be ‘congestion’ and ‘parking behaviour of drivers’ – which recorded overall average scores of 43 and 42, respectively. While these scores sit within the ‘neutral’ range, local residents and teachers appear to have a more negative perception of these concerns, possibly as they are the groups most likely to witness problems at school drop off and pick up times with the ‘Residents outside School Street’ scoring ‘parking behaviour’ just 34 – the lowest score in this section of the survey. Of the remaining concerns, engine idling (49), traffic noise (51), road safety (54), and speeding (55) all also scored within the ‘neutral’ range on average. Comparing these to the encouraging positive perception of the number of children arriving via active transport (64) it would appear that traffic behaviour concerns are the areas a School Street would help mitigate most of all.

**Pupils:** The pupils appear to be most concerned by ‘The number of drivers leaving engines running when parked near to school’ with a score of just 35, and ‘The amount of traffic on streets around or near the school’ with a score of (40). With scores ranging from 45-56, the pupils also show concern about levels of traffic noise, poor parking behaviours, and speeding. The pupils’ perceptions of active travel levels were higher than any of the general survey respondents with a score of 75, a little above the ‘Parent / Carer’ score of 70.

- **‘The road safety on streets surrounding the school is’:** The overall average score for road safety was 54 suggesting clear room for improvement. Residents within the School Street showed the greatest concern for road safety, with an average score of 42, again possibly owing to being witness to road behaviour around school times.
- **‘The amount of congestion on streets surrounding the school is:** The overall score of 43 shows significant levels of concern regarding congestion and clear room for improvement. Both the residents within and outside of the School Street showed the greatest levels of concern here (scores of 38 and 37, respectively), suggesting the level and wider reach of congestion is substantial.
- **‘I feel parking behaviour of drivers near the school at start & finish times is’:** Parking behaviour recorded the lowest overall score (42), with staff (38), and both categories of residents (39, 34) showing particular concern. The fact that the ‘Residents outside’ recorded the lowest score here (34) is a strong suggestion that the problem is wider reaching than purely within the proposed School Street.
- **‘The number of drivers leaving engines running when parked near to school is’:** ‘Idling’ appears to be slightly less of a concern than others at 49. Staff show the greatest concern, with a score of 42. However, it is worth noting that the average pupil score is much more negative (35); given they are the demographic most likely to be affected by poor air quality associated with engine idling, this should be taken into consideration.
- **‘The traffic noise in the streets near the school at drop off / pick up times is’:** Overall traffic noise recorded a neutral score of 51. Compared to other groups, ‘Residents within’ showed a much greater level of concern with a score of 41.

- **‘The speed cars travel on streets surrounding the school is’:** While it seems less of a concern than others, with an overall score of 55, ‘Speeding’ consistently scored neutral across all groups (including pupils), suggesting there is clear room for improvement. The nature of the road in question (being a through-road) should be taken into consideration as a factor, especially since ‘Residents outside’ and ‘Staff’ contributed comparatively low scores (46 in both instances).
- **‘The number of children travelling actively to school (e.g., walking and cycling) is’:** Whilst ‘Staff’, ‘Residents outside’, and ‘businesses’ all scored neutrally (54, 54, and 50), all other perceptions of active travel (including overall) were positive.

## Scheme aims:

Within the 'Give My View' survey, respondents were invited to choose up to three aims of the school scheme which they considered to be the most important (out of a choice of six). The 'Table of scheme aims' below displays the percentages of respondents selecting each of the aims e.g., Overall, 41% of respondents chose 'Reduce car use on school run' as one of their selections.

Table 6: Table of scheme aims: 'Question: These are the aims of a School Street, which 3 are most important to you?' (Percentage of respondents selecting option).

	Total number of respondents	More families walk and cycle	Pleasant and calm atmosphere	Improve air quality	Safer to walk and cycle	Reduce car use on school run	Reduce noise from traffic
<b>Overall</b>	216	40%	53%	22%	60%	41%	21%
<b>Greenwood Parent / Carer</b>	122	42%	61%	22%	70%	36%	16%
<b>Greenwood Staff</b>	11	45%	64%	9%	55%	27%	18%
<b>Resident within School Street</b>	36	33%	42%	25%	47%	53%	25%
<b>Resident outside School Street</b>	44	41%	36%	23%	45%	48%	34%
<b>Business within School Street</b>	2	0%	50%	0%	0%	100%	50%
<b>Business outside School Street</b>	1	0%	100%	0%	0%	0%	0%
<b>Pupils overall</b>	138	34%	57%	54%	61%	25%	25%

## Scheme aims summary:

**Overall:** Overall, 216 general respondents completed this section of the survey. The most frequently selected aim was 'Safer to walk and cycle' (60%) followed by 'Pleasant and calm atmosphere' (53%). These were significantly more frequent than the third most common, 'Reduce car use on school run' (41%). 'Reduce noise from traffic' was the least selected (21%). The remaining aims, 'More families walk and cycle' and 'Improve air quality', were selected by 40% and 22% of respondents, respectively.

**School Parent / Carer:** The parents and carers most frequently selected 'Safer to walk and cycle' (70%) and 'Pleasant and calm atmosphere' (61%), significantly more so than the next most frequently selected aim, 'More families walk and cycle' (42%). 'Reduce car use on school run' and 'Improve air quality' were selected by 36% and 22% of respondents, respectively. The least selected aim was 'Reduce noise from traffic' (16%)

**School Staff:** 'Staff' showed support for similar aims to the 'Parents / carers', most frequently selecting 'Pleasant and calm atmosphere' (64%) and 'Safer to walk and cycle' (55%). Whilst they also selected 'Reduce noise from traffic' less frequently (18%), they selected 'Improve air quality' with the lowest frequency, at 9%. The remaining aims - 'More families walk and cycle' and 'Reduce car use on school run' were selected by 45% and 27% of the staff.

**Residents within School Street:** The 'Residents within' most frequently selected 'Reduce car use on the school run' (53%). The next most frequently selected aims were 'Safer to walk and cycle' (47%) and 'Pleasant and calm atmosphere' (42%). 'More families walk and cycle' was selected by 33% of respondents, while 'Improve air quality' and 'Reduce noise from traffic' were selected the least, both 25% of the time.

**Residents outside School Street:** The most frequently selected aim for 'Residents outside School Street' was 'Reduce car use on the school run' (48%), followed closely behind by 'Safer to walk and cycle' and 'More families walk and cycle' (45% and 41% respectively). 'Pleasant and calm atmosphere' and 'Reduce car use on the school run' were selected by 36% and 34% of respondents, significantly more than the remaining aim, 'Improve air quality' (23%).

**Business within School Street:** Of the two 'Businesses within', both were equally in support of 'Reduce car use on school run' (100%). In addition to this, one selected 'Pleasant and calm atmosphere' (50%) and the other 'Reduce noise from traffic' (50%).

**Business outside School Street:** There was only one 'Business outside' respondent, who only selected 'Pleasant and calm atmosphere' (hence its score of 100%).

**Pupils:** The 'Pupils' most frequently selected 'Safer to walk and cycle' (61%), closely followed by 'Pleasant and calm atmosphere' (57%) and 'Improve air quality' (54%). 'More families walk and cycle' was selected 34% of pupils, while the remaining two aims - 'Reduce car use on school run' and 'Reduce traffic noise' were selected by 25% of the pupils.



## Final slider and further comments:

Table 7 below displays the results from the last slider 'Finally how do you feel about the proposal for a School Street in the area', including the percentage split of each group by positive / neutral / negative scores, as well as overall figures.

Table 7: Average 'Give My View' final slider score.

	Total number of respondents	Finally, how do you feel about the proposal for a School Street in your area?	Positive: 61 - 100	Neutral: 40-60	Negative: 0-39
Overall	211	56	50%	19%	31%
Parent / Carer	119	60	54%	23%	24%
Staff	10	58	40%	30%	30%
Resident within School Street	35	56	54%	11%	34%
Resident outside School Street	44	45	39%	11%	50%
Business within School Street	2	65	50%	50%	0%
Business outside School Street	1	0	0%	0%	100%
Pupils overall	137	59	51%	23%	26%

## Final slider summary:

Overall, across general respondents, the average score was 56 – a high score within the 'Neutral' range. However, there were significantly more scores classified as 'Positive' than 'Negative' (50% vs 31%).

The strongest support came from the 'Businesses within the School Street' (65), closely followed by the. The 'Parents / Carers' (60), 'Pupils' (59), and 'Staff' (58). Additionally, the majority of scores from 'Parents / Carers', 'Residents within', and 'Pupils' were positive (54%, 54%, and 51%, respectively).

Both set of residents scored the proposal within the neutral range, with 'Residents within' showing slightly more positively than 'Residents outside' (56 and 45, respectively).

The 'Business outside School Street' was the only group to record a 'Negative' score on average (0). Given that this score is attributed to a single respondent, it is difficult to draw a conclusion on what this may mean for the opinions of the demographic overall.

## Further comments log:

Following the final 'Give My View' slider, a text box was provided for further comment. These comments were read and logged within a variety of headings to assist in identifying trends and concerns. Overall sentiment was subjectively assessed based on any feedback provided by the respondents alongside their final slider score.

Table 8: 'Give My View' additional feedback summary.

	Number of respondents providing further comment	Comment Sentiment = Positive	Comment Sentiment = Neutral / Unclear	Comment Sentiment = Negative
<b>Overall</b>	127	50%	9%	41%
<b>Greenwood Parent / Carer</b>	54	56%	7%	37%
<b>Greenwood Staff</b>	4	50%	25%	25%
<b>Resident within School Street</b>	27	56%	7%	37%
<b>Resident outside School Street</b>	40	40%	10%	50%
<b>Business within School Street</b>	1	100%	0%	0%
<b>Business outside School Street</b>	1	0%	0%	100%

## Overall sentiment summary:

- 127 respondents provided further comments.
- Overall, there were more comments that were positive towards the scheme than negative, 50% vs 41%.
- A majority of comments from 'Parents / Carers' and 'Residents within School Street' (both 56%) were positive towards the scheme, as were those of 'Staff' (50%). This is encouraging, since they are the main groups impacted by the proposed changes.
- 'Residents outside School Street' expressed a slight majority of negative views towards the scheme (50%). As noted within the negative comments log, this may be owing to a perceived disadvantage to those in the surrounding roads.
- The one further comment from a 'Business within' was positive (100%), while that from the single 'Business outside' was negative (100%). As previously mentioned, it is difficult to draw meaningful conclusions from such low number of responses.

## Comments log (positive):

The number of specific positive comments within the respondents' feedback can be found logged in the table below:

Table 9: 'Give My View' additional feedback positive comments log.

	Reduction in school traffic / less congestion etc	Better for children / schools	Reduction in road rage / speeding / poor driver behaviour around the school	Improved residents' parking	Improved road safety	Improved quality of life / calmer	Increase in walking / cycling	Reduction in air pollution	Reduction in traffic noise	Support owing to climate change (or generalised 'environment')	Reduction in rat running	Other positive
<b>Overall</b>	<b>23</b>	<b>18</b>	<b>17</b>	<b>16</b>	<b>16</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>18</b>
Parent / Carer	4	10	4		7	2	4	1		1		12
Staff	1											1
Resident within School Street	12	4	7	10	3	4		1	1		1	1
Resident outside School Street	6	4	6	6	6	1	1	1	1			3
Business within School Street												1
Business outside School Street												

## Comments log (positive) summary:

Overall, the most common positive comments within the 'further comments' section of the survey was 'Reduction in school traffic' with 23 responses, followed by 'Better for children / schools' (18), 'Reduction in road rage / speeding' (17), then 'Improved residents parking' and 'Improved road safety' (both 16), all of which are key aims of the School Street. General positive comments were logged 18 times.

***"I like to see a safer, less hectic area at these times. As drives are often blocked (but it's hard to blame parents as its the car dealers in the street taking up all the parking on the road plus the 2 scrap dealers trucks running businesses from their driveway that cause the limited access to parking for parents wanting to drop off their children ). ... Overall a good thing if it addressed the real issues around and not overly charging for what are generally mistakes the first time."*** Resident within School Street

***"Yes, during the school time there is too much traffic and because of rush, people are parking anywhere as on driveway and on residential parking, blocking the way of residential car. And they are driving dangerously. I think this campaign is good for the school, for children and for the residents. And it's safe for everyone."*** Resident outside School Street

***"Really want to see reduced traffic and increased safety for children during school time. My children are studying in Greenwood. At times there are many drivers who treat these roads as racetrack putting our children at huge risk. This is completely unacceptable."*** Resident within School Street

***"Introducing a school street will be beneficial to students and parents avoiding crowd and accidents near the entrance"*** Parent / carer

***"The streets are very busy and crowded during drop off and pick up so I think this will help ease congestion."*** Staff

## Comments log (constructive / neutral):

The number of specific neutral / constructive comments within the respondents' feedback can be found logged in the table below:

Table 10: 'Give My View' additional feedback constructive / neutral comments log.

	Use more enforcement CEOs / school crossing patrols / CCTV etc	Request to enlarge / extend the scheme	Requesting further / improved information on scheme	Asking for specific changes	Other general improvement
Overall	9	6	5	4	21
Parent / Carer	4		1		13
Staff	1		2		1
Resident within School Street	2	3		2	3
Resident outside School Street	2	3	2	2	4
Business within School Street					
Business outside School Street					

## Comments log (constructive / neutral) summary:

Within the constructive / neutral comments, there were preferences for alternative traffic calming measures (9), enlarging the scheme (6), further information (5), specific changes (4), and other general improvements (21).

***"I think schools and teachers and staff doing more than what we expected. Guys you're really doing very good but it's the council. speed should be 10 mph during school time."***

Parent / carer

Several residents on the boundary of the proposed School Street area felt the scheme should be extended into nearby roads.

***"I welcome any changes to the area that reduces the traffic in this area, I also feel that the whole of Merton Avenue and Keble Close should be included in these restrictions because everyone will be using only these two roads and will involve head on confrontation between drivers going in both directions trying to find any available parking spaces, this will be even worse than it is now and disturb me more than ever as I live on Merton Avenue. Please consider the residents on these two roads and add***

***them to the School street plan.***” Resident inside School Street

***I think this should extend partially to Lilian Board Road, otherwise cars will park and then create a blockage.*** Resident inside School Street

Other comments related to measures that sit outside of the remit of the School Street scheme.

## Comments log (concerns):

The number of specific concerns within the respondents' feedback can be found logged in the table below:

Table 11: 'Give My View' additional feedback concerns log.

	Congestion / more traffic on surrounding roads	Longer journeys	Detrimental / disproportionate impact on parents or children	Reduced / restricted / displaced parking	Measures unnecessary - insufficient traffic etc (N.B. subjective)	Need a vehicle for work purposes or multiple drop offs	Reduced refuse / service / delivery / Taxi access	Detrimental / disproportionate impact against residents living on main roads	Detrimental / disproportionate impact on the elderly	Increase in noise pollution	Reduction in active travel safety	Detrimental / disproportionate impact on the disabled	Mental health impact - causes stress, anxiety, or confusion etc	Negative impact on crime / personal safety	Scheme will result in worsening air quality (PM / NOx etc excluding CO2)	Other
Overall general respondents	20	14	14	12	8	6	3	2	2	2	1	1	1	1	1	9
Parent / Carer	5	10	12	5	2	6			1	1		1			1	3
Staff		1														1
Resident within School Street	3		1	1	4		3		1	1			1			1
Resident outside School Street	12	3	1	6	2			2			1			1		3
Business within School Street																
Business outside School Street																1

## Comments log (concerns) summary:

The most frequent concerns raised via the additional comment section were 'Congestion / more traffic on surrounding roads.' (20), 'Longer journeys' and 'Detrimental impact on parents or children' (both 14), and Reduced / displaced parking (12).

***"We have to use the car as it will take 20 mins walk one way. If we can't park near school means we have to spend even more time parking nearby and then walk."*** Parent / carer

***"I am a working single mother that relies on being able to drive to do the school pick up and drop off to ensure that I arrive at work on time"*** Parent / carer.

***"Personally drive 10min to get to the school as it would take 40min to walk and my elderly parents who take my child to school can barely walk so need direct access to the school"***  
Parent / carer.

Local residents outside of the School Street showed particular concern for displacement of traffic and parking issues, while those within the Street were concerned about parking around their own properties.

***"Although it is a good idea, I don't think it will solve the problem. It will put more traffic on surrounding roads that are already being used by school traffic. Therefore, more cars parking as they wish in front of driveways and causing congestion in the surrounding area"***  
Resident outside School Street



## **TMO (Traffic Management Order):**

Traffic management orders (TMOs) are legal documents produced by councils that regulate the use of highways typically in relation to the 'Road Traffic Regulation Act 1984'. In Ealing, proposed TMO's are published via lamp post signage as well as in The Gazette (the UK government's official public record published by The Stationary Office) and anyone can comment on the proposals. Emergency and transport services are also approached for feedback.

No objections were raised to the proposed scheme.

## Key findings:

- Overall, within the main survey there were more 'Positive' than 'Negative' scores for the question 'How do you feel about the proposal for a School Street in your area?' (105 vs 66). The overall average score was 56.
- 'STARS' data showed that the majority of pupils are travelling to school by active modes of transport (approximately 61%) and more would like to be doing so (75% preferred). There is a clear pupil preference for an increase in cycling (5% actual compared to 23% preferred).
- Feedback sliders showed that 'poor parking behaviour' and levels of congestion are the chief areas of concern (overall scores of 42 and 43). This is reflected in the respondents' selections of most important aims with 'Safer to walk and cycle', and 'Pleasant and calm atmosphere', the two most frequently selected.
- 'Residents outside School Street' appeared particularly concerned about parking behaviour and levels of congestion around the school, which is also reflected in their slightly lower levels of support for the scheme owing to the belief that the scheme will exacerbate existing congestion and parking issues away from the School Street. This is particularly true of those residing in the UB5 4QF postcode, which comprises the remainder of Merton Avenue as well as Keble Close.
- There were more 'Further comments' assessed as having a positive (50%) than negative (41%) sentiment.
- The pupils' survey showed significant levels of concern in relation to levels of congestion and idling around the school site alongside strong support for the aims 'Safer to walk and cycle', 'Pleasant and calm atmosphere', and 'Improve air quality'.
- Of the main respondent groups, the 'Parents / Carers' and the 'Pupils' showed the highest levels of support (with scores of 60 and 59, respectively) for the question 'How do you feel about the proposal for a School Street in your area?'. As two of the groups most likely to experience the positive and negative impacts of the scheme, this can be considered highly encouraging. The single 'Business within School Street' also scored highly on the question (65).
- The strong pupil preference for travelling to school by bicycle could be supported by the reduced congestion and improved parking behaviour that would result from implementation of the proposed School Street. This, in turn, could support long term behaviour change towards cycling.
- The reduction in car use around the school site should also improve road safety for the pupils and staff who are choosing to travel actively to the school.

## Recommendation:

- Move forward with the School Street and continue to monitor available data, such as Automatic Traffic Counts (ATC) and Parking Beats. These will assist in assessing the impact of the scheme.
- Monitor the effect of the School Street on the areas immediately outside of the scheme – particularly Merton Road and Keble Close. Examine the possibility of extending the restrictions into these areas should the effects of traffic displacement and parking appear to be detrimental once the School Street has bedded in.

# Ealing School Streets: John Perryn Primary School proposal - feedback evaluation

Prepared by Hup Initiatives for the London Borough of Ealing, November 2023.

Version	Name		Position	Date	Status
1	Lead Author	FSS	Senior Consultant	22/11/2023	Draft
	Support Author	LH	Transport Planning Consultant	23/11/2023	
	Checked / approved by	PM	Director	27/11/2023	
2	Lead Author	FS	Senior Consultant	06/12/2023	Final draft
	Support Author	LH	Transport Planning Consultant	07/12/2023	
	Checked / approved by	PM	Director	07/12/2023	
3	Lead Author	FS	Senior Consultant	07/12/2023	Final submission
	Support Author	LH	Transport Planning Consultant	08/12/2023	
	Checked / approved by	PM	Director	08/12/2023	
4	Lead Author	FS	Senior Consultant	07/12/2023	Updated final submission

## Report Introduction:

This independent report into the 'School Streets' scheme proposed by the London Borough of Ealing (LBE) in the vicinity of John Perryn Primary School Ealing was produced in November 2023 by Hup Initiatives. The report outlines and displays results from three provided data sets; TfL 'STARS' school travel surveys, a 'Give My View' survey of the local school community, and an official Traffic Management Order (TMO) consultation regarding the proposed highway access changes.

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# Introduction to John Perryn Primary School Street proposal:

## Ealing School Streets scheme (authored by LBE)

London Borough of Ealing Council (LBE) wants to make the borough a great place to live, work and spend time in. Good, sustainable transport is a fundamental part of the council's priorities to create 'Healthy Streets' that seek to reduce pollution and increase physical activity rates by providing safe, convenient alternatives to short car journeys.

Our Transport Strategy aims to build a positive legacy to enhance the environment and improve public health by focusing on 'active travel' (walking and cycling). We will improve streets and transport infrastructure to reduce dependency on cars to prioritise active, efficient, and sustainable travel modes, making Ealing a healthier, cleaner, safer, and more accessible place for all.

A School Street is where the streets around a school are closed to most traffic at school opening and closing times. An exemption policy applies, and some vehicles are eligible for permits, including those registered to residents and businesses within the designated zone.

LBE have successfully implemented School Streets for 24 schools since September 2020. On average active travel for the school journey has increased by 9% and car use reduced by 6% in the first year. LBE has set an ambitious and exciting challenge to have School Streets at 50 schools by 2026. Schools are prioritised based on selection criteria that includes the following categories:

- Road safety (casualties)
- Air Quality
- Index of Multiple Deprivation
- STARS engagement
- Active travel
- Location suitability

Closing the streets to school and through traffic helps to achieve a safer, more pleasant environment for everyone, especially those who are walking and cycling.

The purpose of this report is to provide an independent evaluation of the consultation that took place for the proposed School Street at John Perryn Primary School.

### **School Overview**

School information

- Type - Primary School.
- FE – 2 form entry.
- Number of pupils - 402 Pupils.
- Geographical data from school census
  - 65% of pupils live within 0.5 miles of school.
  - 17% pupils live 0.5 to 1 mile.
- Location: Long Drive – Acton.
- Details of any CPZ – East Acton (Zone E) – Mon to Fri 9am-10am and 2pm-3pm.
- Travel for Life (STARS) accreditation – Bronze to August 2023.

## Proposed School Street

- Location: Long Drive junction with Taylors Green, Carlisle Avenue and The Crescent. And Carlisle Avenue between its junction with The Fairway and Long Drive.
- Times 8.15 to 9.00am and 2:45 to 3.45pm.
- Engagement and consultation activities.
  - Walking workshop (group walk in the proposed area) – 19<sup>th</sup> October 2023, 8 attendees (5 school children, 1 resident and 2 school staff).
  - Pop Up event (public engagement activity) – 19<sup>th</sup> October 2023, at the school hall and playground, 21 attendees (1 Councillor, 4 residents, 1 staff, 15 parents).
  - Online presentation (about scheme and decision-making process) – 31<sup>st</sup> October 2023, 1 attendee.
  - Year 5 in class workshop (interactive lesson on active travel).
  - Letters to residents – 6<sup>th</sup> October 2023 by Royal Mail to 1146 addresses.
  - The School Travel Team were available to receive emails, letters, and phone calls from members of the local and school community.

One of the pop-up event attendees expressed that they would not be able to complete the online survey therefore a summary of their comments can be found below:

- The School Street should finish at the junction of Long Drive and The Bye and not Long Drive and Taylors Green because residents' cars are parked in Taylors Green.
- The School Street signs need to say that it operates 'term time only'. Why won't the Department for Transport allow the council to include these words?
- The School Street is needed to deal with the problems caused by parents parking across driveways and dropping children off to school in the road.

## Consultation method

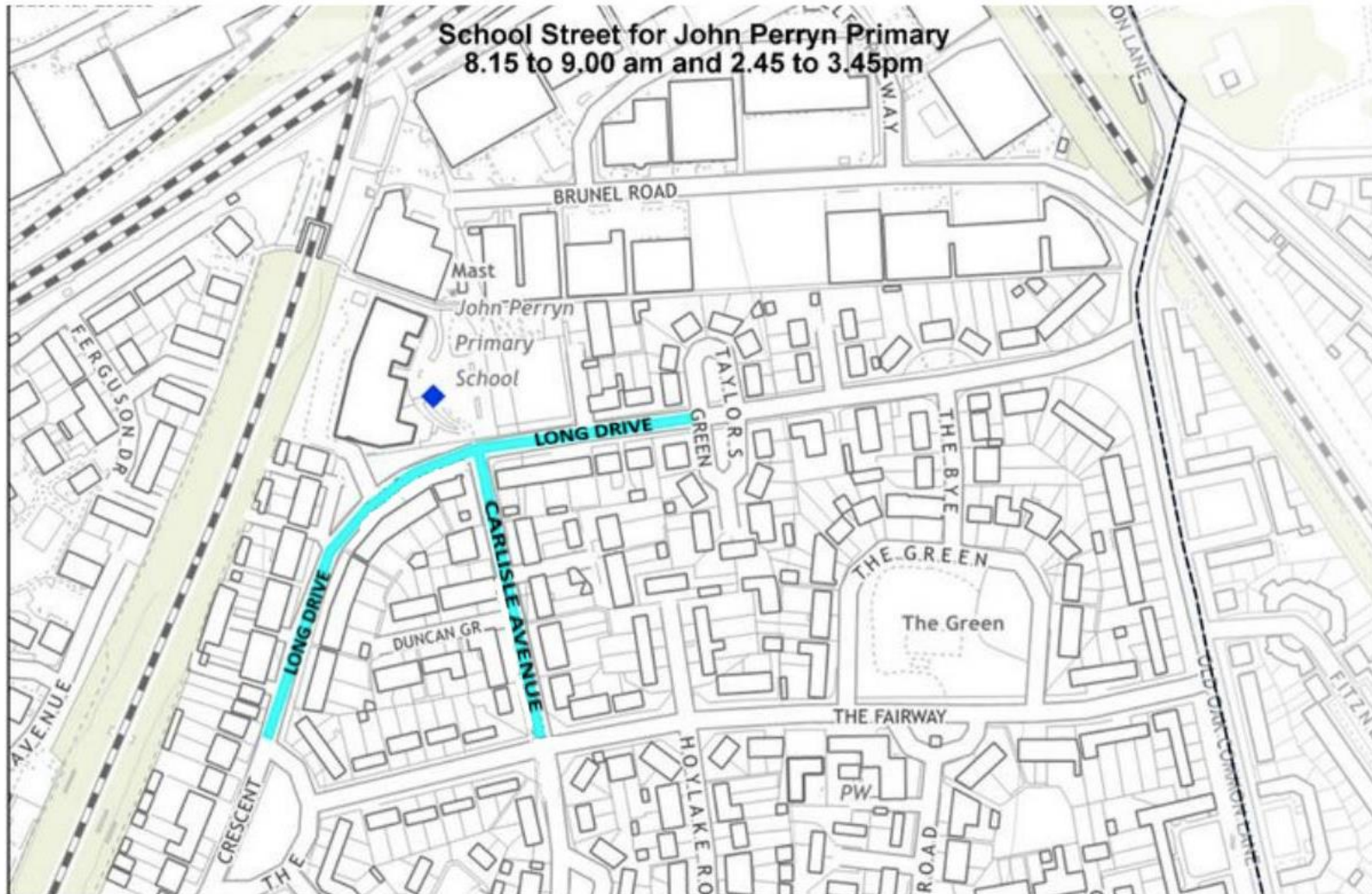
- Give My View – online survey open from 6<sup>th</sup> October 2023 to 5<sup>th</sup> November 2023. Hard copies were posted on request.
- Traffic Management Order – 21-day statutory consultation from 27<sup>th</sup> September 2023 to 18<sup>th</sup> October 2023. Published in The Gazette [Road Traffic Acts | The Gazette](#).

**Figure 1: Photos of 'Walking workshop':**





**Figure 2: Map of proposed School Street:**



## ‘STARS’ data:

### Introduction to data set:

<https://stars.tfl.gov.uk/About/About>

‘STARS – Sustainable Travel: Active, Responsible, Safe’.

‘STARS’ is TfL's accreditation scheme for London schools and nurseries. ‘STARS’ inspires young Londoners to travel to school sustainably, actively, responsibly, and safely by championing walking, scooting, and cycling. ‘STARS’ supports pupils' wellbeing, helps to reduce congestion at the school gates, and improves road safety and air quality.

The tables presented below display the results of the survey of ‘actual’ and ‘preferred’ mode of school travel at John Perryn Primary School.

### ‘STARS’ results:

Table 1 - Pupil actual mode of travel. Response rate 97%. Date of survey 27/06/2023.

Walking	Scooting	Cycling	Tube	Public Bus	School Bus	Car/ motorbike	TOTAL
113	27	10	6	6	1	64	227
50%	12%	4%	3%	3%	0%	28%	

Table 2 - Pupil preferred mode of travel. Response rate 86%.

Walking	Scooting	Cycling	Tube	Public Bus	School Bus	Car/ motorbike	TOTAL
40	41	92	3	2	0	23	201
20%	20%	46%	1%	1%	0%	11%	

Table 3 – Staff actual mode of travel. Response rate 100%.

Walking	Tube	Public Bus	Car/ motorbike	TOTAL
6	5	6	23	40
15%	12.5%	15%	57.5%	

## Summary of 'STARS' results:

The pupil survey shows the majority of pupils (approximately 66%) are arriving at the school site via active modes or travel (Walking, Scooting, and Cycling). A School Street is expected to improve road safety for these pupils by reducing motor vehicle movements near the school gates.

The survey also shows that approximately 28% of pupils are travelling by car / motorbike, which may result in traffic concerns around the school drop off and pick up times. The scheme may help to encourage a reduction in this number and an increase in 'Park and Stride' by requiring pupils arriving by car to walk the final length of their journey.

The preferred results show that the percentage of pupils who would prefer to travel by active modes increased from 66% actual to 86% preferred.

Of those reporting a preference for active travel, there are significantly higher numbers of pupils expressing a preference for cycling or scooting compared to the number currently doing so. Cycling in particular rises from 4% to 46%.

The percentage of pupils reporting a preference for travel by car / motorbike is notably lower than those currently doing so (11% vs 28%).

The increase in preferences for cycling is particularly notable as the School Street will create a large area of restricted road with reduced vehicle movements in the immediate vicinity of the school. These restrictions may provide a safer environment for young cyclists to cycle on the highway. This, in turn, may increase confidence in cycling and assist in long term behaviour change.

The staff survey shows that just 15% of the staff are travelling actively to the school site. 27.5% travel by public transport which will require an element of active travel and won't contribute to vehicle movements around the school site. The majority of staff (57.5%) are travelling to the school site by car / motorbike. The staff did not provide a 'preferred' mode of travel.

## ‘Give My View’ data:

### Introduction to data set:

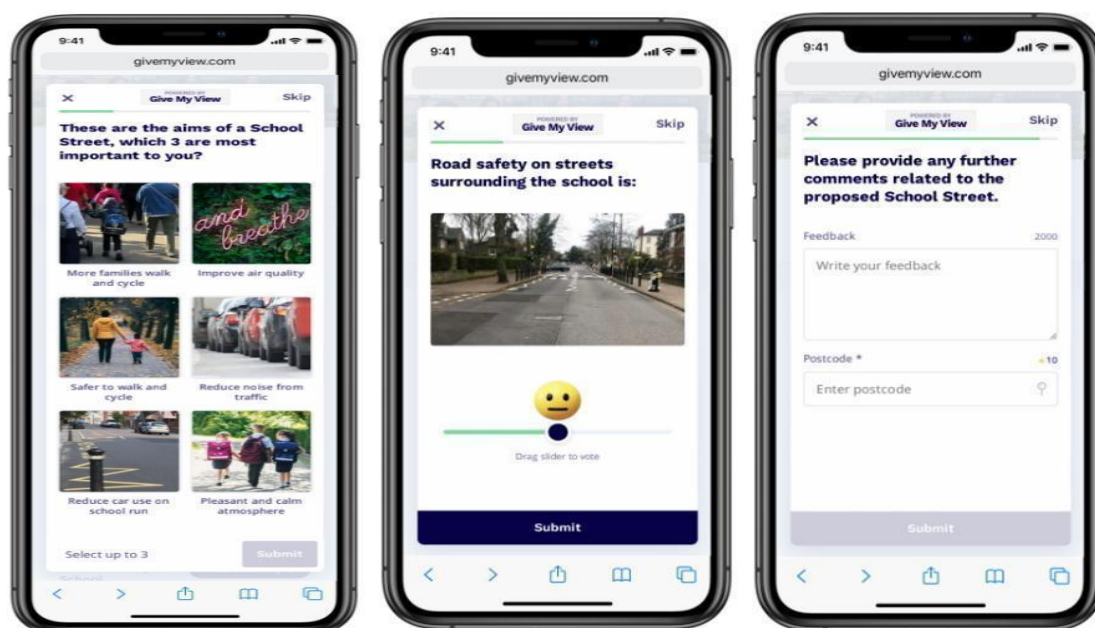
‘Give My View’ is a survey platform developed by Built-ID. The survey was produced by LBE to target the school and local community. The survey seeks to distinguish between various groups such as staff, parents / carers, residents, and businesses who will be impacted by the School Street. Pupils were also surveyed using a similar set of questions.

Most questions in the survey seek to understand the respondents’ views on various aspects of the current situation and establish levels of support for the overall scheme. The survey states the scheme’s aims, and responses are made on wider concerns using multiple-choice answers or a sliding scale relating to how strongly the respondent feels.

Additionally, respondents were given the opportunity to provide further comments on the proposals. All these comments have been read and coded by Hup Initiatives to provide further numerical analysis as well as key findings and suggestions based on the school and local community’s feedback. These results can be found in the tables on the following pages.

In total, 89 survey logs were generated for the main survey and 60 logs for the pupil survey, however a number of logs did not contain data or had limited engagement with the questions. 3 respondents who selected ‘Resident within School Street’ subsequently provided postcodes outside of the School Street and were relisted as ‘Resident outside School Street’. 1 Respondent who selected ‘Resident within School Street’ was subsequently established to be providing a response on behalf of a ‘Business outside School Street’ and was relisted accordingly (note that postcode data was not provided by all respondents owing to some respondents quitting the survey prior to the mandatory postcode question). This manual check has resulted in figures which differ slightly from the data originally presented by Built-ID.

Figure 3: ‘Give My View’ screens examples:



## Feedback sliders:

The table below displays the average slider score selected by the respondents for each of nine statements. A high score indicates positive feelings, and a low score indicates negative feelings. For example, on average, respondents scored 'parking behaviour' as 38. This represents a negative perception of parking behaviour. Results have been colour-coded as follows: Negative 0-39 Red, Neutral 40-60 Yellow, Positive 61-100 Green.

N.B. Owing to respondents choosing to skip questions, the 'Total number of responses' in the table below is displayed as an average. This figure is displayed to ensure that appropriate consideration can be given to each category. For example, there were significantly more responses from 'Parents / carers' than from 'Residents within School Street'.

The Pupils 'Give My View' survey was a slightly different version – while the concerns listed remained fundamentally the same, the wording was simplified for the pupils. The pupils responding were from year groups 4 and 6.

Table 4: Average 'Give My View' slider scores:

	Total number of respondents (average)	The road safety on streets surrounding the school is:	The amount of congestion on streets surrounding the school is:	I feel parking behaviour of drivers near the school at start & finish times is:	The number of drivers leaving engines running when parked near to school is:	The traffic noise in the streets near the school at drop off / pick up times is:	The speed cars travel on streets surrounding the school is:	The number of children travelling actively to school (e.g., walking / cycling) is:
<b>Overall general respondents</b>	82	46	40	38	48	47	45	61
School Parent / Carer	23	41	38	38	57	50	47	68
School Staff	18	37	35	32	40	36	39	56
Resident within School Street	13	59	40	31	34	48	49	53
Resident outside School Street	27	50	44	45	51	52	45	63
Business outside School Street	1	n/a	50	51	50	50	50	50
	Total number of responses (average)	The road safety on streets around or near the school is:	The amount of traffic on streets around or near the school is:	I feel parking behaviour of drivers near the school at start & finish times is:	The number of drivers leaving engines running when parked near to school is:	The traffic noise in the streets near the school at drop off/pick up times is:	The speed you see cars travel on streets around or near the school is:	The number of children you see walking / cycling / scooting to school each day is:
<b>Pupils overall</b>	60	58	45	56	31	49	57	74

## Feedback sliders summary:

Overall, the main area of concern for the general respondents (as indicated by an average score between 0 and 39) appears to be parking behaviour, which recorded an overall average score of 38. Congestion (40), speed (45), road safety (46), traffic noise (47) and engine idling (48), all showed clear room for improvement as indicated by 'Neutral' scores on average. Perception of the number of children travelling actively to school was 'Positive' with a score of 61.

The 'Resident outside School Street' and the 'Business' respondents appear to have expressed less concern than the remaining categories as none of their average scores are categorised as 'Negative'. Conversely, the majority of the average scores for the staff were 'Negative'.

- **'The road safety on streets surrounding the school is':** The overall average score for road safety was 46, suggesting clear room for improvement. 'School Staff' and 'Parents / Carers' appear to be the most concerned with scores of 37 and 41, both notably lower than the residents who recorded scores of 59 and 50. The Business respondent did not record a score for road safety.
- **'The amount of congestion on streets surrounding the school is':** The overall score of 40 shows high levels of concern regarding congestion surrounding the school site. Other than the business respondent (50), all groups scored within a narrow range of just 9 (scores between 35 and 44), suggesting a consensus in relation to congestion concerns.
- **'I feel parking behaviour of drivers near the school at start & finish times is':** Parking behaviour recorded the lowest overall score (38) including the two lowest scores in this section of the survey, the 'Residents within School Street' with a score of 31 and the 'School Staff' with 32. The 'Residents outside School Street' and the 'Business' respondent were the least concerned with scores of 45 and 51, suggesting that the problem is most notable in the immediate vicinity of the school entrance.
- **'The number of drivers leaving engines running when parked near to school is':** Although the overall score of 48 was one of the higher values recorded, engine idling does still appear to be a concern around the school site. Interestingly, the 'School Parents / Carers' recorded the highest score (57) while the 'Residents within School Street' recorded the lowest score (34). The 'School Staff' recorded a score of 40, the 'Residents outside' 51 and the business respondent 50.
- **'The traffic noise in the streets near the school at drop off / pick up times is':** The 'School Staff' appear to be notably more concerned about traffic noise than the other groups, having scored just 36 compared to the next lowest score of 48 recorded by the 'Residents within School Street'. Other than the staff, the remaining groups recorded scores within a very small range of just 48 - 52.
- **'The speed cars travel on streets surrounding the school is':** As with traffic noise, the 'School Staff' are again found to be notably more concerned about speeding than the other groups, having recorded a score of just 39 with the other groups recording scores between 45 and 50.

- **‘The number of children travelling actively to school (e.g., walking and cycling) is’:** While an overall average score of 61 suggests that the school community feels there are good levels of active travel on the school run, there is a notable split in the scores of the various groups. ‘School Parents / Carers’ as well as the ‘Residents outside School Street’ have recorded ‘Positive’ scores of 68 and 63 while the School Staff and the ‘Residents outside School Street’ have recorded ‘Neutral’ scores of 56 and 53. The business recorded a score of 50. A School Street should improve road safety for children travelling actively owing to reduced vehicle movements in the immediate vicinity of the school and may help to encourage behaviour change by requiring parents using vehicles to park further away from the school entrance, reducing the apparent ‘convenience’ of using a vehicle.

**Pupils:** The pupils appear to be most concerned by ‘The number of drivers leaving engines running when parked near to school’ with a score of just 31. ‘The amount of traffic on streets around or near the school’ recorded the second lowest score (45). Road safety (58), poor parking behaviour (56), traffic noise (49), and speeding (57) all recorded ‘Neutral’ scores on average. The pupils’ perceptions of active travel levels were clearly positive with a score of 74.



## Scheme aims:

Within the 'Give My View' survey, respondents were invited to choose up to three aims of the school scheme which they considered to be the most important (out of a choice of six). The 'Table of scheme aims' below displays the percentages of respondents selecting each of the aims e.g., Overall, 69% of respondents chose 'Safer to walk and cycle' as one of their selections.

Table 5: Table of scheme aims: 'Question: These are the aims of a School Street, which 3 are most important to you?' (Percentage of respondents selecting option).

	Total number of respondents	More families walk and cycle	Pleasant and calm atmosphere	Improve air quality	Safer to walk and cycle	Reduce car use on school run	Reduce noise from traffic
<b>Overall general respondents</b>	75	36%	61%	45%	69%	37%	11%
School Parent / Carer	21	29%	62%	33%	81%	19%	14%
School Staff	19	26%	74%	63%	79%	32%	5%
Resident within School Street	9	67%	56%	33%	67%	56%	22%
Resident outside School Street	26	38%	54%	46%	54%	50%	8%
Business outside School Street	0	n/a	n/a	n/a	n/a	n/a	n/a
<b>Pupils overall</b>	58	36%	57%	48%	81%	24%	34%

## Scheme aims summary:

**Overall:** Overall, 75 general respondents completed this section of the survey. The most frequently selected aim was 'Safer to walk and cycle' (69%) followed by 'Pleasant and calm atmosphere' (61%). These were significantly more frequent than the third most common, 'Improve air quality' (45%). 'Reduce noise from traffic' (11%) was the least selected while the remaining aims - 'More families walk and cycle' and 'Reduce car use on the school run' - were selected by 36% and 37% of respondents.

It is interesting that 'Safer to walk and cycle' and 'Pleasant and calm atmosphere' were notably more likely to be selected than 'More families walk and cycle' / 'Reduce car use on school run', as this suggests that the school community considered improvements in the behaviour of road traffic around the school to be more important than reducing the number of families choosing to drive to school.

**School Parent / Carer:** The 'Parents / Carers' most frequently selected 'Safer to walk and cycle' (81%). This was significantly more frequent than their next most selected ('Pleasant and calm atmosphere' - 62%), suggesting the parents and carers are very keen to see road safety improvements. 'Improve air quality' (33%) and 'More families walk and cycle' (29%) were the next most frequently selected aims with 'Reduce car use on the school run' (19%) and 'Reduce noise from traffic' (14%) the least frequently selected.

**School Staff:** The 'School Staff' most frequently selected 'Safer to walk and cycle' (79%) closely followed by 'Pleasant and calm atmosphere' (74%) and 'Improve air quality' (63%). These were notably more frequent than 'Reduce car use on school run' (32%) and 'More families walk and cycle' (26%). Only 1 member of staff selected 'Reduce noise from traffic' (5%).

**Residents within School Street:** Both 'More families walk and cycle' and 'Safer to walk and cycle' were selected by 67% of the 'Residents within School Street', while 'Pleasant and calm atmosphere' and 'Reduce car use on the school run' were selected by 56%. These were notably higher than the remaining aims, 'Improve air quality' (33%) and 'Reduce noise from traffic' (22%). The 'Residents within' were notably more likely to be concerned by traffic noise than the other general respondents.

**Residents outside School Street:** The 'Residents outside School Street' most frequently selected 'Pleasant and calm atmosphere' and 'Safer to walk and cycle' (both 54%). 'Reduce car use on the school run' was the third most frequently selected (50%) followed by 'Improve air quality' (46%) and 'More families walk and cycle' (38%). 'Reduce noise from traffic' (8%) was the least selected aim. Although the majority of 'Residents outside' selected 'Safer to walk and cycle', it was still notably less likely to be selected than was the case with the other groups suggesting these residents may be less aware of the road safety concerns around the school site.

**Business:** The 'Business' respondent did not complete this section of the survey.

**Pupils:** The 'Pupils' most frequently selected 'Safer to walk and cycle' (81%) - the same percentage as the 'School Parents / Carers' and the highest frequency of any respondent / aim. 'Pleasant and calm atmosphere' (57%) was the next most frequent followed by 'Improve air quality' (48%) and 'More families walk and cycle' (36%). With a frequency of 34%, pupils were more likely to select 'Reduce noise from traffic' than any other group while 'Reduce car use on school run' (24%) was the aim least selected by the pupils.

## Final slider and further comments:

Table 6 below displays the results from the last slider 'Finally how do you feel about the proposal for a School Street in the area', including the percentage split of each group by 'Positive' / 'Neutral' / 'Negative' scores, as well as overall figures.

Table 6: Average 'Give My View' final slider score.

	Total number of respondents	Finally, how do you feel about the proposal for a School Street in your area?	Positive: 61 - 100	Neutral: 40-60	Negative: 0-39
Overall general respondents	79	53	47%	18%	35%
School Parent / Carer	22	60	50%	32%	18%
School Staff	18	69	67%	11%	22%
Resident within School Street	10	46	40%	10%	50%
Resident outside School Street	28	40	36%	14%	50%
Business outside School Street	1	0			100%
Pupils overall	59	59	51%	25%	24%

## Final slider summary:

Overall, across general respondents, the average score was 53 – indicating a 'Neutral' sentiment. However, there were notably more scores that were classified as 'Positive' than 'Negative' (47% vs 35%).

The strongest support came from the 'School Staff' with an average score of 69 and a majority of the individual scores were 'Positive'. The 'School Parent / Carers' recorded an average score of 60 with 50% of scores 'Positive' compared to 32% 'Neutral' and just 18% 'Negative'. Both sets of residents recorded 'Neutral' scores on average (46 & 40) as well as 50% of scores being 'Negative' showing the support from the residents appears to be lower than for the school parents, carers, and staff.

The only business respondent scored 0.

The Pupils recorded an average score of 59 - a high score within the 'Neutral' categorisation. However, the slight majority of scores were 'Positive' (51% vs 25% 'Neutral' and 24% 'Negative').

Taken collectively, there appears to be clear support from the groups using the school (the pupils, staff, parents / carers), while the groups not using the school appear somewhat reluctant (Residents within and residents & business outside).

It is interesting that both groups of residents recorded broadly similar scores despite the 'Residents within' continuing to have access to the School Street.

## Further comments log:

Following the final 'Give My View' slider, a text box was provided for further comment. These comments were read and logged within a variety of headings to assist in identifying trends and concerns. Overall sentiment was subjectively assessed based on any feedback provided by the respondents alongside their final slider score.

Table 7: 'Give My View' additional feedback summary.

	Number of respondents providing further comment	Comment sentiment = Positive	Comment sentiment = Neutral / unclear	Comment sentiment = Negative
Overall general respondents	55	38%	18%	44%
School Parent / Carer	14	57%	14%	29%
School Staff	9	56%	11%	33%
Resident within School Street	10	50%	10%	40%
Resident outside School Street	21	14%	29%	57%
Business (within or outside School Street)	1			100%

## Overall sentiment summary:

- 55 respondents provided further comments.
- Overall, slightly more comments were assessed as having a 'Negative' sentiment towards the scheme than 'Positive' (44% vs 38%). This is common in public consultations, and this was mainly the result of the negative perception of the scheme from 'Residents outside School Street', of which 57% were assessed as having a 'Negative' sentiment.
- The majority of the comments from the 'School Parents / Carers' (57%) and the 'School Staff' (56%) were 'Positive' towards the scheme as were 50% of the comments from the 'Residents within School Street'. As the main groups impacted by the proposed changes this could be considered encouraging.
- Alongside the majority of the 'Residents outside School Street', the 'Business' respondent was also 'Negative' towards the scheme which may be owing to lack of perceived benefit.

## Comments log (positive):

The number of specific positive comments within the respondents' feedback can be found logged in the table below:

Table 8: 'Give My View' additional feedback positive comments log.

	Improved road safety	Better for children / schools	Reduction in school traffic / less congestion etc	Improved residents' parking	Reduction in traffic noise	Improved quality of life / calmer	Reduction in road rage / speeding / poor driver behaviour around the school	Reduction in air pollution	Reduction in rat running	Increase in walking / cycling	Other positive
Overall general respondents	11	9	6	4	3	3	2	2	1	1	1
School Parent / Carer	7	4	2	1	1	1					1
School Staff	4	4	1	1	1	1		1			
Resident within School Street		1	2	2	1	1	2	1	1	1	
Resident outside School Street			1								
Business outside School Street											

## Comments log (positive) summary:

Overall, the most frequent positive comments within the 'further comments' section of the survey were in relation to 'Improved road safety' with 11 responses, followed by 'Better for children / schools' (9) and 'Reduction in school traffic' (6). Reductions in traffic volumes and improved road safety are key aims of the School Street.

***"I think it's a great idea. Parents are very selfish when dropping children off to school. They will park anywhere. They park on the road they park on pavements and driveways it's awful and dangerous. When children want to cross the road they can't see upcoming traffic because everywhere is blocked with cars. I think this is a fantastic idea."*** Parent / Carer

***"It is really good to have reduced cars during school run."*** Resident outside School Street.

***"I feel that it will keep all of the children at JPPS safe and improve the atmosphere at the gates."*** School Staff.

***"Reduce the number of vehicles to speed as a rat run, trying to quickly join the A40 along the school street and causing accidents as well as give verbal abuse to parents taking children to school."*** Resident within School Street

***"It will be great if the children can walk or ride their bike or scooter without fear of cars ."*** Parent / Carer.

***Encouraging Parents and Children to WALK, as it is much better for their health and good exercise. Reducing the amount of Air Pollution caused by Parents leaving their car engines idling, (this has increased over the past few years). Hopefully, for me as a car owning Resident in the proposed School Streets zone the proposed FREE Permits will indeed remain free in Perpetuity...and not be used as an easy cash generator for the Council in the future."*** Resident within School Street.

The 'Other positive' was in relation to the existing temporary arrangements that the school have been putting in place:

***"I'm a non-driver, not had many issues outside. It's good those barriers have been put out by the gate to stop parents parking there."*** Parent / Carer.

## Comments log (constructive / neutral):

The number of specific constructive / neutral comments within the respondents' feedback can be found logged in the table below:

Table 9: 'Give My View' additional feedback constructive / neutral comments log.

	Request to enlarge / extend the scheme	Asking for specific changes	Other general improvement
Overall general respondents	3	1	7
School Parent / Carer			2
School Staff			
Resident within School Street		1	2
Resident outside School Street	3		3
Business outside School Street			

## Comments log (constructive / neutral) summary:

The constructive / neutral comments provided a wide range of additional details such as keeping the permits free, reducing the speed limit, providing allocated waiting bays or parent spaces on the school site, personal safety and street clearing concerns, and increased parent & pupil education on the issue. A number of unrelated traffic concerns were also raised.

***I think there should be tougher rules for parking near the school, only parking bays should be used and the speed limit should be reduced. Some kids have special needs and can't walk to school so may need to be driven which cannot happen if the road is closed on weekdays.*** Resident outside School Street.

A resident raised the possibility of visitor permits:

***"I am concerned about deliveries and ease of guests / friends visiting during that time. I would be open to the school street if it were easy to obtain permits for visiting friends and family. I think it's a great idea, just risks making it awkward for guests so if there are reasonable exceptions made I would be for it."*** Resident within School Street.

In relation to enlarging the scheme, a number of respondents raised concerns about specific streets surrounding the proposal. The most categorical requests to enlarge the scheme have been considered further in the Recommendations section of this report and are as follows.

***“We are the permanent residents and owners of ##### (redacted - a property on...) Taylors Green, directly where the proposed school street is planning to end. The current proposal most certainly will direct the majority of traffic around the very narrow streets of Taylors Green (W3 7PF) with increased likelihood of accidents and personal vehicle damages. In addition, the traffic noise and air quality directly next to our house will deteriorate at the expense of our family members which include our less than 1 year old and 3 year old children. As redirected traffic cannot be supported by Taylors Green road and its paving given the narrow nature of the cul de sac, the school road should extend to include Taylors Green or not be implemented.”*** Resident outside School Street.

***“It's a great idea although the restrictions need to be further on the road as the cars will then park across driveways (which they already do) further up the road I.e The crescent which is where I live.”*** Resident outside School Street.



## Comments log (concerns):

The number of specific concerns within the respondents' feedback can be found logged in the table below:

Table 10: 'Give My View' additional feedback concerns log.

	Measures unnecessary - insufficient traffic etc (N.B. subjective)	Detrimental / disproportionate impact on parents or children	Congestion / more traffic on surrounding roads	Reduced / restricted / displaced parking	Narrow / unsuitable roads?	Need a vehicle for work purposes or multiple drop offs	Detrimental / disproportionate impact on the disabled	Reduced refuse / service / delivery / Taxi access	Longer journeys	Scheme will result in worsening air quality (PM / NOx etc excluding CO2)	Increase in noise pollution	Reduction in active travel safety	Reduction in vehicle safety	No / poor consultation	Lack of existing evidence / data	Detrimental / disproportionate impact on the elderly	Negative community impact	Business loss owing to reduced customer access.	Problems with the review process / data gathering	Other
<b>Overall general respondents</b>	9	6	6	5	4	4	3	3	3	2	2	2	2	2	2	1	1	1	1	6
School Parent / Carer	1	3				1	1		2											
School Staff	1	2				3														3
Resident within School Street	3						1	2								1				
Resident outside School Street	4	1	6	5	4		1	1	1	2	2	2	2	2	2		1		1	3
Business outside School Street																		1		

## Comments log (concerns) summary:

The most frequent concerns raised via the additional comment section were 'Measures unnecessary - insufficient traffic etc' (9), 'Detrimental / disproportionate impact on parents or children' (6), 'Congestion / more traffic on surrounding roads' (6), and 'Reduced / restricted / displaced parking' (5). The table also shows that the vast majority of the concerns were raised by 'Residents outside School Street' (40 out of 65 logs).

***"There are already sufficient parking restrictions and we are happy with the situation as it is! Most families/children appear to be walking to school. A school street would probably cause more issues for us than improve things. Individuals with genuine reasons to be there E.g any deliveries, or tradesmen would be seriously impacted, having to stop work and move out and back in around the restricted hours. Also affecting elderly, disabled etc residents, dependent on these."*** Resident within School Street.

***"There are some parents that travel from far to get to the school, there are also parents with disabilities and having a school road would make life harder for them to bring their children to school. Parents with disabilities want to bring their child to school normally just like any other parent, implementing a school road would make that impossible. It would make giving their child a normal school experience difficult. Even walking short distances will be difficult."*** Parent / Carer (note that exemptions are available for those with access needs).

***"Very concerned about increased traffic, parking congestion, and pedestrian traffic too, which this proposal would inevitably cause on The Fairway. It should not go ahead."*** Resident outside School Street.

The response from the 'Business outside School Street' was from Blossom Patch Nursery on The Fairway (note that the School Street proposal does not include The Fairway, therefore clientele access will be retained, and the area will be monitored for traffic displacement etc).

***"As much as we want a safe environment for all our children. The our business will also suffer due to our clientele also needing to drive in. We us a business also support and serve the community so we need to be considered in the proposal."***

Within the 'Other' negative comments, 3 respondents raised concerns relating to lack of staff access, 2 referenced financial concerns or 'Money making', and 1 respondent was concerned about the impact on another school (TCES Special education schools which is approximately half a mile from John Perryn school). In relation to staff access, the School will be offered a limited number of staff passes which can be allocated at the headteachers discretion.

***"Furthermore traffic congestion, particularly around pick-up time, is already an issue in Sunningdale Avenue from TCES NW London school which I feel will be exacerbated by road closures for John Perryn School, with already v limited parking at those times and increased numbers of vehicles on the road."*** Resident outside School Street.

***"I strongly disagree with school street it just a way to penalty people and making money, which is so bad"*** Resident outside School Street.

## **TMO (Traffic Management Order):**

Traffic management orders (TMOs) are legal documents produced by councils that regulate the use of highways typically in relation to the 'Road Traffic Regulation Act 1984'. In Ealing, proposed TMO's are published via lamp post signage as well as in The Gazette (the UK government's official public record published by The Stationary Office) and anyone can comment on the proposals. Emergency and transport services are also approached for feedback.

An objection to the making of the TMO for the proposed School Street at John Perryn Primary was received from one resident. The objection will be considered in the Officer Decision Report.

In addition to this objection a complaint was received from the same resident and the council have agreed to readvertise the TMO. The outcome of this separate statutory consultation will be included in the Officer Decision Report.

## Key findings:

- Overall, within the main survey there were more 'Positive' than 'Negative' scores for the question 'How do you feel about the proposal for a School Street in your area?' (47% 'Positive' vs 35% 'Negative'). The overall average score was 53.
- 'STARS' data showed that the majority of pupils are travelling to school by active modes of transport (approximately 66%). There is a clear pupil preference for an increase in cycling in particular (4% actual to 46% preferred) and a large reduction in preference for travel by Car / motorbike (28% actual to 11% preferred).
- 'STARS' data showed that only 15% of school staff are travelling actively to school while 57.5% are travelling by Car / motorbike.
- Feedback sliders showed that levels of congestion and poor parking behaviour are the principal areas of concern (overall scores of 40 and 38).
- The respondents' selections of most important aims showed that 'Safer to walk and cycle' was the highest priority (selected by 69% of respondents) followed by 'Pleasant and calm atmosphere' (61% of respondents).
- There were more 'Further comments' assessed as having a 'Negative' sentiment than positive sentiment overall (44% vs 38%). Most of these 'Negative' comments were provided by 'Residents outside School Street'.
- The pupils' survey showed significant levels of concern in relation to levels of engine idling around the school site (average score of 31), alongside strong support for the aims 'Safer to walk and cycle' - which was selected by 81% of pupils.
- Of the main respondent groups, the 'Parents / Carers', 'School Staff', and the 'Pupils' showed the highest levels of support with scores of 60, 69, and 59 for the question 'How do you feel about the proposal for a School Street in your area?'.
- The 'Residents outside School Street' were found to be less concerned about the road conditions around the school site than the other groups. This may explain the higher levels of negativity expressed in the final slider and in the further comments when compared to the other groups (a final slider score of 40 compared to an overall average of 53. Additionally, 57% of comments were negative overall compared to an average of 44%).
- The strong pupil preference for travelling to school by bicycle could be supported by the reduced congestion and improved parking behaviour that would result from implementation of the proposed School Street. This, in turn, could support long term behaviour change towards cycling.
- The reduction in car use around the school site should also improve road safety for the pupils and staff who are already choosing to travel actively to the school, as well as those using public transport and walking the final leg of their journey.
- Some respondents referenced traffic using the area as a cut through to join the A40 and avoid congestion on Old Oak Common Road (rat running). Although not evident in this report, it does appear to be a viable route depending on traffic conditions and may be contributing to road safety concerns in the area. The School Street would reduce this concern in the immediate vicinity of the school site.

## Recommendation:

- Move forward with the School Street and continue to monitor available data, such as Automatic Traffic Counts (ATC) and Parking Beats. These will assist in assessing the impact of the scheme.
- Monitor the scheme to consider if the scheme should be extended East on Long Drive to the junction with 'The Bye'. This would mean Taylors Green being included within the School Street. Taylors Green is composed of two narrow, looping side streets which are not subject to one-way restrictions. At present Hup Initiatives would not recommend restricting 'The Crescent' or 'The Bye' / 'The Green' as this would likely have a much greater impact on the ease of traffic flow through the estate. Additionally, these streets have existing one-way systems in place to manage traffic flow.

## Ealing School Streets: Stanhope Primary School proposal - feedback evaluation

Prepared by Hup Initiatives for the London Borough of Ealing, November 2023.

Version	Name		Position	Date	Status
1	Lead Author	FSS	Senior Consultant	04/11/2023	Draft
	Support Author	LH	Transport Planning Consultant	06/11/2023	
	Checked / approved by	PM	Director	07/11/2023	
2	Lead Author	FS	Senior Consultant	16/11/2023	Final draft
	Support Author	LH	Transport Planning Consultant	19/11/2023	
	Checked / approved by	PM	Director	19/11/2023	
3	Lead Author	FS	Senior Consultant	07/12/2023	Final submission
	Support Author	LH	Transport Planning Consultant	07/12/2023	
	Checked / approved by	PM	Director	07/12/2023	

### Report Introduction:

This independent report into the 'School Streets' scheme proposed by the London Borough of Ealing (LBE) in the vicinity of Stanhope Primary School Ealing was produced in November 2023 by Hup Initiatives. The report outlines and displays results from three provided data sets; TfL 'STARS' school travel surveys, a 'Give My View' survey of the local school community, and an official Traffic Management Order (TMO) consultation regarding the proposed highway access changes.

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# Introduction to Stanhope Primary School Street proposal:

## Ealing School Streets scheme (authored by LBE)

London Borough of Ealing Council (LBE) wants to make the borough a great place to live, work and spend time in. Good, sustainable transport is a fundamental part of the council's priorities to create 'Healthy Streets' that seek to reduce pollution and increase physical activity rates by providing safe, convenient alternatives to short car journeys.

Our Transport Strategy aims to build a positive legacy to enhance the environment and improve public health by focusing on 'active travel' (walking and cycling). We will improve streets and transport infrastructure to reduce dependency on cars to prioritise active, efficient, and sustainable travel modes, making Ealing a healthier, cleaner, safer, and more accessible place for all.

A School Street is where the streets around a school are closed to most traffic at school opening and closing times. An exemption policy applies, and some vehicles are eligible for permits, including those registered to residents and businesses within the designated zone.

LBE have successfully implemented School Streets for 24 schools since September 2020. On average active travel for the school journey has increased by 9% and car use reduced by 6% in the first year. LBE has set an ambitious and exciting challenge to have School Streets at 50 schools by 2026. Schools are prioritised based on a selection criterion that includes the following categories:

- Road safety (casualties)
- Air Quality
- Index of Multiple Deprivation
- STARS engagement
- Active travel
- Location suitability

Closing the streets to school and through traffic helps to achieve a safer, more pleasant environment for everyone, especially those who are walking and cycling.

The purpose of this report is to provide an independent evaluation of the consultation that took place for the proposed School Street at Stanhope Primary School.

### **School Overview**

School information

- Type – Primary School
- Form Entry – 2FE
- Number of pupils – 375 pupils
- Geographical data from school census
  - 55% of pupils live within 0.5 miles of school.
  - 28% of pupils live 0.5 to 1 mile.
- Location – Mansell Road – Greenford
- Details of any CPZ -Not applicable
- Travel for Life (STARS) accreditation – Bronze to August 2024.

## Proposed School Street

- Location: Mansell Road junction with Garrick Road and Ruislip Road. Warren Drive inclusive.
- Times 8.30 to 9.15am and 3.00 to 4.00pm.
- Engagement and consultation activities
  - Walking workshop (group walk in the proposed area). 6<sup>th</sup> October 2023, 11 attendees (4 Families from the school, 4 school children, 2 school staff, 1 Governing body (Councillor)).
  - Pop Up event (public engagement activity). 9<sup>th</sup> October 2023 at the school hall and playground.
  - Online presentation (about scheme and decision-making process) –17<sup>th</sup> October 1 attendee.
  - Year 5 in class workshop (interactive lesson on active travel)
  - Letters to residents – 20<sup>th</sup> September 2023, by Royal Mail to 627 addresses.
  - The School Travel Team were available to receive emails, letters, and phone calls from members of the local and school community.

## Consultation method

- Give My View – online survey opens from 23<sup>rd</sup> September to 22<sup>nd</sup> October 2023. Hard copies were posted on request.
- Traffic Management Order – 21-day statutory consultation from 27<sup>th</sup> September to 18<sup>th</sup> October 2023. Published in The Gazette [Road Traffic Acts | The Gazette](#)

**Figure 1: Photo of ‘Walking workshop’:**



Figure 2: Map of proposed School Street:



## ‘STARS’ data:

### Introduction to data set:

<https://stars.tfl.gov.uk/About/About>

‘STARS – Sustainable Travel: Active, Responsible, Safe’

‘STARS’ is TfL's accreditation scheme for London schools and nurseries. ‘STARS’ inspires young Londoners to travel to school sustainably, actively, responsibly, and safely by championing walking, scooting, and cycling. ‘STARS’ supports pupils’ wellbeing, helps to reduce congestion at the school gates, and improves road safety and air quality.

The tables presented below display the results of the survey of ‘actual’ and ‘preferred’ mode of school travel at Stanhope Primary School.

### ‘STARS’ results:

Table 1 - Pupil actual mode of travel. Response rate 99%. Date of survey 08/06/2023.

Walking	Scooting	Buggy	Cycling	Public Bus	Car/ motorbike	Car share	Park and stride	TOTAL
193	43	6	8	44	60	6	8	368
52%	12%	2%	2%	12%	16%	2%	2%	

Table 2 - Pupil preferred mode of travel. Response rate 79%.

Walking	Scooting	Buggy	Cycling	Public Bus	Car/ motorbike	Car share	Park and stride	TOTAL
117	72	0	52	21	24	7	0	293
40%	25%	0%	18%	7%	8%	2%	0%	

Table 3 – Staff actual mode of travel. Response rate 91%.

Walking	Cycling	Public Bus	Car/ motorbike	Car share	Park and stride	TOTAL
8	0	7	26	0	2	43
19%	0%	16%	60%	0%	5%	

Table 4 – Staff preferred mode of travel. Response rate 91%.

Walking	Cycling	Public Bus	Car/ motorbike	Car share	Park and stride	TOTAL
16	0	4	22	0	1	43
37%	0%	9%	51%	0%	2%	

## Summary of 'STARS' results:

The pupil survey shows the majority of pupils (approximately 66%) are arriving at the school site via active modes or travel (Walking, Scooting, and Cycling). A School Street is expected to improve road safety for these pupils by reducing motor vehicle movements near the school gates.

The survey also shows that approximately 18% of pupils are travelling by car / motorbike or car sharing, which may result in traffic concerns around the school drop off and pick up times. The scheme may help to encourage a reduction in this number and an increase in 'Park and Stride' by requiring pupils arriving by car to walk the final length of their journey.

The preferred results show that the percentage of pupils who would prefer to travel by active modes increased from 66% actual to 83% preferred.

Of those reporting a preference for active travel, there are significantly higher numbers of pupils expressing a preference for cycling or scooting compared to the number currently doing so (Scooting; 12% actual compared to 25% preferred. Cycling: 2% actual compared to 18% preferred).

The percentage of pupils reporting a preference for travel by car / car share is approximately half that of those currently doing so (16% vs 8%).

The increase in preferences for cycling is particularly notable as the School Street will create a large area of restricted road with reduced vehicle movements in the immediate vicinity of the school. These restrictions may provide a safer environment for young cyclists to cycle on the highway. This, in turn, may increase confidence in cycling and assist in long term behaviour change.

The staff survey shows that just 19% of the staff are travelling actively to the school site. This rises to 37% expressing a preference for doing so. The majority of staff are travelling by car / motorbike (60%), and this remains the case with the preferred figures (51%). No members of staff reported that their existing or preferred mode of transport to school is cycling or car sharing.

## 'Give My View' data:

### Introduction to data set:

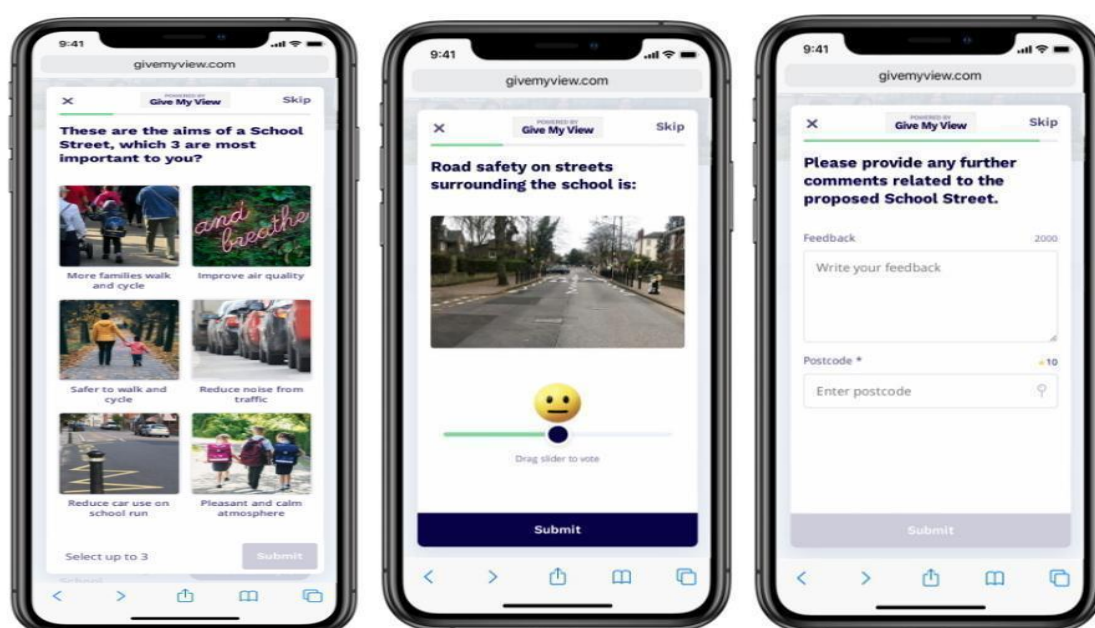
'Give My View' is a survey platform developed by Built-ID. The survey was produced by LBE to target the school and local community. The survey seeks to distinguish between various groups such as staff, parents / carers, residents, and businesses who will be impacted by the School Street. Pupils were also surveyed using a similar set of questions.

Most questions in the survey seek to understand the respondents' views on various aspects of the current situation and establish levels of support for the overall scheme. The survey states the scheme's aims, and responses are made on wider concerns using multiple-choice answers or a sliding scale relating to how strongly the respondent feels.

Additionally, respondents were given the opportunity to provide further comments on the proposals. All these comments have been read and coded by Hup Initiatives to provide further numerical analysis as well as key findings and suggestions based on the school and local community's feedback. These results can be found in the tables on the following pages.

In total, 153 survey logs were generated for the main survey and 86 logs for the pupil survey, however a number of logs did not contain data or had limited engagement with the questions. 15 respondents who selected 'Resident within School Street' subsequently provided postcodes outside of the School Street and were relisted as 'Resident outside School Street' (note that postcode data was not provided by all respondents owing to some respondents quitting the survey prior to the mandatory postcode question). Of the 3 respondents who selected 'Other' 1 respondent was a 'Resident within School Street' and 2 were considered to be 'Resident outside School Street'. 1 'Business within School Street' was corrected to 'Business outside School Street' however as the number of Business responses was low, they have been reported as a combined 'Business (within or outside School Street)' heading. This manual check has resulted in figures which differ slightly from the data originally presented by Built-ID.

Figure 3: 'Give My View' screens examples:



## Feedback sliders:

The table below displays the average slider score selected by the respondents for each of nine statements. A high score indicates positive feelings, and a low score indicates negative feelings. For example, on average, respondents scored 'congestion' as 32. This represents a negative perception of congestion levels. Results have been colour-coded as follows: Negative 0-39 Red, Neutral 40-60 Yellow, Positive 61-100 Green.

N.B. Owing to respondents choosing to skip questions, the 'Total number of responses' in the table below is displayed as an average. This figure is displayed to ensure that appropriate consideration can be given to each category. For example, there were significantly more responses from parents than from residents within the School Street.

The Pupils 'Give My View' survey was a slightly different version – while the concerns listed remained fundamentally the same, wording was simplified for the pupils. The year groups responding were years 4 to 6. Those selecting 'Other' did not have to elaborate therefore they were considered to be 'Other or unknown'.

Table 5: Average 'Give My View' slider scores:

	Total number of responses (average)	The road safety on streets surrounding the school is:	The amount of congestion on streets surrounding the school is:	I feel parking behaviour of drivers near the school at start & finish times is:	The number of drivers leaving engines running when parked near to school is:	The traffic noise in the streets near the school at drop off / pick up times is:	The speed cars travel on streets surrounding the school is:	The number of children travelling actively to school (e.g., walking / cycling) is:
Overall general respondents	141	52	32	41	46	45	56	64
School Parent / Carer	62	44	23	34	37	33	49	64
School Staff	5	39	39	41	39	36	31	66
Resident within School Street	12	57	28	41	45	33	54	58
Resident outside School Street	59	60	42	47	54	59	65	64
Business (within or outside School Street)	3	60	43	68	66	72	76	76
	Total number of responses (average)	The road safety on streets around or near the school is:	The amount of traffic on streets around or near the school is:	I feel parking behaviour of drivers near the school at start & finish times is:	The number of drivers leaving engines running when parked near to school is:	The traffic noise in the streets near the school at drop off/pick up times is:	The speed you see cars travel on streets around or near the school is:	The number of children you see walking / cycling / scooting to school each day is:
Pupils overall	81	56	37	47	34	42	56	71



## Feedback sliders summary:

Overall, the main area of concern for the general respondents (as indicated by an average score between 0 and 39) appears to be congestion, which recorded an overall average score of 32. Road safety (52), parking behaviour (41), engine idling (46), traffic noise (45), and speeding (56) all showed clear room for improvement as indicated by 'neutral scores' on average. Perception of the number of children travelling actively to school was 'positive' with a score of 64.

The 'Resident outside School Street' and 'Business' respondents appear to have expressed less concern than the remaining categories as none of their average scores are categorised as 'negative'. Conversely, the majority of average scores for the parents / carers and staff were 'negative'.

- **'The road safety on streets surrounding the school is':** The overall average score for road safety was 52, suggesting clear room for improvement. Staff and parents / carers appear to be the most concerned with scores of 39 and 44, with the remaining groups scoring similar levels between 57 and 60.
- **'The amount of congestion on streets surrounding the school is:** The overall score of 32 shows high levels of concern regarding congestion surrounding the school site and all groups scored 43 or less. The parents / carers & the residents within the School Street recorded scores notably lower than the other groups. This could suggest that congestion in the immediate vicinity of the school is more of a concern than the surrounding roads - particularly at school drop off / pick up times.
- **'I feel parking behaviour of drivers near the school at start & finish times is':** Parking behaviour recorded the second lowest overall score (41). The parents / carers recorded the most concern with a score of 34, suggesting that the problem is most notable during school pick up / drop off times. Staff and residents within the School Street both scored 41 overall while residents outside scored 47 suggesting most groups feel there is clear cause for concern in relation to parking behaviour. The business respondents reported the least concern with a score of 68. The businesses may feel that parking availability is an important part of their custom and, therefore, be less concerned by parking behaviour.
- **'The number of drivers leaving engines running when parked near to school is':** With an overall score of 46, 'idling' appears to be a concern around the school site. The business (66) and residents outside (54) appear less concerned than the parents / carers (37), staff (39), and residents within (45), possibly reflecting the amount of time spent around the school site.
- **'The traffic noise in the streets near the school at drop off / pick up times is':** The parents / carers (33), staff (36), and residents within the School Street (33) scored traffic noise notably lower than the residents outside the School Street (59) and businesses (72). As this question specifically relates to the school drop off / pick up times it could be that the parents / carers, staff, and the residents within the School Street are more likely to be aware of the problem during this time.
- **'The speed cars travel on streets surrounding the school is':** Overall speeding appears to be less of a problem than the other concerns, possibly owing to the levels of congestion and existing traffic calming measures. The staff, however, recorded the

lowest score of any group / concern with a score of just 31 - notably lower than the next lowest, the parents / carers with 49.

- **‘The number of children travelling actively to school (e.g., walking and cycling) is’:** With an overall average score of 64, it appears that the school community feels there are good levels of active travel on the school run. The residents within the School Street recorded the lowest average score (58), while all of the other groups recorded ‘positive’ scores of 64 - 76. A School Street should improve road safety for these children owing to reduced vehicle movements in the immediate vicinity of the school.

**Pupils:** The pupils appear to be most concerned by ‘The number of drivers leaving engines running when parked near to school’ with a score of just 34. ‘The amount of traffic on streets around or near the school’ recorded the second lowest score (37). With scores ranging from 42 - 56, the pupils also appear concerned about the levels of road safety, poor parking behaviour, traffic noise, as well as speeding. The pupils' perceptions of active travel levels were clearly positive with a score of 71.

## Scheme aims:

Within the 'Give My View' survey, respondents were invited to choose up to three aims of the school scheme which they considered to be the most important (out of a choice of six). The 'Table of scheme aims' below displays the percentages of respondents selecting each of the aims e.g., Overall, 60% of respondents chose 'Safer to walk and cycle' as one of their selections.

Table 6: Table of scheme aims: 'Question: These are the aims of a School Street, which 3 are most important to you?' (Percentage of respondents selecting option).

	Total number of respondents	More families walk and cycle	Pleasant and calm atmosphere	Improve air quality	Safer to walk and cycle	Reduce car use on school run	Reduce noise from traffic
Overall general respondents	126	38%	56%	26%	60%	44%	25%
School Parent / Carer	60	32%	55%	30%	68%	53%	33%
School Staff	4	25%	25%	50%	50%	50%	0%
Resident within School Street	11	45%	55%	18%	45%	64%	36%
Resident outside School Street	48	46%	58%	23%	54%	31%	13%
Business (within or outside School Street)	3	33%	100%	0%	33%	0%	33%
Pupils overall	79	42%	51%	44%	66%	28%	29%

## Scheme aims summary:

**Overall:** Overall, 126 general respondents completed this section of the survey. The most frequently selected aim was 'Safer to walk and cycle' (60%) followed by 'Pleasant and calm atmosphere' (56%). These were significantly more frequent than the third most common, 'Reduce car use on school run' (44%). 'Reduce noise from traffic' (25%) and 'Improve air quality' (26%) were the least selected. The remaining aim, 'More families walk and cycle' was selected by 38% of respondents.

It is interesting that 'Safer to walk and cycle' and 'Pleasant and calm atmosphere' were notably more likely to be selected than 'More families walk and cycle' / 'Reduce car use on school run' suggesting that the school community considered improvements in the behaviour of road traffic around the school to be more important than reducing the number of families choosing to drive to school.

**School Parent / Carer:** The parents and carers most frequently selected 'Safer to walk and cycle' (68%), suggesting the parents and carers are very keen to see road safety improvements. This was followed by 'Pleasant and calm atmosphere' (55%) and 'Reduce car use on the school run' (53%). The remaining aims were selected by 30 - 33% of parents / carers.

**School Staff:** The 'School Staff' most frequently selected 'Improve air quality' / 'Safer to walk and cycle' / 'Reduce car use on the school run' (all 50%). 25% of staff selected 'More families walk and cycle' and 'Pleasant and calm atmosphere'. No member of school staff selected 'Reduce noise from traffic'. However, it should be noted that only four members of staff completed this section of the survey.

**Residents within School Street:** The 'Residents within' most frequently selected 'Reduce car use on the school run' (64%), which was notably higher than the other groups. 'Pleasant and calm atmosphere' was selected by 55% of residents within the School Street followed by 'More families walk and cycle' and 'Safer to walk and cycle' (both 45%). 'Reduce noise from traffic' (36%) and 'Improve air quality' were the least selected aims by the 'Residents within School Street'.

**Residents outside School Street:** The 'Residents outside School Street' most frequently selected 'Pleasant and calm atmosphere' (58%) and 'Safer to walk and cycle' (54%). 'More families walk and cycle' was the third most selected (46%) followed by 'Reduce car use on the school run' (31%), and 'Improve air quality' (23%). 'Reduce noise from traffic' (13%) was the least selected aim.

It is notable that the 'Residents outside School Street' were much less likely to select 'Reduce car use on school run' than the parents / carers, staff, or the 'Residents within School Street'. This possibly suggests that the 'Residents outside' may have a different perception of the volume of school run traffic in the immediate vicinity of the school entrance.

**Business:** The three 'Business' respondents all selected 'Pleasant and calm atmosphere' (100%). Conversely, none of the business respondents selected 'Improve air quality' or 'Reduce car use on school run'. The remaining aims were each selected by one (33%) of the business respondents.

**Pupils:** The 'Pupils' most frequently selected 'Safer to walk and cycle' (66%), followed by 'Pleasant and calm atmosphere' (51%). 'More families walk and cycle' and 'Improve air quality' were selected by 42% and 44% of pupils respectively, while 'Reduce car use on school run' (28%) and 'Reduce noise from traffic' (29%) were the least selected. The Pupils appeared notably more concerned by air quality than the parents / carers (44% vs 30%) and, conversely, the pupils appeared less concerned about reducing car use than the parents / carers (28% vs 53%).

## Final slider and further comments:

Table 7 below displays the results from the last slider 'Finally how do you feel about the proposal for a School Street in the area', including the percentage split of each group by positive / neutral / negative scores, as well as overall figures.

Table 7: Average 'Give My View' final slider score.

	Total number of respondents	Finally, how do you feel about the proposal for a School Street in your area?	Positive: 61 - 100	Neutral: 40-60	Negative: 0-39
Overall general respondents	133	52	48%	14%	38%
School Parent / Carer	60	70	67%	20%	13%
School Staff	5	53	20%	60%	20%
Resident within School Street	10	64	60%	10%	30%
Resident outside School Street	55	33	31%	4%	64%
Business (within and outside School Street)	3	12	0%	0%	100%
Pupils overall	77	60	62%	43%	23%

## Final slider summary:

Overall, across general respondents, the average score was 52 – indicating a 'Neutral' sentiment. However, there were notably more scores that were classified as 'Positive' than 'Negative' (48% vs 38%).

The strongest support came from the 'School Parent / Carers' (70) and the 'Residents within School Street' (64) - in both cases, the clear majority of scores were 'Positive'. The 'School Staff' recorded a neutral score of 53 and the Pupils scored 60 on average - the top end of the 'Neutral' categorisation. Taken collectively, there is clear support for the School Street from these groups.

The 'Residents outside School Street' recorded an average 'Negative' score of 33 and the majority of their scores were 'Negative'. This may be owing to them being less aware of the issues on the School Street and, therefore, less likely to notice the immediate benefit.

The three 'Business' respondents all recorded 'Negative' scores with an average of just 12.

## Further comments log:

Following the final 'Give My View' slider, a text box was provided for further comment. These comments were read and logged within a variety of headings to assist in identifying trends and concerns. Overall sentiment was subjectively assessed based on any feedback provided by the respondents alongside their final slider score.

Table 8: 'Give My View' additional feedback summary.

	Number of respondents providing further comment	Comment sentiment = Positive	Comment sentiment = Neutral / unclear	Comment sentiment = Negative
<b>Overall general respondents</b>	88*	40%	9%	51%
<b>School Parent / Carer</b>	29	62%	17%	21%
<b>School Staff</b>	2	0%	100%	0%
<b>Resident within School Street</b>	6	67%	17%	17%
<b>Resident outside School Street</b>	47	27%	0%	73%
<b>Business (within or outside School Street)</b>	2	0%	0%	100%

\*N.B. Owing to rounding, the amount of 'Overall general respondents' does not match the individual totals.

## Overall sentiment summary:

- 88 respondents provided further comments.
- Overall, a slight majority of comments (51%) were assessed as having a 'Negative' sentiment towards the scheme. This is not uncommon in public consultations, and this was mainly the result of the negative perception of the scheme from 'Residents outside School Street', of which 73% were assessed as being 'Negative'.
- The majority of the comments from the 'School Parents / Carers' (62%) and 'Residents within School Street' (67%) were positive towards the scheme, while both members of school staff providing further comment were assessed as 'Neutral' towards the scheme. As the main groups impacted by the proposed changes this could be considered encouraging.
- Alongside the 'Residents outside School Street', the 'Business' respondents were also negative towards the scheme which may be owing to lack of perceived personal benefit.

## Comments log (positive):

The number of specific positive comments within the respondents' feedback can be found logged in the table below:

Table 9: 'Give My View' additional feedback positive comments log.

	Improved road safety	Reduction in school traffic / less congestion etc	Better for children / schools	Reduction in road rage / speeding / poor driver behaviour around the school	Reduction in air pollution	Improved quality of life / calmer	Improved residents' parking	Reduction in traffic noise	Support owing to climate change (or generalised 'environment')	Increase in walking / cycling
<b>Overall general respondents</b>	23	17	10	6	2	2	1	1	1	1
School Parent / Carer	13	8	6	3	1			1		
School Staff										
Resident within School Street	1	3		2			1			
Resident outside School Street	9	6	4	1	1	2			1	1
Business (within or outside School Street)										



## Comments log (positive) summary:

Overall, the most frequent positive comments within the 'further comments' section of the survey were in relation to 'Improved road safety' with 23 responses, followed by 'Reduction in school traffic' (17), 'Better for children / schools' (10), and 'Reduction in road rage / speeding / poor driver behaviour' (6) all of which are key aims of the School Street.

***"Traffic here is terrible and drivers arguing every day trying to pass. I hope it will stop at last"*** Resident within School Street

***"If this is implemented, will support more active travel as the recent congestion in the area is very unpleasant both to the residents who find it difficult coming in and leaving their homes as well as safety of the children in the school."*** Resident outside School Street.

***"It's a very good idea. However there needs to be a parallel approach to parent education about them not needing to drop their children by car."*** Resident outside School Street.

***"I think this would be great if this was to happen divers merge on to wrong side of road and mount pavements without any care for anyone's safety."*** Parent / Carer.

## Comments log (constructive / neutral):

The number of specific neutral / constructive comments within the respondents' feedback can be found logged in the table below:

Table 10: 'Give My View' additional feedback constructive / neutral comments log.

	Use more enforcement CEOs / school crossing patrols / CCTV etc	Requesting further / improved information on scheme	Requires more / improved signage	Other general improvement
Overall general respondents	4	3	1	10
School Parent / Carer	2	1		3
School Staff				1
Resident within School Street		1		2
Resident outside School Street	2	1	1	3
Business (within or outside School Street)				1

## Comments log (constructive / neutral) summary:

Within the constructive / neutral comments, the most frequent were in relation to additional enforcement, requests for further information, or suggestions of other general improvements.

***"I feel that this is a good idea, but we still need to consider parents, who still need to drive to drop and collect their children due to work commitments or the distance they now live. It' is not possible for everyone to walk or cycle. I feel like this needs to be thought out carefully. Maybe bring back to lollypop person and also ens. there is parking a little bit away from the school so parents can park a little away from the school. We want to keep our children safe and healthy but not at the cost of making it difficult for those who need to drive. Due to the cost of living a lot parents no longer live in the school catchment area we need to consider both sides."*** Parent / Carer.

***"The road in front of the school should be only a one-way drive. Even outside school times, there is always traffic, and people does not let others pass. There are situations that 2 cars are face to face and none of them let the other pass, which is insane. With a one-way road, that would end and the traffic would flow much easier."*** Resident within School Street.

***"Maybe there could be wardens that fine the few drivers who do park in the wrong places near the school or those who keep their engines running. Why should everyone be punished by restricting access around those roads for the law breaking of the few."*** Resident outside School Street.

***"If there is a problem with safety, maybe the school could lobby for a speed camera to be installed on Mansell Road."*** Parent / Carer.

## Comments log (concerns):

The number of specific concerns within the respondents' feedback can be found logged in the table below:

Table 11: 'Give My View' additional feedback concerns log.

	Congestion / more traffic on surrounding roads	Reduced / restricted / displaced parking	Measures unnecessary - insufficient traffic etc (N.B. subjective)	Longer journeys	Scheme will result in worsening air quality (PM / NOx etc excluding CO2)	Detrimental / disproportionate impact on parents or children	Mental health impact - causes stress, anxiety, or confusion etc	No / poor consultation	Reduction in active travel safety	Detrimental / disproportionate impact on the elderly	Need a vehicle for work purposes or multiple drop offs	Greater carbon emissions (CO2 or fuel consumption)	Reduction in vehicle safety	Reduced refuse / service / delivery / Taxi access	Negative community impact	Business loss owing to reduced customer access.	Lack of existing evidence / data	Problems with the review process / data gathering	Other
Overall general respondents	25	10	10	7	5	5	4	3	2	2	2	1	1	1	1	1	1	1	9
School Parent / Carer	2			1	1	3				2									1
School Staff				1															
Resident within School Street																			1
Resident outside School Street	23	9	9	5	4	2	4	3	2		2	1	1	1	1		1	1	7
Business (within or outside School Street)		1	1													1			

## Comments log (concerns) summary:

The most frequent concerns raised via the additional comment section were 'Congestion / more traffic on surrounding roads' (25), 'Reduced / restricted / displaced parking' (10), and 'Measures unnecessary - insufficient traffic etc' (10). Financial concerns were also mentioned and the belief that the scheme will be ineffective. The table also shows that the vast majority of the concerns were raised by 'Residents outside School Street'.

***"I currently do not feel there is an issue with Mansell Road with regards to dropping off and picking up children. The issue lies on the Ruislip Road when trying to turn right out of Mansell Road. The lights do not remain green for long enough, causing the levels of cars to increase.***

***If the School Street were to be implemented, I would not be able to access Mansell Road via Ruislip Road, meaning I would have to use a longer, alternative route to return home from work. This would increase my carbon emissions, which defeats the purpose of the scheme. I would also struggle to get to my Road because of the increased traffic on the surrounding roads, which would again cause my emissions to increase.***

***I do not believe the families would find alternative methods of travelling to school. If they were able to use alternative methods, they would already be doing so. Families will still continue to drive to school, however they would use neighbouring roads (mine being one of them) to park their cars. They would then have to walk to the school, a longer walk than usual, causing valuable parking spaces to become occupied for much longer than necessary.*** Resident outside School Street.

***It's going to make traffic in Greenford even worse. Ruislip roads has already got so much congestion. I don't think this is going to help the local area"*** Parent / Carer

***"I disagree that there is an issue to be solved here. The proposal will lead to even more restrictions and therefore fines being handed out in Greenford. There are speed cameras (stationary and average speed), bus lane cameras, red light cameras, ULEZ cameras, parking attendants, and now proposal. It is completely suffocating and severely reduces the quality of life in Greenford.***

***In addition, it is not been made clear how any fine money would be reinvested into the area."*** Resident outside School Street

***"This is going to cause so much extra traffic from the main road. We take our journey through Mansell Road to pick up and drop off kids to other schools. This is just another money-making scheme by the council. I am dead against this."*** Resident outside School Street

## **TMO (Traffic Management Order):**

Traffic management orders (TMOs) are legal documents produced by councils that regulate the use of highways typically in relation to the 'Road Traffic Regulation Act 1984'. In Ealing, proposed TMO's are published via lamp post signage as well as in The Gazette (the UK government's official public record published by The Stationary Office) and anyone can comment on the proposals. Emergency and transport services are also approached for feedback.

One formal objection to the making of the Traffic Management Order was received from a resident outside the School Street in relation to the proposed scheme. This resident confirmed they also responded to the online survey. The objection will be considered in the Officer Decision Notice.

## Key findings:

- Overall, within the main survey there were more 'Positive' than 'Negative' scores for the question 'How do you feel about the proposal for a School Street in your area?' (48% 'Positive' vs 38% 'Negative'). The overall average score was 52.
- 'STARS' data showed that the majority of pupils are travelling to school by active modes of transport (approximately 66%). There is a clear pupil preference for an increase in cycling in particular (2% actual to 18% preferred).
- 'STARS' data showed that only 19% of school staff are travelling actively but 37% would prefer to do so. Only 5 members of school staff engaged with this consultation.
- Feedback sliders showed that levels of congestion and poor parking behaviour are the principal areas of concern (overall scores of 32 and 41).
- The respondents' selections of most important aims showed that 'Safer to walk and cycle' was the highest priority (selected by 60% of respondents) followed by 'Pleasant and calm atmosphere' (56% of respondents).
- A slight majority of 'Further comments' were assessed as having a negative sentiment overall (51%). Most of these 'negative' comments were provided by 'Residents outside School Street'.
- The pupils' survey showed significant levels of concern in relation to levels of congestion (37) and idling (34) around the school site, alongside strong support for the aims 'Safer to walk and cycle' - which was selected by 66% of pupils - and 'Pleasant and calm atmosphere' (51%).
- Of the main respondent groups, the 'Parents / Carers', 'Residents within School Street', and the 'Pupils' showed the highest levels of support with scores of 70, 64, and 60 for the question 'How do you feel about the proposal for a School Street in your area?'. As the groups most likely to experience the impacts of the scheme, this can be considered highly encouraging.
- The 'Parents / Carers' as well as the 'Residents within School Street' appeared notably more concerned about levels of congestion around the school than the 'Residents outside School Street'. This may explain the significant difference in support for the scheme (final slider scores of 70 for 'Parent / Carer', and 64 for 'Resident within School Street' vs 33 for 'Resident outside School Street').
- The strong pupil preference for travelling to school by bicycle could be supported by the reduced congestion and improved parking behaviour that would result from implementation of the proposed School Street. This, in turn, could support long term behaviour change towards cycling.
- The reduction in car use around the school site should also improve road safety for the pupils and staff who are already choosing to travel actively to the school.

## Recommendation:

- Move forward with the School Street and continue to monitor available data, such as Automatic Traffic Counts (ATC) and Parking Beats. These will assist in assessing the impact of the scheme.

# Ealing School Streets: Villiers High School proposal - feedback evaluation

Prepared by Hup Initiatives for the London Borough of Ealing, November 2023.

Version	Name		Position	Date	Status
1	Lead Author	LH	Transport Planning Consultant	28/11/2023	Draft V1
	Support Author	FSS	Senior Consultant	28/11/2023	
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3	Lead Author	LH	Transport Planning Consultant	11/12/2023	Final submission
	Support Author	FSS	Senior Consultant	11/12/2023	
	Checked / approved by	PJM	Director	8/12/2023	

## Report Introduction:

This independent report into the ‘School Streets’ scheme proposed by the London Borough of Ealing (LBE) in the vicinity of Villiers High School Southall was produced in November 2023 by Hup Initiatives. The report outlines and displays results from three provided data sets; TfL ‘STARS’ school travel surveys, a ‘Give My View’ survey of the local school community, and an official Traffic Management Order (TMO) consultation in regard to the proposed highway access changes.



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# Introduction to Villiers High School Street proposal:

## Ealing School Streets scheme (authored by LBE)

London Borough of Ealing Council (LBE) wants to make the Borough a great place to live, work and spend time in. Good, sustainable transport is a fundamental part of the council's priorities to create 'Healthy Streets' that seek to reduce pollution and increase physical activity rates by providing safe, convenient alternatives to short car journeys.

Our Transport Strategy aims to build a positive legacy to enhance the environment and improve public health by focusing on 'active travel' (walking and cycling). We will improve streets and transport infrastructure to reduce dependency on cars to prioritise active, efficient and sustainable travel modes, making Ealing a healthier, cleaner, safer and more accessible place for all.

A School Street is where the streets around a school are closed to most traffic at school opening and closing times. An exemption policy applies, and some vehicles are eligible for permits, including those registered to residents and businesses within the designated zone.

LBE have successfully implemented School Streets for 24 schools since September 2020. On average active travel for the school journey has increased by 9% and car use reduced by 6% in the first year. LBE has set an ambitious and exciting challenge to have School Streets at 50 schools by 2026. Schools are prioritised based on selection criteria that includes the following categories:

- Road safety (casualties)
- Air Quality
- Index of Multiple Deprivation
- STARS engagement
- Active travel
- Location suitability

Closing the streets to school and through traffic helps to achieve a safer, more pleasant environment for everyone, especially those who are walking and cycling.

The purpose of this report is to provide an independent evaluation of the consultation that took place for the proposed School Street at Villiers High School.

### School Overview

#### School information

- Type – Secondary School
- FE – 8-9 form entry
- Number of pupils – 1485 pupils.
- Geographical data from school census
  - 42% pupils live within 0.5 miles of school.
  - 39% pupils live 0.5 to 1 mile.
- Location: Boyd Avenue - Southall
- Details of any CPZ – Southall (Zone L) Monday to Saturday between 10am-8pm and Sunday between 2pm-8pm.
- Travel for Life (STARS) accreditation – Silver to August 2024.

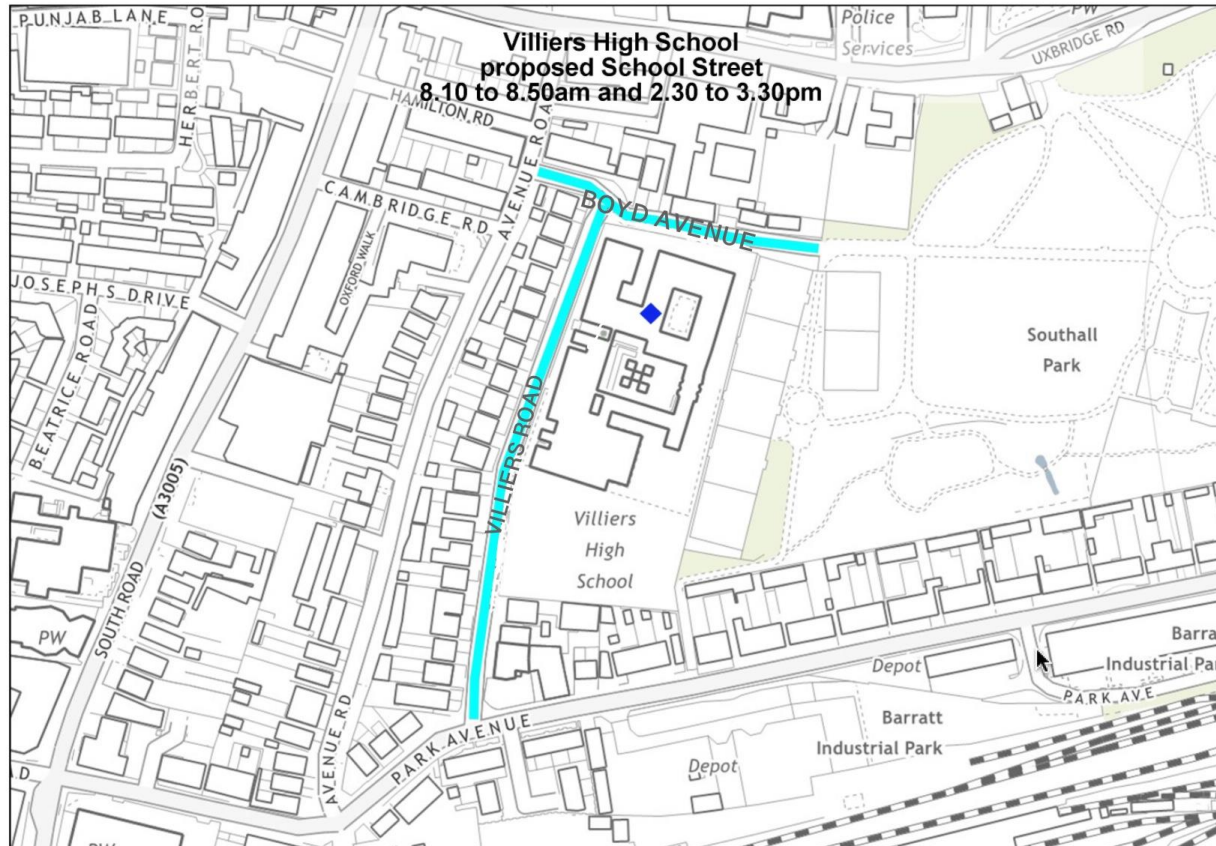
#### Proposed School Street

- Location: Boyd Avenue junction with Avenue Road and Villiers Road junction with Park Avenue.
- Times – 8.10 to 8.50 am and 2.30 to 3.30pm
- Engagement and consultation activities
- Walking workshop (group walk in the proposed area) – 17<sup>th</sup> October, 8 attendees (6 students, 1 staff and 1 Governing body).
  - Pop Up event (public engagement activity) – 2<sup>nd</sup> November at Villiers High School -school canteen, 7 attendees (4 residents, 3 staff).
  - Online presentation (about scheme and decision-making process) – 7<sup>th</sup> November, 9 registered, 2 attendees.
  - Year 5 in class workshop (interactive lesson on active travel)
  - Letters to residents – 13<sup>th</sup> October by Royal Mail to 262 addresses
  - The School Travel Team were available to receive emails, letters and phone calls from members of the local and school community.

### **Consultation method**

- Give My View – online survey open from 13 October to 12 November. Hard copies were posted on request.
- Traffic Management Order – 21-day statutory consultation from 27<sup>th</sup> September to 18<sup>th</sup> October 2023. Published in The Gazette [Road Traffic Acts | The Gazette](#).

**Figure 1: Map of proposed School Street:**



## ‘STARS’ data:

### Introduction to data set:

<https://stars.tfl.gov.uk/About/About>

‘STARS – Sustainable Travel: Active, Responsible, Safe’

‘STARS’ is TfL's accreditation scheme for London schools and nurseries. ‘STARS’ inspires young Londoners to travel to school sustainably, actively, responsibly, and safely by championing walking, scooting, and cycling. ‘STARS’ supports pupils' wellbeing, helps to reduce congestion at the school gates, and improves road safety and air quality.

The tables presented below display the results of the survey of ‘actual’ and ‘preferred’ mode of school travel at Villiers High School.

### ‘STARS’ results:

Table 1 - Pupil actual mode of travel. Response rate 95%. Date of survey 10/05/2023.

Walking	Scooting	Cycling	Rail / Overground	Tube	Public Bus	School Bus / taxi	River	Car / motorbike	Car share	Park and stride	Total
514	5	37	17	3	289	0	0	146	12	7	1,030
49.9%	0.5%	3.6%	1.7%	0.3%	28.1%	0.0%	0.0%	14.2%	1.2%	0.7%	

Table 2 - Pupil preferred mode of travel. Response rate 79%.

Walking	Scooting	Cycling	Rail / Overground	Tube	Public Bus	School Bus / taxi	River	Car / motorbike	Car share	Park and stride	Total
375	28	103	17	9	113	8	22	154	10	12	851
44.1%	3.3%	12.1%	2.0%	1.1%	13.3%	0.9%	2.6%	18.1%	1.2%	1.4%	

Table 3 – Staff actual mode of travel. Response rate 95%.

Walking	Scooting	Cycling	Public Bus	Car / motorbike	Total
14	0	1	4	1	20
70%	0%	5%	20%	5%	

Table 4 – Staff preferred mode of travel. Response rate 95%.

Walking	Scooting	Cycling	Public Bus	Car / motorbike	Total
14	0	1	4	1	20
70%	0%	5%	20%	5%	

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## Summary of 'STARS' results:

The pupil survey shows the majority of pupils (approximately 54%) are arriving at the school site via active modes or travel (Walking, Scooting, and Cycling). A School Street is expected to improve road safety for these pupils by reducing motor vehicle movements near the school gates.

The survey also shows that 158 pupils are travelling by car / motorbike or car sharing, which may result in traffic concerns around the school drop off and pick up times. The scheme may help to encourage a reduction in this number and possibly result in increased 'Park and Stride' by requiring pupils arriving by car to walk the final length of their journey.

The preferred results show that the percentage of pupils who would prefer to travel by active modes increased from 54% actual to 59% preferred. Conversely, travel by public bus (despite it being free for students) drops from 28.1% actual to 13.3% preferred. This suggests that students would prefer to arrive by active travel, rather than by bus – a shift that, if enacted, might reduce pressure on public transport at peak times.

Of those reporting a preference for active travel, there are significantly higher numbers of pupils expressing a preference for cycling compared to the number currently doing so (37 actual compared to 103 preferred).

The increase in preferences for cycling is particularly notable as the School Street will create a large area of restricted road with reduced vehicle movements in the immediate vicinity of the school. These restrictions may provide a safer environment for young cyclists to cycle on the highway. This, in turn, may increase confidence in cycling and assist in long term behaviour change.

The staff survey shows that 75% of the staff are travelling actively to the school site. While the figures do not alter with the staff preferred method of transport, it is encouraging that there is such a small reliance on car / motorbike travel. The implementation of a School Street would support the continued access and safety of those staff arriving by active transport.

## **‘Give My View’ data:**

### **Introduction to data set:**

‘Give My View’ is a survey platform developed by Built-ID. The survey was produced by LBE to target the school and local community. The survey seeks to distinguish between various groups such as staff, parents / carers, residents, and businesses who will be impacted by the School Street. Pupils were also surveyed using a similar set of questions.

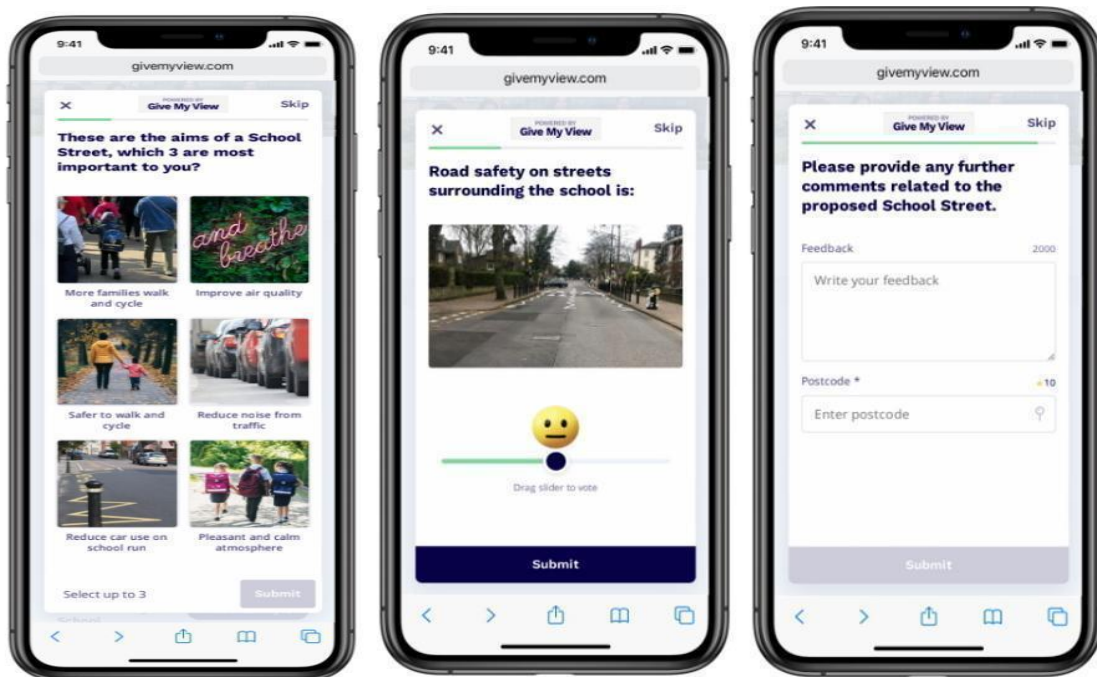
Most questions in the survey seek to understand the respondents’ views on various aspects of the current situation and establish levels of support for the overall scheme. The survey states the scheme’s aims, and responses are made on wider concerns using multiple-choice answers or a sliding scale relating to how strongly the respondent feels.

Additionally, respondents were given the opportunity to provide further comments on the proposals. All these comments have been read and coded by Hup Initiatives to provide further numerical analysis as well as key findings and suggestions based on the school and local community’s feedback. These results can also be found in the tables below.

In total, 148 survey logs were generated for the main survey and 284 logs for the pupil survey, however a number of logs did not contain data or had limited engagement with the questions. 1 respondent who selected ‘Resident within School Street’ subsequently provided a postcode outside of the School Street and was relisted as ‘Resident outside School Street’ (note that postcode data was not provided by all respondents owing to some respondents quitting the survey prior to the mandatory postcode). Of the ‘Other’ respondents, 5 were identified as school Governors (a separate category was created), 2 were identified as ‘Parent / Carer’ and relisted as such, while 5 were students at the school (their data was removed from the main survey and combined with that of the pupil survey). 1 respondent selected no category but completed the survey: they were relisted as ‘Other’. The 1 ‘Business within School Street’ was identified in the comments as a residential home for the elderly. This manual check has resulted in figures which vary slightly from the data originally presented by Built-ID.



Figure 2: 'Give My View' screens examples:



## Feedback sliders:

The table below displays the average slider score selected by the respondents for each of nine statements. A high score indicates positive feelings, and a low score indicates negative feelings. For example, on average, respondents scored 'engine idling' as 37. This represents a 'Negative' perception of idling behaviour. Results have been colour-coded as follows: 'Negative' 0-39 Red, 'Neutral' 40-60 Yellow, 'Positive' 61-100 Green.

N.B. Owing to respondents choosing to skip some questions, the 'Total number of responses' in the table below is displayed as an average. This figure is displayed to ensure that appropriate consideration can be given to each category. For example, there were significantly more responses from 'Parents / Carers' than from 'Residents within School Street'.

The Pupils 'Give My View' survey was a slightly different version – while the concerns listed remained fundamentally the same, wording was simplified for the pupils. The main year groups responding were years 7 and 8. Those selecting 'Other' when asked for their year group did not have to elaborate, therefore they were considered to be 'Other or unknown'.

Table 5: Average 'Give My View' slider scores:

	Total number of respondents (average)	The road safety on streets surrounding the school is:	The amount of congestion on streets surrounding the school is:	I feel parking behaviour of drivers near the school at start & finish times is:	The number of drivers leaving engines running when parked near to school is:	The traffic noise in the streets near the school at drop off / pick up times is:	The speed cars travel on streets surrounding the school is:	The number of children travelling actively to school (e.g. walking / cycling) is:
Overall general respondents	122*	53	41	41	37	45	51	63
Parent / Carer	88	52	39	39	36	45	50	63
Staff	10	60	61	52	46	46	59	75
Resident within School Street	6	59	40	43	50	47	58	54
Resident outside School Street	10	50	41	43	34	42	48	47
Business within School Street	1	100	100	100	56	100	100	100
School Governor	3	32	42	22	14	17	63	70
Local Councillor	2	50	50	53	50	50	50	50
Other	3	58	27	51	31	30	42	75
	Total number of respondents (average)	The road safety on streets around or near the school is:	The amount of traffic on streets around or near the school is:	I feel parking behaviour of drivers near the school at start & finish times is:	The number of drivers leaving engines running when parked near to school is:	The traffic noise in the streets near the school at drop off/pick up times is:	The speed you see cars travel on streets around or near the school is:	The number of children you see walking / cycling / scooting to school each day is:
Pupils overall	269	52	35	49	43	54	45	66

\*N.B. Owing to rounding, the amount of 'Overall general respondents' does not match the individual totals.

## Feedback sliders summary:

Overall, the primary areas of concern for the general respondents (as indicated by lower average scores) appear to be 'engine idling', 'congestion' and 'parking behaviour of drivers' – recording overall average scores of 37, 41, and 41, respectively. 'Traffic noise' also appeared to be of concern with a score of 45, with vehicle speed (51) and road safety (53) also showing clear room for improvement. Perception of the number of children travelling actively to school seems positive, with a score of 63.

The 'Parents / Carers' appear to show slightly more concern for parking behaviour, idling, and congestion than respondents overall.

**Pupils:** The pupils main concern would appear to be the 'amount of traffic on streets around or near the school' with a score of (35). With scores ranging from 43-54, the pupils also appear concerned about levels of road safety, poor parking behaviour, engine idling, traffic noise, and speeding. The pupils' perceptions of active travel levels were positive, and similar to other respondents (66, compared to an overall 63).

**Business within:** The 'Business within' category would seem to suggest a positive outlook across the majority of categories, with the exception of engine idling (56), where clear room for improvement is suggested. Once again, however, the singular nature of the response should be considered when drawing conclusions.

- **'The road safety on streets surrounding the school is':** The overall average score for road safety was 53 suggesting clear room for improvement. School governors demonstrate the greatest level of concern, with a score of 32. With the exception of the business respondent, all other respondents gave scores of between 50 and 60.
- **'The amount of congestion on streets surrounding the school is':** The overall low 'neutral' score of 41 shows concern regarding congestion surrounding the school site, with the 'Parents / Carers', 'Other', and 'Pupils' categories all recording 'Negative' scores (39, 27, and 35). Interestingly, both categories of residents also recorded low 'neutral' scores (borderline negative), which could suggest the congestion concerns extend further than the immediate school and residential area, and potentially into the surrounding main roads (Uxbridge Road A4020 and South Road A3005 are both close to the area).
- **'I feel parking behaviour of drivers near the school at start & finish times is':** Parking behaviour recorded a low neutral overall score (41). 'School governors' scored particularly negatively here (22), followed by 'Parents / Carers' (39). Both sets of residents scored 'parking behaviour' at 43.
- **'The number of drivers leaving engines running when parked near to school is':** Engine idling appears to be a clear concern among many of the categories of respondents. An overall score of 37 is supported by similar scores from 'Parents / carers' (36), 'Residents outside' (34), and 'Other' (31). As with their perception of general parking behaviour, school governors in particular seemed concerned with 'idling', scoring it at 14.
- **'The traffic noise in the streets near the school at drop off / pick up times is':** The level of 'traffic noise' shows clear room for improvement, scoring 45 overall. The majority of respondents (including Pupils) scored 'traffic noise' between 42 and 54. However, both the 'Governors' and 'Other' respondents had significantly more

negative perceptions (17 and 30, respectively). Once again, the business respondent seems to counter this trend by providing a positive perception of traffic noise (100).

- **‘The speed cars travel on streets surrounding the school is’:** Speeding appears to be slightly less of a concern than the others; however, lower scores from the ‘Other’ category as well as the ‘Pupils’ (42 and 45, respectively) shows this still is a concern across the school community.
- **‘The number of children travelling actively to school (e.g., walking and cycling) is’:** Overall perceptions of active travel are ‘Positive’ (63), with the majority of respondent groups scoring 61 or above. However, both categories of ‘Residents’ (54 and 47), as well as the ‘Councillors’ (50) demonstrated a less favourable ‘Neutral’ view.

## Scheme aims:

Within the 'Give My View' survey, respondents were invited to choose up to three aims of the school scheme which they considered to be the most important (out of a choice of six). The 'Table of scheme aims' below displays the percentages of respondents selecting each of the aims e.g., Overall, 52% of respondents chose 'Pleasant and calm atmosphere' as one of their selections.

Table 6: Table of scheme aims: 'Question: These are the aims of a School Street, which 3 are most important to you?' (Percentage of respondents selecting option).

	Total number of respondents	More families walk and cycle	Pleasant and calm atmosphere	Improve air quality	Safer to walk and cycle	Reduce car use on school run	Reduce noise from traffic
<b>Overall general respondents</b>	121	35%	52%	36%	68%	44%	25%
Parent / Carer	87	36%	53%	38%	72%	41%	24%
Staff	10	40%	40%	30%	80%	40%	30%
Resident within School Street	5	20%	60%	20%	40%	80%	0%
Resident outside School Street	10	40%	50%	30%	40%	50%	20%
Business within School Street	1	0%	100%	0%	100%	0%	0%
Governors	4	25%	50%	25%	75%	50%	25%
Councillors	1	100%	0%	0%	0%	100%	100%
Other	3	0%	67%	67%	67%	33%	67%
<b>Pupils overall</b>	258	28%	62%	53%	62%	22%	41%

## Scheme aims summary:

**Overall:** Overall, 121 general respondents completed this section of the survey. The most frequently selected aim was 'Safer to walk and cycle' (68%) followed by 'Pleasant and calm atmosphere' (52%). These were notably more frequent than the third most common, 'Reduce car use on school run' (44%). 'Reduce noise from traffic' was the least selected (25%). The remaining aims, 'Improve air quality' and 'More families walk and cycle', were selected by 36% and 35% of respondents, respectively.

**School Parent / Carer:** The parents and carers most frequently selected 'Safer to walk and cycle' (72%) and 'Pleasant and calm atmosphere' (53%). They selected 'Reduce noise from traffic' the least (24%). The remaining aims - 'Reduce car use on the school run', 'Improve air quality', and 'More families walk and cycle' - were selected 41%, 38%, and 36% of the time, respectively.

**School Staff:** As with the 'Parents / Carers', the 'Staff' most frequently selected 'Safer to walk and cycle' (80%), significantly more so than the other aims. 'More families walk and cycle', 'Pleasant and calm atmosphere', and 'Reduce car use on the school run' were all selected by staff 40% of the time, while 'Improve air quality' and 'Reduce noise from traffic' were both selected by 30% of respondents.

**Residents within School Street:** The 'Residents within' most frequently selected 'Reduce car use on the school run' (80%), which was notably higher than the remaining respondent groups. Their second most frequently selected aim was 'Pleasant and calm atmosphere', with 60%. 'Safer to walk and cycle' was selected by 40% of respondents, while both 'More families walk and cycle' and 'Improve air quality' were selected 20% of the time. There were no 'Residents within' who selected 'Reduce noise from traffic' (0%).

**Residents outside School Street:** The most frequently selected aims for 'Residents outside School Street' were 'Pleasant and calm atmosphere' and 'Reduce car use on the school run' (both 50%). 'More families walk and cycle' and 'Safer to walk and cycle' were both selected 40% of the time. The remaining aims - 'Improve air quality' and 'Reduce noise from traffic' - were selected in 30% and 20% of cases, respectively.

**Businesses within the School Street:** The single respondent from the 'Business within' category selected two aims: 'Pleasant and calm atmosphere' and 'Safer to walk and cycle' (both 100%).

**Governors:** 'Safer to walk and cycle' was selected by governors 75% of the time, notably more than the two next most frequently selected: 'Pleasant and calm atmosphere' and 'Reduce car use on the school run' (both 50%). The remaining aims - 'More families walk and cycle', 'Improve air quality', and 'Reduce noise from traffic' - were all selected at a frequency of 25%.

**Councillors:** The single 'Councillor' selected: 'More families walk and cycle', 'Reduce car use on the school run', and 'Reduce noise from traffic'.

**Pupils:** The 'Pupils' most frequently selected 'Pleasant and calm atmosphere' and 'Safer to walk and cycle' (both 62%), followed by 'Improve air quality' (53%). 'Reduce noise from traffic' was selected 41% of the time, while 'More families walk and cycle' and 'Reduce car use on the school run' were selected in only 28% and 22% of cases, respectively.

**Other:** The three remaining 'Other' respondents selected 'Pleasant and calm atmosphere', 'Improve air quality', 'Safer to walk and cycle', and 'Improve air quality' with equal frequency (67%). In addition, the selected 'Reduce car use on the school run' 33% of the time.





## Final slider and further comments:

Table 7 below displays the results from the last slider 'Finally how do you feel about the proposal for a School Street in the area', including the percentage split of each group by 'Positive' / 'Neutral' / 'Negative' scores, as well as overall figures.

Table 7: Average 'Give My View' final slider score.

	Total number of respondents	Finally, how do you feel about the proposal for a School Street in your area?	Positive: 61 - 100	Neutral: 40-60	Negative: 0-39
<b>Overall general respondents</b>	118	60	61%	22%	17%
Parent / Carer	85	68	62%	26%	12%
Staff	10	76	80%	20%	
Resident within School Street	6	38	33%		67%
Resident outside School Street	9	46	44.5%	11%	44.5%
Business within School Street	1	0			100%
School Governor	3	93	100%		
Local Councillor	1	50		100%	
Other	3	49	67%		33%
<b>Pupils overall</b>	254	56	48%	26%	26%

## Final slider summary:

Overall, across general respondents, the average score was 60 – a high score within the 'Neutral' range. However, there were significantly more scores classified as 'Positive' than 'Negative' (61% vs 17%).

The strongest support came from the school governors, with a score of 93. The 'Staff' (76) and 'Parents / Carers' (68) also scored positively.

The 'Residents outside', 'Councillors', and 'other' respondent groups all scored in the 'Neutral' classification (46, 50, and 49, respectively). However, within the 'Other' category two out of three respondents recorded 'Positive' scores (67% vs 33%).

The 'Residents within School Street' recorded a 'Negative' score on average (38).

The 'business' respondent scored 0, however the single nature of the respondent in the category should be taken into consideration when drawing conclusions.

## Further comments log:

Following the final 'Give My View' slider, a text box was provided for further comment. These comments were read and logged within a variety of headings to assist in identifying trends and concerns. Overall sentiment was subjectively assessed based on any feedback provided by the respondents alongside their final slider score.

Table 8: 'Give My View' additional feedback summary.

	Number of respondents providing further comment	Comment Sentiment = Positive	Comment Sentiment = Neutral / Unclear	Comment Sentiment = Negative
<b>Overall general respondents</b>	55	65%	15%	20%
<b>Parent / Carer</b>	36	75%	14%	11%
<b>Staff</b>	7	71%	29%	
<b>Resident within School Street</b>	4			100%
<b>Resident outside School Street</b>	5	40%	20%	40%
<b>Business within School Street</b>	1			100%
<b>Governors</b>	2	100%		
<b>Pupils</b>	59	34%	44%	22%

## Overall sentiment summary:

- 55 respondents provided further comments.
- Overall, there were significantly more comments that were positive towards the scheme than negative, 65% vs 20%.
- A majority of the comments from 'Parents / Carers' (75%) and 'Staff' (71%) were positive towards the scheme. This is also true of the 'Governors', of which 100% of the comments were positive.
- The 'Residents within School Street' and 'Business within School Street' groups both expressed a majority of negative views towards the scheme (100% in both cases). This may be owing to lack of perceived benefit, or a misunderstanding of the scheme.
- The 'Pupils' provided mostly 'Neutral' comments (44%). However, there were notably more 'Positive' comments than 'Negative' (34% vs 22%).

## Comments log (positive):

The number of specific positive comments within the respondents' feedback can be found logged in the table below:

Table 9: 'Give My View' additional feedback positive comments log.

	Reduction in school traffic / less congestion etc	Improved residents' parking	Reduction in road rage / speeding / poor driver behaviour around the school	Reduction in traffic noise	Reduction in air pollution	Support owing to climate change (or generalised 'environment')	Increase in walking / cycling	Better for children / schools	Improved road safety	Improved quality of life / calmer	Other positive
<b>Overall general respondents</b>	10	1	5	1	2		1	14	12	2	17
Parent / Carer	7		4		2		1	10	9	2	13
Staff	1							2	2		2
Resident within School Street											
Resident outside School Street	1	1	1	1				1			1
Business within											
Governors	1							1	1		1
<b>Pupils</b>	11	1	2	2	1	2	3	8	7	1	11

## Comments log (positive) summary:

Overall - aside from general 'other positive' comments (17) - the most common positive comments within the 'further comments' section of the survey was 'Better for children / schools' (14) and 'Improved road safety' (12). 'Reduction in school traffic' and 'Reduction in road rage / speeding' also had a number of comments (10 and 5, respectively).

***'As a parent I would like to have a school atmosphere much more pleasant for children and safe. Hope this new proposal will have the opportunity to experience it.'*** - Parent / Carer.

***'I like the fact that this will encourage safety for the children and other road users around the school.'*** - Staff.

***'A school street would improve the health of Villiers students and residents around'*** - Parent / Carer.

***'This scheme would reduce traffic on Villiers Road and make it safer for residents to walk and drive on as there are children and elderly people living on this road. It will make it easier getting the car out of the driveway.'*** - Resident outside.

***'Drivers around the school are very careless.'*** - Parent / Carer.

The comments from the schools' pupils showed similar optimism in regard to the scheme.

***'The school street could reduce traffic in the area, unless drivers are looking for a shortcut, but however, this lasts for only 15 minutes, so it is a good way to save our planet.'*** - Pupil.

***'It will be good for us when walking to school in the morning while having fresh air to breathe cause a lot of cars there in the morning is ruining the air quality'*** - Pupil.

***'I think having a school street at my school is good for students because they can walk safely into school and out of school.'*** - Pupil.

***'This is a nice plan and I would really appreciate if you actually implemented this'*** - Pupil.

## Comments log (constructive / neutral):

The number of specific neutral / constructive comments within the respondents' feedback can be found logged in the table below:

Table 10: 'Give My View' additional feedback constructive / neutral comments log.

	Use more enforcement CEOs / school crossing patrols / CCTV etc	Asking for specific changes	Requesting further / improved information on scheme	Other general improvement
Overall general respondents	2	2		5
Parent / Carer	1			5
Staff		1		
Resident within School Street				
Resident outside School Street	1	1		
Business within				
Governors				
Pupils		1	2	19

## Comments log (constructive / neutral) summary:

Within the constructive / neutral comments, there were a number of comments on the cleanliness and environment of the School Street itself and the surrounding area. However, this is beyond the remit of the scheme.

Several comments also called for increased use of parking attendants and CCTV. It is unclear whether this was as an alternative to the School Street, or whether it can be considered to be in agreement with the principle of the scheme.

***'We need cameras in place to stop the streets turning into the wild west during school pick up and drop off times'*** - Parent / Carer.

***'If the parking attendants were better at patrolling the area at school times and issuing tickets you wouldn't have so many non resident park on the street.'*** - Resident outside.

Comments pertaining to specific changes centred were mostly requests to extending permits to staff and residents of nearby roads.

***'More free parking for the staff of the school - special parking permits.'*** – Staff.

***'I think residents on Hamilton road should still be able to park on the school street at all times.'*** – Resident outside.

## Comments log (concerns):

The number of specific concerns within the respondents' feedback can be found logged in the table below:

Table 11: 'Give My View' additional feedback concerns log.

	Reduction in active travel safety	Detrimental / disproportionate impact on the elderly	Detrimental / disproportionate impact on the disabled	Detrimental / disproportionate impact on parents or children	Reduced / restricted / displaced parking	Reduced refuse / service / delivery / Taxi access	Congestion / more traffic on surrounding roads	Longer journeys	Increase in bus journey times	No / poor consultation	Measures unnecessary - insufficient traffic etc (N.B. subjective)	Other
Overall general respondents	1	1	2	1	2	1	3	1	1	2	9	2
Parent / Carer	1		1	1	1		1				3	
Staff											1	
Resident within School Street						1	1		1	2	4	1
Resident outside School Street					1		1	1				1
Business within		1	1								1	
Governors												
Pupils	1			4	2			4		2	7	4

## Comments log (concerns) summary:

Amongst the main survey respondents, the most frequent concerns raised via the additional comment section were 'Measures unnecessary' (9) and 'Congestion / more traffic on surrounding roads.' (3).

***'I don't think a school street is necessary. It will result in congestion and bad parking on other roads surrounding the school roads. Kids will still be dropped off by car but it will become unsafe if the cars aren't allowed to use the road during school hours. I am against school roads, everything is fine the way it is.'*** - Parent / Carer.

***'I don't feel there is much of a problem here. A large number of these kids do walk or cycle to school. I don't think it's worth making any changes with all the complications it would bring.'*** - Resident inside.

This was echoed in some of the pupils' comments, which also focused on the disproportionate affect the scheme could have on parents or children (4).

***'I think it's quite okay actually it's not the best as there are cars everywhere but for some kids they have to be driven to school and by closing the roads that will make it extremely hard for the parents and students and any other people either trying to get to work or anywhere they have to. I think it's best to keep it as it is and not close the roads as it will be a whole headache to deal with after.'*** - Pupil.

***'Unnecessary for most children and just makes them get late to school and home which is dangerous'*** - Pupil.

Comments from the business within the proposed School Street area were chiefly concerned with the effect the scheme would have on their clients and residents.

***'We are a care home. We have all kinds of vehicles coming to our premises. The last thing we wish is to make it harder for people to come to us.'*** - Business within.

## **TMO (Traffic Management Order):**

Traffic management orders (TMOs) are legal documents produced by councils that regulate the use of highways typically in relation to the 'Road Traffic Regulation Act 1984'. In Ealing, proposed TMO's are published via lamp post signage as well as in The Gazette (the UK government's official public record published by The Stationary Office) and anyone can comment on the proposals. Emergency and transport services are also approached for feedback.

No objections were raised to the proposed scheme.



## Key findings:

- Overall, within the main survey there were more 'Positive' than 'Negative' scores for the question 'How do you feel about the proposal for a School Street in your area?' (61% vs 17%). The overall average score was 60.
- 'STARS' data showed that the majority of pupils are travelling to school by active modes of transport (approximately 54%). There is also a clear pupil preference for an increase in cycling (3.6% actual to 12.1% preferred).
- 'STARS' data showed that 75% of school staff are travelling actively.
- Feedback sliders showed that 'engine idling' (37), levels of congestion (41), and 'poor parking behaviour' (41) are the principal areas of concern. This is reflected in the respondents' selections of most important aims with 'Safer to walk and cycle', 'Pleasant and calm atmosphere', and 'Reduce car on the school run' the three most frequently selected.
- There were significantly more 'Further comments' assessed as having a positive than negative sentiment (65% vs 20%). This was particularly true of 'Parents / Carers' and 'School Staff', for whom comments were positive in 75% and 71% of cases, respectively.
- The pupils' survey showed significant levels of concern in relation to levels of congestion, idling, and poor parking behaviour around the school site alongside strong support for the aims 'Pleasant and calm atmosphere', 'Safer to walk and cycle' (both chosen by 62% of pupils), and 'Improve air quality' (53%).
- Of the main respondent groups, the 'School Governors', 'Staff', and the 'Parents / Carers' showed the highest levels of support with scores of 93, 76, and 68 for the question 'How do you feel about the proposal for a School Street in your area?'. As three of the groups most likely to witness the both the positive and negative impacts of the scheme compared to the status quo, this can be considered highly encouraging. Pupils showed slightly less support for the scheme (56), however, this could be reflective of their perceived lack of knowledge of - and involvement in - the consultation process, as evidenced in some of their comments.
- The strong staff and pupil preference for travelling to school by bicycle could be supported by the reduced congestion and improved parking behaviour that would result from implementation of the proposed School Street. This, in turn, could support long term behaviour change towards cycling.

## Recommendation:

- Move forward with the School Street and continue to monitor available data, such as Automatic Traffic Counts (ATC) and Parking Beats. These will assist in assessing the impact of the scheme.