

EALING SCHOOL STREETS: ST VINCENT'S CATHOLIC PRIMARY SCHOOL PROPOSAL FEEDBACK EVALUATION.

Prepared by Hup Initiatives for the London Borough of Ealing, December 2022.

Version	Name		Position	Date	Status
1	Author	FSS	Senior Consultant	18/12/2022	Draft
	Checked / approved by	PM	Director	19/12/2022	
2	Author	FSS	Senior Consultant	21/12/2022	Final Draft
	Checked / approved by	PM	Director	21/12/2022	
3	Author	FSS	Senior Consultant	21/12/2022	Final submission
	Checked / approved by	PM	Director	21/12/2022	

Report Introduction:

This independent report into the 'School Streets' scheme proposed by the London Borough of Ealing (LBE) in the vicinity of St Vincent's Catholic Primary School Ealing has been produced in December 2022 by Hup Initiatives. This 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 regards to the proposed highway access changes.

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Introduction to St Vincent's Catholic Primary School Street Proposal:

Ealing School Streets Scheme:

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 17 schools since September 2020. On average active travel for the school journey has increased by 7% and car use reduced by 4% in the first year. LBE has set an ambitious and exciting challenge to have 50 School Streets by 2026. Schools are prioritised based on a 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 of the proposed School Street for St Vincent's Catholic Primary School.

School Overview

School information

- Primary School.
- St Vincent's is two form entry (Y6 is 3 FE).
- The school is located on Pierrepont Rd, London W3 9JR.
- Controlled Parking Zone MM: Friars Green. Operating Hours are Monday to Friday between 10-11am and 4-5pm. Adjacent to CPZ FF: Buxton Gardens. Operating Hours are Monday to Friday between 9am-10am and 3pm-4pm.
- St Vincent's has a Silver TfL STARS accreditation valid until August 2024.

Proposed School Street

- Pierpoint Road, between Rosemont Road and Creswick Road
- Times - 8.15am to 9.00am and 2.45 to 3.45pm
- Engagement and consultation activities
 - Walking workshop (group walk in the proposed area) – 08/11/2022, attended by the Deputy Head, 1 member of staff, 2 members of the governing body, 2 Families from the School, 3 pupils and 1 resident.
 - Pop Up event (public engagement activity) – 23/11/2022, in school hall, attended by 8 parents, 1 councillor, 3 staff, 4 residents.
 - Online presentation (about scheme and decision-making process) – 30/11/2022, no attendees
 - Year 5 in class workshop (interactive lesson on active travel) – 07/11/2022
 - Letters to residents – 07/11/2022, by Royal Mail to 587 addresses and reminders were hand delivered to properties within the proposed School Street zone
 - The School Travel Team were available to receive emails, letters and phone calls from members of the local and school community

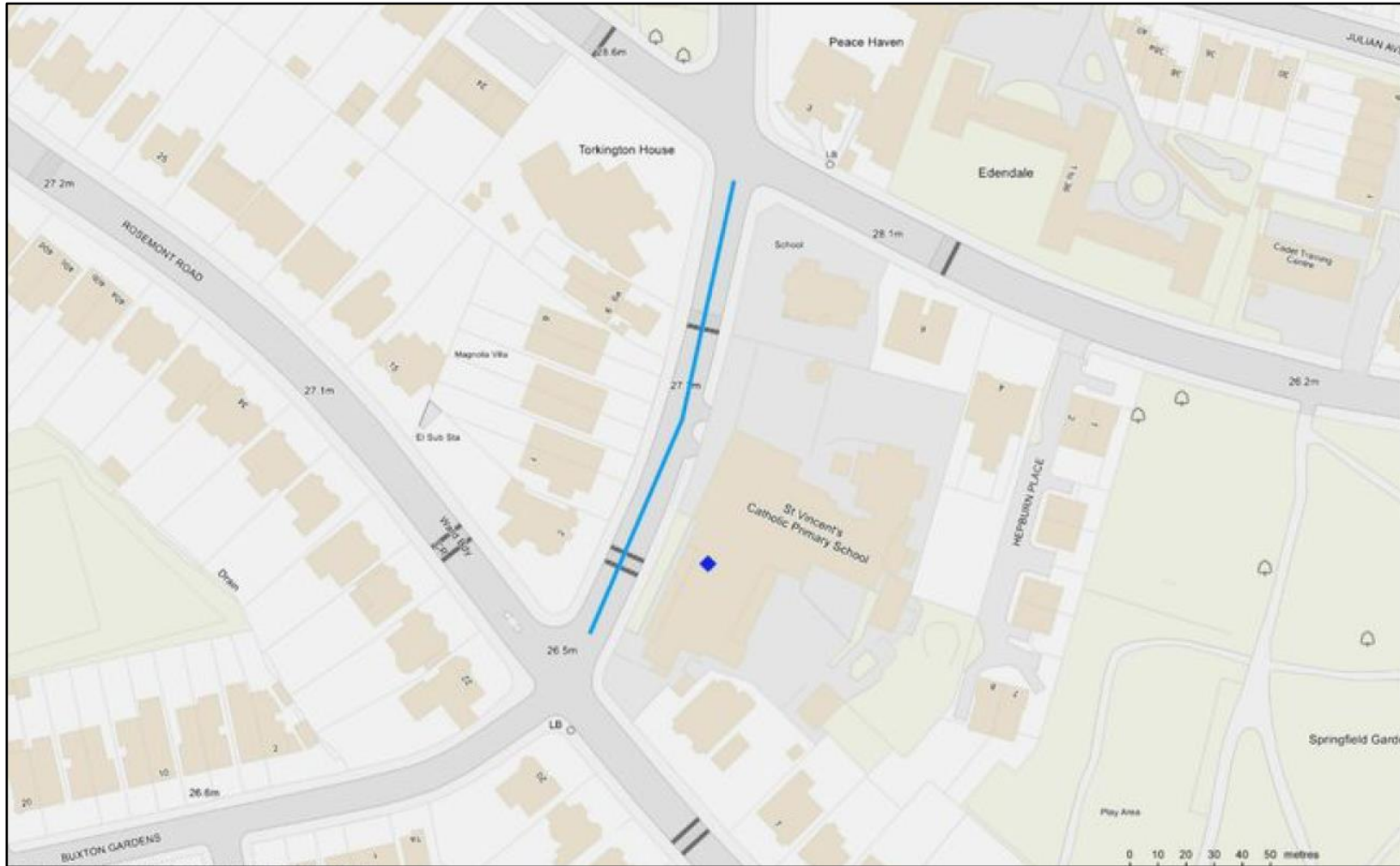
Consultation method

- Give My View – online survey was open from 09/11/2022 to 05/12/2022. Hard copies were posted on request.
- Traffic Management Order – 21-day statutory consultation from 9th to 30th November 2022. Published in The Gazette [Road Traffic Acts | The Gazette](#)

Figure 1: School Consultation Images



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 improve road safety and air quality.

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

STARS results:

Table 1 – Pupils actual mode of travel. Response rate 99%. Date of survey: 16/5/2022

Walking	Scooting	Cycling	Public Bus	Car / Motorbike	Park and stride	Total
239	59	21	13	67	7	406
58.87%	14.53%	5.17%	3.20%	16.50%	1.72%	

Table 2 – Staff actual mode of travel. Response rate 96%

Walking (actual)	Scooting (actual)	Cycling (actual)	Public Bus (actual)	Car / motorbike (actual)	Car share (actual)	Park and stride (actual)	TOTAL
56	3	2	2	14	2	1	80
70.00%	3.75%	2.50%	2.50%	17.50%	2.50%	1.25%	

Table 3 – Staff preferred mode of travel. Response rate 12%

Walking (preferred)	Cycling (preferred)	Car / motorbike (preferred)	Car share (preferred)	Park and stride (preferred)	TOTAL
4	1	3	1	1	10
40.00%	10.00%	30.00%	10.00%	10.00%	

Summary of STARS results:

The pupil survey shows the majority of pupils (approximately 79%) are arriving at the school site via active modes of travel (Walking, Scooting & Cycling). A School Street is expected to improve road safety for these pupils by reducing motor vehicle movements in close proximity to the school gates.

The survey also shows that 16.5% of pupils are travelling by Car 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 also result in increased 'Park and Stride' by requiring pupils arriving by car to walk the final length of their journey.

'Preferred' mode of transport results for the pupils were not available.

The staff survey shows that the majority of the staff approximately (76%) are arriving at the school site via active modes of travel with 17.5% arriving by car. Preferred results for the staff showed an increased preference for travel by car but with a significantly reduced response rate of just 12%.

‘Give my view’ data:

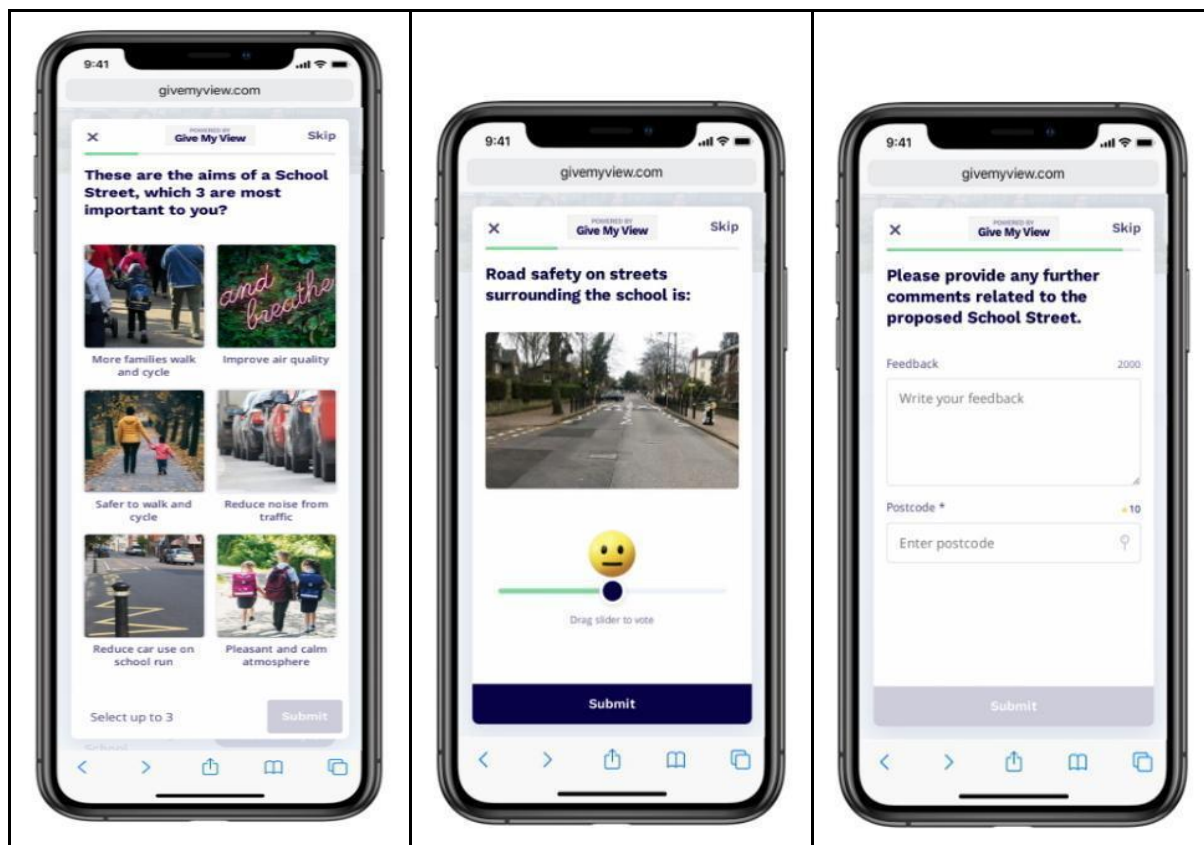
Introduction to data set:

‘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 Pupils, Staff, Parents, Residents and Businesses who will be impacted by the School Street.

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 through the use of multiple-choice answers or a sliding scale relating to how strongly the respondent feels. These results can be found in the tables below.

Additionally, respondents were given the opportunity to provide further comments on the proposals. All of 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, 231 were generated however a number of logs did not contain data or had limited engagement with the questions.

Figure 3: Give my view screens examples



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 4: 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	210	37%	58%	42%	74%	41%	15%
St Vincent's School Pupil	113	39%	60%	50%	74%	38%	12%
St Vincent's School Parent / Carer	62	37%	60%	32%	79%	39%	10%
St Vincent's School Staff	4	50%	75%	25%	100%	50%	0%
Resident within School Street	6	0%	83%	67%	50%	50%	50%
Business within School Street	0						
Resident outside School Street	22	32%	23%	32%	59%	64%	41%
Business outside School Street	1	100%	100%	0%	100%	0%	0%

Scheme aims summary:

Overall: Overall 210 people responded to this section of the survey. The most frequently selected aim was 'Safer to walk and cycle' (74%) which was significantly more frequent than the second most common which was 'Pleasant and calm atmosphere' (58%). 'Reduce noise from traffic' was the least selected aim in most respondent categories. The remaining aims were similar in the percentage of respondents selecting them ('More families walk and cycle' 37% / Improve air quality 42% / Reduce car use on school run 41%).

Businesses: Only one business responded to this question therefore their selections are of limited value for comparison to other groups. The 'Business outside School Street' selected 'More families walk and cycle', 'Pleasant and calm atmosphere', and 'Safer to walk and cycle'.

Pupils: Pupils most frequently selected 'Safer to walk and cycle' (74%) by a clear margin compared to their second most frequent selection 'Pleasant and calm atmosphere' (60%) and 'Improve air quality' (50%). 'Reduce noise from traffic' (12%) was the aim selected the least by the school pupils.

School Parent / Carer: The parents and carers selected the same most frequently and least frequent aims as the pupils, 'Safer to walk and cycle' (79%) followed by 'Pleasant and calm atmosphere' (60%). 'Reduce noise from traffic' was selected by just 10% of the parents and carer. The remaining aims had similar frequencies, (More families walk and cycle 37%, Improve air quality 32%, Reduce car use on school run 39%). These results suggest that the parents and carers consider road safety to be a higher priority than changing modes of transport.

School Staff: Although only four members of staff responded to the questions, their results matched the pupils and parents / carers as their two most frequent responses were 'Safer to walk and cycle' (100%) and 'Pleasant and calm atmosphere' (75%), while no member of staff selected 'Reduce noise from traffic'.

Residents within School Street: The 'Residents within School Street' most frequently selected 'Pleasant and calm atmosphere' (83%) followed by 'Improve air quality' 67%. 'More families walk and cycle' was not selected by any respondent in this group but 'Reduce noise from traffic' recorded the highest frequency of any group with 50%. Although the number of respondents is low (6) this represents quite a high proportion of residential properties on the proposed School Street.

Residents outside School Street: The results from the 'Residents outside School Street' contrast considerably compared to the 'Residents within School Street'. The two most common aims selected by the 'Residents within' were the least selected by the 'Residents outside' ('Pleasant and calm atmosphere' 83% vs 23% / 'Improve air quality' 67% vs 32%). 'Reduce car use on the school run' (64%) was selected more frequently by 'Residents outside' than any other group. 'Safer to walk and cycle' (59%) was their second most frequent.

Feedback sliders:

The table below displays the average slider score selected by the respondents for each of nine statements (between 0 and 100). A high score indicates positive feelings and a low score indicates negative feelings. E.G. Overall, on average respondents scored 'Drivers idling' as 33. This represents a negative perception of drivers idling. Results have been colour-coded as follows; Negative 0-39, Neutral 40-60, Positive 61-100.

NB. For ease of reporting the 'Total number of respondents' in the table below is displayed as an approximate figure owing to respondents choosing to skip some questions. The approximation is based primarily on the number of respondents engaging with the final question of the survey. 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.

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

Table of average 'Give my View' slider scores:										
	TOTAL NUMBER of respondents (approximate)	Road safety on streets surrounding the school is:	Congestion on streets surrounding the school is:	The speed cars travel at is:	The traffic noise in the streets surrounding the school is:	The parking near the school during school start and finish times is:	Drivers idling (leaving engines running whilst parked) is:	The number of children travelling actively to school (walking and cycling) is:	I feel the impact of a School Street in the local area will be:	Finally, how do you feel about the proposal for a School Street in your area?
OVERALL	207	60	46	56	49	48	33	69	59	62
St Vincent's School Pupil	107	64	46	56	44	50	24	73	62	66
St Vincent's School Parent / Carer	60	55	44	55	53	47	46	70	61	68
St Vincent's School Staff	4	40	30	48	50	24	12	64	78	70
Resident within School Street	6	43	28	30	30	31	26	37	70	65
Business within School Street	0									
Resident outside School Street	27	63	54	61	59	47	44	58	37	31
Business outside School Street	1	50	82	72	88	57	18	79	56	86

Feedback sliders summary:

Overall respondents indicated that they anticipate a 'neutral' but relatively positive impact (59) and feel positive about the scheme (62). This was true across all groups responding apart from the 'Resident outside the school' (there were no responses in the 'Business within School Street' category).

The main area of concern (as indicated by an average score between 0 and 39) appears to be 'Drivers idling' (overall average score 33).

There also appears to be some concerns around congestion, speeding, traffic noise and parking which recorded neutral scores overall but with some respondent categories scoring negatively - particularly the 'Residents within' who scored lower than the overall average in all areas of concern.

'Residents outside School Street' have reported lower levels of concern than most of the other groups suggesting they have been less impacted by the school traffic. Their low scores for 'I feel the impact of a School Street in the local area will be' (37) and 'how do you feel about the proposal...' (31) indicate an opposition to the School Street.

- **Business:** There was only one business response to the slider questions. The 'Business outside School Street' appears to be most concerned with 'Drivers Idling' recording a score of just 12. In general, the business appears less concerned about the road conditions during the school run but did respond positively to the School Street proposal. For the purpose of this summary the Business response is not reported on further.
- **'Road safety on streets surrounding the school is':** The overall average score for road safety was 60 suggesting clear room for improvement, but levels of concern varied by respondent type with 'School Staff' and 'Residents within' recording the lowest scores (40 and 43). 'Pupils and Residents outside' recorded the highest scores (64 and 63).
- **'Congestion on streets surrounding the school is':** As with road safety, 'School Staff' and 'Residents within' expressed the most concern by recording scores of 30 & 28. Equally, 'Residents outside' again recorded the highest score for this question with 54.
- **'The speed cars travel at is':** 'School Staff' and 'Residents within' continued to be the lowest scoring respondent groups. The 'Residents within' scored particularly low (30). Pupils and parents / carers recorded very similar scores of 56 and 55 suggesting room for improvement in regard to vehicle speeds in the area.
- **'The traffic noise in the streets surrounding the school is':** Other than 'Drivers idling' traffic noise was the lowest score recorded by the pupils. Overall, this question was scored 49 which has been categorised as 'neutral' suggesting a general consensus that although traffic noise could be improved it is not a major concern.

- **‘The parking near the school during school start and finish times is’:** In relation to parking, ‘Residents within’ and staff recorded notably lower scores than the other groups (School staff 24, ‘Residents within’ 31, compared to 47 - 57 for the other groups).
- **‘Drivers idling (leaving engines running whilst parked) is’:** ‘Drivers idling’ received the lowest overall score in this section of the survey with an average of 33 as well as the lowest score in most respondent categories. The parents and ‘Residents outside’ were the least concerned with scores of 46 & 44 but there is clear concern in relation to ‘Drivers idling’ across all groups.
- **‘The number of children travelling actively to school (walking and cycling) is’:** With an overall average score of 69 most groups appear to feel that levels of walking and cycling are good. Residents recorded the lowest scores (37 and 58) possibly indicating that they feel they are most impacted by those pupils who are being driven to school and would therefore like to see more pupils walking and cycling.
- **‘I feel the impact of a School Street in the local area will be’:** Overall, an average score of 59 was recorded in relation to respondents’ perceptions of the impact on the local area. This score has been categorised as ‘neutral’. School staff (78) and ‘Residents within’ (70) appear to anticipate the impact being greater than the other groups. ‘Resident outside’ (37) recorded the lowest score by a significant margin suggesting they feel any negative impacts will impact them more than other groups.
- **‘Finally, how do you feel about the proposal for a School Street in your area?’:** All groups responding recorded a positive score for the last of the sliders apart from the ‘Residents outside’ - half the score of the second lowest (‘Residents outside’ 31 vs Pupils 62).

Table 6 below further breaks down the results from the final slider to show the percentage split of each group by positive / neutral / negative scores. A clear majority of scores were positive for all groups apart from 'Residents outside School Street'. The overall average score was 62 with more than 50% of respondents scoring positively compared to just 23.7% scoring negatively.

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

Table of average 'Give my View' final slider score including the percentage split of positive / neutral / negative					
	TOTAL NUMBER of respondents (approximate)	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	207	62	54.6%	21.7%	23.7%
St Vincent's School Pupil	107	66	56.1%	33.6%	10.3%
St Vincent's School Parent / Carer	60	68	65.0%	11.7%	23.3%
St Vincent's School Staff	4	70	75.0%	25.0%	0.0%
Resident within School Street	6	65	66.7%	0.0%	33.3%
Business within School Street	0				
Resident outside School Street	27	31	25.9%	3.7%	70.4%
Business outside School Street	1	86	100.0%	0.0%	0.0%

Additional comment: It should be noted that the phrasing of some of the 9 Statements in the slider survey could be improved for any subsequent surveys as some are open to interpretation even when considered in relation to school drop off and pick up times.

For example; *'Drivers idling (leaving engines running whilst parked) is'*.

This question could be interpreted as asking how many vehicles are idling on a typical day or alternatively how people feel about the concept of drivers idling their vehicles when parked, despite the instruction to respond in relation to school drop off and pick up times. A strong negative response could indicate there are a significant number of vehicles idling around the school or that awareness of idling as an air quality concern is high. Similar interpretations could be made for the question relating to congestion.

In the case of *'The speed cars travel at is'* some people may score negatively because they feel vehicles are speeding while others may score negatively because congestion is resulting in low speeds.

Further comments log:

Towards the end of the 'Give my view' survey a text box for further comment was available to respondents. 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.

Table 7: 'Give my view' additional feedback summary.

	Number of respondents providing further comment	Comment Sentiment = Positive	Comment Sentiment = Negative	Comment Sentiment = Neutral / Unclear
OVERALL	103	48%	31%	21%
St Vincent's School Pupil	29	48%	3%	48%
St Vincent's School Parent / Carer	41	66%	2%	15%
St Vincent's School Staff	0			
Resident within School Street	4	75%	25%	0%
Business within School Street	0			
Resident outside School Street	28	14%	79%	7%
Business outside School Street	1	1	0%	0%

Overall sentiment summary:

- 103 respondents provided further comment but there were no further comments from St Vincent's Staff and no 'Business within the School Street' responded to the survey.
- Overall there were significantly more comments in support of the School Streets scheme than with concerns 48% vs 31%.
- A majority of the comments from parents / carers and 'Residents within School Street' were positive but a majority of 'Residents outside School Street' provided negative comments.
- Only 3% of Pupils and only 2% of parents / carers comments were assessed as having a negative sentiment.
- Most of the comments assessed as being neutral or unclear were from pupils. While the pupils appear to be supportive of the scheme and their opinion should be considered, it was noted that their 'further comments' were found to be less consistent / less relevant to the School Street proposal than those submitted by other groups. Additionally, there was also inconsistency between their general slider responses and their comments.

Comments log (positive):

The number of people making specific positive comments within their feedback can be found logged in the table below:

Table 8: 'Give my view' additional feedback positive comments log.

	Reduction in school traffic	Reduction in rat running	Improved residents' parking	Reduction in road rage / speeding	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
OVERALL	10	1	6	6	3	4	2	3	1	15	4	7
St Vincent's School Pupil	5				1	1			1	3		6
St Vincent's School Parent / Carer	2	1	4	4		1	2	2		8	2	1
Resident within School Street			1	2	2	2		1		2	2	
Resident outside School Street	2		1							2		
Business outside School Street	1											

Comments log (positive) summary:

Overall the most common positive comment within the 'further comments' section of the survey was 'Improved road safety' (15 responses) followed by 'Reduction in school traffic'(10 responses). 'Improved residents' parking' and 'Reduction in road rage / speeding' were also relatively common (6 responses). Improved road safety and a reduction in the number of vehicles on the School Street are key aims of the School Streets scheme.

"I feel like that there needs to be less cars so it is safer to get to school." Pupil

"i agree that we could add a school street because it would make pickup and droppoff times safer." Pupil

“As a resident living opposite the school, the current situation is totally unacceptable. Parents blocking private driveways during drop off and pickup times. Aggressive parents when asked to move their cars from a private driveway. Children, unsupervised, crossing the road, during high volume periods of traffic. A very high level of noise, car exhaust, and dropped rubbish generated during drop off/pick up periods. No supervision by the school as to what is happening outside the school. A complete disregard by the school as to their impact on neighbours.” Resident within School Street

“Parents park on corners, double yellow lines and often double park and tell kids to get out and run across the road. Engines are often left running. I have been a parent at the school over 15 years and the problem is increasing bad. Parents often stand chatting at cars so not dropping off and moving on, to allow space for others. I have worked in school travel with LBHF for over 10 years at many schools in that borough, so have observed varying travel habits, but St Vincent’s is one of the worst I have seen. Rosemont Rd is a busy cut through and cars have been observed speeding along this part of Pierrepoint rd during school run time. It’s a serious accident waiting to happen. The issue of pollution is also another huge concern, where most of these journeys could be completed by other means of transport. Also walking distance to bus stop. Fully support road closure!” St Vincent’s Parent

“At drop off and pick up times I really don’t feel safe with my children crossing streets around the school because there are lots of cars passing by on every road. We have already had a few instances where my (back then) 4 year old son almost encountered a crazy driver. Everybody is obviously rushing at those times but the safety of the children should be the highest priority! We are very lucky that we live close to the school so we can commute by walking (kids riding their bikes). But either way, something should be done to make it less stressful for parents to go to and from school at these busy times. Children are of all ages, abilities and understanding.” St Vincent’s Parent

Comments log (constructive / neutral):

The number of people making specific constructive / neutral comments within their feedback can be found logged in the table below:

Table 9: 'Give my view' additional feedback constructive / neutral comments log.

	Requires more / improved signage	Use more enforcement CEOs / school crossing patrols / CCTV etc	Request to enlarge / extend the scheme	Asking for specific changes	Other general improvement
OVERALL	1	7	1	3	12
St Vincent's School Pupil					2
St Vincent's School Parent / Carer		4			4
Resident within School Street					
Resident outside School Street	1	3	1	3	6
Business outside School Street					

Comments log (constructive / neutral) summary:

Within the constructive / neutral comments the most frequent references appear to be in relation to either enforcing existing rules such as no parking / no idling, or providing more crossings.

"It is really important also to increase the number of crosswalk in the surrounding areas of the school streets, as there are null and cars have zero respect about pedestrians" Resident outside School Street.

"A better alternative would be to install pedestrian crossing on this section but for safety of all the road should remain open at all times." Resident outside School Street

"Even just enforcing no parking on yellow

Lines on Pierrepoint road would make a huge difference - both ends of the road by the school always have parent cars parked there often idle with one parent inside and it is just so unsafe crossing or walking around the street. That would make a huge difference even without making it a school street!" St Vincent's Parent / Carer

A pupil also provided the following neutral comment:

"It could be a good idea but it depends on who you are, like for example if you are a pupil going to school then it would be easier. If you are a normal civilian then it might be a bit harder" (Pupil)

Comments log (concerns):

The number of people raising specific concerns within their feedback can be found logged in the table below:

Table 10: 'Give my view' additional feedback concerns log.

	Scheme will result in worsening air quality (PM / NOx etc excluding CO2)	Increase in noise pollution	Reduction in active travel safety	Detrimental / disproportionate impact on the elderly	Detrimental / disproportionate impact on the disabled	Reduced / restricted / displaced parking	Reduced refuse / service / delivery / Taxi access	Mental health impact - causes stress, anxiety or confusion etc	Negative community impact	Congestion / more traffic on surrounding roads	Longer journeys (distance)	Need a vehicle for work purposes or multiple drop offs	No / poor consultation	Measures unnecessary - insufficient traffic etc (nb subjective)	Other
OVERALL	3	2	3	1	1	8	1	4	2	15	2	3	2	12	13
St Vincent's School Pupil														1	1
St Vincent's School Parent / Carer				1	1	2		1		2		3		3	3
Resident within School Street														1	
Resident outside School Street	3	2	3			6	1	3	2	13	2		2	7	9
Business outside School Street															

Comments log (concerns) summary:

As with the feedback sliders previously reported, the vast majority of the concerns logged came from 'Residents outside School Street' (74%).

The most frequent concern raised via the additional comment section was; 'Congestion / more traffic on surrounding roads.' This was often referenced alongside 'Reduced / restricted / displaced parking' and both were commonly from 'Residents outside of School Street'. Both of these concerns were typically anticipating existing problems spreading to the surrounding roads such as Buxton Gardens, and Rosemont Road. 'Measures unnecessary - insufficient traffic etc' was also one of the more frequently mentioned points.

"We don't feel its necessary the drop off and pick up seems normal to us moving the problem round the corner creates no benefit as all the pupils have to walk out of the safe street to the car street where all the parents and local traffic is anyway ! plus one drop in concentration re the time can land the local house owners with an unnecessary fine!"

Resident outside School Street

"Completely unclear why this is needed. Why not put in a pedestrian crossing if necessary".

Resident outside School Street

"This is the most idiotic proposal. As residents on Buxton Gardens, we have nowhere to get out of our street and this will be a further blockage to exit out of our street if we cannot drive on this school street anymore. We already have a barrier down at Chatsworth Gardens. This will also cause problems with couriers and postal and deliver drivers who will be given unnecessary fines and will further gridlock the roads when we already have a barrier and will prevent easy access to Main Acton line station and the shops there. This blockage serves no purpose." Resident outside School Street

The impact on those who 'Need a car for work purposes / commuting etc' was an issue raised by some parents:

"Due to my job, I don't have time to walk my child to school, I have to drive. Forcing me to park further away will take longer to drop off and collect and will make me late for my job. There is no issue with the area if existing parking regulations were enforced (if someone fined those that park illegally or waited in dangerous places). There is no need to prevent everyone from using the street because some people don't use it properly, just enforce the existing rules properly and the situation would be fine." Parent

"Unfortunately my only option is to drive to drop off my son at St Vincent's, as I work in Islington area. I would not be able to be at work on time if I use public transport (and believe me, I would rather take trains and/buses than be stuck in the A40 going and returning). Closing the street would mean having to park further away from the school, which even now (before closing it) is very limited. Later on with more cars looking for a place to do, it will be even more difficult." Parent

Other comments not covered by the existing headings also suggested that the scheme has been derived as a source of income or is unaffordable:

"The only people who will be affected by this is the innocent neighbours of the school. This will not deter people from driving, they will clog up our streets in other ways. This is a ridiculous money making scheme that really is not for the benefit of the environment, the only benefit of the kids would be to stop the impatient parents from parking and driving so badly in the area." Resident outside School Street

"Cost. Ealing Council is cutting vital services left, right and centre to plug the spending gap, and no money whatsoever should be spent on implementing this scheme in Pierrepont Road." Resident outside School Street

One of the parents raised concerns relating to children with additional needs:

“My children have special needs so it is vital I can use my car . Without my children will be denied getting an education.” Parent

Two respondents also referenced the lack of physical barrier or staffing of the proposed school street:

“I must add that I went to the consultation at St Vincent’s and was greeted by a councillor who assured me there would be physical barriers and there would be volunteers helping so drivers were not caught unaware.” Resident outside School Street

“I felt incredibly deceived to hear that a counsellor had been advertising that this street would be blocked off by volunteers during the proposed hours in order to help unsuspecting drivers, only to find out that this was in fact simply not true.” Resident outside School Street

Additionally. Strong objections were received by phone and at the Pop Up event from a resident of Rosemont Road who was unable to complete the online survey.

TMO (Traffic Management Order):

Traffic management orders (TMOs) are legal documents produced by councils which 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 and also 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, the majority of those responding to the survey support the School Street, with a majority of respondents recording positive scores for 'how do you feel about the proposal for a school street in your area?' 54.6% vs 23.7% scoring negatively.
- With just 25.9% of 'Residents outside School Street' scoring 'how do you feel about the proposal for a school street in your area?' positively vs 70.4% scoring negatively, this group are significantly less supportive of the proposal than the pupils, parents / carers, staff and 'Residents within'.
- STARS data showed that the majority of pupils and staff are travelling to school by active modes of transport (approximately 79% & 76%).
- Alongside the STARS data the 'Give my view' survey showed that overall, 'Safer to walk and cycle' was considered to be the 'most important' aim of the School Streets scheme (74%).
- 'Reduce noise from traffic' (15%) was not considered to be as important an aim as the other aims - however this was more of a concern for the residents.
- Feedback sliders showed 'Drivers idling' was the main area of concern (average score 33) followed by congestion (46), parking 48), and traffic noise (49).
- There were more 'Further comment' assessed as having a positive sentiment than negative sentiment. This remains the case even if the pupils' responses are not taken into consideration.

Recommendation:

Move forward with the School Street and continue to monitor available data such as Automatic Traffic Counts (ATC) and Parking Beats to assist in assessing the impact of the scheme - particularly in regard to 'Residents outside School Street'.

Identify suitable park and stride locations for parents who require a vehicle for the school run.