

EALING SCHOOL STREETS: TUDOR PRIMARY SCHOOL PROPOSAL FEEDBACK EVALUATION.

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

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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 Tudor 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 Tudor 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 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 of the proposed School Street for Tudor Primary School.

Tudor Primary School Overview:

School information

- Primary school.
- Tudor Primary School is two form entry.
- The school is located on Tudor Road, Southall, UB1 1NX.
- The area around the school is 'Controlled Parking Zone L' which operates Monday to Saturday between 10am-8pm and Sunday between 2-8pm.
- Tudor Primary School has a Gold TfL STARS accreditation valid until August 2025.

Proposed School Street

- Tudor Road from the junction with The Broadway.
- Operational times - 8.30 – 9.00am and 3.00 – 4.00pm.
- Engagement and consultation activities.
 - Walking workshop (group walk in the proposed area) – 10/11/2022, attended by 3 parents, 2 staff and 4 children.
 - Pop Up event (public engagement activity) – 9/11/2022, The Hut at Tudor Primary School, attended by 13 parents, 7 children, 2 staff, 6 residents.
 - Online presentation (about scheme and decision-making process) – 1 local resident attended.
 - Year 5 in class workshop (interactive lesson on active travel).
 - Letters to residents – 17/10/2022, by Royal Mail to 258 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 open from 17/10/2022 to 22/11/2022. 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 and staff survey of 'actual' and 'preferred' mode of school travel at Tudor Primary School.

STARS results:

Date of survey: 13/6/2022

Table 1 - Actual mode of travel. Response rate 100%

Walking	Scooting	Cycling	Public Bus	School Bus / Taxi	Car / Motorbike	Park and stride	Total
371	27	24	5	1	15	1	444
83.56%	6.08%	5.41%	1.13%	0.23%	3.38%	0.23%	

Table 2 - Preferred mode of travel. Response rate 49%

Walking	Scooting	Cycling	Rail / Overground	Tube	Public Bus	Car / Motorbike	Park and stride	Total
123	25	51	1	3	7	7	2	219
56.16%	11.42%	23.29%	0.46%	1.37%	3.20%	3.20%	0.91%	

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

Walking (actual)	Public Bus (actual)	Car / motorbike	Total
44	2	5	51
86.27%	3.92%	9.80%	

Summary of STARS results:

The pupil survey shows the vast majority of pupils (approximately 95%) are arriving at the school site via active modes or 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 'Preferred' mode of transport results shows a small fall to approximately 91% of pupils preferring to travel by active modes however this is partly owing to pupils reporting a preference for travel by public transport.

Actual vs Preferred car use remains unchanged at approximately 3%.

The increase in preferences for cycling is particularly notable (from 5% to 23%) as the School Street will create approximately 150m of restricted road with reduced vehicle movement. 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 the vast majority (86%) are walking to school with just 10% traveling by car.

‘Give my view’ data:

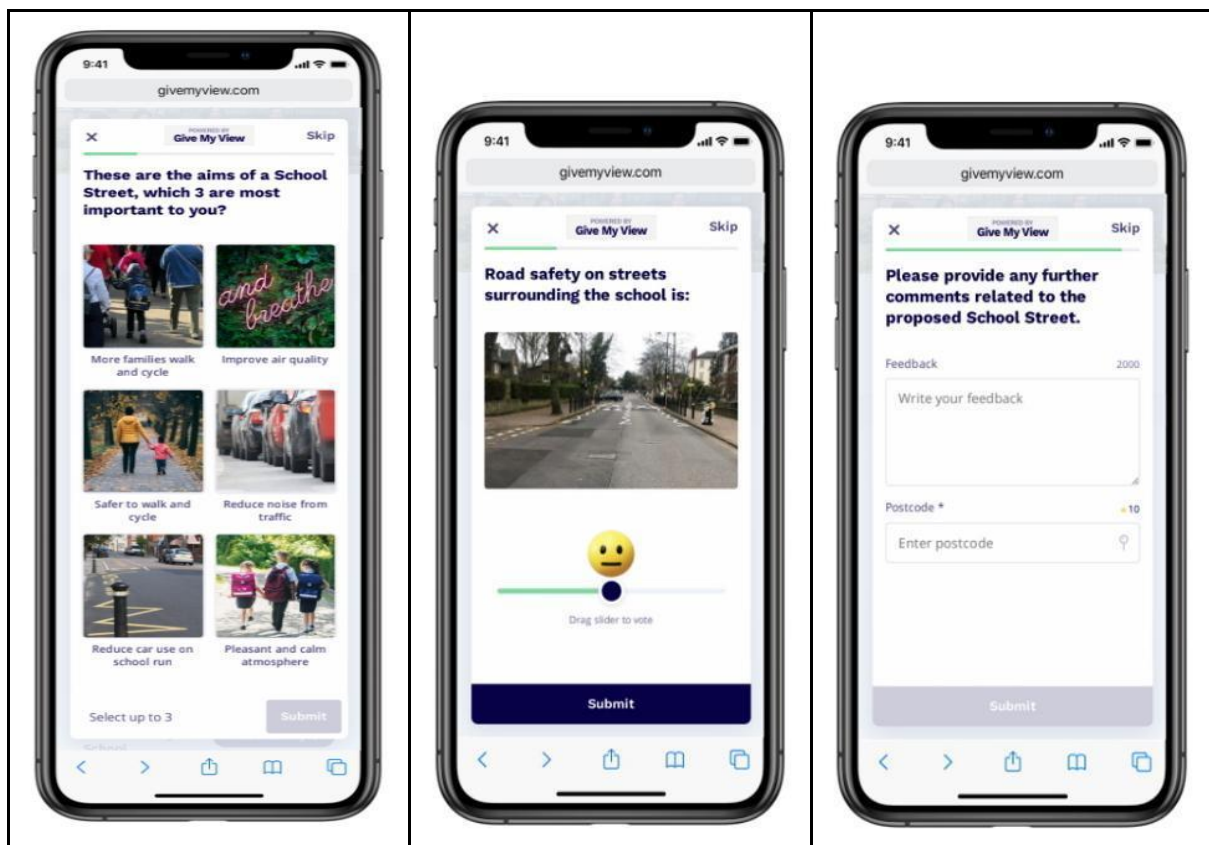
Introduction to data set:

‘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, 82 data logs 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, 44% 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	77	45%	51%	49%	58%	44%	17%
Tudor School Pupil	36	47%	47%	56%	67%	42%	25%
Tudor School Parent / Carer	24	46%	63%	33%	58%	38%	0%
Tudor School Staff	0	0%	0%	0%	0%	0%	0%
Resident within School Street	6	33%	33%	67%	33%	67%	33%
Business within School Street	2	50%	0%	0%	50%	100%	0%
Resident outside School Street	7	43%	57%	71%	57%	43%	29%
Business outside School Street	1	100%	0%	0%	0%	0%	0%

Scheme aims summary:

Overall: Overall 77 people responded to this section of the survey. The two most common aims selected were 'Safer to walk and cycle' (58%) and 'Pleasant and calm atmosphere' (51%). Owing to the number of responses it is unsurprising that these two aims remained the most popular selection for the pupils and the parents / carers. Both resident groups selected 'Improve air quality' as their most common aim while 'Reduce noise from traffic' was the least selected aim in all respondent categories.

Businesses: Only three businesses responded to this question therefore their selections are of limited value for comparison to other groups. The 'Business outside School Street' only selected 'More families walk and cycle' which was also selected by one of the Businesses within the School Street. Both Businesses within the School Street selected 'Reduce car use on school run'. These results taken together suggest behaviour change (reducing car use and increasing active travel), is the main aim considered important to the businesses in the area.

Tudor Pupils: Pupils selected 'Safer to walk and cycle' (67%) as the most important aim of the School Street. The second most frequent selection was 'Improve air quality' (56%), with the least frequent selection being 'Reduce noise from traffic' (25%). Selection of the remaining categories all fell within a range of 42% to 47%.

Tudor School Parent / Carer: Parents / carers most frequently selected 'Pleasant and calm atmosphere' (63%) followed by 'Safer to walk and cycle' (58%). Both were selected significantly more often than their next most frequent choices 'More families walk and cycle' (46%) and 'Reduce car use on the school run' (38%). This suggests that the parents feel improved road safety is more important than behaviour change at Tudor Primary. No Parent / Carer selected 'Reduce noise from traffic'.

Tudor School Staff: No 'Tudor School Staff' responded to the 'Give my view' survey.

Residents within School Street: Two thirds of residents within the School Street selected 'Reduce car use on school run' and 'Improve air quality' (67%). The remaining aims were all selected by a third of respondents (33%). NB limited number of respondents (6)

Residents outside School Street: As with 'Residents inside School Street' the 'Residents outside' also selected 'Improve air quality' most frequently (71%). The next most frequent selections were 'Safer to walk and cycle' and 'Pleasant and calm atmosphere' (both 57%). Both resident groups selected 'Reduce noise from traffic' more frequently than other groups. It may be that the residents are more aware of the change in traffic noise during pick up / drop off times compared to the remainder of the day. NB limited number of responses (7).

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 'Congestion on streets surrounding the school is' as 37. This represents a negative perception of congestion surrounding the school. The 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	70	61	37	57	50	45	30	73	67	69
Tudor School Pupil	35	62	44	65	48	61	28	81	72	74
Tudor School Parent / Carer	21	63	34	51	52	37	38	72	67	66
Tudor School Staff	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Resident within School Street	7	62	30	45	53	26	33	58	59	64
Business within School Street	1	75	7	50	64	50	n/a	n/a	n/a	n/a
Resident outside School Street	7	46	19	43	50	18	17	57	53	63
Business outside School Street	1	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Feedback sliders summary:

Overall, a clear majority of respondents indicated that they anticipate a positive impact / feel positive about the scheme. This was true across all groups responding (there were no responses from Staff or Business to the final two sliders).

The main areas of concern (as indicated by average scores between 0 and 39) appear to be congestion, idling, and to a slightly lesser extent - parking.

Speeding and traffic noise questions appear to have resulted in relatively neutral scores while road safety and active travel recorded positive scores on average (although there remains room for improvement in both cases).

- **Tudor School Staff:** No Tudor School Staff responded to the 'Give my view' survey.
- **Business:** There were only two business responses to the slider questions and the 'Business outside School Street' only responded to the road safety slider (with a score of 50). The 'Business within School Street' appears to be most concerned with 'Congestion on streets surrounding the school' recording a score of just 7.
- **'Road safety on streets surrounding the school is':** While road safety could be improved (average score 61), most groups responded positively to the question including all the groups known to use the School Street (Pupils 62, parent and carers 63, 'Residents within' 62, 'Business within' 75). The lower scores for 'Resident outside' (46) and 'Business outside' (50) could be a reflection of road safety in relation to Uxbridge Road which is adjacent to the School Street.
- **'Congestion on streets surrounding the school is':** Adult groups appeared more concerned by congestion than the pupils who scored 'Congestion on streets surrounding the school' as 44. The overall figure for congestion was 37. This could be directly related to the School Street itself which is a cul-de-sac and therefore prone to difficulty for vehicles manoeuvring. Alternatively, the close proximity of Uxbridge Road could also be influencing perceptions of congestion.
- **'The speed cars travel at is':** As with congestion, pupils again reported lower levels of concern than the other groups. Pupils scored 'The speed cars travel at is' as 65 compared to parents and carers who scored the same question 51. The overall score for this question was 57 suggesting clear room for improvement despite not being one of the highest concerns.
- **'The traffic noise in the streets surrounding the school is':** Overall this question was scored 50 which has been categorised as 'Neutral'. Other than the 'Business within' (65), the groups all recorded scores within a very small range of just 48 - 53 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’:** Parents and carers (37), ‘Residents within’ (26), and ‘Residents outside of the School Street’ (18) were more concerned by parking than pupils (65). Accepting that pupils are less likely to be concerned by parking than drivers, these results suggest parking is more of a concern on the School Street than may be reflected in the ‘overall’ score of 45.
- **‘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 30. The lowest score was from ‘Residents outside School Street’ with 17. The remaining groups using the School Street had a low range of scores from 28 (pupils) to 38 (parents and carers) suggesting that all groups are concerned by drivers idling.
- **‘The number of children travelling actively to school (walking and cycling) is’:** Most groups recorded a positive response in regard to the number of children travelling actively with an overall average score of 73. Residents appear to feel there is the greatest room for improvements with scores of 58 (within) and 57 (outside).
- **‘I feel the impact of a School Street in the local area will be’:** Overall an average score of 67 was recorded in relation to respondents’ perceptions of the impact on the local area. Pupils (72) and parents / carers (67) anticipate the impact being greater than the ‘Resident within’ (59) and ‘Residents outside’ (53).
- **‘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. The similarity with the previous slider is reflected in the scores.

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 parents and carers for whom there was a small positive majority which was significantly higher than the percentage of respondents recording a negative score (52.4% vs 19.1%).

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	70	69	68.6%	18.6%	12.9%
Tudor School Pupil	35	74	77.1%	20.0%	2.9%
Tudor School Parent / Carer	21	66	52.4%	28.6%	19.1%
Tudor School Staff	0	n/a	n/a	n/a	n/a
Resident within School Street	7	64	71.4%	0.0%	28.6%
Business within School Street	0	n/a	n/a	n/a	n/a
Resident outside School Street	7	63	71.4%	0.0%	28.6%
Business outside School Street	0	n/a	n/a	n/a	n/a

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.

NB. 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 the slider responses and their comments.

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	43	79%	12%	9%
Tudor School Pupil	22	86%	0%	14%
Tudor School Parent / Carer	11	64%	27%	9%
Tudor School Staff	0	n/a	n/a	n/a
Resident within School Street	6	67%	33%	0%
Business within School Street	1	100%	0%	0%
Resident outside School Street	3	100%	0%	0%
Business outside School Street	0	n/a	n/a	n/a

Overall sentiment summary:

- 43 respondents provided further comment but there were no further comments from Businesses outside the school street and no 'Tudor School Staff' responded to the 'Give my View Survey'.
- Overall, there is a clear majority of comments in support of the scheme with 79% of responses assessed having a positive sentiment overall and being the majority in all categories.
- The lowest proportion of positive sentiment was the parents and carers with 64% positive compared to 27% negative.
- Overall, only 12% of comments were assessed as having a negative sentiment.

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 traffic & rat running	Improved residents' parking	Reduction in traffic noise	Reduction in air pollution	Support owing to climate change (or generalised 'environment')	Increase in walking / cycling	Improved Road Safety	Improved quality of life / calmer	Other positive
OVERALL	3	4	3	3	2	2	6	1	2
Tudor School Pupil	1		1	2	1	2	4		1
Tudor School Parent / Carer	1	2	1		1		2	1	1
Resident within School Street	1	1		1					
Resident outside School Street		1	1						

Comments log (positive) summary:

Overall the two most common positive comments within the 'further comments' section of the survey were 'Improved Road Safety' (6 responses) and 'Improved residents' parking' (4 responses).

Improved road safety and a reduction in the number of vehicles on the School Street are key aims of the School Streets scheme.

*"No cars allowed in the tudor road during school hours. Especially morning time and evenings when the kids leave the school. Once my daughter was going to be hit by a driver who was on the phone and we were crossing the road. The driver was lost in talking and nearly came very close to my daughter. I screamed I thought that it was over.
Parking must not be allowed." (Parent / Carer)*

We always struggle to travel to school even by walking. My kids want to use the cycle 🚲 but walking by holding their hands is difficult can't put them on the danger . (Parent / Carer)

It's a good idea, too many parents park illegally right up to the front of the school. Sadly, I can see Mcdonald's car park becoming very popular during the start and close of school times. Causing further slow down of moving traffic. I do hope not. (Resident within School Street)

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	Asking for scheme specific changes	Other general improvement
OVERALL	1	1	2	6
Tudor School Pupil			1	
Tudor School Parent / Carer				3
Resident within School Street		1		2
Business within School Street			1	
Resident outside School Street	1			1

Comments log (constructive / neutral) summary:

Within the constructive / neutral comments the most notable was from the Vicar of St Georges Church which is located at the southern end of the School Street. Concerns were raised relating to large vehicles needing to exit their car park onto Tudor Road and therefore suggesting that the School Street should start beyond this exit. This suggestion would risk parents and other road users turning into the top of Tudor Road and then needing to turn around in the street which would negate the benefits of the School Street. Additionally, LBE have been in contact with the Church and re-emphasised that restrictions are only for vehicles entering the School Street therefore their driveway exit would not be impacted.

“Although we have an entrance in Lancaster Rd if we have a funeral for example the hearse needs to go one way from Lancaster Rd and out onto Tudor road as there is not sufficient space to turn around in our drive.”

A parent suggested that existing CPZ parking restrictions should be removed during the drop off and pick up times:

I think for school start and end times the permit zones should be free parking to make it easier for parents/guardians to drop children off.

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.

	Reduced / Restricted / Displaced parking	Congestion / more traffic on surrounding roads	Business loss / delays due to vehicle requirement within the school streets (inc carers)	Need car for work purposes / commuting etc	Measures unnecessary - insufficient traffic etc (nb subjective)	Other
OVERALL	1	1	1	2	1	2
Tudor School Pupil						
Tudor School Parent / Carer				1		1
Resident within School Street	1	1		1	1	1
Business within School Street			1			
Resident outside School Street						

Comments log (concerns) summary:

The number of concerns raised regarding the School Street scheme was relatively low and no significant, specific concerns were identified as part of this reporting beyond disagreement with the general principles of School Street schemes.

“The school shouldn’t stop parents coming to get children on cars.” (Parent / carer)

During school pick and drop timings, the area is not too congested and car traffic is managed. However we have families if we propose a School Street it will not allow our loved ones to come see us. It will cause a huge problem for the residents on this street. I think it is very selfish to propose a School Street. In my 20 years of living on this street, there has not been a problem in my opinion. (Resident within School Street)

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 support for the scheme is high - particularly from parents and residents. For example the scores submitted for the following:
 - 'I feel the impact of a School Street in the local area will be': 67 (overall average score)
 - 'Finally, how do you feel about the proposal for a School Street in your area?': 69 (overall average score) - including a majority in all respondent groups.
 - Further Comment Sentiment = Positive: 79%
- No scheme specific concerns were identified.
- STARS data showed that the majority of pupils are travelling to school by active modes of transport (approximately 95%) and that there is a preference for increased levels of cycling (5% actual compared to 23% preferred).
- 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.
- 'Reduce noise from traffic' was not considered to be as important an aim as the other aims of the scheme - this could be owing to the school site being located within a residential area and surrounded by residential properties.
- Feedback sliders showed congestion, parking, and idling were the main areas of concern.
- The reduction in traffic as well as improved road safety as a result of the proposed School Streets scheme could support long term behaviour change towards cycling.

"It will be a great way to support the environment and those who walk/cycle to school."
(Parent / Carer).

"I think your ideas are excellent. Having a school street would be great for TPS as there are hundreds of children coming in and out of school. My disagreement points are that parents or children might not find each other at home - time as the area would be too spacious."
(Pupil).

"just want it to stop being so polluted and congested" (Resident within School Street).

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.