

EALING SCHOOL STREETS: VIKING 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 Viking 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, an official Traffic Management Order (TMO) consultation in regards to the proposed highway access changes.

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Introduction to Viking 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 Viking Primary School.

Viking Primary School Overview:

School information

- Primary School.
- Viking Primary School is single form entry.
- The school is located on Radcliffe Way, Northolt, UB5 6HW.
- The area around the school is not a Controlled Parking Zone (CPZ).
- Viking Primary School has a Silver TfL STARS accreditation valid until August 2024

Proposed School Street

- Radcliffe Way, between Broomcroft Avenue and Canberra Drive.
- Times - 8.30 to 9.15am and 2.45 to 3.45pm.
- Engagement and consultation activities.
 - Walking workshop (group walk in the proposed area) – 7/10/2022, attended by the Headteacher and 4 pupils.
 - Pop Up event (public engagement activity) – 19/10/2022, in school hall, attended by 18 parents, 1 councillor, 3 staff, 5 residents.
 - Online presentation (about scheme and decision making process) – 31/10/2022, no attendees.
 - Year 5 in class workshop (interactive lesson on active travel) – 12/10/2022.
 - Letters to residents – 11/10/2022, by Royal Mail to 445 addresses and reminders were hand delivered to properties within the proposed School Street.
 - Available to receive emails and phone calls from members of the local and school community.

Consultation method

- Give My View – online survey open from 11/10/2022 to 8/11/2022. 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

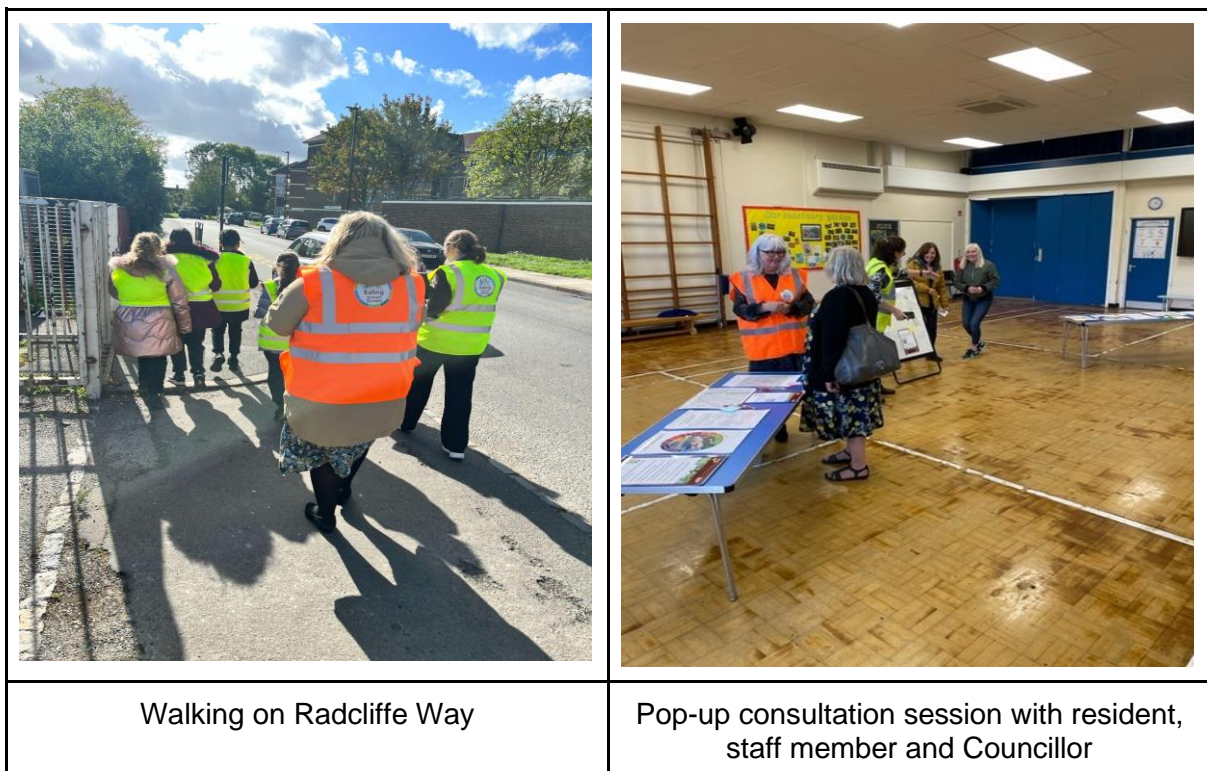
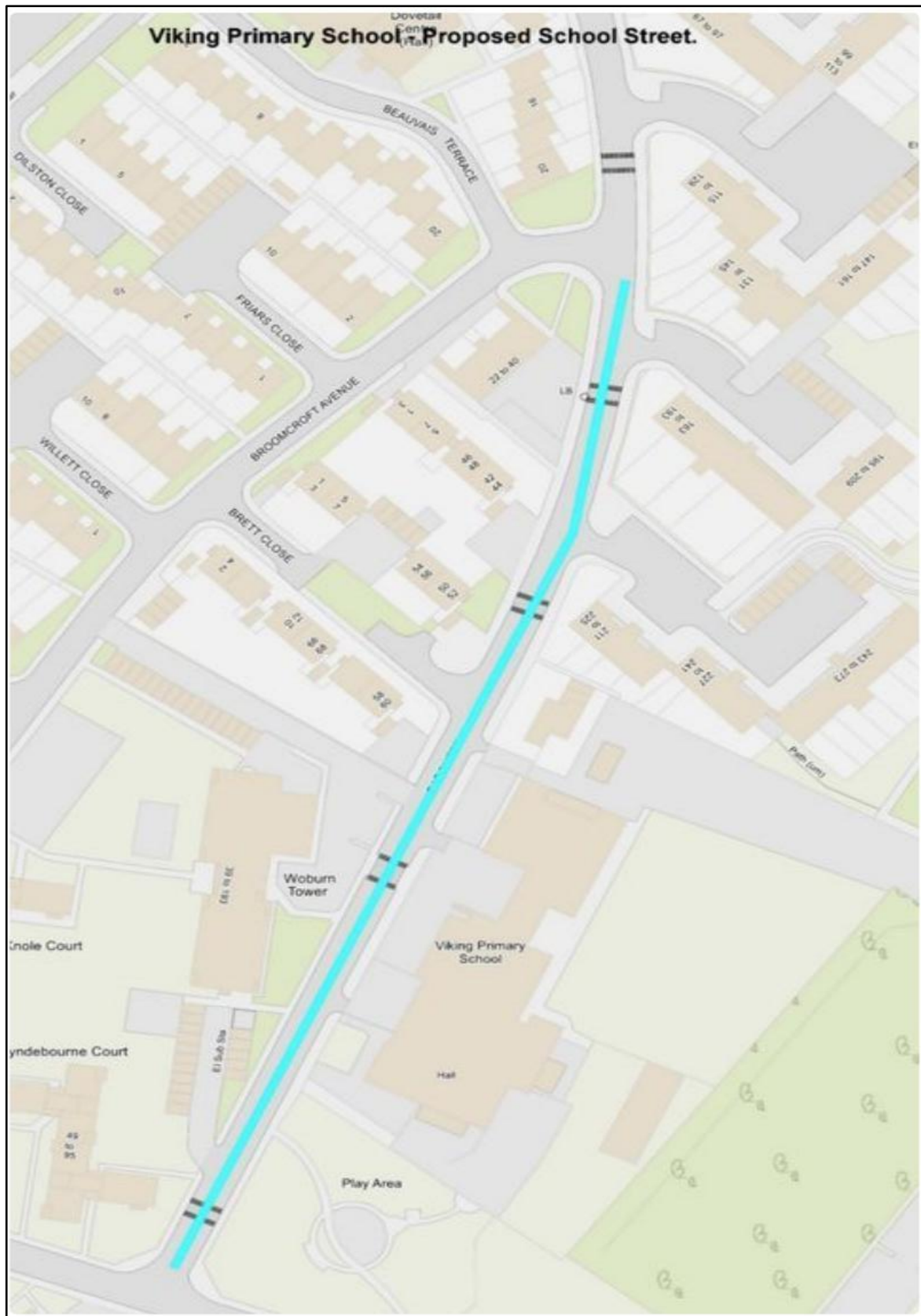


Figure 2: Map of Proposed School Street



‘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 survey of ‘actual’ and ‘preferred’ mode of school travel at Viking Primary School.

STARS results:

Date of survey: 12/6/2022 Pupil response rate: 95%. Staff response rate 96%.

Table 1 - Actual mode of travel:

Walking	Scooting	Cycling	Public Bus	Car / Motorbike	Park and stride	TOTAL
135	6	13	11	18	2	185
72.97%	3.24%	7.03%	5.95%	9.73%	1.08%	

Table 2 - Preferred mode of travel:

Walking	Scooting	Cycling	Public Bus	School Bus / Taxi	Car / Motorbike	Car share	TOTAL
103	24	41	6	1	9	1	185
55.68%	12.97%	22.16%	3.24%	0.54%	4.86%	0.54%	

Table 3 – Staff actual mode of travel.

Walking	Cycling	Public Bus	Car / motorbike	Car share	TOTAL
9	1	3	10	2	25
36.00%	4.00%	12.00%	40.00%	8.00%	

Table 4 Staff preferred mode or travel. Response rate:

Walking	Cycling	Public Bus	Car / motorbike	Car share	TOTAL
10	7	2	5	1	25
40.00%	28.00%	8.00%	20.00%	4.00%	

Summary of STARS results:

The pupil survey shows the vast majority of pupils (approximately 83%) 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.

Additionally, the pupils 'Preferred' mode of transport results shows approximately 91% of pupils would prefer to travel by active modes (an 8% increase). The number reporting a preference for travel by car is 50% less than those currently doing so.

The increase in preferences for cycling is particularly notable (from 7% to 22%) as the School Street will create approximately 300m of restricted road with reduced vehicle movements. 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 40% staff are arriving at the school site via active modes of travel and 48% are travelling by car / motorbike or car share. The 'Preferred' results show approximately 68% of staff would prefer to travel by active modes (a 28% increase) and the number reporting a preference for travel by car is 50% less than those currently doing so.

‘Give my view’ data:

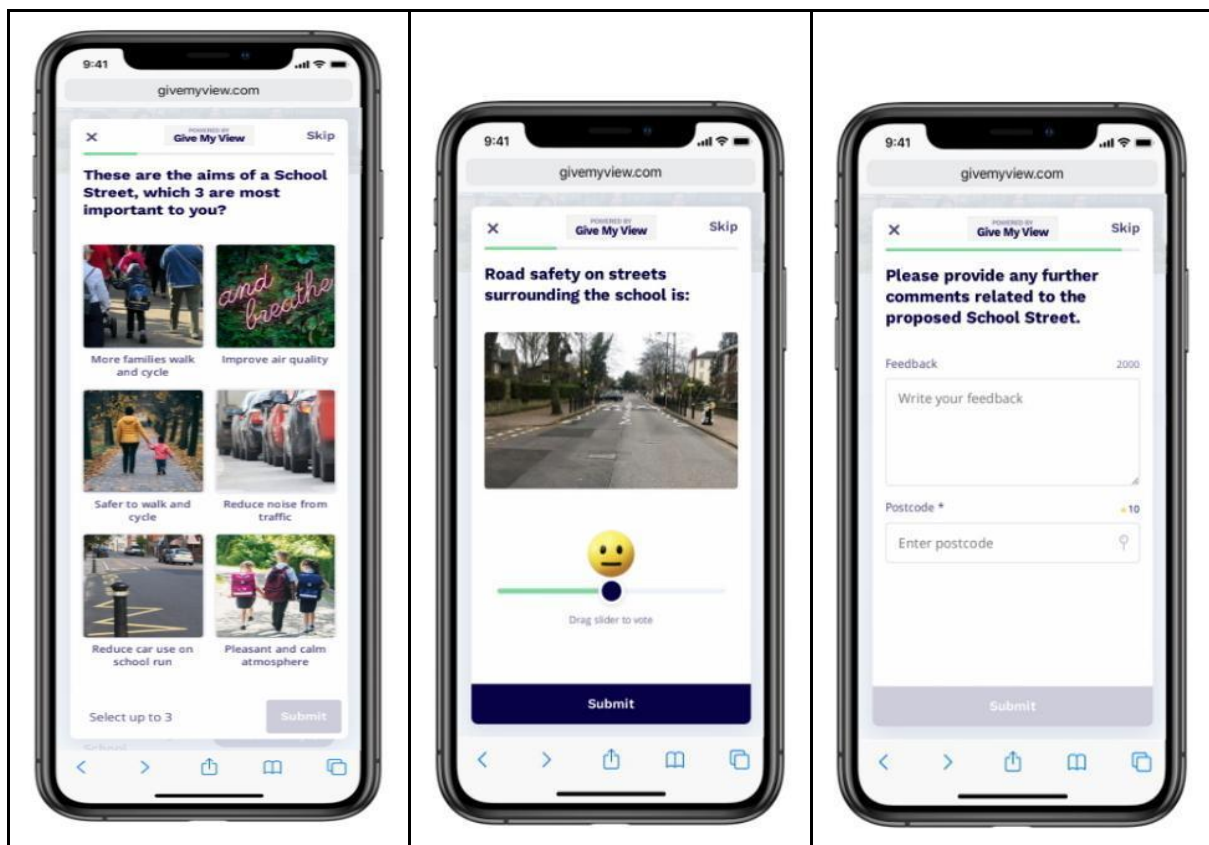
Introduction to data set:

‘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, 108 data logs were created however one of these logs was a live test of the survey. Also, 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, 40% of respondents chose 'Reduce car use on school run' 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
OVERALL	105	28%	47%	44%	47%	40%	37%
Viking School Pupil	54	31%	59%	44%	35%	28%	39%
Viking School Parent / Carer	17	18%	41%	53%	82%	41%	35%
Viking School Staff	6	50%	50%	33%	67%	33%	17%
Resident within School Street	17	18%	29%	29%	35%	65%	47%
Business within School Street	2	50%	0%	50%	0%	0%	100%
Resident outside School Street	8	25%	13%	63%	75%	88%	13%
Business outside School Street	1	0%	100%	0%	0%	0%	0%

Scheme aims summary:

Overall: Overall 105 people responded to this section of the survey. The two most common aims selected were 'Pleasant and calm atmosphere' (47%) and 'Safer to walk and cycle' (47%) however the 'most important' aims varied according to respondent type. There was a much lower spread of results in the overall figures than within individual groups as demonstrated by no aim being selected over 50% of the time overall.

Businesses: Only three businesses responded to this question therefore their selections are of limited value for comparison to other groups however both businesses within the School Street selected 'Reduce noise from traffic'.

Viking Pupils: Pupils most frequently selected 'Pleasant and calm atmosphere' (59%) which was the highest frequency for any group. Improvements to air quality (44%) and noise (39%) were the next most frequent suggesting pupils would like to see all round improvements to the general school environment.

Viking School Parent / Carer: Parents / carers most frequently selected 'Safer to walk and cycle' by a significant margin compared to their second most frequent, 'Improve air quality' (82% compared to 53%). This suggests that parents and carers are more concerned with improving Road Safety than the other aims of the scheme.

Viking School Staff: As with parents and carers, school staff most frequently selected 'Safer to walk and cycle' (67%), however behaviour change appears to be more of a concern with 50% of staff selecting 'More families walk and cycle'. NB limited number of responses (6).

Residents within School Street: Close to two thirds of residents within the School Street selected 'Reduce car use on school run' (65%) followed by 'Reduce noise from traffic (47%) suggesting they would like to see less vehicles on the street as key priorities.

Residents outside School Street: Residents outside the School Street strongly favoured 'Reduce car use on school run' (88%), Safer to walk and cycle (75%), and 'Improve air quality' (63%). NB limited number of responses (8).

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 32. This represents a negative perception of congestion surrounding the school. The results have been colour-coded as follows; 0 - 39 negative, 40 - 60 neutral, 61 - 100 positive.

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 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 Residents 'within' the School Street than 'outside'.

Table 6: 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	102	49	32	51	38	40	30	65	63	65
Viking School Pupil	53	55	41	53	41	47	30	68	55	55
Viking School Parent / Carer	17	33	17	41	27	28	27	65	74	83
Viking School Staff	6	45	11	53	42	26	29	54	75	77
Resident within School Street	17	48	31	50	40	40	35	64	71	71
Business within School Street	1	100	100	83	100	100	100	100	100	100
Resident outside School Street	7	36	11	48	21	12	15	47	68	70
Business outside School Street	1	100	100	100	100	100	33	100	9	41

Feedback sliders summary:

Overall a clear majority of respondents indicated that they anticipate a positive impact / feel positive about the scheme. This was also true across all groups apart from the 'Business outside School Street' category for which there was only one respondent.

Pupils, parents, staff and residents all appear to feel that road safety, congestion, noise, vehicle idling and parking could be improved, with congestion and vehicle idling appearing to have the highest levels of concern.

- **Business:** There were only two business responses to the slider questions and in most cases these scores were clear outliers within the data. Overall, their scores suggest that they do not share the concerns around the school such as congestion and road safety issues. Both respondents scored Road safety as 100 i.e. 'of no concern', however all other groups scored road safety between 33 and 55. For the purpose of this summary the two business responses are not reported on further.
- **'Road safety on streets surrounding the school is':** Parents and carers as well as residents outside the School Street reported the most concern in relation to road safety with average scores of 33 and 36 respectively. The lowest level of concern was the pupils with a score of 55.
- **'Congestion on streets surrounding the school is':** As with road safety the adult groups reported more concern than pupils. Adult scores ranged from 11 - 31 compared to a score of 41 from the pupils.
- **'The speed cars travel at is':** In relation to the speed of cars there was a relatively small range of scores (12) between the most concerned (parents and carers = 41) and least concerned (pupils / school staff - 53). Of the various concern headings (safety / congestion / speeding / noise / parking / idling) speeding appears to be less of a concern than other considerations.
- **'The traffic noise in the streets surrounding the school is':** The overall score for this question was 38. Parents/ Carers (27) and Residents living outside the school street (21), appear to regard this as more of an issue than Pupils (41), Staff (42) and Residents within the school street (40). These results may reflect the issue of traffic noise being more of a problem within the wider area/ proximity to Yeading Lane rather than a particular issue with the school street section of Radcliffe Way. Some parents will be travelling via the underpass beneath the A312 which could also be influencing their feedback.

- **‘The parking near the school during school start and finish times is’:** Parents and carers (28), staff (26), and residents outside of the School Street (12) were more concerned by parking than pupils (47) and residents within the School Street (40). Accepting that pupils are likely to be less concerned by parking than drivers, these results may reflect that parking is worse during school run hours than in the evenings and weekends.
- **‘Drivers idling (leaving engines running whilst parked) is’:** Drivers idling received the lowest score in this section of the survey with an average of 30. The lowest score was from residents outside of the School Street with 15. The remaining groups using the School Street had very low scores ranging from 27 (parents / carers) to 35 (residents within).
- **‘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 although with an overall average score of 65 there does appear to be room for improvement. ‘Residents outside School Street’ (47) and Staff (54) recorded the lowest scores. It is possible that staff may not be as easily able to observe the levels of active travel owing to being within the school grounds at drop off / pick up times.
- **‘I feel the impact of a School Street in the local area will be’:** All groups recorded a positive score in relation to the anticipated impact of the scheme. Staff recorded the highest score (75) while pupils recorded the lowest score (55).
- **‘Finally, how do you feel about the proposal for a School Street in your area?’:** All groups also recorded a positive score for the last of the sliders. The similarity with the previous slider is reflected in the scores which are either the same or within two points with the exception of parents and carers who’s score increased to 83 from 74.

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 two text boxes for further comment were 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 as well as the slider value relating to the question; 'Finally, how do you feel about the proposal for a School Street in your area?'

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 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

	TOTAL NUMBER of respondents (approximate)	Number of respondents providing further comment	Slider + Comment Sentiment = Positive	Slider + Comment Sentiment = Negative	Slider + Comment Sentiment = Neutral / Unclear
OVERALL	102	65	63%	21%	17%
Viking School Pupil	53	30	49%	28%	23%
Viking School Parent / Carer	17	12	88%	0%	12%
Viking School Staff	6	0	67%	0%	33%
Resident within School Street	17	14	71%	24%	6%
Business within School Street	1	1	100%	0%	0%
Resident outside School Street	7	7	86%	14%	0%
Business outside School Street	1	1	0%	100%	0%

Overall sentiment summary:

- 102 people responded to the final slider of which 65 entered text into at least one of the two available comment boxes.
- Overall, there is a clear majority in support of the scheme with 63% of responses assessed as having a positive sentiment.
- Other than the 'Business outside School Street' (for which there was only one response) there were significantly more people in support of the scheme than against. The lowest proportion in support was the pupils with 49% positive compared to 28% negative.
- None of the parents and carers or school staff were assessed as having a negative sentiment and support for the scheme was also high from residents within and outside the school street.

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 road rage / reduced 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	21	1	1	2	8	1	2	3	16	5	2
Viking School Pupil	3			1	2				3	1	1
Viking School Parent / Carer	4		1		2				4	1	
Viking School Staff	1							1	2	1	
Resident within School Street	9			1	2	1	1	1	4	1	
Business within School Street	1	1									
Resident outside School Street	3				2		1	1	3	1	1

Comments log (positive) summary:

Overall, the two most common positive comments within the 'further comments' section of the survey were 'Reduction in traffic & rat running' (21 responses) and 'Improved Road Safety' (16 responses).

References to a reduction in traffic were particularly common from 'Residents within School Street' (9 out of 14 residents).

A reduction in traffic and improved road safety are key aims of the School Streets scheme.

"The proposed scheme will enhance the environment, improve the quality of the air and public health, and will make the area healthier, cleaner, safer and more accessible for children and the wider public" (Resident outside School Street)

"I have done some work on air quality and the figures are very disheartening in most urban areas and as a resident of the area I'm not happy with the amount of traffic that is near the school. Not only is it dangerous for the children it also destroys the air quality which is often seen disproportionately in lower income areas. Making the area a school street would not only address some of these issues but also improve community cohesion if done properly."
(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

	Use more enforcement CEOs / School Crossing Patrols CCTV etc	Request to enlarge / extend the scheme	Asking for scheme specific changes	Other general improvement
OVERALL	2	9	12	5
Viking School Pupil	1		1	2
Viking School Parent / Carer			1	2
Viking School Staff		1	2	1
Resident within School Street	1	4	4	
Business within School Street		1	1	
Resident outside School Street		3	3	

Comments log (constructive / neutral) summary:

Within the constructive / neutral comments the most frequent were in relation to longer hours of operation or suggestions that the scheme should be larger - either encompassing the whole of Radcliffe Way or also including Broomcroft Avenue.

“Increase size of scheme to include Canberra Drive & Broomcroft Avenue to fully stop drivers cutting through to avoid traffic on Yeading Lane” (Resident outside School Street)

One of the justifications for these suggestions appears to be to prevent vehicles attempting to bypass congestion on Yeading Lane. This relates more to a wider issue in the area and is not something that will be addressed with a School Street. It is however a concern the council is aware of. ‘At the time of the consultation major road works were taking place to install traffic lights on Yeading Lane, close to Radcliffe Way. The traffic lights are expected to improve traffic flow on Yeading Lane, thereby reducing the rat-run in the estate.’

Another justification made for the longer / larger scheme was in relation to traffic and parking displacement:

“The school street idea is a great on(e) but this particular school street should cover the entire length of Radcliffe Way so as to discourage the inevitable parking buildup further up the rest of Radcliffe Way towards Yeading Lane end.” (Resident outside School Street)

Requests were also made for exemptions such as for school staff and blue badge holders. Some blue badge holders are exempt and this has been communicated as part of the consultation:

“The traffic is a cut through and isn't all to do with parents bringing their children... However it will make it more pleasant and safer for pupils to come to school with the road being closed. I do feel it would have to be the whole estate and not just the school road. I also do think that staff should be able to have permits or cars registered so they're not penalised as some travel far and wide” (School Staff)

CCTV or enhanced monitoring was also suggested as well as improvements to traffic flow in the wider area:

“It would be better if there was more CCTV and reduced traffic from 7.30am every morning maybe someone monitoring the traffic in mornings & afternoons” (Resident within School Street).

“Sort the roads out in the area so they flow better. The white hart roundabout, the bypass, church Road, yeading Lane always congested at these times.” (School Staff).

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

	Emergency services will be obstructed or delayed	Reduction in active travel safety	Detrimental / disproportionate impact on the disabled	Reduced / Restricted / Displaced parking	Reduced refuse / service / delivery / Taxi access	Congestion / more traffic on surrounding roads	Longer journeys (distance)	Need car for work purposes / commuting etc	Measures unnecessary - insufficient traffic etc (nb subjective)	Other
OVERALL	2	1	1	2	2	8	1	5	3	5
Viking School Pupil	1		1	1				2	1	4
Viking School Parent / Carer						1		1		1
Viking School Staff	1	1			1	1	1	2		
Resident within School Street					1	3			2	
Resident outside School Street				1		3				

Comments log (concerns) summary:

The most frequent concern raised in relation to the scheme was 'Congestion / more traffic on surrounding roads' - in particular traffic on Broomcroft Avenue. This concern was often also related to the impact of vehicles using the area to bypass congestion on Yeading Lane. The impact on those who 'Need a car for work purposes / commuting etc' was the second most frequent concern raised. Other concerns were mainly in relation to needing to use a car for the school run without a specific justification.

"While yes i think this will is welcomed start you are just moving the problem to the next road as there is still a cut through on the estate on Broomcroft avenue which many pupils will be travelling on to get to the school" (Parent / Carer)

"Parents should still be able to drive their kids to school as they don't live sufficiently close to walk" (Parent / Carer)

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, staff and residents. For example, the scores submitted for the following:
 - I feel the impact of a School Street in the local area will be: 63 (overall average score)
 - Finally, how do you feel about the proposal for a School Street in your area?: 65 (overall average score)
 - Slider + Comment Sentiment = Positive: 63%
- Concerns relating to displaced traffic on Broomcroft Avenue as a result of the proposed Radcliffe Way closure appear to be plausible particularly if 'rat running' is taking place. Traffic monitoring has already commenced for evaluating pre and post installation of the School Street scheme.
- STARS data showed that the majority of pupils are travelling to school by active modes of transport (approximately 83%) and that there is a preference for increased levels of cycling (7% actual compared to 22% preferred).
- Alongside the STARS data the 'Give my view' survey showed that 82% of parents and carers selected 'Safer to walk and cycle' as a 'most important' aim of the School Streets scheme.
- 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. This is further enhanced by the relatively long length of this School Street (c300m).

"It will make it safer and less congested and stop cars using the street as a cut through to save themselves from traffic jams at school times and more children will have to walk"
(Resident within School Street)

"I am in agreement with the proposed school street, however as previously stated I do think it should expand to cover the entire area of the Radcliffe estate as many people use Radcliffe way, Canberra drive and broomcroft avenue as a cut through to miss the traffic on the main road" (Resident outside School Street)

Recommendation:

Move forward with the School Street and continue monitoring for changes in traffic on Broomcroft Avenue.