

Ealing School Streets: Ark Priory Primary Academy proposal - feedback evaluation

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

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Report Introduction:

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

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Introduction to Ark Priory Primary Academy School Street proposal:

Ealing School Streets scheme (authored by LBE)

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

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

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

LBE has successfully implemented School Streets for 21 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 School Streets at 50 schools by 2026. Schools are prioritised based on a selection criterion that includes the following categories:

- Road safety (casualties)
- Air quality
- Index of multiple deprivation
- 'STARS' engagement
- Active travel
- Location suitability

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

The purpose of this report is to provide an independent evaluation of the consultation of the proposed School Street for Ark Priory Primary Academy.

School Overview - School information

- Primary, 2 form entry
- Acton Lane, Acton
- Details of any CPZ
 - Bollo Bridge zone DD – Monday to Friday 9.30am to 5.30pm
 - Acton Central zone K – Monday to Friday 9.30am to 5.30pm
- Bronze STARS accreditation level achieved in 2021/22

Proposed School Street

- Acton Lane, Jameson Close, Neville Close, Gloucester Road, part of Melville Villas Road and Petersfield Road

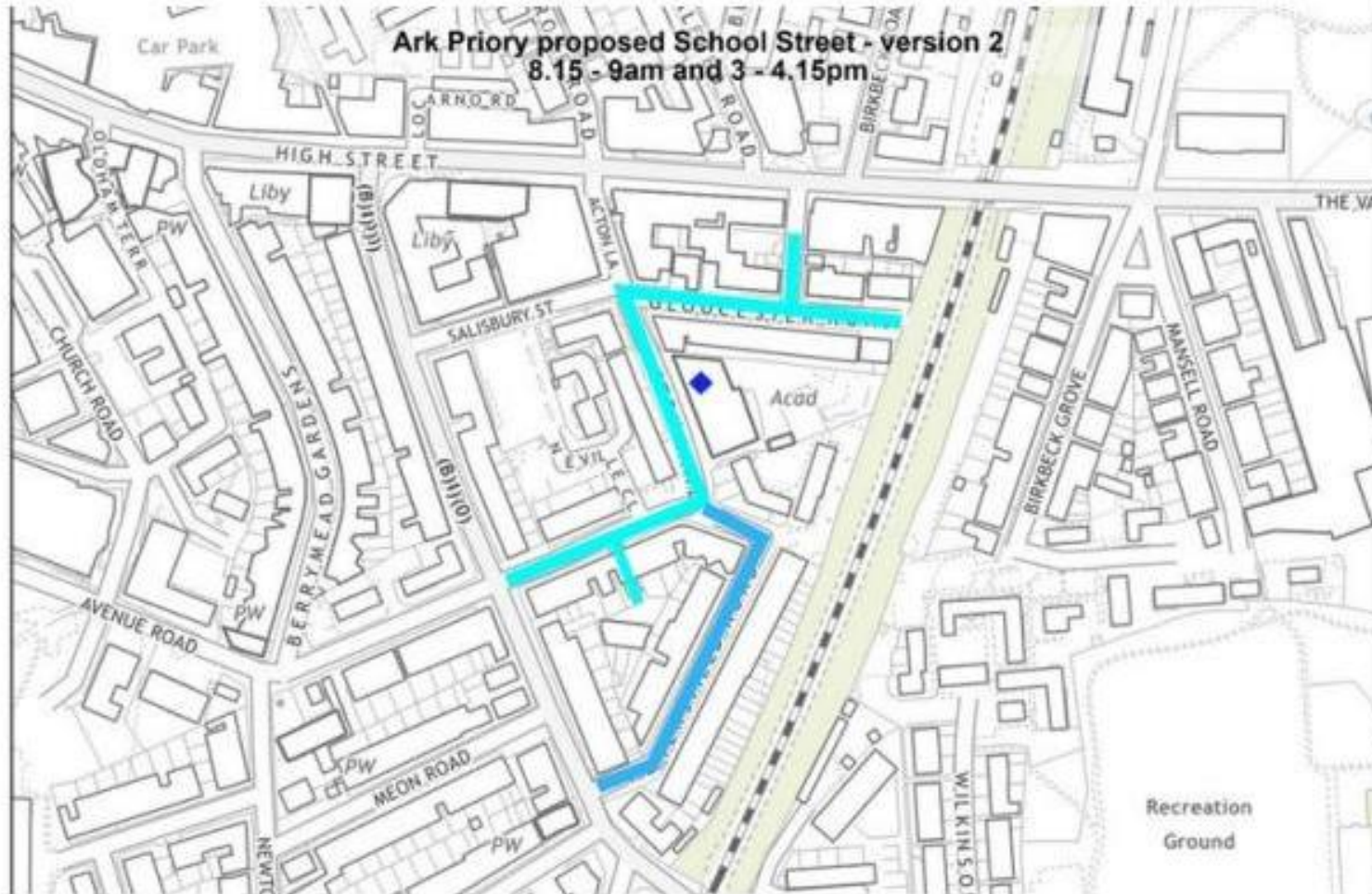
[Link to Table of Contents:](#)

- 8.15am to 9am and 3pm to 4.15pm
- Engagement and consultation activities
 - Walking workshop (group walk in the proposed area) – 3pm on 25th April, attended by Headteacher, School Travel Champion, parent and 3 pupils
 - Pop Up event (public engagement activity) – 10th May at the school, attended by 14 parents (plus numerous parents spoken to in the playground), 7 residents and 4 members of staff
 - Online presentation (about scheme and decision-making process) – 17th May, attended by 2 residents
 - Year 5 in class workshop (interactive lesson on active travel)
 - Letters to residents – sent on 26th April by Royal Mail to 563 addresses
 - Additional letter to residents of Petersfield Road sent on 11th May
 - 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 1st to 26th May 2023. Hard copies were posted on request.
- Traffic Management Order – 21-day statutory consultation from 17th May to 8th June 2023. Published in [The Gazette](#).

Figure 1: Map of proposed School Street:



‘STARS’ data:

Introduction to data set:

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

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

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

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

‘STARS’ results:

Table 1 - Pupil actual mode of travel. Response rate 100%. Date of survey 17/06/2022.

Walking	Scooting	Cycling	Tube	Public Bus	School Bus / taxi	River	Car / motorbike	Car share	Park and stride	Total
169	89	102	0	29	10	0	12	8	1	420
40.24%	21.19%	24.29%	0.00%	6.90%	2.38%	0.00%	2.86%	1.90%	0.24%	

Table 2 - Pupil preferred mode of travel. Response rate 100%.

Walking	Scooting	Cycling	Tube	Public Bus	School Bus / taxi	River	Car / motorbike	Car share	Park and stride	Total
139	117	137	1	11	0	2	5	7	1	420
33.10%	27.86%	32.62%	0.24%	2.62%	0.00%	0.48%	1.19%	1.67%	0.24%	

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

Walking	Cycling	Tube	Public Bus	Car / motorbike	Car share	Total
6	12	7	12	7	1	45
13.33%	26.67%	15.56%	26.67%	15.56%	2.22%	

Table 4 – Staff preferred mode of travel. Response rate 100%.

Walking	Cycling	Tube	Public Bus	Car / motorbike	Car share	Total
16	17	0	7	5	0	45
35.56%	37.78%	0.00%	15.56%	11.11%	0.00%	

Summary of 'STARS' results:

The pupil survey shows the majority of pupils (approximately 86%) are arriving at the school site via active modes or travel (Walking, Scooting, and Cycling). A School Street is expected to improve road safety for these pupils by reducing motor vehicle movements near the school gates.

The survey also shows that approximately 5% of pupils are travelling by car / motorbike or car sharing, showing that traffic concerns around the school drop off and pick up times are potentially being caused by a minority of pupil journeys as well as the general public.

The preferred results show that the percentage of pupils who would prefer to travel by active modes increased from 86% actual to 94% preferred, showing strong support for active travel from the pupils.

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

The staff survey shows that the majority of the staff are travelling actively or via public transport (approx. 82%). There is a big rise in the percentage of staff reporting a preference for active travel to the school site (40% vs 73%).

'Give My View' data:

Introduction to data set:

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

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

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

Responses from the first survey and feedback received at the Pop-Up engagement event highlighted a desire for Petersfield Road to be included as part of the School Street area. Ealing Council therefore resurveyed the residents of Petersfield Road (all of whom were included in the original survey mailout) to gauge their interest in the inclusion of Petersfield Road. While the second survey provided useful data, it may also have skewed data from the original survey owing to residents changing their opinion of the scheme as a result. While efforts have been made to understand this impact it was not mandatory for respondents to provide identifying information, which has restricted analysis of the impact on the original survey data.

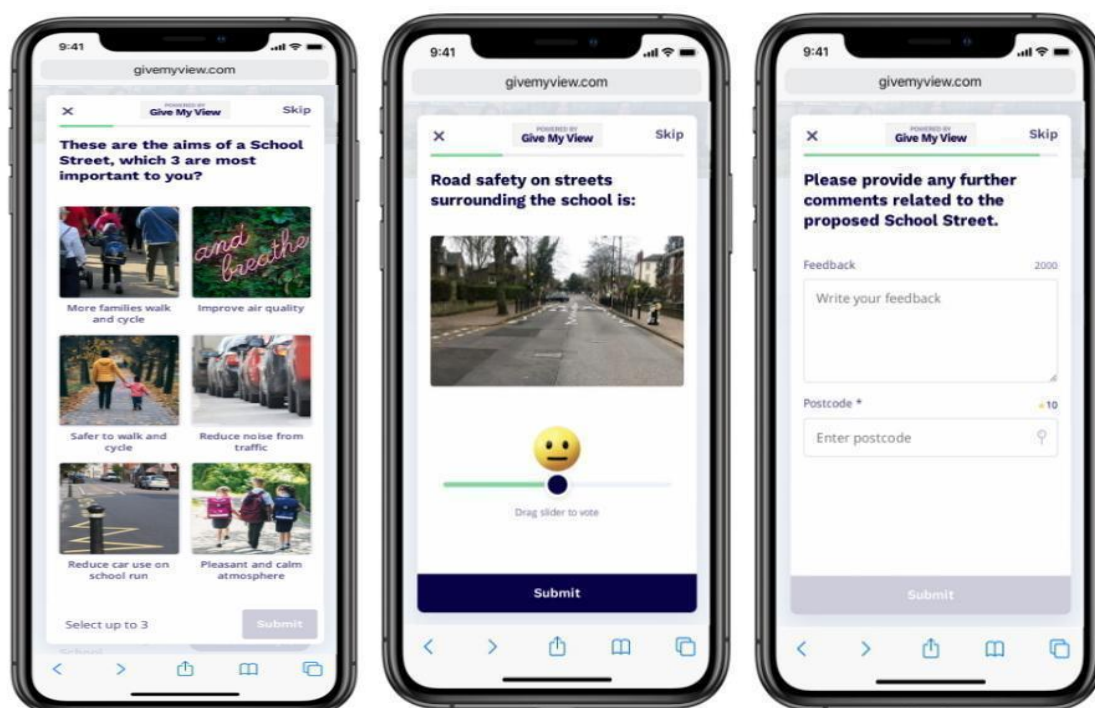
The findings presented in this report have largely separated the original / pupil surveys from the additional Petersfield Road survey while referencing the impact on the original survey where possible.

In total, 189 survey logs were generated for the original survey, 144 logs for the pupil survey and 26 logs for the additional Petersfield Road survey. Several logs did not contain data and were removed or had limited engagement with the questions. This manual check has resulted in figures which vary slightly from the data originally presented by Built-ID.

For the question 'Are you responding as a', 2 respondents selected the 'Other' category but were subsequently found to be a 'Parent / 'Carer' and a 'Resident within School Street' and were therefore relisted accordingly.

There were no business respondents to the survey.

Figure 2: 'Give My View' screens examples:



Feedback sliders:

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

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

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

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

	Total number of respondents (average)	The road safety on streets surrounding the school is:	The amount of congestion on streets surrounding the school is:	I feel parking behaviour of drivers near the school at start & finish times is:	The number of drivers leaving engines running when parked near to school is:	The traffic noise in the streets near the school at drop off / pick up times is:	The speed cars travel on streets surrounding the school is:	The number of children travelling actively to school (e.g. walking / cycling) is:
Overall general respondents	175	41	32	29	39	42	44	64
Parent / Carer	115	38	30	28	35	41	43	66
Staff	14	46	40	32	45	37	43	68
Resident within School Street	19	47	37	33	43	47	51	63
Resident outside School Street	26	47	33	31	47	42	44	57
	Total number of respondents (average)	The road safety on streets around or near the school is:	The amount of traffic on streets around or near the school is:	I feel parking behaviour of drivers near the school at start & finish times is:	The number of drivers leaving engines running when parked near to school is:	The traffic noise in the streets near the school at drop off/pick up times is:	The speed you see cars travel on streets around or near the school is:	The number of children you see walking / cycling / scooting to school each day is:
Pupils overall	142	57	46	46	38	46	53	67

Feedback sliders summary:

Overall, the principal areas of concern for the general respondents (as indicated by an average score between 0 and 39) appear to be 'parking behaviour of drivers' (overall average score 29) and 'congestion' (32). Other concerns were reported fairly neutrally with scores ranging from 39 to 44. Perception of the number of children travelling actively to school is good at 64.

Parents/carers: The parents / carers appear to be a little more concerned about the streets surrounding the school than some of the other groups, having scored lower than average across all areas.

Pupils: The pupils appear to be most concerned by engine idling ('The number of drivers leaving engines running when parked near to school') with a score of 38. Across the other areas of concern, they scored relatively neutrally with scores ranging from 46 to 57. Pupil perception of active travel levels appear to be similar to the general respondents with a score of 67.

- **'The road safety on streets surrounding the school is':** The overall average score for road safety was 41 suggesting clear room for improvement. 'Parents / carers' appear to be the most concerned with a score of 38, which was notably less than the other groups who scored neutrally in a range of 46 to 57.
- **'The amount of congestion on streets surrounding the school is:** The overall score of 32 shows relatively high levels of concern regarding congestion surrounding the school site. The 'Parents / carers' were again the most concerned with a score of just 30 with residents also scoring levels of congestion negatively (37 and 33).
- **'I feel parking behaviour of drivers near the school at start & finish times is':** While the 'Parents / Carers' again recorded the most concern with a score of just 28, the other general respondents also scored negatively and within a small range of just 28 - 33 showing similar (and significant) levels of concern in regard to parking behaviour.
- **'The number of drivers leaving engines running when parked near to school is':** Although appearing to be less of a concern than parking and congestion, all groups scored engine idling no higher than 47 with parents / carers scoring just 35.
- **'The traffic noise in the streets near the school at drop off / pick up times is':** Staff recorded the lowest score for traffic noise (37) while all of the remaining groups recorded neutral scores ranging from 41 to 47.
- **'The speed cars travel on streets surrounding the school is':** Speeding around the school appears to be less of a concern than the other issues having recorded the highest average score (44) - however it is clear that improvements could be made.
- **'The number of children travelling actively to school (e.g., walking and cycling) is':** With an overall average score of 64, levels of active travel are perceived to be high. 'Residents outside School Street' appear to believe there is the greatest scope for improvement with a neutral score of 57. The staff recorded the highest average score for active travel with 68.

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, 51% of respondents chose 'Reduce car use on school run' as one of their selections.

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

	Total number of responses	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	If these aims are achieved the School Street will make me feel (average score):
Overall general respondents	173	42%	45%	52%	66%	51%	12%	77
Parent / Carer	114	42%	43%	48%	72%	49%	11%	81
Staff	14	57%	50%	71%	50%	50%	7%	75
Resident within School Street	18	28%	44%	67%	39%	44%	17%	74
Resident outside School Street	23	30%	43%	35%	65%	70%	30%	60
Pupils overall	141	37%	67%	55%	64%	28%	29%	n/a

Scheme aims summary:

Overall: Overall 173 general respondents completed this section of the survey. The most frequently selected aim was 'Safer to walk and cycle', which was selected by 66% of respondents – notably more frequent than 'Improve air quality' (52%) and 'Reduce car use on the school run' (51%). This shows a clear desire to improve road safety around the school. 'Reduce noise from traffic' was the least selected aim overall (12%).

School Parent / Carer: The 'Parents / carers' most frequently selected 'Safer to walk and cycle' (72%). This was the highest frequency recorded in this section of the survey. The aim least frequently selected was 'Reduce noise from traffic' (11%), while the remaining aims were selected between 42% and 49% of the time.

School Staff: The staff selected 'Improve air quality' the most frequently of any group with 71%. Conversely, 'Reduce noise from traffic' was selected the least frequently of any group – just 7%. The remaining aims were selected between 50% and 57% of the time.

Residents within School Street: The 'Residents within' most frequently selected 'Improve air quality' (67%), which was notably more frequent than their second most frequent choices which were 'Pleasant and calm atmosphere' and 'Reduce car use on the school run' (both 44%). As with the other groups, 'Reduce noise from traffic' was the least selected (17%).

Residents outside School Street: The most frequently selected aim for 'Residents outside School Street' was 'Reduce car use on the school run' (70%). This was the highest frequency for this aim. 'Safer to walk and cycle' (65%) was the second most frequent selection – notably higher than the remaining aims, which were selected between 30% and 43% of the time.

Pupils: The pupils most frequently selected 'Pleasant and calm atmosphere' (67%), 'Safer to walk and cycle' (64%), and 'Improve air quality' (55%). These three aims were selected significantly more frequently than the remaining aims.

'If these aims are achieved the School Street will make me feel': Following their selection of most important aims, the general respondents were invited to position a slider indicating how they would feel about the scheme if all the aims are achieved. The high overall average of 77 suggests that people feel significant improvements could be made to the area. The school parents / carers recorded the highest score (81), while the 'Residents outside School Street' scored the lowest (60). This may be owing to the parents and carers being in the immediate vicinity of the school during drop off and pick up times and, therefore, anticipating the greatest personal benefit from the proposal.

Original survey final slider and further comments:

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

Table 7: Average 'Give My View' final slider score (including the percentage split of positive / neutral / negative)

	Total number of responses	Finally, how do you feel about the proposal for a School Street in your area?	Positive: 61 - 100	Neutral: 40-60	Negative: 0-39
Overall general respondents	171	69	64%	21%	15%
Parent / Carer	112	74	69%	22%	9%
Staff	14	66	64%	29%	7%
Resident within School Street	18	62	50%	22%	28%
Resident outside School Street	26	50	52%	11%	37%
Pupils overall	142	59	48%	29%	23%

Final slider summary:

Overall, across general respondents, the average score was 69, showing clear positive sentiment. Additionally, nearly two thirds of respondents (64%) recorded positive scores over 60 compared to just 15% scoring negatively.

All categories recorded positive average scores except for the 'Pupils' and the 'Residents outside School Street'. The Pupils narrowly recorded a neutral score on average (59) and there were significantly more positive scores than negative (48% vs 23%). The 'Residents outside' recorded an average score of 50 but a majority of scores were positive (52%).

Table 8: 'Overall' and 'Resident outside School Street' final slider scores without logs referencing Petersfield Road

	Total number of responses	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 without logs referencing Petersfield Road	151	70	65%	21%	14%
Resident outside School Street without logs referencing Petersfield Road	17	62	65%	6%	29%

To try and establish the impact of Petersfield Road concerns prior to the revision of the proposal, figures have been presented in Table 8 above without the data from the respondents who referenced Petersfield Road.

These revised figures show that overall, there was a very marginal positive change (overall average 69 vs 70).

A more notable change is observed within the 'Resident outside School Street' category for which the average score increased from 50 to 62 and the positive score percentage increased from 42% to 65%.

Original survey - further comments log:

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

Table 9: 'Give My View' additional feedback summary.

	Number of respondents providing further comment	Comment Sentiment = Positive	Comment Sentiment = Neutral / Unclear	Comment Sentiment = Negative
Overall general respondents	111	69%	14%	16%
Overall without logs referencing Petersfield Road	91	73%	12%	15%
Parent / Carer	75	79%	8%	13%
Staff	3	33%	33%	33%
Resident within School Street	14	57%	14%	29%
Resident outside School Street	19	47%	37%	16%

Original survey - overall sentiment summary:

- 111 respondents provided further comments.
- Overall, there were significantly more 'Positive' comments towards the scheme than 'Negative' (69% vs 16%). This rises to 73% vs 15% without logs referencing Petersfield Road.
- A significant majority of the comments from 'Parents / Carers' (79%) were 'Positive' and a majority of 'Residents within School Street' (57%) provided comments that were 'Positive' towards the scheme.
- There were significantly more 'Positive' comments than 'Negative' comments from the 'Residents outside School Street' (47% vs 16%).
- Only 3 'Staff' respondents provided further comment, one of which was considered 'Positive', 1 'Neutral / Unclear', and 1 'Negative'

Original survey - comments log (positive):

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

Table 10: '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	Increase in walking / cycling	Better for children / schools	Improved road safety	Improved quality of life / calmer	Other positive
Overall general respondents	34	3	9	7	3	12	9	23	35	9	11
Overall without logs referencing Petersfield Road	26	2	4	5	2	11	9	20	30	8	7
Parent / Carer	23	2	6	5	1	11	8	19	30	5	5
Staff	1				1						
Resident within School Street	6	1	1	2	1		1	2	3	1	4
Resident outside School Street	4		2			1		2	2	3	2

Original survey - comments log (positive) summary:

Overall, the most common positive comments within the 'further comments' section of the survey were 'Improved road safety' (35), 'Reduction in school traffic' (34), and 'Better for children / schools' (23). These were significantly more frequent than the other headings, with the next most frequent being 'Reduction in air pollution' with 12. Improved road safety and a reduction in the number of vehicles on the School Street are key aims of the scheme.

The following examples correspond well to the overall respondents main concerns (congestion & parking behaviour), and the overall respondents most important aims (safer to walk and cycle, improve air quality, pleasant & calm atmosphere):

"We in our house on Acton Lane welcome this development. There has been a big increase over the last year or so in through traffic, as well as school parents, with disrespectful drivers, lots of horns and sometimes shouting near the traffic light junction." Resident within School Street

"This is a really congested area as people use it to drop off children at the school, but also to shortcut down to Acton Lane. This is quite dangerous with so many small children excitedly going into or out of school." Parent / Carer

"Children would be able to cycle. Currently they walk as surrounding streets are too busy. Also, less pollution with families discouraged from driving." Parent / Carer

"School street is such a positive initiative for children and residents. There are too many people driving children to school, creating unnecessary pollution, antisocial behaviours (beeping horns and use of bad language outside people's homes and in front of young children) and safety issues. With such a small catchment area driving really should be unnecessary and school street will encourage those who have no choice but to drive, to use the nearest car park (very close to the school). A calm, peaceful and safe environment for the school commute is in everyone's best interests."
Parent / Carer

Examples of 'Other positives' include preventing vehicles from blocking the emergency access gate and using the area as a 'rat run':

"Motorbikes continue to use the cyclists entrance through the safety gate at speed, frequently threading the melee of cars at school open/close times." Resident within School Street

A few parents are massively inconsiderate and park across the emergency access. There are also non-school drivers ignoring the speed limits and using the road as way to avoid the lights on Acton Lane." Parent / Carer

"I think this is a great project with aim to creating a better environment around pupils"
Resident outside School Street.

Original survey - comments log (constructive / neutral):

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

Table 11: 'Give My View' additional feedback constructive / neutral comments log.

	Request to enlarge / extend the scheme	Asking for specific changes	Asking for specific changes (detail)	Requesting further / improved information on scheme	Other general improvement
Overall general respondents	12	4	1	2	9
Overall without logs referencing Petersfield Road		4	1	2	7
Parent / Carer	7	3	1		7
Staff					
Resident within School Street		1		2	1
Resident outside School Street	5				1

Original survey - comments log (constructive / neutral) summary:

Within the original survey, the most frequent constructive / neutral additional comments were 'Request to enlarge / extend the scheme' – primarily to cover Petersfield Road – but there was also a suggestion that the operational times should be longer:

"I live on Petersfield Road and this is where am the traffic will go. It's already terrible during school pick up and drop off times. Added to this is a no thorough road it means chaos as people have to turn at the bottom of the road creating a more dangerous situation to children attending school. Please include Petersfield Road and its residents inside the school zone. Thanks". Resident outside School Street

"While the idea is a good one in principle, my concern is displaced traffic. Petersfield Road is currently used by many school drivers as a drop off / pick up point, often leaving the road badly congested and difficult to park for residents during those times. Removing the ability for school drivers to drop off / pick up outside the school will almost certainly make this situation worse." Resident outside School Street

"Fully support. To be truly effective hours should be longer at both start and end of the school day as drop off/collection starts/finishes before the proposed start/end times and people just sit in their cars with the engine running also given it has become a cut through for traffic from Acton High Road onto Acton Lane." Resident within School Street.

'Other' constructive / neutral comments included:

“There is also an ice cream van that is allowed to park opposite the school gate at drop off time, which feels like a terrible idea all round - they use up an actual parking space, and it's encouraging children to beg for more unhealthy treats - every. Single. Day.” Parent / Carer.

“It's so unsafe at drop off and pick up times with parent drivers and delivery trucks trying to get through at the same time! It's very chaotic, maybe it should be a one-way road system and not entirely closed off.” Parent / Carer

Original survey - comments log (concerns):

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

Table 12: 'Give My View' additional feedback concerns log.

	Scheme will result in worsening air quality (PM / NOx etc excluding CO2)	Reduction in active travel safety	Reduction in vehicle safety	Detrimental / disproportionate impact on the elderly	Detrimental / disproportionate impact on parents or children	Reduced / restricted / displaced parking	Reduced refuse / service / delivery / Taxi access	Congestion / more traffic on surrounding roads	No / poor consultation	Measures unnecessary - insufficient traffic etc (nb subjective)	Problems with the review process / data gathering	Other
Overall general respondents	2	2	1	1	6	13	5	15	1	6	1	5
Overall without logs referencing Petersfield Road		1		1	6	4	4	3	1	6	1	5
Parent / Carer	1	2	1		4	4	1	7		2		1
Staff					1							
Resident within School Street					1	1	3	1	1	2	1	2
Resident outside School Street	1			1		8	1	7		2		2

Original survey - comments log (concerns) summary:

The most frequent concerns raised via the additional comment section were 'Congestion / more traffic on surrounding roads' (15) & 'Reduced / restricted / displaced parking' (13). However, these figures fall considerably when references to Petersfield Road are removed, following which 'Measures unnecessary – insufficient traffic etc (nb subjective)' – becomes the most frequent concern alongside 'Detrimental / disproportionate impact on parents or children'.

“As a resident of Acton Lane I believe that money spent on erecting and operating the infrastructure (for School St program) and complexity around the same could be used elsewhere. To name one, to improve boroughs' roads (e.g. address numerous potholes etc.) to be safer and more enjoyable for cyclists and motorcycle users. I also feel that the scheme is aimed at penalising motorists rather than driving safety and assisting those families/parents that live further away from school.” Resident outside School Street.

“I have been a resident in this area for 25 years and never had a problem with this street it's been a quiet street always only residence drive here and we don't deserve to have a closer to a street at any time of day as we have orderly, people and residents that use their vehicles. This road is a vital road for us to go to our house and to get to our residential parking. Since the school has been open I haven't seen any vehicle parked in this road dropping of kids. The time the school opens and closes are times when residents leave or come back from their work places or when the older homes bring back patients . This should not go any further as a resident of Ealing council” Resident outside School Street.

“I do not think people should be penalised if they have to use their car to drop off their children before heading off to work themselves. They should be encouraged to walk / cycle to school if that is doable, but if parents have a long commute to work, they should be able to drive and drop off their child outside the gate.” School Staff

There is nothing wrong with the current situation, other than engines left running so I can't see the necessity to introduce such an initiative that will cause disruption and inconvenience to nearby residents, without any proper and prior consultation. If this was a serious attempt at consultation, the survey would be an opportunity to canvass the views and potentially take into account the questions and concerns raised. This exercise presented as a survey just proves that nobody is actually interested in anyone's views and is not interested in addressing any concerns.” Resident within School Street.

Petersfield Road survey:

The Petersfield Road survey was only for residents living in Petersfield Road, inviting them to give their view on extending the scheme to include their road. It differed from the original survey in that it did not contain questions relating to existing concerns and scheme aims. The survey asked respondents 'How do you feel about the proposal to extend the School Street in your area?' and 'Have you already completed the original School Street survey for Ark Priory?'

Petersfield Road survey final slider and further comments:

Table 13: Petersfield Road average 'Give My View' slider score (including the percentage split of positive / neutral / negative)

	Total number of responses	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 response to additional Petersfield Road survey	26	58	58%	12%	31%
Previous respondent (responded to original and subsequent Petersfield Road survey)	12	70	75%	8%	17%
New respondent (only responded to the Petersfield Road survey)	11	54	55%	9%	36%
Unknown	3	22	0%	33%	67%

Table 13 above displays the results from the Petersfield Road survey, including overall figures alongside categories of respondents based on the question 'Have you already completed the original School Street survey for Ark Priory?', which was not mandatory.

An average overall score of 58 was recorded, which represents a high 'Neutral' score, but a clear majority of respondents recorded 'Positive' scores (58% positive vs 31% negative).

When known 'Previous' respondents are separated from the overall figures, their average score is found to be 70 with 75% of responses 'Positive', suggesting that those who engaged with the consultation at an early stage felt happy with the changes to the proposed scheme.

While known 'New' respondents scored neutrally on average with a score of 54, a clear majority recorded 'Positive' scores. This could suggest that the existing traffic concerns highlighted in the initial stages of the consultation were shared by new respondents.

There were three respondents who skipped the question relating to the completion of the original School Street survey. They recorded an average score of 22. One of the respondents scored neutrally while two scored negatively.

Petersfield Road survey - further comments log:

The Petersfield Road survey also provided a text box for further comments which were read and logged using the same headings as the original survey.

Table 14: Petersfield Road 'Give My View' additional feedback summary.

	Number of respondents providing further comment	Comment Sentiment = Positive	Comment Sentiment = Neutral / Unclear	Comment Sentiment = Negative
Overall response to additional Petersfield Road survey	22	59%	9%	32%
Previous respondent (responded to original and subsequent Petersfield Road survey)	11	73%	9%	18%
New respondent (only responded to the Petersfield Road survey)	10	50%	10%	40%
Unknown	1	0%	0%	100%

Petersfield Road survey - overall sentiment summary:

- 22 respondents provided further comments.
- Overall, the majority of comments were positive towards an extension of the original scheme (59% 'Positive' vs 32% 'Negative').
- Those that had responded previously were overwhelmingly positive about the revised scheme (73% vs 18%), while those who were new respondents were mostly 'Positive' (50% 'Positive' vs 40% 'Negative').
- The respondent who had not declared if they responded to the original survey provided comments which were considered to be 'Negative'.

Petersfield Road survey - comments log (positive):

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

Table 15: Petersfield Road additional feedback positive comments log.

	Reduction in school traffic	Improved residents' parking	Reduction in road rage / speeding	Reduction in air pollution	Better for children / schools	Improved road safety	Improved quality of life / calmer	Other positive
Additional Petersfield Road survey	10	6	1	3	3	4	3	5
Previous respondent (responded to original and subsequent Petersfield Road survey)	6	3	1	2	2	2	2	3
New respondent (only responded to the Petersfield Road survey)	4	3		1	1	2	1	2
Unknown								

Petersfield Road survey - comments log (positive) summary:

Overall, the most common positive comments within the 'further comments' section of the survey were 'Reduction in school traffic' (10) and 'Improved residents' parking (6). Additionally, many of the comments from those who had responded previously expressed gratitude that their original concerns relating to Petersfield Road being outside of the scheme had been taken seriously.

- ***Less traffic on this road and surrounding roads. A more relaxed and safer environment for those walking to school and outside school. School staff will no longer have to police traffic outside the school including illegally parked vehicles. Less pollution. Ability to turn my car around at the end of the road without having to worry about other vehicles blocking the road.***
- ***I live on Petersfield Road and car congestion is very bad during drop off and pick up times and as a result air quality is very poor and the road is dangerous for the many kids walking, cycling and scooting to school. I'm in favour of the whole project and if Petersfield Road wasn't included the situation could only get worse, as it would be the only road that cars could access to get to the school.***
- ***The number of cars which block the road in Acton Lane and Petersfield Road is unacceptable. These same cars also obstruct the Emergency gate between Acton Lane and Petersfield Road. When approached for their inconsideration to residents, the drivers can become hostile. It will be a relief to see the streets named above being free again from selfish drivers.***
- ***Thank you for Including Petersfield Road to school way or road scheme. Thanks***

- ***Thank you for listening to us! I'm highly in favour of this project.***

Additional comment by email from resident of Petersfield Road:

- ***We would very much like to vote in favour of the addition of Petersfield Road to the School Street scheme or our road will be impossible either for us as residents and any deliveries or visitors we have!***

Petersfield Road survey - comments log (constructive / neutral):

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

Table 16: Petersfield additional feedback constructive / neutral comments log.

	Asking for specific changes	Requesting further / improved information on scheme
Additional Petersfield Road Survey	1	1
Previous respondent (responded to original and subsequent Petersfield Road survey)		
New respondent (only responded to the Petersfield Road survey)	1	1
Unknown		

Petersfield Road survey - comments log (constructive / neutral) summary:

Two respondents provided comments that were classified as constructive / neutral (alongside other considerations), while a further comment was considered 'Neutral' as it expressed a dislike for the scheme overall but a preference for Petersfield Road to be included should the scheme proceed:

- As per my separate email feedback- in short: 1) As Petersfield Road is closed at one end, we don't suffer too much with through traffic 2) The major issue is at school morning drop off times, which are currently outside of restricted residents parking. School pick up on Petersfield Road is not so much of an issue (as it falls within restricted parking hours). 3) Rather than make Petersfield Road a school street, meaning that residents are obliged to apply for addition permits and cannot receive visitors/tradespeople during school street hours and ANPR cameras need to be installed (presumably at not insignificant cost to the council), why not just extend residents restricted parking hours to cover the AM school drop off (e.g. 0800-1730)?***
- We like the idea of safety for all the families walking their children to school however we would like to know the exact morning hours that the School Street would be imposed on Petersfield Road. We are worried at how restrictive it would be for delivery vehicles and tradespeople.***
- I do not like the scheme at all but if it is going ahead Petersfield Road has to be included otherwise the road will be gridlocked every school day.***

Petersfield Road survey - comments log (concerns):

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

Table 17: Petersfield Road additional feedback concerns log.

	Reduced / restricted / displaced parking	Reduced refuse / service / delivery / Taxi access	Measures unnecessary - insufficient traffic etc (nb subjective)	Other
Additional Petersfield Road Survey	1	3	2	3
Previous respondent (responded to original and subsequent Petersfield Road)	1	1		1
New respondent (only responded to the Petersfield Road survey)		2	1	2
Unknown			1	

Petersfield Road survey - comments log (concerns) summary:

The main concerns raised within the Petersfield Road survey were access concerns and questioning if the scheme is necessary:

“There are several residents in Petersfield Road that would still like to do the normal functions of their day. Ark Priory is some distance from this street and already has enough designated School Street areas.”

Some of the respondents appeared to not have understood the nature of the scheme or were responding to the original proposal:

- ***We do not want any increase of traffic on this road. People already use this road when they shouldn't and it is a nightmare in the morning.***
- ***It is bad enough on Petersfield Road without more cars having access. This is a dead-end road and the traffic is horrendous at school times. But, mainly, up until 9.30am is the only time that we do not have to pay for work men to come to our properties. Why should we have to pay extra (on top of our own parking charges), to have this opportunity on our own road? I do not pay my mortgage and associated expenses to allow for people who do not live on this street, to park their own vehicles. This is not right. This will cost us extra and is not right. Maybe you should be looking at who is parking on our roads at this time and get them to walk their children to school.***

TMO (Traffic Management Order):

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

No objections were raised to the proposed scheme.

Key findings:

- Overall, a majority of those responding to the original survey recorded positive scores for 'how do you feel about the proposal for a School Street in your area?' – 64% vs 15% scoring negatively. Pupils also showed strong support with 48% scoring positively vs 23% negatively.
- A majority of those responding to the subsequent Petersfield Road survey recorded positive scores for 'how do you feel about the proposal to extend the School Street in your area?' (58% vs 31%).
- 'STARS' data showed that the majority of pupils are travelling to school by active modes of transport (approximately 86%). This appears to be reflected in the perception of the wider school community with a score of 64 for 'The number of children travelling actively to school (e.g. walking / cycling) is'.
- 'STARS' data showed that only 5% of pupils reported arriving at school by car, possibly suggesting that the traffic concerns around the school site are being caused by a minority of pupil journeys as well as the general public.
- Feedback sliders showed that 'Parking behaviour of drivers' (overall average score 29) and 'Congestion' (32) are the primary areas of concern. This is reflected in the respondents' selections of most important aims with 'Safer to walk and cycle', 'Improved air quality', and 'Reduce car on the school run' the most frequently selected.
- The 'Parents / carers' generally expressed the most concern about the roads surrounding the school.
- Overall, the majority of 'Further comments' were assessed as having a positive sentiment – 69% of the original survey and 59% of the additional Petersfield Road survey.
- The reduction in congestion and improvements in parking behaviour because of the proposed School Street should support the most frequently selected aim 'Safer to walk and cycle', which could, in turn, support long term behaviour change towards walking and cycling.

Recommendation:

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