

Ealing School Streets: Blair Peach Primary School 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 Blair Peach Primary School 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 residents and school community, and an official Traffic Management Order (TMO) consultation in regard to the proposed highway access changes.

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Introduction to Blair Peach Primary School Street proposal:

Ealing School Streets scheme (authored by LBE)

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

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

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

LBE 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 Blair Peach Primary.

School overview

School information

- Primary.
- 2 form entry (2FE).
- Beaconsfield Road, Southall.
- There is no CPZ in the proposed pedestrian and cycle zone. CPZ zone L operates Monday to Saturday 10am to 8pm, up to 227C Beaconsfield Road and to the east from Woodlands Road.
- Gold 'STARS' accreditation due to expire summer 2023.

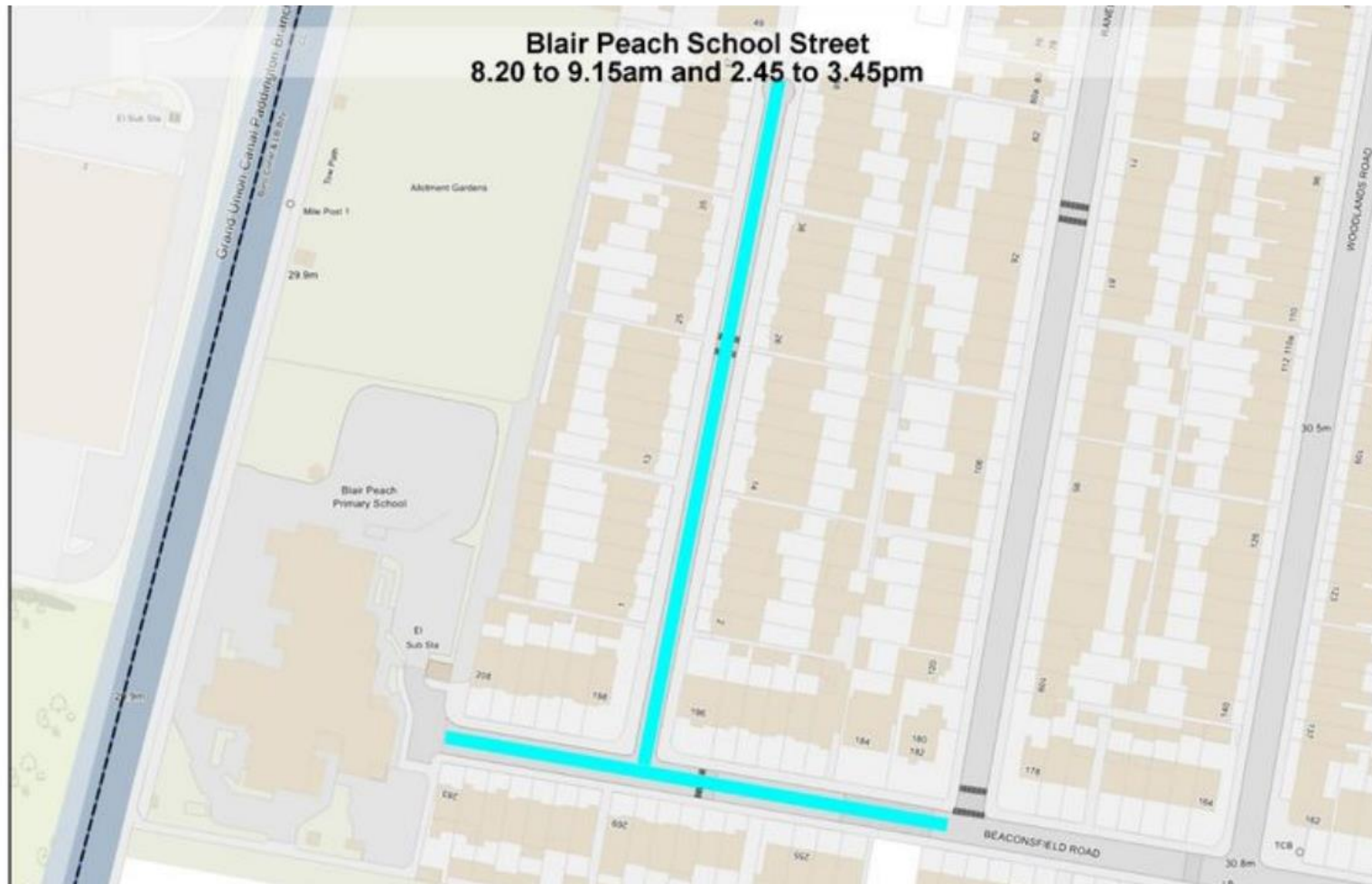
Proposed School Street

- Beaconsfield Road, from Ranelagh Road.
- This is a two-phase scheme owing to the building of The Green Quarter, a large housing development. The first phase will restrict access from the junction of Beaconsfield Road and Ranelagh Road. When The Green Quarter access road opens the School Street access point will move to the newly built entrance road, to allow for flow of traffic and access to the development.
- Times – 8.20am to 9.15am and 2.45pm to 3.45pm.
- Engagement and consultation activities:
 - Walking workshop (group walk in the proposed area) – 2pm on 30th March, the Headteacher, School Travel Champion, 4 pupils, and 1 resident joined the walk.
 - Pop Up event (public engagement activity) – 28th April, at Blair Peach Primary, outside at the end of the school day and inside for the evening session. We were supported by colleagues from Let's Go Southall's Active Communities Team. Many parents spoke with us and advised they had completed the survey. We spoke with at least 4 residents.
 - Online presentation (about scheme and decision-making process) – 4th May, no attendees.
 - Year 5 in class workshop (interactive lesson on active travel).
 - Letters to residents – sent 12th April by Royal Mail to 857 addresses.
 - The School Travel Team was 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 17th April to 12th 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:



[Link to Table of Contents:](#)

'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 Blair Peach Primary School.

'STARS' results:

Table 1 - Pupil actual mode of travel. Response rate 97%. Date of survey 20/06/2022.

Walking	Scooting	Buggy	Cycling	Rail / Overground	Public Bus	School Bus / taxi	River	Car / motorbike	Car share	Park and stride	Total
222	29	1	3	1	17	1	0	43	8	3	328
68.31%	8.92%	0.31%	0.92%	0.31%	5.23%	0.31%	0.00%	13.23%	2.46%	0.92%	

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

Walking	Scooting	Buggy	Cycling	Rail / Overground	Public Bus	School Bus / taxi	River	Car / motorbike	Car share	Park and stride (preferred)	Total
66	59	3	76	7	6	1	1	21	4	0	244
27.05%	24.18%	1.23%	31.15%	2.87%	2.46%	0.41%	0.41%	8.61%	1.64%	0.00%	

Table 3 – Staff actual mode of travel. Response rate 61%.

Walking	Cycling	Rail / Overground	Public Bus	Car / motorbike	Total
21	7	2	1	14	45
46.67%	15.56%	4.44%	2.22%	31.11%	

Table 4 – Staff preferred mode of travel. Response rate 48%.

Walking	Cycling	Rail / Overground	Public Bus	Car / motorbike	Total
17	11	0	1	6	35
48.57%	31.43%	0.00%	2.86%	17.14%	

Summary of 'STARS' results:

The pupil survey shows the majority of pupils (approximately 78%) 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 16% of pupils are travelling by car / motorbike or car sharing, which may result in traffic concerns around the school drop off and pick up times. The scheme may help to encourage a reduction in this number and possibly result in increased 'Park and Stride' by requiring pupils arriving by car to walk the final length of their journey.

The preferred results show that the percentage of pupils who would prefer to travel by active modes increased from 78% actual to 82% preferred.

Of those reporting a preference for active travel, there are significantly higher numbers of pupils expressing a preference for cycling compared to the number currently doing so (1% actual compared to 31% preferred).

The number of pupils reporting a preference for travel by car / car share is 5% less than those currently doing so.

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

The staff survey shows that the majority of the staff (62%) are travelling actively to the school site. This rises to 80% expressing a preference for doing so. The figures for Car use fall from 31% currently travelling by car to 17% preferred.

‘Give My View’ data:

Introduction to data set:

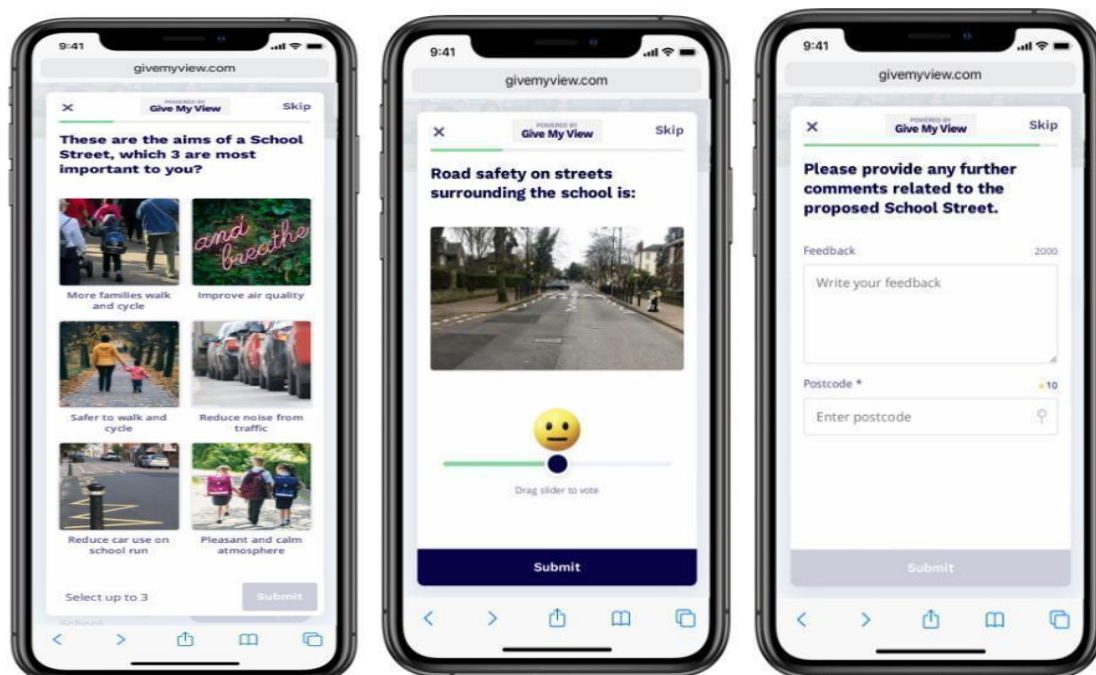
‘Give My View’ is a survey platform developed by Built-ID. The survey was produced by LBE to target the school and local community. The survey seeks to distinguish between various groups such as staff, parents / carers, residents, and businesses who will be impacted by the School Street. Pupils were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

In total, 130 survey logs were generated for the main survey and 184 logs for the pupil survey, however a number of logs did not contain data or had limited engagement with the questions. 8 respondents who selected ‘Resident within School Street’ subsequently provided postcodes outside of the School Street and were relisted as ‘Resident outside School Street’ (nb postcode data was not a mandatory field). 1 respondent who selected ‘other’ was a parent and they have been relisted as a ‘Parent / Carer’. This manual check has resulted in figures which vary slightly from the data originally presented by Built-ID.

Figure 2: ‘Give My View’ screens examples:



Feedback sliders:

The table below displays the average slider score selected by the respondents for each of nine statements. A high score indicates positive feelings, and a low score indicates negative feelings. For example, on average, respondents scored 'congestion' as 38. 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 residents within the School Street.

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

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

	Total number of responses (average)	The road safety on streets surrounding the school is:	The amount of congestion on streets surrounding the school is:	I feel parking behaviour of drivers near the school at start & finish times is:	The number of drivers leaving engines running when parked near to school is:	The traffic noise in the streets near the school at drop off / pick up times is:	The speed cars travel on streets surrounding the school is:	The number of children travelling actively to school (e.g., walking / cycling) is:
Overall general respondents	116	49	38	39	47	48	53	66
Blair Peach Parent / Carer	49	48	35	38	45	49	52	72
Blair Peach Staff	16	38	21	24	39	38	38	55
Resident within School Street	20	52	45	43	57	54	66	63
Resident outside School Street	26	52	46	44	47	48	56	62
Business within School Street	1	28	18	15	50	22	26	86
Business outside School Street	1	100	100	100	100	100	100	100
Other	4	57	45	38	67	20	48	66

	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	179	55	38	43	27	45	52	64

Feedback sliders summary:

Overall, the main areas of concern for the general respondents (as indicated by an average score between 0 and 39) appear to be 'congestion' (overall average score 38) and 'parking behaviour of drivers' (39). Other concerns were reported fairly neutrally with scores ranging from 48 to 53. Perception of the number of children travelling actively to school is good at 66.

The school staff appear to be more concerned about the streets surrounding the school than some of the other groups, having scored negatively across all areas apart from levels of active travel.

Pupils: The pupils appear to be most concerned by 'The number of drivers leaving engines running when parked near to school' with a score of just 27 – one of the lowest scores recorded in this section of the survey. 'The amount of traffic on streets around or near the school' was the next lowest score (38), followed by parking behaviour (43) and traffic noise (45). Speeding (52) and road safety (55) were slightly less of a concern, while perceptions of active travel levels appear to be good with a score of 64. Other than the pupils' concern regarding engine idling, their overall scores were similar to the overall scores from the other respondents.

Business: There were only two business responses to the slider questions. The 'Business outside' scored all sliders at 100 (the highest score). The 'Business within' scored most concerns lower than any other group with negative scores for road safety, congestion, parking behaviour, traffic noise, and speed. Despite this, the respondent also reported high levels of active travel (86). For the purpose of this summary, the Business responses are not reported further in this section owing to the low number of responses.

- **'The road safety on streets surrounding the school is':** The overall average score for road safety was 49, suggesting clear room for improvement. Staff appear to be the most concerned with a score of 38, while the remaining groups scored neutrally in a range of 48 to 57.
- **'The amount of congestion on streets surrounding the school is:** The overall score of 38 shows relatively high levels of concern regarding congestion surrounding the school site. The school staff appear notably more concerned than the other groups with a score of just 21, although parents also scored negatively (35). The scores for residents within (45), residents outside (46), and the 'other' category (45) were all very similar.
- **'I feel parking behaviour of drivers near the school at start & finish times is':** While the staff again recorded the most concern with a score of just 24, the residents both within and outside the proposed area appear notably less concerned about parking behaviour with neutral scores of 43 and 44. The parents / carers and the 'Others' both scored slightly negatively with 38.
- **'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, only the 'Other' group recorded a positive score for levels of engine idling (leaving engines running while parked). The residents within (57) appear notably less concerned about levels of idling than the staff (39).
- **'The traffic noise in the streets near the school at drop off / pick up times is':** Apart from the 'Other group' – which recorded a very low score of just 20 – the remaining groups scored traffic noise relatively neutrally (staff 38 - residents within 54).

- **‘The speed cars travel on streets surrounding the school is’:** In relation to speeding, staff appear to be the most concerned with a score of 38, while the ‘Residents within’ appear least concerned with a score of 66. The remaining groups scored neutrally in a range of 48 (‘Other’) to 56 (‘Residents outside’).
- **‘The number of children travelling actively to school (e.g., walking and cycling) is’:** With an overall average score of 66, levels of active travel are perceived to be high. Staff appear to believe there is the greatest scope for improvement with a neutral score of 55. The parents recorded the highest average score for active travel with 72.

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, 53% 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	107	34%	55%	31%	63%	53%	22%	75
Blair Peach Parent / Carer	47	30%	60%	26%	68%	47%	28%	84
Blair Peach Staff	15	33%	40%	47%	73%	47%	0%	86
Resident within School Street	19	47%	68%	21%	42%	58%	21%	61
Resident outside School Street	23	30%	43%	35%	65%	70%	30%	60
Business within School Street	0	n/a	n/a	n/a	n/a	n/a	n/a	60
Business outside School Street	1	100%	0%	0%	0%	0%	0%	100
Other	2	0%	100%	100%	50%	50%	0%	100
Pupils overall	172	35%	62%	53%	62%	33%	25%	n/a

Scheme aims summary:

Overall: Overall 107 general respondents completed this section of the survey. The most frequently selected aim was 'Safer to walk and cycle' (63%), which was notably more frequent than the second & third most common, 'Pleasant and calm atmosphere' (55%) and 'Reduce car use on school run' (53%). This shows a strong desire to improve road safety. 'Reduce noise from traffic' was the least selected (22%). The remaining aims, 'More families walk and cycle' and 'Improve air quality', were selected by 34% and 31% of respondents respectively.

Businesses: Only one business responded to this section of the survey, a 'Business outside School Street'; consequently, they are not reported on further in this section as, they only selected 'More families walk and cycle'.

School Parent / Carer: The parents and carers most frequently selected 'Safer to walk and cycle' (68%), followed by 'Pleasant and calm atmosphere' (60%), and 'Reduce car use on the school run' (47%). The remaining aims recorded similar frequencies of 30% ('More families walk and cycle'), 28% ('Reduce noise from traffic'), and 26% ('Improve air quality').

School Staff: The staff selected 'Safer to walk and cycle' the most frequently of all groups with 73%. This was significantly higher than their second and third most likely choices: 'Improve air quality' and 'Reduce car use on the school run' (both 47%). From these results, it appears that the school staff believe there can be notable improvements to road safety in particular. Pleasant and calm atmosphere was selected 40% of the time and 'More families walk and cycle' 33%. No member of staff selected 'Reduce noise from traffic'.

Residents within School Street: The 'Residents within' most frequently selected 'Pleasant and calm atmosphere' (68%) followed by 'Reduce car use on the school run' (58%), 'More families walk and cycle' (47%), and 'Safer to walk and cycle' (42%). 'Improve air quality' & 'Reduce noise from traffic' were the aims least selected by the 'Residents within' with 21%.

Residents outside School Street: The most frequently selected aims for 'Residents outside' are 'Reduce car use on the school run' (70%) and 'Safer to walk and cycle' (65%). These are notably higher than the remaining aims – 'Pleasant and calm atmosphere' (43%), 'Improve air quality' (35%), and 'More families walk and cycle' / 'Reduce noise from traffic' (both 30%).

Other: There were 2 'Other' respondents. Both selected 'Pleasant and calm atmosphere' and 'Improve air quality'. The other 2 selections were 'Safer to walk and cycle' and 'Reduce car use on the school run'.

Pupils: The pupils most frequently selected 'Pleasant and calm atmosphere' (62%), 'Safer to walk and cycle' (also 62%), and 'Improve air quality' (53%). These three aims were significantly more likely to be selected 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 75 suggests that people feel significant improvements could be made to the area. The school parents / carers and staff scored notably higher than the residents, suggesting the greatest improvements may be felt by the immediate school community (86 and 84 compared to 61 and 60). This may be owing to the School Street operational times corresponding to school drop off and pick up times – i.e., the residents are unlikely to see significant benefit at other times of the day.

Final slider and further comments:

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

Table 7: Average 'Give My View' final slider score (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	107	60	55%	11%	32%
Blair Peach Parent / Carer	46	67	63%	15%	20%
Blair Peach Staff	13	90	100%	0%	0%
Resident within School Street	19	35	32%	5%	63%
Resident outside School Street	26	50	42%	15%	42%
Business within School Street	0	n/a	n/a	n/a	n/a
Business outside School Street	1	100	100%	0%	0%
Others	2	26	0%	0%	100%
Pupils overall	176	61	51%	30%	19%

Final slider summary:

Overall, across general respondents, the average score was 60, which is at the top end of the 'neutral' classification. However, the majority of respondents (55%) recorded scores classified as positive, compared to only 32% scoring negatively.

Other than from the 'Business outside School Street' (score of 100 but only 1 respondent), the strongest support for the scheme appears to come from the staff (90) and the school parents / carers (67). The staff score shows particularly strong support.

The resident scores show less support than the parents / carers and staff. The 'residents within' average score was just 35 with 65% of respondents scoring negatively. The 'residents outside' recorded a neutral score of 50, which is also reflected in their split of positive to negative, both of which were 42%.

There were 2 'Other' respondents, both of whom scored negatively with an average of 26.

The pupils overall score was 61 with the majority (51%) scoring positively – far higher than the percentage scoring negative (19%).

Further comments log:

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

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

	Number of respondents providing further comment	Comment Sentiment = Positive	Comment Sentiment = Neutral / Unclear	Comment Sentiment = Negative
Overall general respondents	73	48%	15%	37%
Blair Peach Parent / Carer	26	54%	12%	35%
Blair Peach Staff	8	100%	0%	0%
Resident within School Street	15	27%	13%	60%
Resident outside School Street	22	36%	23%	41%
Business within School Street	n/a	n/a	n/a	n/a
Business outside School Street	1	100%	0%	0%
Other	1	0%	100%	0%

Overall sentiment summary:

- 73 respondents provided further comments.
- Overall, there were significantly more comments that were positive towards the scheme than negative, 48% vs 37%.
- A majority of the comments from parents / carers (54%) and staff (100%) were positive towards the scheme.
- 'Residents within School Street' were the only group which expressed a majority of negative views towards the scheme (27% vs 60%), while 'Residents outside School Street' provided fewer positive views than negative (36% vs 41%).
- The only business respondent was supportive of the scheme, while the only 'Other' respondent was neutral / unclear.

Comments log (positive):

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

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

	Reduction in school traffic	Improved residents' parking	Reduction in road rage / speeding	Reduction in traffic noise	Reduction in air pollution	Support owing to climate change (or generalised 'environment')	Increase in walking / cycling	Better for children / schools	Improved road safety	Improved quality of life / calmer	Other positive
Overall general respondents	17	4	5	1	5	4	8	22	15	2	10
Blair Peach Parent / Carer	6	1	2		3	2	4	9	7		2
Blair Peach Staff	4		1		1	1	1	5	5	1	3
Resident within School Street	3	2						3	1		3
Resident outside School Street	4	1	2	1	1	1	3	4	1	1	2
Business outside School Street								1	1		
Other											

Comments log (positive) summary:

Overall, the most common positive comments within the 'further comments' section of the survey were 'Better for children / schools' (22 responses), 'Reduction in school traffic' (17), and 'Improved road safety' (15). These were significantly more frequent than the other headings with the next most frequent being 'Other positive' with 10. Improved road safety and a reduction in the number of vehicles on the School Street are key aims of the School Streets scheme.

While the school takes a proactive approach to reducing the impact of vehicles around the school gates, some respondents suggested that additional measures are required. The following examples correspond well to the main concerns (congestion & parking behaviour) and the respondents most important aims (safer, pleasant & calm atmosphere, reduce car use):

"At the moment it is quite dangerous around Cherry Avenue and Ranleigh Road. Parents not adhering to the zebra crossing and speeding out of frustration on Beaconsfield Road. Children should be free to arrive and leave the school without the thought of danger of which they cannot at the moment. The school has proactively tried to stop cars approaching the school by manning near the gates and sending out frequent communication. But a firmer approach by the council needs to be looked in."
Parent / Carer.

"Parent cars are parked on zebra crossing and across other residents drives leaving no space for give and take. Child safety is at risk as there is no clear sight of the junction and may lead to an incident." Resident within School Street.

"While standing at the gates at drop off and pick up times I have seen some very dangerous driving e.g. parents backing into other cars and almost driving into students during 3 point turns. The space is very limited so it is waiting for an accident to happen." School staff.

"Having a school street would be safer for children, as they would have more space to walk, and there would be more space for families to walk and cycle together. This would create an atmosphere and culture of natural exercise and bonding" School staff

"I think we should be creating safer streets for the children of the community. Careless drivers increase risks of accidents and make it very difficult for children and parents walking to school" Resident outside School Street.

Comments log (constructive / neutral):

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

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

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

Comments log (constructive / neutral) summary:

Within the constructive / neutral comments, the most frequent were in relation to alternative modes of enforcement. One respondent highlighted the lack of controlled parking zone on Ranelagh Road and suggested it should be included in the scheme.

“blocking should be done up to woodlands road, otherwise, everyone will start parking on free parking on Ranelagh Road and more congestion on this road. Only residents should be allowed on this road during this time. Ranelagh Road should be part of the time zone”. Resident outside School Street.

The street and its residents should suffer because of the school run. You should have wardens managing the area preventing parking anywhere near the school then having restrictions. Resident within School Street.

“It makes more sense to have a traffic warden around the school at peak times, which will stop nuisance drivers from parking outside properties.” Resident within School Street.

Comments log (concerns):

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

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

	Scheme will result in worsening air quality (PM / NOx etc excluding CO2)	Increase in noise pollution	Greater carbon emissions (CO2 or fuel consumption)	Emergency services will be obstructed or delayed	Detrimental / disproportionate impact against residents living on main roads	Detrimental / disproportionate impact on the elderly	Detrimental / disproportionate impact on the disabled	Detrimental / disproportionate impact on parents or children	Reduced / restricted / displaced parking	Reduced refuse / service / delivery / Taxi access	Negative community impact	Congestion / more traffic on surrounding roads	Longer journeys (distance)	No / poor consultation	Measures unnecessary - insufficient - insufficient traffic etc (nb subjective)	Other
Overall	2	1	1	1	3	2	4	8	22	7	1	13	1	1	6	5
Blair Peach Parent / Carer						1	3	7	7	1		2	1		1	
Blair Peach Staff																
Resident within School Street					1	1			5	5		2			3	3
Resident outside School Street	2	1	1	1	2		1	1	10	1	1	9		1	2	2
Business outside School Street																
Other																

Comments log (concerns) summary:

The most frequent concerns raised via the additional comment section were 'Reduced / restricted / displaced parking' (22) & 'Congestion / more traffic on surrounding roads.' (13). There also appeared to be a poor understanding of the scheme in regard to resident access and the distances involved. Ranelagh Road in particular was frequently referenced in relation to displaced traffic and parking concerns.

"This is a ridiculous idea. Ranelagh road will be congested with parents parking cars on Ranelagh Road and blocking driveways which will see a rise in confrontation between house owners and school parents blocking driveways. This road is the only road that a permit is not required which therefore means anyone will be able to park here without a permit. This will lead to Ranelagh Road congested with cars." Resident outside School Street

"I'm concerned if we have visitors or visitors staying over how will this affect them, and their cars parked. I don't want them getting fines. As my family come anytime of the day. How about school holidays. More information needs to be given to residents about the proposal." Resident within School Street

"Concerned about having to get a permit if you are a resident within the area which is likely to have a cost attached to it which could keep rising in the years to come just like resident parking permits." Resident within School Street

"As a resident I feel this scheme will trap us during these times, whilst I may be able to travel, how will I be able to control deliveries to my home, meetings at home with utility providers, visitors and careers arriving to my house. You must offer a flexible solution for residents to resolve these issues so that we are not punished. At present there is no issue with air quality, pedestrian safety or too much traffic. This will only increase the traffic at the corner of ranleigh road." Resident within School Street

"Some parents are unable to walk/cycle as they live further away so it would be inconvenient for them. Also some have hidden disabilities that require them to drive to school, I don't think it's very fair that one must disclose their personal information in order to get their child to school safely and comfortably. I'm sure whoever is able to not drive to school, doesn't, and whoever has no choice, must. This will be a very big inconvenience for loads of parents." Parent / Carer

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 respondents recorded positive scores for 'how do you feel about the proposal for a School Street in your area?' (55% vs 32% scoring negatively).
- 'STARS' data showed that the majority of pupils are travelling to school by active modes of transport (approximately 78%). This appears to be reflected in the perception of the wider school community with a score of 66 for 'The number of children travelling actively to school (e.g., walking / cycling) is'. There is a clear pupil preference for an increase in cycling (1% actual to 31% preferred).
- 'STARS' data showed that the majority of school staff are travelling actively (62%). Alongside this, staff support for the School Streets scheme was high with an average score of 90 for the question 'how do you feel about the proposal for a School Street in your area?'
- Feedback sliders showed that levels of congestion and 'poor parking behaviour' are the main areas of concern (overall scores of 38 and 39). This is reflected in the respondents' selections of most important aims with 'Safer to walk and cycle', 'Pleasant and calm atmosphere' and 'Reduce car on the school run' the most frequently selected.
- The higher level of concern from staff and parents / carers – compared to that of the 'Residents within School Street' – could be owing to residents being less likely to be outside of the school at pick up and drop off times.
- There were more 'Further comments' assessed as having a positive (48%) than negative (37%) sentiment.
- While there were concerns relating to the displacement of traffic onto roads such as Ranelagh Road, the existing 'dead end' nature of Cherry Avenue and the one-way systems mean that overall traffic volumes are likely to remain the same.
- The pupils' survey showed similar levels of concerns to the other respondents and a strong desire for improvements in road safety, the general atmosphere, and air quality in particular. The pupils average score for 'how do you feel about the proposal' was 61, with a majority (51%) scoring positively and only 19% negatively.
- The strong pupil preference for travelling to school by bicycle could be supported by the reduction in congestion and improvements in parking behaviour as a result of the proposed School Street. This, in turn, could support long term behaviour change towards cycling.
- The reduction in car use around the school site should also improve road safety for the majority of the pupils and staff who are choosing to travel actively to the school.

Recommendation:

- Move forward with the School Street and continue to monitor available data - such as Automatic Traffic Counts (ATC) and Parking Beats. These will assist in assessing the impact of the scheme.
- Continue attempts to engage with the 'Residents within School Street' and address some of the misconceptions of the scheme.