

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

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Introduction to Ravenor 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 Ravenor Primary School.

School Overview

School information

- Primary
- 3 form entry
- Off Ruislip Road, Greenford
- There are currently no Controlled Parking Zones in this area.
- Gold STARS accreditation expired in 2022 but the school are working towards achieving Bronze in summer 2023.

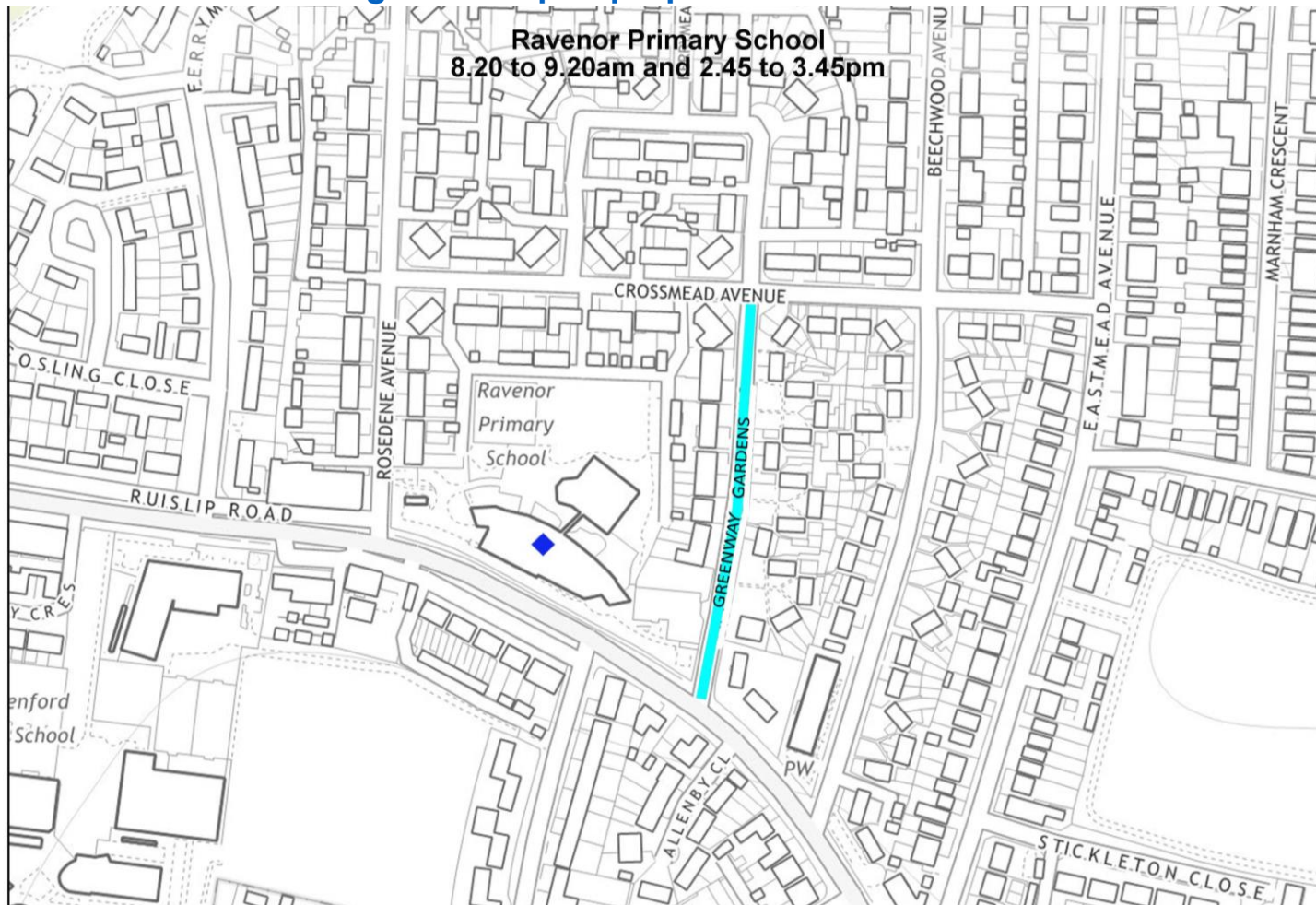
Proposed School Street

- Greenway Gardens between Ruislip Road and Crossmead Avenue
- Times – 8.20am to 9.20am and 2.45 to 3.45 pm (NOTE. During the consultation period the Headteacher requested a change to time from 8.20am - 9.10am to 8.20am - 9.20am. This was agreed)
- Engagement and consultation activities
 - Walking workshop (group walk in the proposed area) – 17th April, joined by the Headteacher, Governor and 6 children.
 - Pop Up event (public engagement activity) – 3rd May at the school, we spoke to 4 residents, 2 councillors and numerous parents.
 - Online presentation (about scheme and decision-making process) – 9th May, attended by 1 resident.
 - Year 5 in class workshop (interactive lesson on active travel).
 - Letters to residents – on 24th April letter were posted, by Royal Mail, to 530 addresses and reminders were hand delivered to properties within the proposed School Street zone.
 - The School Travel Team were available to receive emails, letters, and phone calls from members of the local and school community.

Consultation method

- Give My View – online survey, open from 24th April to 19th May. 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 Ravenor Primary School.

'STARS' results:

Table 1 - Pupil actual mode of travel. Response rate 94%. Date of survey 15/06/2021.

Walking	Scooting	Buggy	Cycling	Tube	Public Bus	School Bus / taxi	Car / motorbike	Car share	Park and stride	Total
307	75	0	46	2	44	5	114	21	5	619
49.60%	12.12%	0.00%	7.43%	0.32%	7.11%	0.81%	18.42%	3.39%	0.81%	

Table 2 - Pupil preferred mode of travel. Response rate 94%.

Walking	Scooting	Buggy	Cycling	Tube	Public Bus	School Bus / taxi	Car / motorbike	Car share	Park and stride	Total
212	134	2	178	2	28	0	54	7	2	619
34.25%	21.65%	0.32%	28.76%	0.32%	4.52%	0.00%	8.72%	1.13%	0.32%	

Table 3 – Staff actual mode of travel. Response rate 96%.

Walking	Scooting	Cycling	Public Bus	Car / motorbike	Total
22	1	3	7	40	73
30.14%	1.37%	4.11%	9.59%	54.79%	

Table 4 – Staff preferred mode of travel. Response rate 96%.

Walking	Scooting	Cycling	Public Bus	Car / motorbike	Total
26	1	28	0	18	73
35.62%	1.37%	38.36%	0.00%	24.66%	

Summary of 'STARS' results:

The pupil survey shows the majority of pupils (approximately 69%) 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 22% 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 69% actual to 85% 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 (7% actual compared to 29% preferred).

The number of pupils reporting a preference for travel by car / car share is approximately 12% 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 just 36% of the staff are travelling actively to the school site. This rises to 75% expressing a preference for doing so. The majority of staff are travelling by car / motorbike (55%) but this falls to just 25% stating this to be their preference with a significant rise in cycling in particular (4% vs 38%).

‘Give My View’ data:

Introduction to data set:

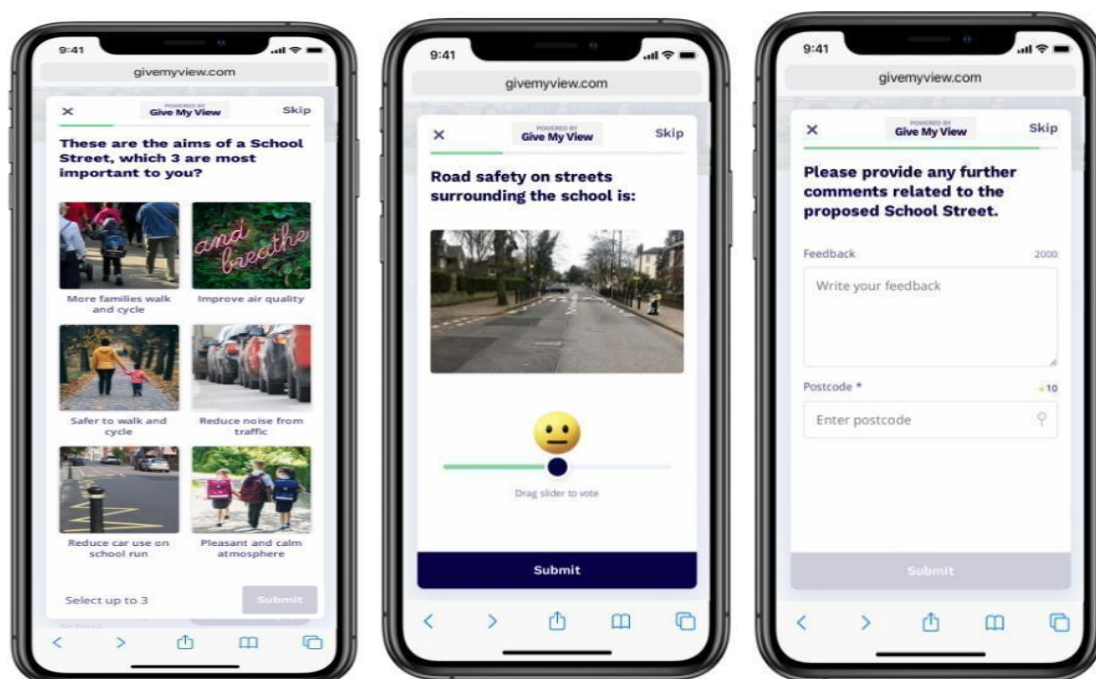
‘Give My View’ is a survey platform developed by Built-ID. The survey was produced by LBE to target the school and local community. The survey seeks to distinguish between various groups such as staff, parents / carers, residents, and businesses who will be impacted by the School Street. Pupils were 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, 177 survey logs were generated for the main survey and 75 logs for the pupil survey, however a number of logs did not contain data or had limited engagement with the questions. 15 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’. The remaining ‘Other’ respondents were a representative of a local church and 3 school Governors. 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 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 responses' 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	157	48	32	32	39	39	49	58
Parent / Carer	64	48	32	39	44	43	49	66
Staff	33	42	36	31	36	35	43	56
Resident within School Street	18	51	36	21	29	30	50	40
Resident outside School Street	24	50	27	31	42	44	53	59
Church and school governors ('Other')	4	37	21	15	28	18	51	57

	Total number of responses (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	73	53	37	47	32	41	50	67

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' and 'parking behaviour of drivers' – both of which recorded overall average scores of 32. Traffic noise and engine idling also appeared to be of significant concern with scores of 39, while road safety and vehicle speed showed clear room for improvement with scores of 49. Perception of the number of children travelling actively to school also suggests room for improvement with a score of 58.

The 'Parents / Carers' appear to have expressed slightly less concern than the remaining categories in particular the 'Staff' and the 'Residents within School Street'.

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 32, and 'The amount of traffic on streets around or near the school' with a score of (37). With scores ranging from 41-53, the pupils also appear concerned about levels of road safety, traffic noise, and speeding, as well as poor parking behaviour. The pupils' perceptions of active travel levels were higher than any of the general survey respondents with a score of 67 – very similar to the 'Parent / Carer' score of 66.

Church and school governors ('Others'): The average scores for the church and school governors show the greatest level of concern of any respondent category; however, their limited number of responses should be considered when drawing conclusions.

- **'The road safety on streets surrounding the school is':** The overall average score for road safety was 48 suggesting clear room for improvement. Staff and 'Others' appear to be the most concerned with a scores of 42 and 37, with the remaining groups scoring similar levels between 48 and 51.
- **'The amount of congestion on streets surrounding the school is:** The overall score of 32 shows high levels of concern regarding congestion surrounding the school site. All groups scored 36 or less. It is interesting to note that the 'Residents outside School Street' recorded a lower score than the 'Residents within', 'Staff, or 'Parents / Carers', suggesting congestion concerns beyond the immediate school area.
- **'I feel parking behaviour of drivers near the school at start & finish times is':** Parking behaviour recorded the joint lowest overall score (32). The 'Residents within' recorded a particularly low score of just 21 – their lowest score in this section. As the group most likely to be impacted by poor parking behaviour, their score is somewhat expected and reflective of their high levels of concern.
- **'The number of drivers leaving engines running when parked near to school is':** With an overall score of 39, 'idling' appears to be a clear concern. 'Parents / Carers' and 'Residents outside' appear slightly less concerned than the 'Staff', 'Others' and 'Residents within'.
- **'The traffic noise in the streets near the school at drop off / pick up times is':** The 'Staff', 'Residents within', and 'Others' scored notably lower than the remaining groups with scores of 35, 30 and 18. As the school backs onto Ruislip Road, some of this concern may be related to passing traffic rather than school traffic. However, a School Street should reduce levels of traffic noise in the immediate vicinity of the school entrance owing to the general reduction in traffic.

- **‘The speed cars travel on streets surrounding the school is’:** Speeding appears to be less of a concern than some other considerations; however, the relatively small range of scores from the lowest (‘Staff’, 43) to highest (‘Residents outside’, 53) shows that the concern is shared across the whole school community.
- **‘The number of children travelling actively to school (e.g., walking and cycling) is’:** With an overall average score of 58, it appears that the school community feels there is clear room for improvement in levels of active travel. The ‘Parents / Carers’ (66) scored significantly higher than the ‘Residents within’ who only scored 40.

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, 48% 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	148	41%	59%	34%	64%	48%	24%	73
Parent / Carer	60	37%	67%	30%	67%	43%	18%	80
Staff	33	45%	61%	42%	73%	42%	15%	71
Resident within School Street	17	41%	41%	24%	47%	65%	47%	73
Resident outside School Street	24	42%	63%	33%	58%	54%	33%	70
Church and school governors ('Others')	4	100%	25%	75%	75%	25%	0%	87
Pupils overall	70	36%	59%	56%	60%	39%	34%	n/a

Scheme aims summary:

Overall: Overall 148 general respondents completed this section of the survey. The most frequently selected aim was 'Safer to walk and cycle' (64%) followed by 'Pleasant and calm atmosphere' (59%). These were significantly more frequent than the third most common, 'Reduce car use on school run' (48%). 'Reduce noise from traffic' was the least selected (24%). The remaining aims, 'More families walk and cycle' and 'Improve air quality', were selected by 41% and 34% of respondents respectively.

Church and school governors ('Others'): All the 'Church and school governor' respondents selected 'More families walk and cycle'. 75% selected 'Improve air quality' and 'Safer to walk and cycle', while 25% selected 'Pleasant and calm atmosphere' and 'Reduce car use on the school run'.

School Parent / Carer: The parents and carers most frequently selected 'Safer to walk and cycle' and 'Pleasant and calm atmosphere' (both 67%). The least selected was 'Reduce noise from traffic' (18%)

School Staff: As with the 'Parents / Carers', the 'Staff' most frequently selected 'Safer to walk and cycle' (73%) and 'Pleasant and calm atmosphere' (61%). They also selected 'Reduce car use on the school run' the least frequently (15%). The remaining aims were selected between 42% and 45% of the time.

Residents within School Street: The 'Residents within' most frequently selected 'Reduce car use on the school run' (65%), which was notably higher than the other groups. Additionally, the 'Residents within' were far more likely to select 'Reduce noise from traffic' than any other group with 47% – their joint second most frequent selection alongside 'Safer to walk and cycle'. 'More families walk and cycle' and 'Pleasant and calm atmosphere' were close behind with 41%, while 'Improve air quality' was their least selected aim (24%). This shows that the 'Residents within' largely appear to prioritise different concerns compared to the rest of the respondent categories.

Residents outside School Street: As with the 'Parents / Carers' and 'Staff', the most frequently selected aims for 'Residents outside School Street' were 'Pleasant and calm atmosphere' (63%) and 'Safer to walk and cycle' (58%). 'Reduce car use on the school run' was the third most selected with 54%, while the remaining aims were 42% for 'More families walk and cycle' and 33% for both 'Improve air quality' and 'Reduce noise from traffic'.

Pupils: The 'Pupils' most frequently selected 'Safer to walk and cycle' (60%), closely followed by 'Pleasant and calm atmosphere' (59%) and 'Improve air quality' (56%). The remaining aims had similar frequencies – 'Reduce car use on the school run' (39%), 'More families walk and cycle' (36%), and 'Reduce noise from traffic' (34%).

'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 73 suggests that people feel significant improvements could be made to the area.

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.

	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	154	56	44%	29%	27%
Parent / Carer	62	65	50%	32%	16%
Staff	34	56	38%	41%	21%
Resident within School Street	18	60	56%	11%	33%
Resident outside School Street	23	36	26%	22%	52%
Church and school governors ('Others')	4	83	100%	0%	0%
Pupils overall	73	66	56%	37%	7%

Final slider summary:

Overall, across general respondents, the average score was 56 – a high score within the 'Neutral' range. However, there were significantly more scores classified as 'Positive' than 'Negative' (44% vs 27%).

The strongest support came from the Church and school governors (the 'Other' respondents) with a score of 83. The 'Parents / Carers' (65) and the 'Pupils' (66) also scored positively.

The 'Staff' and the 'Residents within' both scored at the high end of the 'Neutral' classification, with a majority of 'Residents within' scores being 'Positive' (56%)

The 'Residents outside School Street' were the only group to record a 'Negative' score on average (36), and the majority of their scores were negative (52%). This may be owing to them being less aware of the issues on the School Street and, therefore, less likely to notice the immediate benefit.

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	102	48%	22%	29%
Parent / Carer	37	68%	16%	14%
Staff	16	38%	44%	13%
Resident within School Street	13	62%	8%	31%
Resident outside School Street	33	21%	24%	58%
Church and school governors ('Others')	3	100%	0%	0%

Overall sentiment summary:

- 102 respondents provided further comments.
- Overall, there were significantly more comments that were positive towards the scheme than negative, 48% vs 29%.
- A majority of the comments from 'Parents / Carers' (68%) and 'Residents within School Street' (62%) were positive towards the scheme, which is very encouraging since they are the main groups impacted by the proposed changes.
- 'Residents outside School Street' were the only group which expressed a majority of negative views towards the scheme (58%), which – as noted previously – may be owing to lack of perceived personal benefit.
- The staff were mostly assessed as providing 'Neutral' comments (44%), but there were significantly more 'Positive' comments than 'Negative' (38% vs 13%).
- All the comments from the Church and the school governors were positive.

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	Increase in walking / cycling	Better for children / schools	Improved road safety	Improved quality of life / calmer
Overall general respondents	20	15	2	1	3	6	18	27	9
Parent / Carer	6	5	1			1	7	13	2
Staff	4	2		1	1	1	4	2	2
Resident within School Street	3	3			1	2	3	4	1
Resident outside School Street	5	5				1	1	5	1
Church and school governors ('Others')	2		1		1	1	3	3	3

Comments log (positive) summary:

Overall, the most common positive comments within the 'further comments' section of the survey was 'Improved road safety' with 27 responses, followed by 'Reduction in school traffic' (20), 'Better for children / schools' (18), and 'Improved residents' parking' (15), all of which are key aims of the School Street.

"I would be very happy if the school street is implemented. As a resident and a parent of a child in the school, I would feel it would make it much safer for families and encourages them to walk or cycle to school." Resident within School Street

"If the proposal is accepted, it will make the street around the school a safer place. Families will hopefully walk and cycle to school, less cars on the street will result in less air pollution, better air quality and calming, relaxing atmosphere." School staff.

"I have lived in Greenway Gardens for many years and have seen the cars arriving morning and afternoon proliferate greatly. I feel that it is only a matter of time before there is bad accident, car versus child/children. The main Ruislip Road is already a hot mess at school time and drivers, who are waiting to turn into Greenway Gardens, get frustrated and make stupid manoeuvres in order to do so. This School Street should be a great idea - please give it a try!" Resident within School Street

"We are all up for the reduction of potential accidents and the aggression from drivers. Our only concern is that parents have a habit of using our church car park for stopping and walking their children to the school or blocking our entrance. But would be happy for this School Street proposal to go ahead for the sake of wellbeing of children and their parents." Local church.

"The safety of children is paramount and currently the amount of cars near the school at drop off and pick up is a danger to the children. Also, the children are too often subjected to unpleasant behaviour and language from car drivers during drop off and pick up times." School governor.

"Really good that children and parents will be encouraged by council and teachers to walk etc 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.

	Use more enforcement CEOs / school crossing patrols / CCTV etc	Request to enlarge / extend the scheme	Asking for specific changes	Other general improvement
Overall general respondents	4	3	7	4
Parent / Carer				3
Staff			5	
Resident within School Street	1		1	
Resident outside School Street	3	3	1	1
Church and school governors ('Others')				

Comments log (constructive / neutral) summary:

Within the constructive / neutral comments, the most frequent were in relation to permits for school staff owing to the entrance to their car park being within the School Street.

“Since we work for the school can the proposed timings for vehicle restrictions be from 8:30 in the morning and 2:45 in the afternoon. This will help the school staff to not make very early start to their otherwise stressful and long days to avoid the fine. Staff.

“I understand there will be no access for school staff during these times. This is very inconvenient and unfair. In other places that I am aware of where street access has been limited, staff from the schools are still able to access their work premises. This needs to be reconsidered.” Staff

Some respondents highlighted the additional entrance on Rosedene Gardens:

“I feel strongly that the School Street should include both Greenway Gardens and Rosedene Avenue as the school has 2 active entrances.” Resident outside School Street.

“There is definitely a problem with parking and traffic at school drop off and pick up times. Drivers do not behave thoughtfully or responsibly and there is increased risk of accident. The proposed school street seems only to include Greenway Gardens, which is clearly a problem area, however, Rosedene Gardens is equally problematic and if Greenway Gardens was to be designated the issues on Rosedene would increase as parents would use this road instead” Resident outside 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)	Reduction in active travel safety	Reduction in vehicle safety	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	Mental health impact - causes stress, anxiety, or confusion etc	Congestion / more traffic on surrounding roads	Need a vehicle for work purposes or multiple drop offs	No / poor consultation	Measures unnecessary - insufficient traffic etc (nb subjective)	Other
Overall general respondents	1	2	2	1	2	5	13	4	3	11	3	3	4	13
Parent / Carer					2	3	1			1	1	1		2
Staff											1			2
Resident within School Street							1	2	1			1	1	3
Resident outside School Street	1	2	2	1		2	11	2	2	10	1	1	3	6
Church and school governors ('Others')														

Comments log (concerns) summary:

The most frequent concerns raised via the additional comment section were 'Reduced / restricted / displaced parking' (13) and 'Congestion / more traffic on surrounding roads.' (11). Financial concerns were also mentioned and the belief that the scheme is unnecessary or will be ineffective.

"I feel this is another way of restricting our movement and discouraging the use of cars on the roads that we already pay tax on to use. The council could spend the money better on resurfacing the appalling road surfaces in the surrounding areas and bring back lollipop men / women outside the school for safety of children. Closing off Greenway Gardens will not reduce pollution or traffic all it will do is fill up the alternative roads like Crossmead and Rosedene with parking parents and also traffic sat idle waiting for a space which creates more pollution. Many parents have to travel quite a distance to get their children into school and as the bus services are unreliable and sub-par at best they must use a car for this." Resident outside School Street.

"It's a school, traffic will always be present, and this is inconvenient for families with babies or small children" Parent / Carer

"I live on Allenby Close which is already a nightmare during school pick up/drop off times as it is opposite the school. The close is very small, the road is often blocked including driveways. It is not safe. Closing the school road will only make this even worse and unacceptable." Resident outside School Street

"I live on Rosedene Avenue, the street parallel to Greenway Gardens, which is the proposed school street. If Greenway Gardens becomes restricted, most parents will use Rosedene Avenue as an alternative. Rosedene Avenue is already suffering from the school rush, where parents are always blocking driveways and parking illegally and in an unsafe manner. Therefore, I do not want the school road to be implemented as it will increase traffic and congestion on Rosedene Avenue. The best thing to do is to get a traffic warden, who will issue PCN's to cars parked illegally as this is the most annoying issue. When parents see there are wardens and some get PCNs, they will gradually reduce car journeys in favour of walking in an attempt not to get fined." Resident outside School Street

A 'Resident within School Street' highlights that coupled with a belief that the scheme is unnecessary they are inconvenienced as someone without a car in a way that car owners are not.

"I am a pedestrian so already tick boxes for not polluting as much as drivers. I accept that this is a personal choice. If this goes ahead my friends and family members will get fined if they dare to drive to my door if giving me a lift to work in the morning rush hour. Uber will not collect me from my door in the rain or if I am ill. They will get fined, or I will be forced to walk to another road where they will not get fined. How is this benefitting me, the non-driver. The driver with a car registered to the address continues to enjoy driving right up to their front unlimited times during the so school times, but if for residents like myself, our visitors will be fined. I will be massively inconvenienced by having to walk to the main road in the rain to search for our lift.... Something that a driver would find totally unacceptable. They get furious if they have to park 50 feet away from their favourite spot. I cannot vote in favour for something that will cause myself and family financial penalty. The driving school parents who are the cause of this"

proposal and who don't live in this road will be oblivious to hardship /inconvenience that this causes. They also will continue to pull up without financial penalty unlimited to their front door. The pedestrians who enjoy occasional lifts, car-pooling, family visits, uber, deliveries (because we don't have cars) will be inconvenienced and will be the ones who get fined.... For no benefit at all. This road is not a problem at school times. And if a couple of residents have to wait a few minutes to allow people to pick up their kids, you can bet they drove their kids to school!" Resident within School Street

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, within the main survey there were more 'Positive' than 'Negative' scores for the question 'How do you feel about the proposal for a School Street in your area?' (44% vs 27%). The overall average score was 56.
- 'STARS' data showed that the majority of pupils are travelling to school by active modes of transport (approximately 69%). There is a clear pupil preference for an increase in cycling (7% actual to 29% preferred).
- 'STARS' data showed that only 36% of school staff are travelling actively but 75% would prefer to do so however, staff perception of the scheme appears to be tempered by a lack of access to the school car park during operational times.
- Feedback sliders showed that levels of congestion and 'poor parking behaviour' are the principal areas of concern (overall scores of 32). 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 three most frequently selected.
- 'Residents outside' appeared particularly concerned about levels of congestion around the school, which is also reflected in their apparent low levels of support for the scheme owing to the belief that the scheme will exacerbate existing congestion and parking issues away from the School Street.
- There were significantly more 'Further comments' assessed as having a positive (48%) than negative (29%) sentiment.
- The pupils' survey showed significant levels of concern in relation to levels of congestion and idling around the school site alongside strong support for the aims 'Safer to walk and cycle', 'Pleasant and calm atmosphere', and 'Improve air quality'.
- Of the main respondent groups, the 'Parents / Carers' and the 'Pupils' showed the highest levels of support with scores of 65 and 66 for the question 'How do you feel about the proposal for a School Street in your area?'. As two of the groups most likely to experience the positive and negative impacts of the scheme, this can be considered highly encouraging.
- The strong staff and pupil preference for travelling to school by bicycle could be supported by the reduced congestion and improved parking behaviour that would result from implementation 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 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.
- Consider offering permits to staff for access to the school car park during the operational hours of the School Street.
- Examine the possibility of further restrictions around the school entrance on Rosedene Avenue during the operational hours of the School Street.