

Ealing School Streets: Drayton Green Primary School proposal - feedback evaluation

Prepared by Hup Initiatives for the London Borough of Ealing, July 2024.

Version	Name		Position	Date	Status
1	Lead Author	FS	Senior Consultant	05/07/2024	Draft V1
	Support Author	LH	Transport Planning Consultant	05/07/2024	
	Checked approved by	/ PM	Director	05/07/2024	
2	Lead Author	FS	Senior Consultant	11/07/2024	Final draft
	Support Author	LH	Transport Planning Consultant	11/07/2024	
	Checked approved by	/ PM	Director	11/07/2024	
3	Lead Author	FS	Senior Consultant	11/07/2024	Final submission
	Support Author	LH	Transport Planning Consultant	11/07/2024	
	Checked approved by	/ PM	Director	11/07/2024	

Report Introduction:

This independent report into the ‘School Streets’ scheme proposed by Ealing Council (the council) in the vicinity of Drayton Green Primary School Ealing was produced in July 2024 by Hup Initiatives. The report outlines and displays results from three provided data sets: TfL Travel for Life school travel surveys, a ‘Give My View’ survey of the local school community regarding the proposed highway access changes, and comments received by the council via email or during consultation events.

Table of Contents:

Contents

Report Introduction:	1
Table of Contents:.....	2
List of figures:	3
List of tables:.....	3
Introduction to Drayton Green Primary School Street proposal:	4
Ealing School Streets scheme.....	4
'Travel for Life' data:	6
Introduction to data set:.....	6
'Travel for Life' results:	6
Summary of 'Travel for Life' results:	7
'Give My View' data:.....	8
Introduction to data set:.....	8
Feedback ratings:	10
Concern rating summary:.....	12
Scheme aims:	14
Scheme aims summary:.....	15
Final rating and further comments:.....	16
Final rating summary:.....	16
Further comments log:	17
Overall sentiment summary:.....	17
Comments log (positive):.....	18
Comments log (positive) summary:	19
Comments log (constructive / neutral):	20
Comments log (constructive / neutral) summary:.....	20
Comments log (concerns):	22
Comments log (concerns) summary:.....	23
Email correspondence:	24
Comments provided during consultation events:	24
Key findings:	25
Additional Hup observations:.....	26
Recommendation:.....	27

List of figures:

<u>Figure 1: Map of proposed scheme</u>	5
<u>Figure 2: 'Give My View' screens examples</u>	8
<u>Figure 3: 'Resident outside School Street' postcode locations:</u>	9

List of tables:

<u>Table 1: Actual mode of travel:</u>	6
<u>Table 2: Preferred mode of travel:</u>	6
<u>Table 3: Staff actual mode of travel:</u>	6
<u>Table 4: Staff preferred mode of travel:</u>	6
<u>Table 5: Average 'Give My View' impact ratings:</u>	11
<u>Table 6: Table of scheme aims:</u>	14
<u>Table 7: Average 'Give My View' final ratings</u>	16
<u>Table 8: 'Give My View' additional feedback summary</u>	17
<u>Table 9: 'Give My View' additional feedback positive comments log</u>	18
<u>Table 10: 'Give My View' additional feedback constructive comments log</u>	20
<u>Table 11: 'Give My View' additional feedback concerns log</u>	22
<u>Table 12: Email correspondence log</u>	24

Introduction to Drayton Green Primary School Street proposal:

Ealing School Streets scheme

Ealing Council 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.

The Healthy Streets Scorecard defines School Streets as streets leading to school gates which are closed to general traffic, at a minimum, on school days before opening and following school closing times. An exemption policy applies, and some vehicles are eligible for permits, including those registered to residents and businesses within the designated zone.

Ealing Council have successfully implemented School Streets for 28 schools since September 2020. On average active travel for the school journey has increased by 9% and car use reduced by 6% in the first year. The council has set an ambitious and exciting challenge to have School Streets at 50 schools by 2026.

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 that took place for the proposed School Street at Drayton Green Primary.

School Overview

School information

- Type – primary school
- Form Entry – 2
- Number of pupils 391
- Geographical data from school census
 - 68% pupils live within 0.5 miles of school
 - 18% pupils live 0.5 to 1 mile
- Location: Drayton Grove -Ealing- W13 0LA
- Details of any CPZ Drayton Green Zone NN Mon – Fri:10am – 11am & 2pm -3pm.
- Travel for Life (STARS) no accreditation level to date

Proposed School Street

- Location: Drayton Green junction with Drayton Avenue and Sutherland Road. Drayton Grove junction with Drayton Road. Drayton Gardens junction with Drayton Road.
- Times: 8.15 to 9.15am and 2.45 to 3.45pm.

Engagement and consultation activities

- Pop Up event (public engagement activity) – 22 May at Drayton Green Primary, 23 attending - 10 staff, 8 residents and 5 parents.
- Online presentation (about scheme and decision-making process) – 5 June, 6 bookings and 2 attendees
- Year 5 in class workshop (interactive lesson on active travel)
- Letters to residents – 3 May, by Royal Mail to 1824 addresses including 219 within the SS area.
- 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 03 May to 9 June. Hard copies were posted on request.

Figure 1: Map of proposed School Street:



'Travel for Life' data:

Introduction to data set:

<https://travelforlife.tfl.gov.uk/>

'Travel for Life' is a TfL accreditation programme, offering schools and education settings across London a series of free educational programmes from age 3 to 17 designed to inspire young Londoners to travel actively, responsibly, and safely. They award a gold, silver or bronze accreditation based on the number of activities that have been completed.

The tables presented below display the results of the survey of 'actual' and 'preferred' mode of school travel at Drayton Green Primary School.

'Travel for Life' results:

Table 1 - Pupil actual mode of travel. Response rate 86%. Date of survey June 2024.

Walking	Scooting	Buggy	Cycling	Rail/Overground	Tube	Public Bus	School Bus/taxi	Car/motorbike	Car share	Park and stride	TOTAL
101	18	1	10	2	3	15	2	47	7	9	215
47%	8%	1%	5%	1%	1%	7%	1%	22%	3%	4%	

Table 2 - Pupil preferred mode of travel. Response rate 93%.

Walking	Scooting	Buggy	Cycling	Rail/Overground	Tube	Public Bus	School Bus/taxi	Car/motorbike	Car share	Park and stride	TOTAL
46	38	8	64	3	3	13	9	21	22	5	232
20%	16%	3%	28%	1%	1%	6%	4%	9%	9%	2%	

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

Walking	Cycling	Rail/Overground	Tube	Car/motorbike	Car share	TOTAL
4	0	2	1	3	1	11
36%	0%	18%	9%	27%	9%	

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

Walking	Cycling	Rail/Overground	Tube	Car/motorbike	Car share	TOTAL
5	2	0	0	3	1	11
45%	18%	0%	0%	27%	9%	

Summary of 'Travel for Life' results:

The pupil survey shows the majority of pupils (approximately 60%) 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 25% of pupils are arriving by car / motorbike or car share which may be contributing to traffic concerns in the area.

The preferred results show that the percentage of pupils who would prefer to travel by active modes only slightly increased to 64% however within active travel there was a notable shift towards cycling (5% to 28%) and scooting (8% to 16%). Conversely, travel by car / motorbike, car share, or 'Park and Stride' drops from 29% actual to 20% preferred with a notable shift towards car share (3% to 9%).

The increase in preferences for cycling and scooting is particularly notable as the implementation of a 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 only 36% of the staff are travelling actively to the school site while 63% of those responding reported a preference for doing so.

'Give My View' data:

Introduction to data set:

'Give My View' is a survey platform developed by Built-ID. The survey was produced by Ealing Council 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.

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 1 - 5 scale relating to how strongly the respondent feels (pupils used a scale of 0 - 100).

Additionally, respondents were given the opportunity to provide further comments on the scheme. 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 be found in the tables on the following pages.

In total, 231 survey logs were generated for the main survey, however, a number of logs did not contain data or had no engagement with the questions and were removed. 11 respondents who selected 'resident within School Street' subsequently provided a postcode outside of the School Street and were recategorised accordingly. 2 respondents who selected 'resident outside School Street' were found to be residents within the School Street. A respondent selecting 'business outside School Street' was found to be within the School Street. A respondent selecting 'Other' then stated that they were a 'resident outside School Street'. The remaining 'Other' respondent who engaged with the survey did not state why they considered themselves to be 'Other'. 44 logs were generated for the pupil survey which was reduced to 42 once logs without data were removed. Most pupils were in year 6 with 1 respondent from year 5.

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:

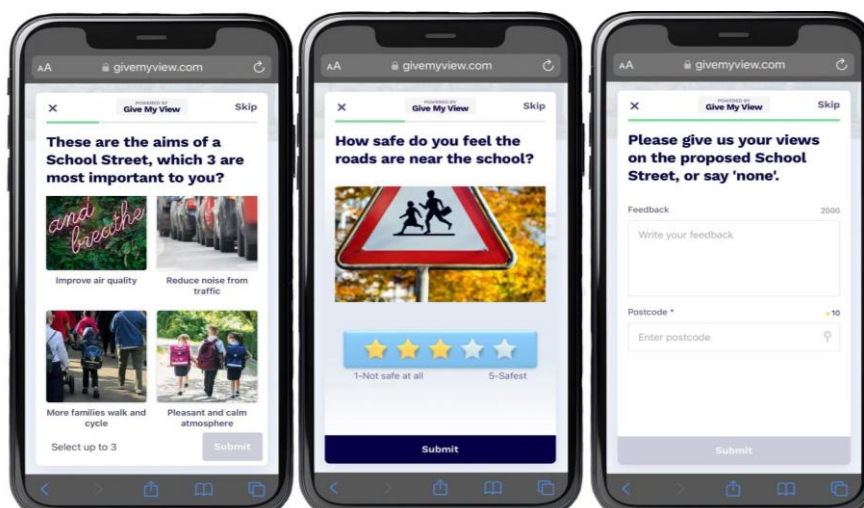


Figure 3: 'Resident outside School Street' postcode locations:

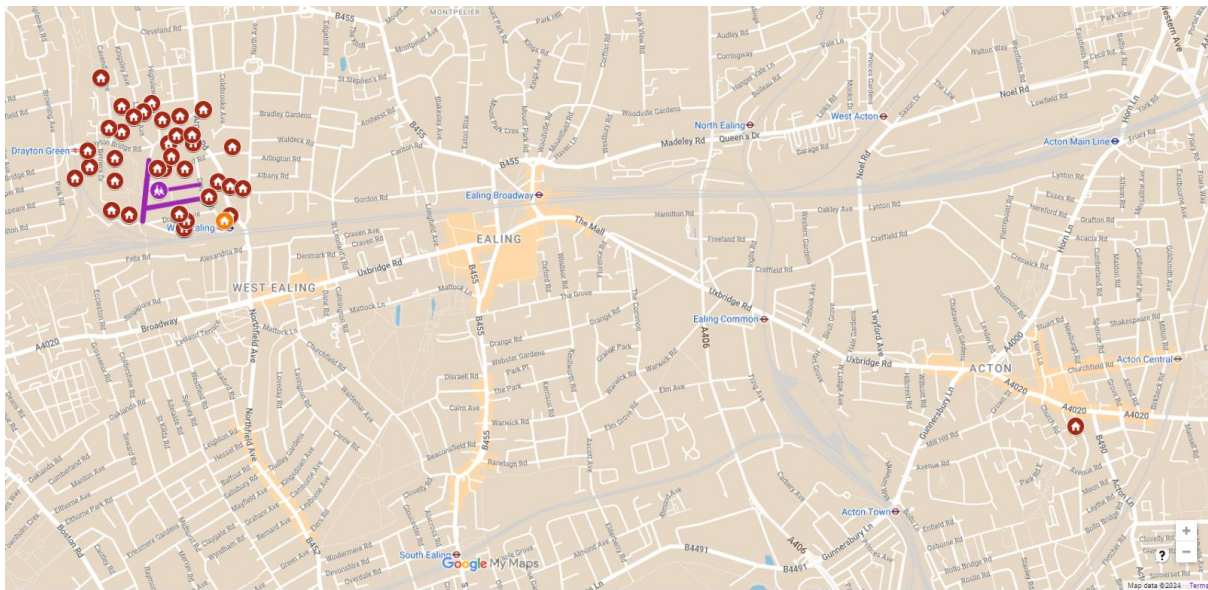


Figure 3 above shows that almost all of the residents outside of the School Street (red building icons) were found to be in close proximity to the School Street (purple line) as was the business outside of the School Street (orange building icon). The place markers show the centre of the postcode and may represent multiple respondents. The resident found to be a significant distance from the school (far right of map) was retained within the data.

Feedback ratings:

The table below displays the average rating selected by respondents for each of seven statements. A scale of 1 to 5 was used for the main survey and 0 - 100 for the pupils survey, with a high rating indicating positive feelings and a low rating indicating negative feelings. For example, on average, general respondents rated 'traffic speed' as 2.9; this represents a perception that speeding around the school is currently slightly negative.

Results have been colour-coded as follows:

- 1 - 1.9, dark red, 'very negative' (0 - 19 for the pupil survey)
- 2 - 2.9, light red, 'negative' (20 - 39 for the pupil survey)
- 3, yellow, 'neutral' (40 - 60 for the pupil survey)
- 3.1 - 4, light green, 'positive' (61 - 80 for the pupil survey)
- 4.1 - 5 dark green 'very positive' (81 - 100 for the pupil survey)

N.B. Owing to respondents choosing to skip 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 notably more responses from residents outside of the School Street than from any other category.

Table 5: Average 'Give My View' concern ratings:

	Total number of respondents (average)	How safe do you feel the roads are near the school?	How congested are streets around the school?	How do drivers park near the school at drop off/pick up time?	How many drivers leave their engines running when dropping/picking up children?	How noisy are the roads near school at drop off and pick up time?	How fast do you feel the traffic travels on the roads near school?	How many children do you see walking, cycling, or scooting to school?
General respondents overall	208	3.1	3.0	2.5	2.9	3.0	2.9	3.3
Parent / carer	53	3.2	2.9	2.4	2.9	2.9	2.9	3.9
School staff	3	2.0	2.0	2.0	2.7	2.7	2.0	3.3
Resident within School Street	62	2.7	2.7	1.9	2.7	2.7	2.7	2.9
Resident outside School Street	86	3.4	3.3	3.1	3.2	3.4	3.1	3.2
Business within School Street	1	1.0	1.0	1.0	1.0	1.0	1.0	4.0
Business outside School Street	2	3.5	4.0	3.5	2.5	4.0	4.0	4.5
Other	1	3.0	3.0	5.0	-	-	-	-

	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	42	59	48	48	47	54	51	69

Concern rating summary:

Overall, the main area of concern for the general respondents (not including the pupils and as indicated by lower average ratings) appears to be 'parking' with a negative overall rating of 2.5 followed by 'speeding' (2.9). 'Congestion', 'engine idling', and 'noise levels' all received neutral ratings (3). 'Road safety' (3.1) and 'active travel' (3.3) recorded positive ratings overall on average.

The groups 'within' the School Street appear to be notably more concerned by conditions around the school site than those 'outside'.

- **'How safe do you feel the roads are near the school?':** The overall average rating recorded by the general respondents for road safety was 3.1, which indicates a slightly positive perception of road safety albeit with clear room for improvement. The business within the School Street recorded the lowest rating for road safety (1) alongside negative ratings from the school staff (2) and residents within the School Street (2.7). The school parents and carers recorded a positive rating of 3.2, the residents outside the School Street a rating of 3.4, and the businesses outside of the School Street a positive rating of 3.5. The 'Other' respondent recorded a neutral rating (3).
- **'How congested are streets around the school?':** The average rating of 3 shows clear room for improvement in relation to congestion around the school site, particularly when considering that negative ratings were recorded by the parents / carers (2.9), staff (2), and the residents / business within the School Street (2.7 and 1 respectively). The residents and businesses outside of the School Street recorded positive ratings of 3.3 and 4 while the 'Other' respondent again recorded a neutral rating (3).
- **'How do drivers park near the school at drop off/pick up time?':** As with road safety and congestion, there was a clear split in perceptions of parking behaviour between the general respondent groups typically 'within' the School Street at drop-off and pick-up times and those typically 'outside'. The overall average was a negative rating of 2.5 with negative scores recorded by the parents / carers (2.4), school staff (2), residents within the School Street (1.9) and the business within the School Street (1). Positive ratings were recorded by the residents outside the School Street (3.1) the businesses outside the School Street (3.5) and the 'Other' respondent (5).
- **'How many drivers leave their engines running when dropping/picking up children?':** Overall, engine idling recorded a slightly negative rating of 2.95 with negative ratings were recorded by all general respondent groups apart from the residents outside of the School Street who recorded a rating of 3.2 and the 'Other' respondent who skipped the remainder of this section.
- **'How noisy are the roads near school at drop off and pick up time?':** The overall rating for noise levels was neutral (3). Negative ratings were again recorded by the parents / carers (2.9), staff (2.7), residents within the School Street (2.7), and the business within the School Street (1). The residents outside the School Street recorded a positive rating of 3.4, and the business outside the School Street (4).
- **'How fast do you feel the traffic travels on the roads near school?':** A slightly negative overall average rating of 2.9 was recorded for traffic speed by the general respondents. The lowest rating was recorded by the business within the School Street

(1), followed by the school staff (2), and the residents within the School Street (2.7). The parents / carers recorded a rating of 2.9, while the residents outside of the School Street recorded a slightly positive rating of 3.1. The business outside the School Street again recorded the highest rating (4).

- **‘How many children do you see walking, cycling or scooting to school?’:** The residents within the School Street were the only general respondent group to record a (slightly) negative rating for levels of active travel (2.9). The remaining groups recorded positive ratings ranging from the 3.2 recorded by the residents outside of the School Street to 4.5 by the business outside the School Street.
- **Pupils:** The pupils recorded scores that suggest clear improvement is possible in all areas with neutral scores ranging from 47 (engine idling) to 59 (road safety). The pupils recorded a positive score of 69 for levels of active travel.

Scheme aims:

Within the 'Give My View' survey, respondents were invited to choose up to three aims of the School Street 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 respondents	More families walk and cycle	Pleasant and calm atmosphere	Improve air quality	Safer to walk and cycle	Reduce car use on school run	Reduce noise from traffic
General respondents overall	205	27%	46%	37%	62%	53%	26%
Parent / carer	52	27%	54%	27%	92%	38%	13%
School staff	4	25%	50%	25%	75%	75%	-
Resident within School Street	59	24%	41%	39%	51%	75%	31%
Resident outside School Street	86	31%	45%	43%	53%	47%	31%
Business within School Street	1	-	-	-	-	100%	-
Business outside School Street	2	-	50%	-	50%	50%	50%
Other	1	-	-	100%	-	-	-
Pupils	41	39%	78%	56%	71%	24%	22%

Scheme aims summary:

Overall: Overall, 205 general respondents (not including pupils) completed this section of the survey. The majority of the general respondents selected 'safer to walk and cycle' (62%), and 'reduce car use on the school run' (53%), while 'pleasant and calm atmosphere' was selected by 46%. 'Improve air quality' was selected by 37%. 'More families walk and cycle' and 'reduce noise from traffic' were selected by 27% and 26%, respectively.

Parent / carer: 92% of the parents and carers selected 'safer to walk and cycle' suggesting that this is a clear priority for the group. The majority of parents and carers selected 'pleasant and calm atmosphere' suggesting this is also a key priority. 38% selected 'reduce car use on the school run', followed by 'more families walk and cycle', and 'improve air quality' (both 27%). 'Reduce noise from traffic' was their least selected aim with 13%.

School staff: Only 4 members of staff responded to this section of the survey however, 'safer to walk and cycle' was selected by 75% as was 'reduce car use on the school run'. 50% selected 'pleasant and calm atmosphere'. 'More families walk and cycle' and 'improve air quality' were selected by 25% while none of the staff selected 'reduce noise from traffic'.

Residents within School Street: 75% of the residents within the School Street selected 'reduce car use on the school run' - notably higher than their second most frequent - 'safer to walk and cycle' which was still selected by the majority of respondents (51%). Pleasant and calm atmosphere was selected by 41%, closely followed by 'improve air quality' with 39%. 'Reduce noise from traffic' was selected by 31% while the least selected aim was 'more families walk and cycle' (24%). As parking behaviour was the biggest concern reported by the residents within the School Street this correlates well with their most frequently selected aim of 'reduce car use on the school run'.

Residents outside School Street: The majority (53%) of the residents outside the School Street selected 'safer to walk and cycle' as one of their most important aims. 'Reduce car use on school run' was selected by 47% closely followed by 'pleasant and calm atmosphere' (45%) and 'improved air quality' (43%). The aims least selected by the residents outside the School Street were 'more families walk and cycle' and 'reduce noise from traffic' (both 31%).

Business within School Street: The business within the School Street' only selected 'reduce car use on the school run'.

Business outside School Street: The businesses outside the School Street selected 'pleasant and calm atmosphere', 'safer to walk and cycle', 'reduce car use on the school run', and 'reduce noise from traffic' (all 50%). Neither selected 'more families walk and cycle' or 'improve air quality'.

Other: The 'Other' respondent only selected 'improve air quality'.

Pupils: The pupils most frequently selected 'pleasant and calm atmosphere' (78%) followed by 'safer to walk and cycle' (71%), and 'improve air quality' (56%). 'More families walk and cycle' was selected by 39% of pupils, 'reduce car use on the school run' (listed as 'less children being driven' in pupil survey) 24%, and 'reduce noise from traffic' was the least selected with 22%.

Final rating and further comments:

Table 7 below displays the results from the last question, '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 ratings, as well as overall figures.

Table 7: Average 'Give My View' final ratings.

	Total number of respondents	Finally, how do you feel about the proposal for a School Street in your area?	Positive: 4 or 5	Neutral: 3	Negative: 1 or 2
General respondents overall	209	3.3	53%*	11%*	35%*
Parent / carer	51	3.7	69%*	10%*	22%*
School staff	3	3.0	-	100%	-
Resident within School Street	62	3.6	60%*	10%*	31%*
Resident outside School Street	89	2.8	40%*	11%*	48%*
Business within School Street	1	5.0	100%	-	-
Business outside School Street	2	3.0	50%	0%	50%
Other	1	5.0	100%	0%	0%

*Does not total 100% owing to rounding

	Total number of respondents	Finally, how do you feel about the proposed School Street for your school?	Positive: 100 - 61	Neutral: 60 - 40	Negative: 39 - 0
Pupils	41	67	66%	24%	10%

Final rating summary:

Overall, across general respondents, the average rating was a positive 3.3. Additionally, the majority of ratings were positive (53% compared to 35% negative and 11% neutral).

Other than the business within the School Street and the 'Other' respondent who both recorded the highest rating (5), the strongest support came from the parents and carers with a clearly positive rating of 3.7, and the residents within the School Street with 3.6. The school staff and the businesses outside the School Street recorded neutral ratings (3) while the residents outside of the School Street were the only group to record an average rating which was negative (2.8) and more negative scores than positive (48% negative compared to 40% positive and 11% neutral).

The pupils recorded a positive average score of 67 with 66% positive, 24% neutral and 10% negative.

Further comments log:

Following the final 'Give My View' rating, 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. The overall sentiment was subjectively assessed based on any feedback provided by the respondents alongside their final slider rating.

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	160	41%	20%	39%
Parent / carer	33	67%	3%	30%
School staff	2	-	50%	50%
Resident within School Street	53	49%	21%	30%
Resident outside School Street	68	24%	26%	50%
Business within School Street	2	50%	50%	-
Business outside School Street	2	50%	-	50%

Overall sentiment summary:

- 160 respondents provided further comments.
- Overall, there was slightly more feedback that was positive towards the scheme than negative, 41% compared to 39%. A notable proportion of further comments were considered neutral in sentiment overall (20%).
- The majority of the feedback from the parents / carers was positive (67%).
- The school staff had a 50-50 split of neutral / negative feedback, the businesses within the School Street were 50-50 positive / neutral, and the businesses outside were 50-50 positive / negative. In each of these cases there were only 2 respondents providing further comment.
- The two groups of residents had similar but opposite proportions with there being notably more positive than negative feedback from the residents within the School Street (49% - 30%), but notably more negative than positive feedback from the residents outside the School Street (24% - 50%).

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.

	Improved road safety	Reduction in school traffic	Better for children / schools	Improved parking	Improved driver behaviour	Increase in walking / cycling	Reduction in air pollution	Reduction in traffic noise	Support owing to climate change	Improved quality of life / calmer	Reduction in rat running
Overall	36	22	21	15	12	6	6	2	2	2	1
Parent / carer	14	6	8	4	5	1	1				
School staff		1									
Resident within School Street	15	10	10	11	5	2	5	2	1	2	1
Resident outside School Street	6	5	2		1	3			1		
Business within School Street											
Business outside School Street	1		1		1						

Comments log (positive) summary:

The most common positive comments within the 'further comments' section of the survey were 'improved road safety' (36), 'reduction in school traffic' (22), and 'better for children / schools' (21). 'Improved parking' (15) and 'improved driver behaviour' (12) were also raised relatively frequently.

"I live on Argyle Road and don't own a car, I rely on active travel & public transport. Reducing local car traffic and making it safer to walk around the area is a really attractive idea to me, I think it's a great scheme." - Resident outside School Street

"Good idea, as someone who walks with my child to school and back, the road needs to be safer. Too many near misses and careless behaviour from parents/carers dropping kids to school and stupid behaviour parking on zig zags etc. Enough is enough, before a fatality occurs!" - Parent / carer

"A good idea to reduce the potential for harm to children. Too many drivers drive too fast for the conditions in the area." - Business outside School Street

"Great. Make it less appealing to drive and penalise parking/pausing hazardously near school and you will reduce hazard, noise and pollution and make it better for parents, their children and local residents too." - Parent / carer

"It will make the street safer for all, especially around pick up and drop off times and encourage those close by to walk/cycle and also reduce anti social behaviour with inconsiderate driving and parking." Resident within 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.

	Request to enlarge / extend the scheme	Asking for scheme specific changes	Other general improvements in the area	Use more enforcement / crossing patrols etc	Requesting information on scheme
Overall	26	13	13	10	10
Parent / carer		2	2	2	
School staff		1			
Resident within School Street	11	4	3	3	7
Resident outside School Street	14	5	8	5	2
Business within School Street	1	1			1
Business outside School Street					

Comments log (constructive / neutral) summary:

Within the constructive / neutral comments, the most frequent were requests to further enlarge or extend the scheme (26 comments); this was almost entirely from the residents who typically suggested that all of the 'Draytons' be included (i.e. the addition of Drayton Avenue and Drayton Road) and in some cases the inclusion of Manor Road too. However, if all of these roads were included this would create a very large zone including areas which require regular access such as the Plasser UK and Access storage sites. Additionally, some respondents requested that the timings of the School Street should be extended in the evening to also cover the after-school clubs.

"A big 'yes' to School Street. As a resident on Drayton Grove (which is a closed road), there are always parent drivers speeding into the road to drop-off/pick-up their children and then dangerously reversing out. It is often difficult to leave or return home due to our road becoming very heavily congested at busy times.

In order for School Street to work, please consider the following: 1. We feel that Drayton Road also needs to be included in the school streets. There is a danger that although, Drayton Grove and Drayton Gardens will be traffic free, this feeder road will become extremely congested instead. If this happens, residents on Drayton Grove will be blocked in. 2. The pick-up time needs to be extended to 4.30pm. The school runs after-school clubs until this time and again, Drayton Grove becomes heavily congested with parents trying to collect their kids. There are usually cars everywhere, resorting to

drivers parking in the middle of the road, with cars parked right outside the school gates. Watching cars reverse out or trying to turn around by mounting the pavements is very scary to watch as there are always near misses with parents and small children walking home.” - Resident within School Street.

“Manor Road is currently proposed not to be included as a School Street which is a very bad idea. Currently the entire south side of Manor road is used as a car park for West Ealing station. Before the school run starts in the morning the whole area is full with commuters parking their car and using the station. Once full, the road is very dangerous with people driving fast around the blind bend at the end of the street (towards the Access building) looking for a spot and then doing dangerous turns. There are numerous cars, vans and lorries using the road as a cut through as both Google maps and Wayz has this as the main route”. -Resident outside School Street

In regard to scheme specific changes there were a number of people who requested some form of temporary or visitor permits or permits for all residents of the ‘NN’ CPZ. The International Presbyterian Church are keen to find a way to maintain access to the church car park during operational hours. Their suggestion of a staffed entrance to the School Street has been found to be unsustainable when trailed in previous schemes. Reducing the area of the School Street will create a dead-end section requiring vehicles to perform three-point turns – likely in the immediate vicinity of the church.

We propose the following alternatives to address our concerns and enable IPC Ealing to continue to offer free activities as part of the wider community while ensuring the aims of the Drayton Green school street can still be met. 1) The entrance to the school street at the junction of Sutherland Road and Drayton Green is staffed by a school staff member and any IPC Ealing staff or volunteers can be let through by the school staff upon verbal confirmation that they are seeking access to the church premises. 2) The area of the school street be reduced so it does not cut off IPC Ealing. - Business within School Street.

Expand permits to all within NN parking zone. Otherwise it penalises people in Drayton Avenue and especially Drayton Road which will become a rat run. - Resident outside School Street.

Other general improvements in the area included reviewing the existing CPZ restrictions and other measures to improve traffic flow and reduce ‘rat running’ in the area.

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.

	Increase or displaced traffic / congestion	Measures unnecessary	Parking concerns	Reduced service / visitor access	Money making scheme / fines	Narrow / unsuitable roads	Reduction in road safety	Negative impact on parents or children	Need to drive	Reduced resident access	Negative impact on disabled people	Negative community impact	Reduced air quality	Increase in bus journey times	No / poor consultation	Worsening highway behaviour (inc speeding)	Increase in noise pollution	Negative impact on the elderly	Mental health impact	Business loss	Other
Overall	38	24	16	13	9	8	6	6	5	4	3	3	2	2	1	1	1	1	1	1	16
Parent / carer	2	2			2			3	3		2										
School staff	1	1		1									1								
Resident within School Street	9	9	4	10	2		1	1		2	1							1	1		7
Resident outside School Street	26	13	11	2	5	8	5	2	2	1		1	2	2	1	1	1				9
Business within School Street				1						1		1								1	
Business outside School Street																					

Comments log (concerns) summary:

Of the concerns raised in the comments, the vast majority were raised by the residents within or outside the School Street. Overall, the most commonly expressed concerns were in relation to increased or displaced congestion / traffic (38 comments), a feeling that the measures are unnecessary (24), parking concerns (16) and reduced service / visitor access (13). Other concerns included comments in relation to the ongoing development on Manor Road and that the scheme puts the onus onto the residents rather than the parents.

There were multiple references to construction / development work on Manor Road.

“I am concerned that a school street when combined with the development work going on near West Ealing station will result in absolute gridlock as drivers are displaced onto roads near school streets. In addition I am concerned about the impact on tradespeople - I cannot predict when something will break and so will not be able to get a permit in advance - how do we deal with this.” - Resident within School Street

“I'm supportive of school streets in general and agree with the proposal for Drayton Green. I have some concerns that about the impact of the closure on adjacent streets particularly at the western ends of Drayton Avenue/Manor Road which will likely see increases in vehicles parking and turning. This is adjacent to the entrance to the railway yards which is a busy employment site where larger vehicles also require access. This may create a more dangerous environment than that currently outside the school where at least there is an existing zebra crossing to provide a level of safety. Consideration should be given to changes to the road layout in the area adjacent to the railway yard entrance to restrict parking and improve visibility of pedestrians. In addition Drayton Avenue is likely to see an increase in traffic. It is heavily parked and there are already occasional driver conflicts. I can see this becoming a pinch point. The proposed changes to Zone NN CPZ may relieve this issue but improved enforcement will be required”- Resident outside School Street

“I'm concerned about the pressure the scheme will put on the streets surrounding the zone. The last thing we want is conflict between residents and parents who need to park their cars.” - School Staff

“There will be more road blockages around the area because most parents are going straight to work after drop off” - Parent / carer

Email correspondence:

As there was clear evidence of duplication between the emails received and the main GMV survey the findings from the emails have been kept separate from the GMV results. No concerns were noted that had not also been expressed through the main survey.

Table 12: Email correspondence log

TOTAL (1 for each email for tally)	General support (accounting for comment & feedback slider)	Neutral / Unclear	General dislike (accounting for comment & feedback slider)				
8	25%	63%	13%				
Improved road safety	Reduction in school traffic	Better for children / schools	Improved parking	Improved driver behaviour	Reduction in air pollution	Improved quality of life / calmer	Reduction in rat running
2	1	1	2	2	1	1	1
Request to enlarge / extend the scheme	Asking for scheme specific changes	Other general improvements in the area	Requesting information on scheme				
4	1	1	1				
Increased / displaced congestion / traffic	Measures unnecessary	Parking concerns	Reduced service / visitor access	Negative community impact	Business impact		
4	1	2	1	1	1		

Comments provided during consultation events:

Comments provided by attendees of the consultation events were also noted. Those which were not also captured by the main GMV survey and therefore previously noted are included below.

- A resident raised concerns about vehicles needing to reverse onto Sutherland Avenue. There does not appear to be an obvious reason why this would be the case.
- The potential to reopen the entrance on Drayton Grove for all families was also raised.
- Staff were keen to understand how the scheme would impact their access including the use of permits.

Key findings:

- Overall, within the main survey, the majority of ratings for the question 'How do you feel about the proposal for a School Street in your area?' were positive (53% compared to 35% negative and 11% neutral). The overall average rating for the general respondents was a positive 3.3. Only the residents outside of the School Street recorded a negative rating on average (2.8) alongside more negative than positive ratings (48% compared to 40%).
- 'Travel for Life' data showed that the majority of pupils are travelling to school by active modes of transport (approximately 60%) There is also a clear pupil preference for an increase in cycling (5% actual to 28% preferred).
- Feedback ratings showed that poor parking behaviour (2.5), and vehicle speed (2.9) are the principal areas of concern for the general respondents. This is reflected well in the respondents' selections of most important aims with 'safer to walk and cycle' and 'reduce car use on the school run' both being selected by the majority of respondents (62% and 53%).
- There was a clear difference in the perception of the existing conditions around the School Street from those typically within the School Street during drop off / pick up times (the parents, carers, staff, residents within, and businesses within) compared to those typically outside of the proposed School Street (residents outside and businesses outside). Those 'within' expressed clear concern across most areas while those 'outside' mostly recorded scores that indicated they were not concerned. This was largely reflected in the levels of support for the scheme overall and the nature of the further comments received.
- There were slightly more 'Further comments' assessed as having a positive sentiment overall (41%) than negative (39%) while the neutral comments were largely in relation to proceeding with the scheme but in an expanded form. The clear majority of the concerns raised in the further comments were from the residents outside the School Street.
- Alongside an average rating of 3.3 for the final question, 'how do you feel about the proposal for a School Street in your area?', a majority of the general respondents (53%) recorded positive ratings towards the scheme including 69% of the parents / carers and 60% of the residents within the School Street.
- The strong pupil preference for travelling to school by bicycle could be supported by the reduced congestion and improved parking behaviour in the vicinity of the school that would result from the implementation of the proposed School Street. This, in turn, could support long-term behaviour change towards cycling while also providing a safer environment for all forms of active travel.
- Additionally, there was clear pupil support for the scheme with an average score of 67 (out of 100) and 66% of pupils recording positive scores for the final question; 'how do you feel about the proposed School Street for your school?'

Recommendation:

- Considering the clear support for the scheme move forward with the School Street in the proposed configuration.
- Continued monitoring of available data such as Automatic Traffic Counts (ATC) and Parking Beats will assist in assessing the impact of the scheme.
- Particular attention should be paid to traffic conditions during School Street operational times on Drayton Road and at the junctions of Manor Road with Drayton Green and Drayton Avenue.