

Ealing School Streets: Hambrough 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	LH	Transport Planning Consultant	03/07/2024	Draft V1
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Report Introduction:

This independent report into the ‘School Streets’ scheme proposed by Ealing Council (the council) in the vicinity of Hambrough 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 Hambrough Primary School Street proposal:	4
Ealing School Streets scheme.....	4
School Overview	4
School information.....	4
Proposed School Street.....	4
Engagement and consultation activities.....	5
Consultation method	5
'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:	9
Concern rating summary:.....	11
Scheme aims:	13
Scheme aims summary:.....	14
Final rating and further comments:.....	15
Final rating summary:.....	15
Further comments log:	16
Overall sentiment summary:.....	16
Comments log (positive):.....	17
Comments log (positive) summary:	17
Comments log (constructive / neutral):	18
Comments log (constructive / neutral) summary:.....	18
Comments log (concerns):	19
Comments log (concerns) summary:.....	20
Key findings:	21
Recommendation:.....	22

List of figures:

<u>Figure 1: Map of proposed scheme</u>	5
<u>Figure 2: 'Give My View' screens examples</u>	8

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: Average 'Give My View' impact ratings:</u>	10
<u>Table 5: Table of scheme aims:</u>	13
<u>Table 6: Average 'Give My View' final ratings</u>	15
<u>Table 7: 'Give My View' additional feedback summary</u>	16
<u>Table 8: 'Give My View' additional feedback positive comments log</u>	17
<u>Table 9: 'Give My View' additional feedback constructive comments log</u>	18
<u>Table 10: 'Give My View' additional feedback concerns log</u>	19

Introduction to Hambrough 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 Hambrough Primary School.

School Overview

School information

- Type – primary school
- Form Entry – 2
- Number of pupils - 484
- Geographical data from school census
 - 77% pupils live within 0.5 miles of school
 - 15% pupils live 0.5 to 1 mile
- Location: South Road - Southall UB1 1SF
- Details of any CPZ Southall 1 Zone L Mon – Sa: 10am – 8pm and Sun 2pm – 8pm.
- Travel for Life (STARS) accreditation level to what date - Gold September 2023

Proposed School Street

- Location: St Joseph's Drive at its junction with South Road, including Beatrice Rd. and Raynor Cl.
- Times: 8.30 to 9.15am and 3.00 to 4.00pm

Engagement and consultation activities

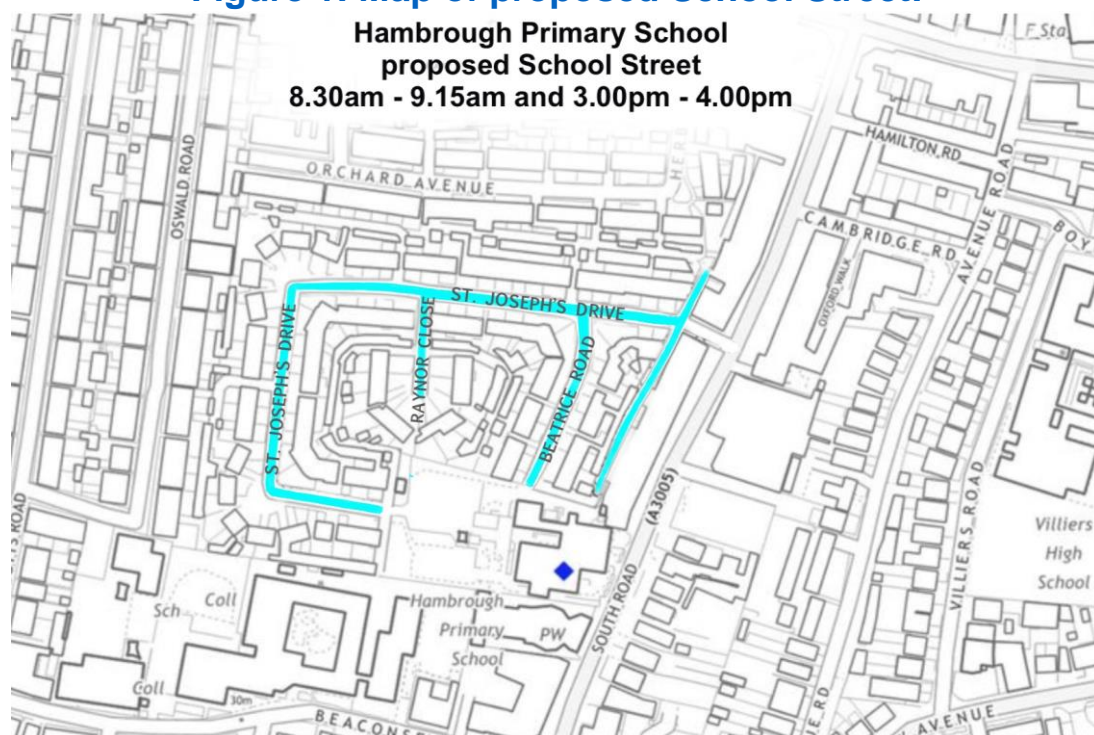
- Pop Up event (public engagement activity) – 9 May 2024, at Hambrough Primary School. Attended by:
 - 1 resident
 - 6 parents
 - 8 members of staff
- Online presentation (about scheme and decision making process) – 14 May 2024, 1 booking, no attendees.
- Year 5 in class workshop (interactive lesson on active travel)
- Letters to residents – 11 March 2024, by Royal Mail to 1,137 addresses including 196 within the School Street.
- Letter to residents (postponement) 21 March 2024, by Royal Mail.
- 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 11 March to 23 May. Hard copies were posted on request.

The consultation for Hambrough was originally due to run from 11 March to 26 April. However, as this was during the Pre-Election Period, the engagement events had to be delayed. The events were held in May, as detailed above, and the consultation was extended to 23 May.

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 Hambrough Primary School.

'Travel for Life' results:

Table 1 - Pupil actual mode of travel. Response rate 98%. Date of survey 19/10/2022.

Walking	Scooting	Cycling	Rail / Overground	Tube	Tram	Public Bus	River	Car / motorbike	Car share	Park and stride	Total
199	38	16	0	0	0	29	0	32	13	57	384
52%	10%	4%	0%	0%	0%	8%	0%	8%	3%	15%	

Table 2 - Pupil preferred mode of travel. Response rate 68%.

Walking	Scooting	Cycling	Rail / Overground	Tube	Tram	Public Bus	River	Car / motorbike	Car share	Park and stride	Total
107	62	56	7	4	2	10	2	8	1	6	265
40%	23%	21%	3%	2%	1%	4%	1%	3%	0%	2%	

Table 3 – Staff actual mode of travel. Response rate 97%.

Walking	Cycling	Rail/ Overground	Tube	Public Bus	Car/ motorbike	Car share	Total
30	5	4	3	5	17	4	68
44%	7%	6%	4%	7%	25%	6%	

The school staff did not express their preferred mode of travel in the survey.

Summary of 'Travel for Life' results:

The pupil survey shows the majority of pupils (approximately 66%) 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 preferred results show that the percentage of pupils who would prefer to travel by active modes increased from 66% actual to 84% preferred. Conversely, travel by car / motorbike, car sharing, or 'Park and Stride' drops from 26% actual to 5% preferred. This suggests that students would prefer to arrive by active travel, rather than via private motor transport – a shift that, if enacted, might reduce traffic concerns in the surrounding area during school drop off and pick up times.

Of those reporting a preference for active travel, there is a significantly higher proportion of pupils expressing a preference for cycling compared to the number currently doing so (4% actual compared to 21% preferred).

The increase in preferences for cycling is particularly notable as the implementation of 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 51% of the staff are currently travelling actively to the school site. The implementation of the School Street would support the access and safety of those staff arriving by active transport and may encourage a shift towards a greater proportion choosing active modes of transport.

'Give My View' data:

Introduction to data set:

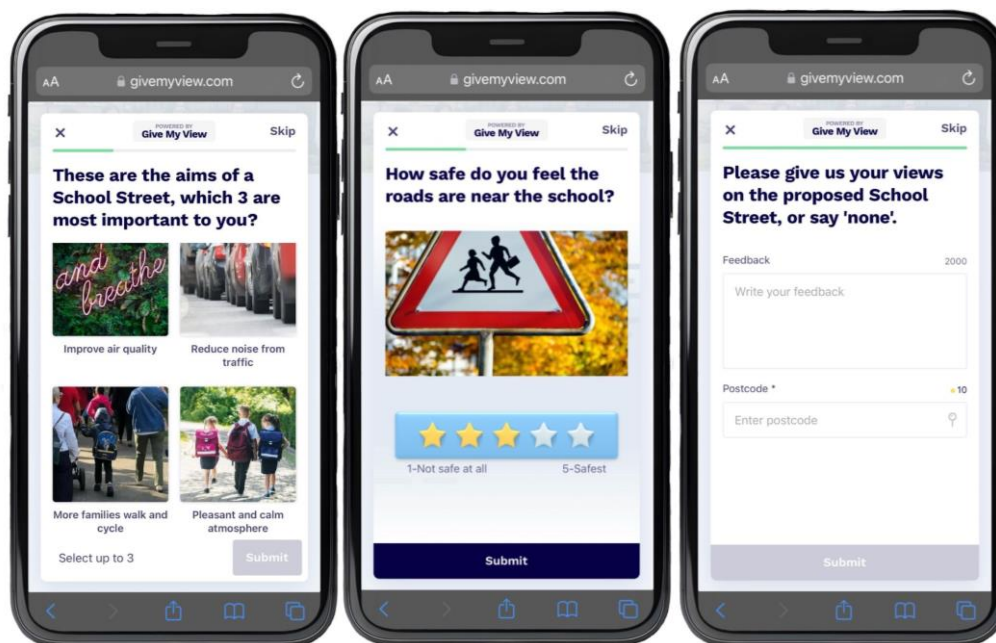
'Give My View' is a survey platform developed by Built-ID. The survey was produced by Ealing Council to target the school and local community. The survey seeks to distinguish between various groups such as staff, parents / carers, residents, and businesses who will be impacted by the School Street.

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, 132 survey logs were generated for the main survey, however, a number of logs did not contain data or had limited engagement with the questions. 3 respondents who selected 'Resident within School Street' and 1 who selected 'Business within School Street' subsequently provided a postcode outside of the School Street and were recategorised accordingly. 1 respondent did not select a respondent type and was therefore categorised as 'other'. This manual check has resulted in figures which vary slightly from the data originally presented by Built-ID. 65 logs were generated for the Pupil survey which was reduced to 63 once logs without data were removed. 35 pupils were in year 6, 27 in year 5 and 1 respondent was from year 4.

Figure 2: 'Give My View' screens examples:



Feedback ratings:

The table below displays the average score selected by respondents for each of seven statements. A scale of 1 to 5 was used, with a high score indicating positive feelings and a low score indicating negative feelings. For example, on average, respondents scored 'congestion' as 2.9; this represents a perception that congestion around the school is currently 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 significantly more responses from parents than from any other category.

Table 4: 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	104	3.2	2.9	3.4	3.6	2.9	3.1	3.8
Parent / carer	52	3.0	2.8	3.3	3.5	2.7	3.1	3.9
School staff	20	3.1	3.0	3.6	3.7	3.2	2.9	3.6
Resident within School Street	13	4.3	3.0	3.9	3.9	3.4	3.3	4.0
Resident outside School Street	8	2.9	3.0	2.5	3.0	2.9	2.6	4.0
Local councillor	4	4.5	4.0	4.5	4.5	3.8	4.3	5.0
Business outside School Street	1	5.0	3.5	3.0	4.0	3.0	4.0	4.0
Other	6	2.8	2.5	2.7	3.3	1.8	2.7	4.2

	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	62	51	42	50	30	48	53	68

Concern rating summary:

Overall, the principal areas of concern for the general respondents (not including the pupils and as indicated by lower average ratings) appear to be congestion and traffic noise, both with slightly negative overall scores of 2.9. The remaining concerns - road safety, parking behaviour, engine idling, vehicle speed, and active transport - all scored between 3.1 and 3.8: in the positive range.

- **‘How safe do you feel the roads are near the school?’:** The average score recorded by the general respondents for road safety was 3.2, which would seem to indicate a slightly positive perception. However, several respondent groups - the residents outside and the ‘others’ - gave this concern negative ratings (2.9 and 2.8 respectively). Parents gave safety a neutral score of 3.0. School staff indicated a slightly positive perception (3.1), while residents within and councillors gave very positive scores of 4.3 and 4.5, respectively. The businesses scored road safety very positively at 5.0 but given the limited number of responses in this category (mean average 1), it is hard to draw conclusions from this rating.
- **‘How congested are streets around the school?’:** The average score of 2.9 shows slight concern for levels of congestion overall amongst the general respondents. The ‘other’ group (2.5) and the parents / carers showed the greatest concern (2.8). The school staff and both sets of residents all gave neutral scores of 3, indicating there is some room for improvement. The local councillors and businesses scored congestion positively, with scores of 4 and 3.5, respectively.
- **‘How do drivers park near the school at drop off/pick up time?’:** Overall perceptions of parking behaviour recorded by the general respondents were positive on average, at 2.7. The greatest concern for parking came from the residents outside (2.5) and the ‘others’ (2.7). The parents / carers, staff, and residents inside all shared positive perceptions (3.3, 3.6, and 3.9, respectively), while the councillors scored very positively (4.5). The business gave a neutral rating of 3.0.
- **‘How many drivers leave their engines running when dropping/picking up children?’:** Overall, engine idling was scored 3.6 on average by the general respondents. Residents outside the School Street showed the highest level of concern, scoring 3.0. The ‘other’ group gave a positive score of 3.3, as did parents and staff, scoring 3.5 and 3.7, respectively. Residents within the School Street also scored positively at 3.9. The councillors and local businesses scored 4.5 and 4, respectively: very positive scores.
- **‘How noisy are the roads near school at drop off and pick up time?’:** The overall average rating for noise levels of 2.9 suggests there is room for improvement. Those in the ‘others’ category showed the greatest concern, scoring a very negative score of 1.8. The parents and residents also gave negative ratings outside (2.7 and 2.9, respectively). The business respondents average rating was neutral (3.0). Staff, residents within, and councillors all gave positive ratings (3.2, 3.4, and 3.8, respectively).

- **‘How fast do you feel the traffic travels on the roads near school?’:** Speeding around the school area was rated as positive (3.1) on average by the general respondents. However, residents outside, ‘others’, and staff all gave negative ratings (2.6, 2.7, and 2.9, respectively). Ratings from parents / carers (3.1) and residents within (3.3) suggested more positive perceptions, while the councillors and businesses rated ‘speed’ at 4.3 and 4.0, respectively.
- **‘How many children do you see walking, cycling or scooting to school?’:** Levels of active transport seem to be perceived positively by the general respondents overall on average (3.8). Staff demonstrated the lowest (but still positive) rating (3.6), followed by parents (3.9). Residents within, residents outside, and businesses all gave a positive rating of 4.0. ‘Others’ and councillors gave very positive ratings (4.2 and 5.0, respectively).
- **Pupils:** The pupils appear to be most concerned by engine idling with a negative score of 30 while they appear to feel that levels of active travel are good with a positive score of 68. The remaining concerns all showed clear room for improvement with neutral scores ranging from 42 (amount of traffic) to 53 (speed).

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, 29% of respondents chose 'reduce car use on school run' as one of their selections.

Table 5: Table of scheme aims: 'Question: These are the aims of a School Street, which 3 are most important to you?' (Percentage of respondents selecting option).

	Total number of respondents	More families walk and cycle	Pleasant and calm atmosphere	Improve air quality	Safer to walk and cycle	Reduce car use on school run	Reduce noise from traffic
General respondents overall	111	37%	41%	28%	57%	29%	23%
Parent / carer	57	35%	42%	26%	54%	37%	23%
School staff	22	45%	41%	45%	73%	18%	14%
Resident within School Street	11	36%	45%	18%	64%	18%	55%
Resident outside School Street	9	33%	33%	11%	56%	11%	33%
Local councillor	4	75%	50%	25%	25%	25%	0%
Business outside School Street	2	0%	0%	0%	0%	100%	0%
Other	6	17%	50%	33%	50%	17%	0%
Pupils	59	61%	58%	58%	76%	29%	14%

Scheme aims summary:

General respondents overall: Overall 111 general respondents completed this section of the survey. The most frequently selected aim was 'safer to walk and cycle' (57%) followed by 'pleasant and calm atmosphere' (41%), and 'more families walk and cycle' (37%). 'Reduce car use on school run' and 'improve air quality' were selected by 29% and 28% of respondents, respectively. 'Reduce noise from traffic' was selected by 23% of respondents.

School parent / carer: The parents and carers selected 'safer to walk and cycle' (54%) and 'pleasant and calm atmosphere' (42%) most frequently, followed by 'reduce car use on the school run' (37%) and 'more families walk and cycle' (35%). 'Improve air quality' and 'reduce noise from traffic' were selected by 26% and 23% percent of respondents, respectively.

School staff: The staff also most frequently selected 'safer to walk and cycle' (73%). This was notably higher than the three next most frequently selected aims, 'more families walk and cycle', 'improve air quality' (both 45%), and 'pleasant and calm atmosphere' (41%). The remaining aims - 'reduce car use on the school run' and 'reduce noise from traffic' - were also selected far less frequently (18% and 14%, respectively).

Residents within School Street: 'Safer to walk and cycle' was the most frequently selected aim (64%), followed by 'reduce noise from traffic' (55%) and 'pleasant and calm atmosphere' (45%). 'More families walk and cycle' was selected by 36% of residents within, while 'improve air quality' and 'reduce car use on the school run' were both selected by 18%.

Residents outside School Street: The 'residents outside' category most frequently selected 'safer to walk and cycle' (56%) followed by 'more families walk and cycle', 'pleasant and calm atmosphere', and 'reduce noise from traffic', which were all selected by 33% of the respondent group. 'Improve air quality' and 'reduce car use on the school run' were both selected by 11% of 'residents outside'.

Local councillors: The councillors were the only respondent group to select 'more families walk and cycle' most frequently (75%). This was followed by 'pleasant and calm atmosphere' (50%). They selected 'improve air quality', 'safer to walk and cycle', and 'reduce car use on the school run' 25% of the time. There were no respondents in this group who selected 'reduce noise from traffic' (0%).

Businesses outside the School Street: The two respondents from this group only selected one aim: 'reduce car use on the school run' (100%).

Other: The remaining respondents (those in the 'other' category) most frequently selected 'pleasant and calm atmosphere' and 'safer to walk and cycle' (both 50%). 'Improve air quality' was selected 33% of the time, while 'more families walk and cycle' and 'reduce car use on the school run' were both selected 17% of the time. No respondents from this group selected 'reduce noise from traffic' (0%).

Pupils: The pupils most frequently selected 'safer to walk and cycle' (76%), 'more families walk and cycle' (61%), 'pleasant and calm atmosphere' / 'improve air quality' (both 58%). These were far more frequent than the remaining aims 'reduce car use on the school run' (listed as 'less children being driven' in pupil survey) with 29%, and 'reduce noise from traffic' with 14%.

Final rating and further comments:

Table 6 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 scores, as well as overall figures.

Table 6: 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	103	3.5	56%	16%	28%
Parent / carer	51	4.1	73%*	18%*	10%*
School staff	20	2.6	30%	15%	55%
Resident within School Street	13	2.0	23%	8%	69%
Resident outside School Street	8	3.9	75%*	13%*	13%*
Local councillor	4	4.3	75%	25%	0%
Business outside School Street	1	1.0	0%	0%	100%
Other	6	3.3	50%	17%	33%

*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	60	54	48%	22%	30%

Final rating summary:

Overall, across the general respondents, the average rating was 3.5 – a clearly 'positive' sentiment. There were also more ratings classified as 'positive' than 'negative' (56% compared to 28%). The strongest support came from the local councillors and parents / carers, with very positive ratings of 4.3 and 4.1, respectively. Positive ratings were also given by the residents outside of the School Street (3.9) and 'others' (3.1).

The staff and the residents within the School Street averaged negative ratings of 2.6 and 2.0, respectively. The sole business respondent gave a rating of 1.0.

The pupils recorded a neutral average score of 54 with 48% positive, 25% neutral and 30% 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 score.

Table 7: 'Give My View' additional feedback summary.

	Number of respondents providing further comment	Comment Sentiment = Positive	Comment Sentiment = Neutral / Unclear	Comment Sentiment = Negative
General respondents overall	57	46%	14%	40%
Parent / carer	24	75%	8%	17%
School staff	12	33%	8%	58%
Resident within School Street	11		18%	82%
Resident outside School Street	3	67%	33%	
Local councillor	4	50%	50%	
Business outside School Street	2			100%
Other	1			100%

*Uneven totals due to rounding

Overall sentiment summary:

- 57 respondents provided further comments.
- Overall, there were similar numbers of comments that were positive and negative towards the scheme, 46% compared to 40%.
- Of the comments left by parents / carers, 75% were positive, as were 67% of those from residents outside the School Street.
- Of the comments left by school staff, over half were negative (58%), while the majority of comments from residents within the School Street were negative (83%). Additionally, the residents within the School Street did not leave any positive comments.
- The local councillors gave equal proportions of positive and neutral comments.
- The 2 local businesses and the 'other' respondent all submitted negative comments.

Comments log (positive):

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

Table 8: 'Give My View' additional feedback positive comments log.

	Improved road safety	Better for children / schools	Reduction in school traffic / less congestion etc	Other positive
Overall	7	6	1	1
Parent / carer	5	4	1	1
School staff	1	1		
Resident within School Street				
Resident outside School Street	1	1		
Local councillor				
Business outside School Street				
Other				

Comments log (positive) summary:

The vast majority of the positive comments within the 'further comments' section of the survey were provided by the parents and carers with 'improved road safety' (7) and 'better for children / schools' (6) being the most frequent.

"I think it's a great idea that every one follow this particular proposal in an appropriate way. We can make considerable change and thus we can promote a safe journey to and from school with our children." - Resident outside School Street

"It's a great idea. It should be accomplished in order to have a safe travel for kids" - Parent / carer

"Carry out the great work to make roads safer and cleaner, well done." - Parent / carer

Comments log (constructive / neutral):

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

Table 9: 'Give My View' additional feedback constructive / neutral comments log.

	Asking for specific changes	Use more enforcement CEOs / school crossing patrols / CCTV etc	Requesting further / improved information on scheme	Other general improvement
Overall	2	1	1	4
Parent / carer			1	1
School staff	2			1
Resident within School Street		1		1
Resident outside School Street				
Local councillor				
Business outside School Street				1
Other				

Comments log (constructive / neutral) summary:

Within the constructive / neutral comments, the most frequent were requests for either specific or more general improvements (6), such as monitoring or modification of current parking restrictions, implementation of crossing areas, or ensuring certain demographics had access to permits.

“fine anyone that parks on the double yellow line. Parking inspectors can only do so much and only catch people in the morning when no one’s there..” - Resident within School Street

“It should be introduce gently as Parents will find it difficult to adapt.” – Staff

“School should make a path to cross the road - Parent / Carer

“if permits are selectively granted to certain staff members and not to others, it creates an unfair situation where some employees are privileged with greater flexibility while others are left at a disadvantage. Fair and equitable distribution of permits is essential to uphold the principles of fairness and equal opportunity within the workplace.” – Staff.

It should be noted that the distribution of staff permits is at the discretion of the Headteacher.

Comments log (concerns):

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

Table 10: 'Give My View' additional feedback concerns log.

	Measures unnecessary - insufficient traffic etc (nb subjective)	Detrimental / disproportionate impact on parents or children	Need a vehicle for work purposes or multiple drop offs	Reduction in active travel safety	Reduced refuse / service / delivery / Taxi access	Mental health impact - causes stress, anxiety, or confusion etc	Congestion / more traffic on surrounding roads	Negative community impact	Narrow / unsuitable roads?	Longer journeys	Other
Overall	7	5	5	2	2	2	2	1	1	1	7
Parent / carer	1	2	2	1			1				
School staff		2	3	1	2	2	1			1	7
Resident within School Street	4										
Resident outside School Street											
Local councillor		1							1		
Business outside School Street	2							1			
Other											

Comments log (concerns) summary:

Of the concerns raised in the comments, the most frequent were 'Measures unnecessary' (7), 'Detrimental impact on parents/children', and 'Need a vehicle for work purposes or multiple drop offs' (both 5).

I think there is no need for the School street around Hambrough Primary School as there are four gates to school and all are used effectively. - Resident within School Street

"I think there's no need for restrictions it just makes life harder for visitors and other people . Beatrice road is a small road I've lived here for 21 years never had any issues with school time traffic or parking issue during school time drivers take care drop of or pick children up and go no problems please stop making life harder for people no need for restrictions" - Resident within School Street

For some parents it's a necessity to drive to school as they go to office." - Parent / carer

There were 7 'other' comments, all of which exclusively raised concerns around the negative impact of the proposed scheme on school staff.

"Implementing such a scheme without considering the diverse needs of employees may lead to increased stress and frustration among workers who rely on flexible commuting schedules. It could exacerbate existing inequalities by penalizing those who have limited transportation options or face unpredictable traffic conditions. Additionally, rigid enforcement of street safe measures could compromise employee morale and productivity, ultimately undermining the effectiveness of the scheme. Thus, it's crucial for any street safe initiative to carefully address the potential negative impacts on staff members to ensure fairness and inclusivity." - Staff

"I am not happy with this proposal as it is an invasion to an individuals right to travel to work. There may be multiple reasons why staff members may not be able to adhere to the restricted parking times on many occasions. Staff are coming to do their job and a service to the community and do definitely not expect this kind of proposal in return: parking fine, fine for entering the street to your work place. I reiterate that I do not want this proposal to go ahead." - Staff

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?' (56% compared to 28%). The overall average score was 3.5.
- 'Travel for Life' data showed that the majority of pupils and staff are travelling to school by active modes of transport (approximately 66% and 51%, respectively). There is also a clear pupil preference for an increase in active transport (84% preferred), with a marked preference for an increase in cycling (4% actual to 21% preferred) in particular.
- Feedback ratings showed levels of congestion and traffic noise as the two primary areas of concern for the general respondents (both 2.9). This is reflected in the general respondents' selections of most important aims with 'pleasant and calm atmosphere' being the second most frequently selected. Other concerns all received positive ratings of 3.1 or above.
- Despite being one of the areas of concern, 'reduce noise from traffic' was selected as an aim by the fewest number of respondents (23%). Conversely, 'road safety' did not seem to be a clear concern (overall rating of 3.2), yet 'safer to walk and cycle' was the most frequently selected of the scheme aims (57%).
- There were slightly more 'further comments' assessed as having a positive (46%) than negative (40%) sentiment. The majority of comments from parents / carers were positive (75%), while the majority of those from residents within the School Street and the school staff were negative (82% and 58%, respectively).
- The councillors, parents / carers, and the residents outside the School Street showed the highest levels of support with scores of 4.3, 4.1, and 3.9 for the question 'How do you feel about the proposal for a School Street in your area?'. As one of the groups most likely to witness the current road conditions as well as both the positive and negative impacts of the scheme, the score from parents / carers in particular can be considered highly encouraging. However, with the exception of the one local business, the two lowest scores were given by school staff and the residents within the School Street (2.6 and 2.0), who would also be affected by the impact of the scheme and the current road conditions.
- The strong pupil preference for travelling to school by bicycle could be supported by the reduced congestion and improved parking behaviour that would result from the implementation of the proposed School Street. This, in turn, could support long-term behaviour change towards cycling.
- The pupils main area of concern appears to be engine idling, alongside strong support for the 'safer to walk or cycle' scheme aim. The pupils average score for the question 'Finally, how do you feel about the proposed School Street for your school?' was a neutral 54, but there were notably more positive scores than negative.
- The response rate from the residents within the School Street was very low, those who did respond appear to feel that the scheme is unnecessary and primarily an inconvenience which could be driving their lack of support.

- Concerns raised by the school staff appear to be primarily in relation to staff parking, agency workers and deliveries. As the proposed School Street is within a CPZ this can only be in relation to car park access. Permits to access the car park during School Street hours will be managed by the school.

Recommendation:

- Proceed with implementation of the School Street as there is clear support for the scheme from the school community overall. While there appears to be some negativity from the residents within the School Street this should be considered in the context of the very low response rate. There were only 13 responses from 196 households and minimal 'further comment'.