

Ealing School Streets: St. Raphael’s Primary School and Downe Manor Primary School proposal - feedback evaluation

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

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Report Introduction:

This independent report into the ‘School Streets’ scheme proposed by Ealing Council (the council) in the vicinity of St. Raphael’s Catholic Primary School and Downe Manor Primary School, Northolt, 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 email and during consultation events.

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Introduction to St Raphaels and Downe Manor Primary Schools 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 St Raphael's Catholic and Downe Manor primary School.

School Overview

School information

- Type – Primary school.
- Form Entry – St Raphael's 3 / Downe Manor 2.
- Number of pupils St Raphael's 507 / Downe Manor 306
- Geographical data from school census
 - St R 32% - DM 74% pupils live within 0.5 miles of school.
 - St R 32% – DM 11% pupils live 0.5 to 1 mile.
- Location: St Raphael's Hartfield Avenue Northolt UB5 6LN / Downe Manor: Down Way Northolt – UB5 6NW
- Details of any CPZ: Not applicable.
- Travel for Life (STARS) accreditation level in July 2024 is Gold for St Raphael's while Downe Manor has no level of accreditation to date.

Proposed School Street

- Location: Down Way between junction of Rushdene Crescent and Rayners Crescent; Tithe Barn Way; Down Close; Hartfield Avenue from Rushdene Crescent to Down Way.
- Times: 8.15 to 9.15am and 2.30 to 3.45pm

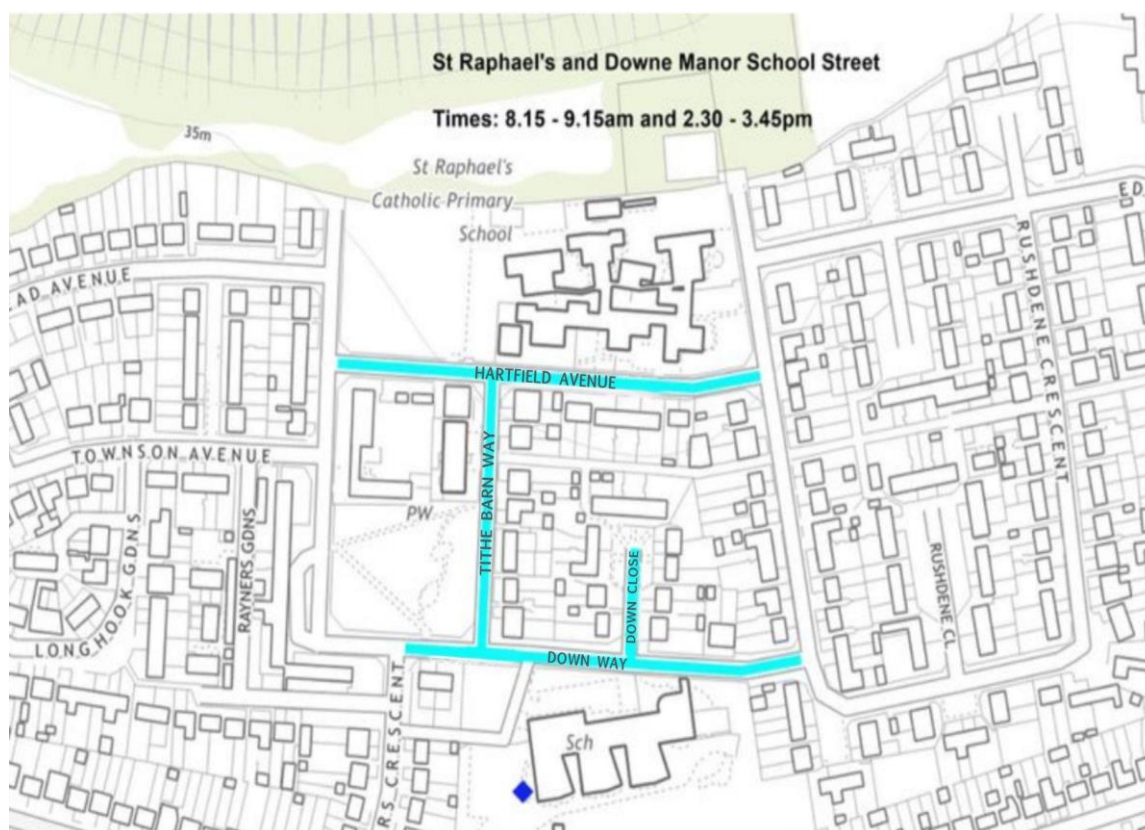
Engagement and consultation activities

- Pop Up event (public engagement activity) – 15 May at St Raphael's Primary School, (both schools were invited to attend) 35 attendees (3 Staff from St Raphael's, 27 Parents, 2 Residents, 2 Business (nursery) and 1 School Governor.
- Online presentation (about scheme and decision-making process) – 6 June, 6 bookings 1 attendee.
- Year 5 in class workshop (interactive lesson on active travel)
- Letters to residents – 3 May, by Royal Mail to 670 addresses including 79 addresses with the SS.
- 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 3 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 Montpelier Primary School.

'Travel for Life' results:

Table 1 - St. Raphael's Pupil actual mode of travel. Response rate 89%. Date of survey 24/06/2024.

Walking	Scooting	Buggy	Cycling	Rail/ Overground	Tube	Public Bus	School Bus/taxi	Car/ motorbike	Car share	Park and stride	Total
107	61	3	41	1	0	25	1	88	7	22	356
30%	17%	1%	12%	0.3%	0%	7.0%	0.3%	25%	2%	6%	

Table 2 - St. Raphael's Pupil preferred mode of travel. Response rate 84%.

Walking	Scooting	Buggy	Cycling	Rail/Overground	Tube	Public Bus	School Bus/taxi	Car/motorbike	Car share	Park and stride	Total
59	68	4	113	5	1	11	5	45	11	14	336
18%	20%	1%	34%	1%	0.3%	3%	1%	13%	3%	4%	

Table 3 – St. Raphael's Staff actual mode of travel. Response rate 100%.

Walking	Cycling	Public Bus	Car/motorbike	Car share	Park and stride	Total
2	2	1	20	1	0	26
8%	8%	4%	77%	4%	0%	

Table 4 – St. Raphael's Staff preferred mode of travel. Response rate 69%.

Walking	Cycling	Public Bus	Car/motorbike	Car share	Park and stride	Total
8	2	1	5	1	1	18
44%	11%	6%	28%	6%	6%	

Table 5 – Downe Manor Pupil actual mode of travel. Response rate 92%. Date of survey 18/06/2024.

Walking	Scooting	Cycling	Tube	Public Bus	School Bus/ taxi	Car/ motorbike	Car share	Park and stride	Total
125	20	21	0	4	0	56	1	6	233
54%	9%	9%	0%	2%	0%	24%	0.4%	3%	

Table 6 - Down Manor Pupil preferred mode of travel. Response rate 56%.

Walking	Scooting	Cycling	Tube	Public Bus	School Bus/ taxi	Car/ motorbike	Car share	Park and stride	Total
33	27	64	1	2	2	8	4	1	142
23%	19%	45%	1%	1%	1%	6%	3%	0.7%	

Table 7 – Downe Manor Staff actual mode of travel. Response rate 100%.

Walking	Cycling	Public Bus	Car/motorbike	Total
7	1	2	21	31
23%	3%	6%	68%	

Table 8 – Downe Manor Staff preferred mode of travel. Response rate 84%.

Walking	Cycling	Public Bus	Car/motorbike	Total
15	0	1	10	26
58%	0%	4%	38%	

Summary of 'Travel for Life' results:

St. Raphael's

The pupil survey for St. Raphael's shows that the majority of pupils (approximately 59%) 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 59% actual to 72% preferred, there is also a significant increase in the preference for cycling (12% actual to 34% preferred). This 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.

There is also a marked decrease in those expressing preference for car / motorbike transport (25% actual, falling to 13% preferred).

The staff survey shows that 16% are currently travelling actively to the school site: a figure which increases to 55% preferred, alongside a fall in preference for travel by car / motorbike (77% actual to 28% preferred). Again, implementation of a School Street will facilitate reduced vehicle movements in the immediate vicinity of the school, allowing the potential for a safer and more pleasant walking environment.

Downe Manor

A significant majority (72%) of pupils from Downe Manor reported currently travelling via active transport. This increases to 87% for preferred mode of transport. As with the survey conducted at St. Raphael's, this is corroborated by a marked increase in the preference for cycling (9% actual to 45% preferred), and a reduction in the preference for motor travel (24% actual to 6% preferred). Again, a School Street will support this by creating a large area of road with reduced vehicle movements in the area, potentially facilitating a safer and more pleasant walking environment.

The staff survey exhibited a similar increase in a preference for active travel (26% actual, increasing to 58% preferred), with a notable increase in walking, in particular (23% actual to 58% preferred), as well as a corresponding decrease in the preference for motor travel (68% actual, falling to 38% preferred).

‘Give My View’ data:

Introduction to data set:

‘Give My View’ is a survey platform developed by Built-ID. The survey was produced by 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, 267 survey logs were generated for the main survey, however, a number of logs did not contain data or had no engagement and were removed. 8 respondents who selected ‘resident within School Street’ subsequently provided a postcode outside of the School Street and were recategorised accordingly. 7 respondents who selected ‘resident outside School Street’ subsequently provided postcodes within the School Street and were, again, recategorised. 1 respondent who selected ‘business within School Street’ subsequently provided a postcode outside of the School Street and was recategorised. Of the ‘Other’ respondents, 1 identified themselves in the comment as a member of school staff and another as a parent: these were also recategorised accordingly. 4 of the remaining ‘Other’ respondents stated they were students at one of the schools in the scheme: these were left in the main survey and not recategorised. The remaining ‘Other’ respondents did not state why they considered themselves to be ‘Other’. Across both schools, 102 logs were generated for the pupil survey which was reduced to 96 (68 for St. Raphael’s and 28 for Downe Manor) once logs without data were removed. In both schools, the majority of pupils were in years 4 and 6, with 2 respondents not providing a year group (‘Other’).

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:

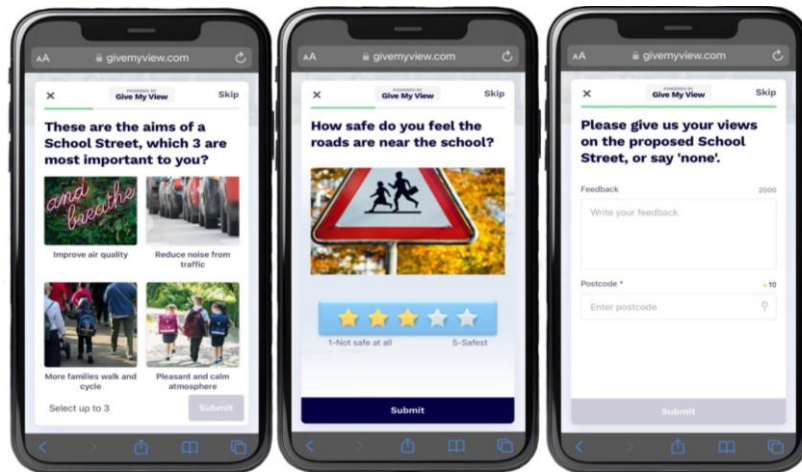


Figure 3: 'Resident outside School Street' postcode locations:

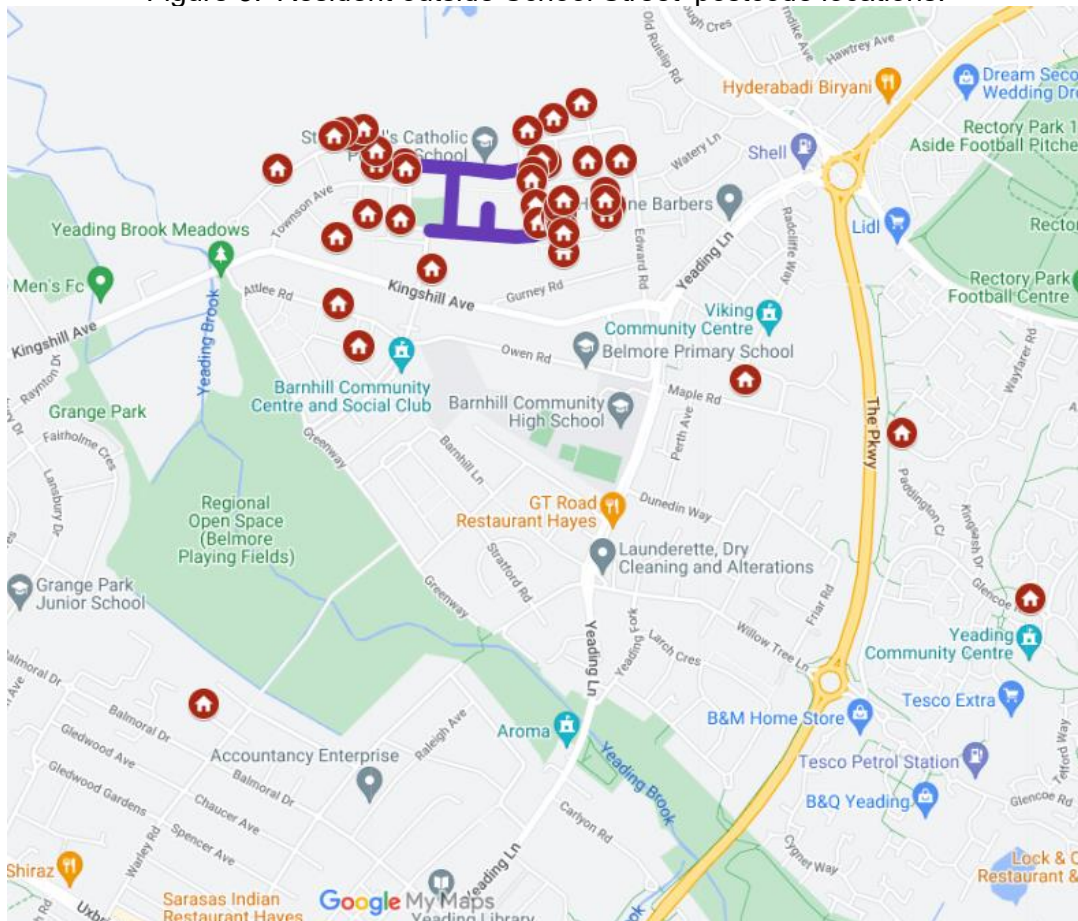


Figure 3 (above) shows that the majority of the residents outside of the School Street (red building icons) were found to be in close proximity to the School Street (purple line). All pictured respondents were retained within the data. Icons are situated in the centre of the postcode and may represent multiple respondents.

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 'parking behaviour' as 2.5; this represents a perception that parking behaviour 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 notably more responses from residents outside of the parents / carers than from any other category.

Table 9: 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?
Overall	235	2.8	2.4	2.5	3.3	3.0	3.0	3.4
Parent / carer	113	3.1	2.6	2.7	3.5	3.3	3.3	3.6
School staff	37	2.2	1.9	1.9	2.8	2.5	2.4	2.9
Resident within School Street	30	2.3	2.1	2.2	2.8	2.7	2.8	3.3
Resident outside School Street	41	3.0	2.4	2.7	3.3	3.0	3.3	3.5
Business within School Street	2	3.5	2.5	1.5	3.0	4.0	3.0	3.0
Local councillor	1	1.0	1.0	3.0	3.0	4.0	3.0	4.0
Other	11	2.1	1.9	2.5	3.2	3.0	2.5	3.1

	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:
St. Raphael's Pupils	68	53	43	46	29	46	49	63
Downe Manor Pupils	28	54	36	48	33	50	51	67

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 'congestion', with a negative overall rating of 2.4, followed by 'parking' (2.5), and 'road safety' (2.8). Traffic 'Noise' and 'speed' both received neutral ratings (both 3.0). 'Engine idling' and levels for active transport both exhibited positive perceptions (3.3 and 3.4, respectively). Based on the number of concerns that have received negative ratings on average across all categories, the school staff and the residents within the School Street appear to be more concerned with the existing conditions than the other general respondent groups.

NB. Ratings from the 'business within' and 'local councillor' have been included below. However, in each case there were a very low number of respondents. This should be taken into consideration when drawing conclusions from these figures as they may not be representative of the group as a whole.

- **'How safe do you feel the roads are near the school?':** The overall average rating recorded by the general respondents for road safety was 2.8, indicating an overall negative perception and clear room for improvement. Of the larger respondent groups, the staff displayed the greatest level of concern with a rating of 2.2, followed by the residents within with 2.3. The residents outside gave a neutral rating of 3.0, while the parents / carers indicated a slightly more positive perception of safety albeit with clear room for improvement (3.1). The 'Other' respondent group indicated a negative perception, rating safety 2.1. The local councillor rated safety 1.0. The 'businesses within' gave a rating of 3.5, suggesting they did not view safety to be a significant concern.
- **'How congested are streets around the school?':** The average rating of 2.4 shows clear room for improvement in regard to congestion. Of the larger respondent groups, the school staff, once again, showed the most concern here, with a negative score of 1.9, as did the 'Other' respondents. These were followed by the residents within the School Street (2.1), residents outside the School Street (2.4), and parents / carers (2.6). The local councillor, and businesses within the School Street gave ratings of 1.0 and 2.5, respectively.
- **'How do drivers park near the school at drop off/pick up time?':** Parking behaviour around the schools received an overall average negative rating from the general respondents of 2.5 with negative scores recorded by the staff (1.9), residents within (2.2), 'Others' (2.5), residents outside of the School Street, parents / carers (both 2.7). The businesses within the School Street and the local councillor recorded ratings of 1.5 and 3.0, respectively.
- **'How many drivers leave their engines running when dropping/picking up children?':** Engine idling displays a slightly positive perception, with an overall average rating of 3.3. Staff and the residents within the School Street were the only two groups to record negative ratings (both 2.8). 'Others' (3.2), residents outside (3.3), and parents / carers (3.5) gave positive ratings. The businesses within and local councillor both recorded ratings of 3.0 for engine idling.

- **‘How noisy are the roads near school at drop off and pick up time?’:** Noise levels had an overall average rating from the general respondent of 3.0, which is considered neutral. This is reflective of the fact that perceptions appeared to be split between the respondent groups. Staff, and residents within the School Street, gave negative ratings of 2.5 and 2.7, respectively, while parents / carers seemed to view noise as less of a concern (a positive rating of 3.3). The residents outside the School Street recorded a neutral rating (3.0). The businesses within the School Street and the local councillor both provided ratings of 4.0.
- **‘How fast do you feel the traffic travels on the roads near school?’:** Overall perceptions of traffic speeds in the area were neutral (average rating of 3.0), again indicating split perceptions. Staff, ‘Others’ and residents with the School Street gave negative ratings (2.4, 2.5, and 2.8, respectively), while residents outside and parents / carers both recorded a positive rating of 3.3. The remaining general respondents (businesses within the School Street and the local councillor) gave a neutral rating of 3.0.
- **‘How many children do you see walking, cycling or scooting to school?’:** The overall rating from the general respondents for levels of active transport was 3.4, which is reflected by the fact that the majority of respondents gave positive ratings for this concern (‘Others’ 3.1, residents within 3.3, residents outside 3.5, and parents / carers 3.6). Staff gave a negative rating of 2.9. The businesses within the School Street and the local councillor gave ratings of 3.0 and 4.0, respectively.
- **Pupils:** The pupils from both schools recorded neutral scores across the majority of aims (ranging from 43 - 54), suggesting that clear improvement is possible. The notable exceptions to this are ‘engine idling’, which received negative scores from both groups of pupils (St. Raphael’s, 29, and Downe Manor, 33), and ‘traffic levels’ which received a negative score from Downe Manor pupils (36). Active transport appeared to be perceived as positive by both groups of pupils - St. Raphael’s gave a score of 63, and Downe Manor a score of 67.

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, 45% of respondents chose 'Reduce car use on school run' as one of their selections.

Table 10: 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
Overall	218	29%	56%	36%	63%	45%	13%
Parent / carer	99	21%	58%	26%	62%	40%	13%
School staff	38	34%	66%	39%	76%	58%	3%
Resident within School Street	31	35%	45%	65%	65%	39%	10%
Resident outside School Street	36	42%	47%	25%	50%	56%	22%
Business within School Street	2	50%	50%	50%	50%	50%	-
Local councillor	2	100	-	50	50%	-	-
Other	10	10%	70%	70%	80%	40%	30%
St. Raphael's Pupils	64	59%	58%	59%	61%	39%	19%
Downe Manor Pupils	28	54%	46%	43%	61%	29%	18%

Scheme aims summary:

Overall: Overall, 218 general respondents (not including the pupils survey) completed this section of the survey. The majority of respondents selected 'safer to walk and cycle' (63%), while 'pleasant and calm atmosphere' and 'reduce car use on the school run' were selected by 56% and 45% of respondents, respectively. 'Improve air quality' (36%) and 'More families walk and cycle' (29%) were the next most frequently selected. 'Reduce noise from traffic' was selected by 13% of respondents.

Parent / carer: The parents / carers most frequently selected 'safer to walk and cycle' (62%) and 'pleasant and calm atmosphere' (58%), suggesting that these are clear priorities for this group. The next most frequently selected was 'reduce car use on the school run' (40%), followed by 'improve air quality' (26%) and 'more families walk and cycle' (21%). 'Reduce noise from traffic' was selected the least frequently (13%).

School staff: 76% of school staff selected 'safer to walk and cycle'. The most frequently selected aims after this were 'pleasant and calm atmosphere' (66%) and 'reduce car use on the school run' (58%). Of the remaining aims, 'improve air quality' was selected by 39% of staff, and 'more families walk and cycle' by 34%. 'Reduce noise from traffic' was, again, the least frequently selected aim (3%).

Residents within School Street: The residents within most frequently selected 'safer to walk and cycle' and 'improve air quality' (both 65%). Following these were 'pleasant and calm atmosphere', 'reduce car use on the school run', and 'more families walk and cycle' (selected by 45%, 39%, and 35% of the group, respectively). 'Reduce noise from traffic' was selected by 10% of the group.

Residents outside School Street: Residents outside selected 'reduce car use on the school run' (56%) and 'safer to walk and cycle' (50%) as their two most important aims. The next most frequently selected aims were 'pleasant and calm atmosphere', 'more families walk and cycle', and 'improve air quality', which were selected by 47%, 42%, and 25% of respondents, respectively. 'Reduce noise from traffic' was selected by 22% of respondents.

Business within School Street: Other than 'reduce noise from traffic' the other aims were each selected by 1 of the businesses within the School Street.

Local councillor: Two local councillors completed the 'aims' section of the survey. One only selected 'more families walk and cycle' (100%), while the other also selected 'more; families walk and cycle' as well as 'improve air quality', and 'safer to walk and cycle'.

Other: Of the other respondents, 80% selected 'safer to walk and cycle' as their most important aim, followed by 'pleasant and calm atmosphere' and 'improve air quality' (both 70%). These were selected notably more frequently than the remaining aims: 'reduce car use on the school run', 'reduce noise from traffic', and 'more families walk and cycle', which were selected by 40%, 30%, and 10% of the group, respectively.

St. Raphael's Pupils: Of the 64 pupils survey respondents from St. Raphael's, 61% selected 'safer to walk and cycle' as their most important aim, followed by 'more families walk and cycle', 'improve air quality' (both 59%), and 'pleasant and calm atmosphere' (58%). Notably less frequently selected were 'reduce car use on the school run' (39%) and 'reduce noise from traffic' (19%).

Downe Manor Pupils: The pupils from Downe Manor also exhibited a clear desire for improved road safety with 'safer to walk and cycle' selected the most frequently (61%). 'More families walk and cycle' (54%), and 'pleasant and calm atmosphere' (46%), were also selected by a notable proportion of the group. 'Reduce car use on the school run' and 'reduce noise from traffic' were - as with St. Raphael's - selected notably less frequently (29% and 18%, respectively).

Final rating and further comments:

Table 11 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 11: 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: 5 or 4	Neutral: 3	Negative: 2 or 1
Overall	232	3.2	49%	14%	38%
Parent / carer	109	3.1	46%	12%	42%
School staff	37	4.1	76%	8%	16%
Resident within School Street	31	3.8	68%	10%	23%
Resident outside School Street	41	2.2	17%	22%	61%
Business within School Street	2	3.5	50%		50%
Local councillor	1	3.0		100%	
Other	11	3.7	55%	27%	18%

*Totals may not equal 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
St. Raphael's Pupils	65	58	40%	43%	17%
Downe Manor Pupils	27	52	37%	30%	33%

Final rating summary:

Across the general respondents, the average rating was a positive 3.2. There were also significantly more ratings that were positive (49%) than either negative (38%) or neutral (14%).

Of the main groups in the survey, the strongest support came from the school staff (4.1) and the residents within the School Street (3.8), followed by the 'Others' (3.7), and the parents / carers (3.1). The residents outside the School Street were the only group to record a negative rating on average (2.2). The businesses within gave a rating of 3.5, and the local councillor 3.0. However, given the low number of respondents in each group, caution should be taken drawing conclusions from these figures.

Both groups of pupils (from St. Raphael's and Downe Manor) recorded neutral average scores of 58 and 52, respectively. However, while Downe Manor exhibited a fairly balanced set of scores (37% positive, compared to 33% negative / 30% neutral), St. Raphael's pupils gave more positive or neutral scores than negative (40%, 43% and 17% respectively).

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 12: 'Give My View' additional feedback summary.

	Number of respondents providing further comment	Comment Sentiment = Positive	Comment Sentiment = Neutral / Unclear	Comment Sentiment = Negative
Overall	158	44%	16%	40%
Parent / carer	72	39%	14%	47%
School staff	21	81%	-%	19%
Resident within School Street	20	65%	25%	10%
Resident outside School Street	34	21%	21%	59%
Business within School Street	2	-%	50%	50%
Local councillor	2	50%	50%	-%
Other	7	57%	14%	29%

*Totals may not equal 100% owing to rounding

Overall sentiment summary:

157 respondents provided further comments via the survey, and 1 via email correspondence (158 in total). The email respondent was identified as a local business.

Overall, there was slightly more feedback that was positive towards the scheme than negative, (44% compared to 40%).

The school staff displayed the highest majority of positive comments (81%), followed by the residents within the School Street (65%). When asked 'how do you feel about the proposal for a School Street in your area?' the parents / carers (which was the largest of the respondent groups), provided a positive sentiment towards the scheme, however they subsequently provided more negative than positive feedback (47% negative - 39% positive). The residents outside the School Street also provided more negative than positive feedback (59% negative - 21% positive). The 'Other' respondents provided a majority of feedback that was positive (57%).

Of the remaining respondent groups, the local councillors gave equal proportions of positive and neutral feedback comments, while the businesses gave equal proportions of neutral and negative comments.

Comments log (positive):

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

Table 13: 'Give My View' additional feedback positive comments log.

	Improved road safety	Better for children / schools	Improved parking	Improved driver behaviour	Improved quality of life / calmer	Reduction in rat running	Reduction in school traffic	Reduction in air pollution	Reduction in traffic noise	Increase in walking / cycling	Support owing to climate change (or generalised 'environment')
Overall	42	24	17	12	12	9	8	6	3	2	1
Parent / carer	16	10	6	2	3	2	2			1	
School staff	11	9	4	3	2	2	2	2			
Resident within School Street	9	2	6	6	5	4	2	2	2	1	1
Resident outside School Street	3	2	1	1	1	1	1	1	1		
Business within School Street											
Local councillor											
Other	3	1			1		1	1			

Comments log (positive) summary:

The most common positive comments within the 'further comments' section of the survey were 'improved road safety' (42), 'better for children / schools' (24), 'improved parking' (17), 'improved driver behaviour' (12), and 'improved quality of life / calmer' (12).

Rat running (9), traffic improvement (8), air quality improvement (6), noise reduction (3), an increase in active transport (2), and environmental benefits (1) were also mentioned.

"It's a great idea for the safety of the kids and everyone" - Parent / carer

"Parents drive dangerously and park inconsiderately around the school gate. We anticipate a big increase in traffic once the housing development beside the school site is completed. There is concern that parents won't take action until it's too late and there is a serious accident outside the school." - School Staff

"I think it is a good idea. The road near the school will be much more safer and quieter." - Parent / carer

"Hopefully this scheme will force and encourage parents to walk, ride or scooter to school. I want to see the roads around school made safe before a child or parent gets hurt or injured." - Resident within School Street

"I believe the addition of school streets to my neighbourhood will be beneficial for us the residents mainly in regards to the reduction of parking disputes and air pollution."
- 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 14: 'Give My View' additional feedback constructive / neutral comments log.

	Asking for scheme specific changes	Request to enlarge / extend the scheme	Use more enforcement / crossing patrols etc	Other general improvements in the area	Requesting information on scheme
Overall	9	8	7	4	4
Parent / carer	1		5	1	2
School staff	2				
Resident within School Street	2	2			
Resident outside School Street	4	5	2		
Business within School Street		2		2	2
Local councillor					
Other				1	

Comments log (constructive / neutral) summary:

Within the constructive / neutral comments, the most frequent were suggestions for specific changes to the scheme (such as nearby residents and school staff being issued with permits) (9), or a request to enlarge the scheme (8). Also mentioned was using more measures to enforce existing parking restrictions (7). There were also several requests for general improvements to the area (4) and for further information about the scheme (4).

"I feel that residents on the neighbouring streets should have permits issued to use the school roads or at least one of the school roads because access out of the estate will be nearly impossible." - Resident outside School Street

"I think it need to be down Edward road as otherwise parents will just park on the edge of street smart and you still won't be able to move around the area freely" - Resident within School Street

"I don't see this as an adequate resolution. Pay more to have a parking warden issuing tickets to any one parked incorrectly instead of making everyone else suffer." - Parent / carer

Maybe paint double yellow lines on one side of the road to stop parents parking there. Also what would happen if a parent had a disabled badge? - Business within School Street

Comments log (concerns):

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

Table 15: 'Give My View' additional feedback concerns log.

	Increase / displaced congestion / traffic	Need to drive	Negative impact on parents or children	Parking concerns	Measures unnecessary	Reduced resident access	Mental health impact	Reduction in road safety	Negative impact on disabled people	Reduced service / visitor access	Money making scheme / fines	Narrow / unsuitable roads	Reduced air quality	No / poor consultation	Worsening highway behaviour (inc speeding)	Negative impact on the elderly	Negative community impact	Increase in noise pollution	Business loss	Other
Overall	39	26	23	20	12	12	6	5	5	4	3	3	3	2	2	2	1	1	1	9
Parent / carer	15	19	19	7	5	1	6	2	3		1		2	1		1				
School staff				1	1					1	1			1			1			2
Resident within School Street	3	1	1	1						2										2
Resident outside School Street	20	4	2	10	6	11		3	2	1	1	3		2	1			1		5
Business within School Street		1	1																1	
Local councillor																				
Other	1	1		1									1							

Comments log (concerns) summary:

Of the concerns raised in the comments, the vast majority were raised by the residents outside the School Street and the parents / carers. The comments raised most frequently were in relation to displaced traffic concerns (39), the need to drive (26), a negative impact of the scheme on parents and children (23), and concerns over parking (20). Among the remaining comments, the perception that the scheme was unnecessary or that the scheme would restrict resident access were also relatively common (12 comments were raised on each).

“I do not feel it is a good idea. It will add more traffic and parking issues to streets further away from the school with no benefit to the child or the adults.” - Parent / carer

“I understand the aim of the school street initiative but feel that this will disadvantage certain parents such as myself. I am a single parent that heavily relies on been able to drive and drop off my kids close to school, as I have a limited amount of time to get to work. The school street initiative will make it extremely difficult for me, as I will not be able to walk to school and then make it to work on time. This will cause undue stress for me and my kids.” - Parent / carer

“It makes it very difficult to access nearby roads, I would have to completely change my direction to access my home if a school street is implemented, especially with st Raphael’s and Down Manor in close proximity, it completely shuts off any road accessibility to Rushdene crescent/ Townson avenue - Resident outside School Street

“I don’t think it’s necessary, there’s plenty of parking so there’s no reason to implement it.” - Staff

The ‘Other’ comments were primarily in relation to the housing development in the area.

To add to this the completion of the flats on the corner of heartfield avenue is only going to exacerbate the issue - Resident outside School Street

Other 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.

- Stakeholders discussed the possibility of having permit allocation for KiddieCare Nursery for parents of 0 – 18 months old babies, to avoid disrupting the business success.
- A parent suggested that the road could be turned into a one-way street.

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 (49% compared to 38% negative and 14% neutral). The overall average rating for the general respondents was a positive 3.2, with most of the larger respondent groups showing support for the scheme (parents / carers, 3,1; Other, 3.7; residents within, 3.8; staff, 4.1). The exception came from the residents outside, who recorded a negative rating of 2.2. This may be owing to lack of perceived personal benefit from the scheme.
- 'Travel for Life' data showed that significant proportions of the pupils from both schools are currently travelling by active modes of transport (59% of pupils from St. Raphael's and 72% of those from Downe Manor). Additionally, there is a marked preference for increased cycling among the students from both schools (12% actual to 34% preferred for St. Raphael's pupils; 9% actual to 45% preferred for those from Downe Manor).
- Staff 'Travel for Life' data showed that staff at both schools have a marked increase in preference for walking: St. Raphael's staff increased from 8% actual to 44% preferred, while Downe Manor staff increased from 23% actual to 58% preferred.
- Feedback ratings showed that congestion (2.4), poor parking behaviour (2.5), and safety (2.8) 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', 'pleasant and calm atmosphere' and 'reduce car use on the school run' both being selected by the majority of respondents (63%, 56%, and 45%, respectively).
- There were slightly more 'Further comments' assessed as having a positive sentiment overall (44%) than negative (40%), while the neutral comments were largely in relation to proceeding with the scheme but in an expanded form.
- Alongside the final average rating of 3.2 for the question; 'Finally, how do you feel about the proposal for a School Street in your area?', a clear majority of the general respondents overall recorded positive ratings towards the scheme (49%), compared to either negative (38%) or neutral (14%) ratings. The strongest support came from the staff and the residents within the School Street, who gave a majority of positive ratings: 76% and 68%, respectively. Both sets of pupils demonstrated neutral perceptions of the introduction of the scheme, with scores of 58 for St. Raphael's and 52 for Downe Manor.
- The strong pupil preference for travelling to school by bicycle and the staff preference for walking 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 and walking while also providing a safer environment for all forms of active travel.

Recommendation:

- Considering the clear support for the scheme in the proposed configuration, move forward with the School Street as outlined.
- Particular attention should be paid to traffic conditions on the nearby roads, particularly Rushdene Crescent and Down Way, which may benefit from additional highway improvements.
- Continued monitoring of available data such as Automatic Traffic Counts (ATC) and Parking Beats will assist in assessing the impact of the scheme.
- Inform relevant departments that a notable number of respondents suggested changes to traffic management in the area alongside a desire to see the scheme enlarged to a greater area.