Ealing School Streets: Mayfield Primary School proposal - feedback evaluation

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

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Report Introduction:

This independent report into the extension of the 'School Streets' scheme proposed by Ealing Council in the vicinity of Mayfield Primary School Ealing was produced in June 2024 by Hup Initiatives. The report outlines and displays results from two provided data sets: TfL Travel for Life school travel surveys, and a 'Give My View' survey of the local school community regarding the proposed highway access changes, as well as a number of comments received by Ealing Council via email.

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Introduction to Mayfield 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 extension of the School Street at Mayfield Primary.

Background information

In November 2020, to help achieve social distancing during the pandemic and make the area safer for children arriving at school, Ealing Council installed a barrier controlled School Street on a small section of High Lane, outside the main entrance for pupils. This was successful and has continued to operate.

However, observations by the council, school, parents/carers and children indicate that there was a need to improve road safety further. Therefore, the council proposed an extension to the scheme, along High Lane to Hobbayne Road, and a small section of Mayfield Gardens to Bridge Avenue.

The council consulted with stakeholders, including parents/carers, staff and residents in the local area.

School Overview

School information

- Type – primary school
- Form entry – 2
- Number of pupils - 438
- Geographical data from school census
  - 58% pupils live within 0.5 miles of school
  - 30% pupils live 0.5 to 1 mile
- Location High Lane – Hanwell W7 3RT
- Details of any CPZ – Not applicable
- Travel for Life (STARS) accreditation level Gold to date

Proposed School Street

- High Lane to Hobbayne Road, and Mayfield Gardens from High Lane to Bridge Avenue
- Times 8.30-9.15am and 2.30-3.30pm

Consultation method

- Letters to residents – 15 April, by Royal Mail to 736 addresses (19 within the School Street and 717 outside it).
- Newsletter to parents/carers and school staff
- Give My View – online survey open from 15 April to 12 May. Hard copies were posted on request

Figure 1: Map of proposed School Street:

School Street at Mayfield Primary
Monday to Friday 8.30am - 9.15am and 2.30pm - 3.30pm
GREEN - existing scheme
BLUE - proposed extended scheme

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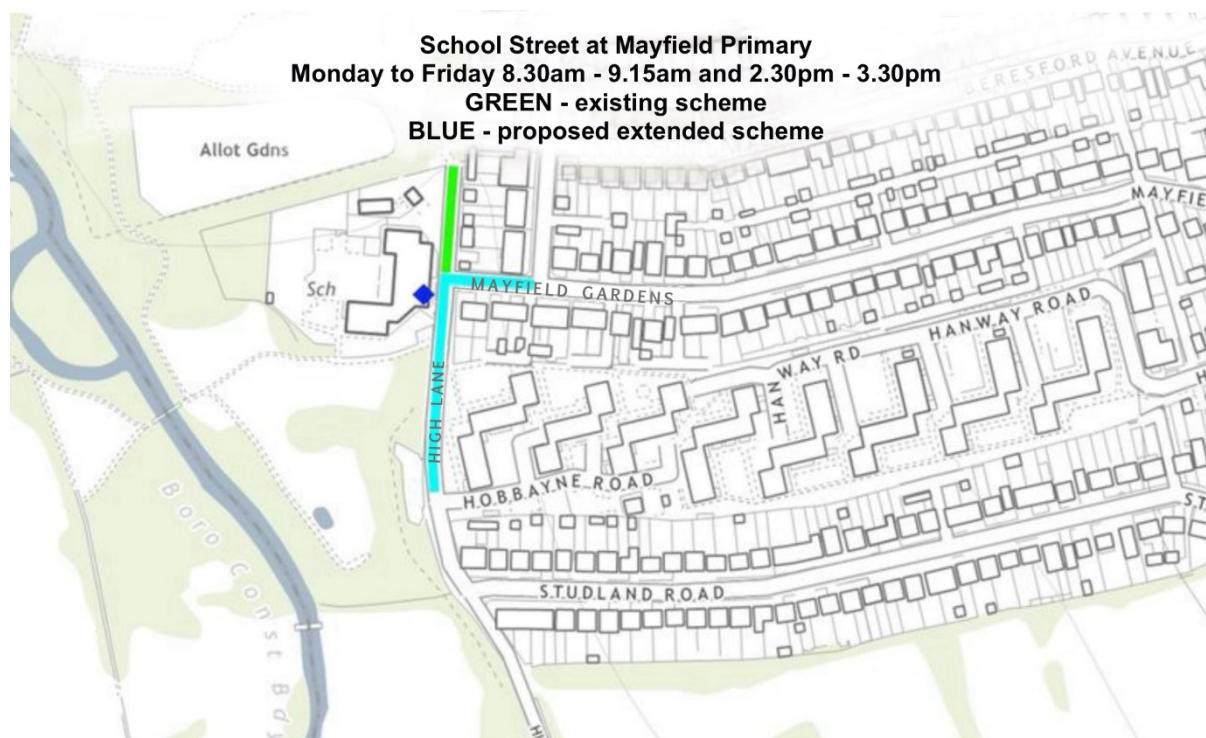
'TfL Travel for Life' data:

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 Mayfield Primary School.

'Travel for Life' results:

Table 1 - Pupil actual mode of travel. Response rate 95%. Date of survey 21/6/2023.

Walking	Scooting	Buggy	Cycling	Rail/Overground	Public Bus	School Bus/taxi	Car/motorbike	Car share	Park and stride	Total
262	54	0	34	1	5	0	34	0	31	421
62%	13%	0%	8%	0.2%	1%	0%	8%	0%	7%	

Table 2 - Pupil preferred mode of travel. Response rate 69%.

Walking	Scooting	Buggy	Cycling	Rail/Overground	Public Bus	School Bus/taxi	Car/motorbike	Car share	Park and stride	Total
147	56	3	86	0	1	1	7	3	0	304
48%	18%	1%	28%	0%	0.3%	0.3%	2%	1%	0%	

Table 3 – Staff actual mode of travel. Response rate 66%.

Walking	Scooting	Cycling	Public Bus	Car/motorbike	Park and stride	Total
35	1	3	1	6	9	55
64%	2%	5%	2%	11%	16%	

Table 4 – Staff preferred mode of travel. Response rate 33%.

Walking	Scooting	Cycling	Public Bus	Car/motorbike	Park and stride	Total
15	0	2	1	0	0	18
83%	0%	11%	6%	0%	0%	

Summary of 'Travel for Life' results:

The pupil survey shows the majority of pupils (approximately 83%) 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 83% actual to 94% preferred. Conversely, travel by car / motorbike, car sharing, or 'Park and Stride' drops from 15% actual to 3% 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 at peak times.

Of those reporting a preference for active travel, there is significantly higher proportion of pupils expressing a preference for cycling compared to the number currently doing so (8% actual compared to 28% preferred).

The increase in preferences for cycling is particularly notable as the extension to the School Street will create a larger 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 71% of the staff are travelling actively to the school site. This increases to 94% for the staff preferred mode of transport. At the same time, the proportion of staff travelling via car / motorbike or Park and Stride drops from 27% actual to 0% preferred. The extension of the School Street would support the continued and increased access and safety of those staff arriving by active transport.

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'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.

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, 143 survey logs were generated for the survey, however, a number of logs did not contain data or had limited engagement with the questions. 11 respondents who selected 'Resident within School Street' subsequently provided a postcode outside of the School Street and were recategorized accordingly. This manual check has resulted in figures which vary slightly from the data originally presented by Built-ID.

Figure 2: 'Give My View' screens examples:
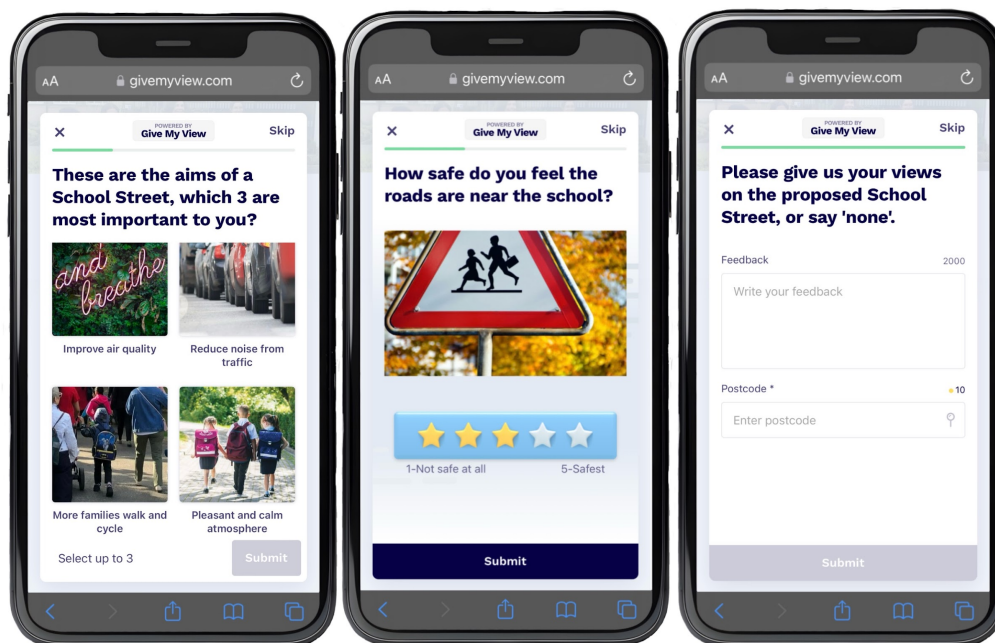
Feedback ratings:

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 2.7; this represents a perception that congestion in the area is currently negative.

Results have been colour-coded as follows:

- 1 - 1.9, dark red, 'very negative'

- 2 - 2.9, light red, 'negative'

- 3, yellow, 'neutral'

- 3.1 - 4, light green, 'positive'

- 4.1 - 5 dark green 'very positive'

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 'Residents outside School Street' than from 'Residents within School Street'.

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?
Overall	127	2.9	2.7	2.7	3.4	3.0	3.1	3.9
Parent / carer	50	3.0	2.7	2.9	3.5	3.0	3.4	4.1
School Staff	17	2.0	2.4	1.5	2.8	1.8	2.4	3.5
Resident within School Street	6	3.2	2.8	2.5	2.7	3.2	3.0	3.2
Resident outside School Street	53	3.1	2.8	3.0	3.5	3.3	3.2	3.8
Business within School Street	1	1.0	1.0	3.0	2.0	2.0	2.0	3.0

NB. There are 717 properties in the area outside the School Street and 19 within it.

Concern rating summary:

Overall, the main areas of concern for the general respondents (as indicated by lower average scores) appear to be 'congestion', 'parking behaviour', and 'road safety' – recording overall average scores of 2.7, 2.7 and 2.9, respectively. There was a neutral perception of 'Traffic noise' (with a score of 3.0). The remaining concerns 'vehicle speed', 'engine idling', and 'active transport' scored 3.1, 3.4, and 3.9, respectively, indicating positive perceptions, but with room for improvement.

School staff appear to be more concerned about engine idling, traffic noise, and speed than the other respondents. The 'business within' category showed similarly negative perceptions to school staff. However, the singular nature of the response should be considered when drawing conclusions.

'How safe do you feel the roads are near the school?': The overall average score for road safety was 2.9, which indicates clear room for improvement. With the exception of the sole business (1.0), school 'staff' demonstrated the greatest level of concern for the current levels of road safety, with a rating of 2.0. 'Parents / carers' scored neutrally, with 3.0, while 'residents within' and 'residents outside' of the School Street scored 3.1 and 3.2, respectively.

'How congested are streets around the school?': The average score of 2.7 shows some concern for the current levels of congestion. All respondent groups scored congestion as negative, with 'Staff' exhibiting the greatest level of concern (2.4), followed by 'parents / carers' (2.7) and both sets of 'residents' (2.8). The 'business' respondent also scored negatively with a score of 1.0.

'How do drivers park near the school at drop off/pick up time?': Overall perceptions of the existing parking behaviour were negative, at 2.7. Once again, 'staff' showed the most concern with a score of 1.5. 'Residents within the School Street' and 'parents / carers' scored 2.5 and 2.9, respectively, while 'residents' outside and the 'business' scored neutrally at 3.0.

'How many drivers leave their engines running when dropping/picking up children?': Overall, engine idling seemed to be less of a worry than other concerns, though still with room for improvement at 3.4. 'Residents within the School Street' showed the highest level of concern, with a score of 2.7, followed by 'staff' with 2.8. Both the 'residents outside' and the 'parents / carers' scored idling as 3.5. The 'business' recorded the lowest score (2.0).

'How noisy are the roads near school at drop off and pick up time?': The overall rating for the existing noise levels was neutral (3.0). Once again, 'staff' showed the highest levels of concern, rating noise extremely negatively, at 1.8. 'Parents / carers' recorded a neutral rating of 3.0, while both the 'residents within' and 'residents outside' of the School Street recorded higher ratings (3.2 and 3.3, respectively). The 'business' respondent recorded a negative perception rating of 2.0.

'How fast do you feel the traffic travels on the roads near school?': Overall, speeding around the school area seems to be slightly less of a worry than other concerns (3.1), with 'residents inside', 'residents outside', and 'parents / carers' rating it 3.0, 3.2, and 3.4, respectively. 'school staff' (2.4) and the local 'business' (2.0) provided ratings that suggest that there is still significant room for improvement.

'How many children do you see walking, cycling or scooting to school?': The current level of active transport was the only category to receive no negative ratings. Except for the local 'business' (3.0), all respondent groups gave positive ratings of between 3.2 and 4.1.

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, 44% 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
Overall	125	33%	56%	45%	65%	44%	9%
Parent / carer	53	28%	64%	51%	60%	26%	9%
School Staff	17	35%	71%	29%	76%	53%	0%
Resident within School Street	6	17%	17%	33%	50%	83%	33%
Resident outside School Street	48	38%	48%	46%	67%	54%	8%
Business within School Street	1	100%	0%	0%	100%	100%	0%

Scheme aims summary:

Overall: Overall, 125 general respondents completed this section of the survey. The most frequently selected aim was 'Safer to walk and cycle' (65%) followed by 'Pleasant and calm atmosphere' (56%). The third and fourth most commonly selected were, 'Improve air quality' and 'Reduce car use on school run' (45% and 44%, respectively). 'More families walk and cycle' was selected by 33% of respondents, and 'Reduce noise from traffic' by 9%.

School Parent / Carer: The parents and carers most frequently selected 'Pleasant and calm atmosphere' (71%) and 'Safer to walk and cycle' (60%), followed by 'Improve air quality' (51%). The next most frequently selected aims were 'More families walk and cycle' (28%) and 'Reduce car use on the school run' (26%). 'Reduce noise from traffic' was selected by 9% of respondents in this category.

School Staff: The 'Staff' most frequently selected 'Safer to walk and cycle' (76%) and 'Pleasant and calm atmosphere' (61%). 'Reduce car use on the school run' was selected by 53% of staff, while 'More families walk and cycle' and 'Improve air quality' were selected by 35% and 29%, respectively. There were no staff members who selected 'Reduce noise from traffic'.

Residents within School Street: 'Reduce car use on the school run' was the most frequently selected aim among the 'Residents within' at 83%, which was notably higher than any other respondent group. It was also significantly higher than any other aim selected by the 'residents within' since the next most frequently selected aim from 'Residents within' was 'Safer to walk and cycle' (50%). Both 'Improve air quality' and 'Reduce traffic noise' were chosen by 33% of respondents, while 'More families walk and cycle' and 'Pleasant and calm atmosphere' were both selected by 17% of the 'residents within'.

Residents outside School Street: Respondents in the 'Residents outside' category most frequently selected 'Safer to walk and cycle' (67%) followed by 'Reduce car use on the school run' (54%). 'Pleasant and calm atmosphere', 'Improve air quality', and 'More families walk and cycle' were chosen by 48%, 46%, and 38% of the 'residents outside', respectively. 'Reduce noise from traffic was selected by 8%.

Businesses within the School Street: The single respondent from the 'Business within' category selected 'More families walk and cycle', 'Safer to walk and cycle', and 'Reduce car use on the school run'.

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 scores, as well as overall mean averages.

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? (Mean average)	Positive: 4 or 5	Neutral: 3	Negative: 1 or 2
Overall	128	3.6	65%	5%	30%
Parent / carer	50	3.9	74%	4%	22%
School Staff	17	4.8	94%	0%	6%
Resident within School Street	6	3.5	67%	0%	33%
Resident outside School Street	54	3.0	46%*	7%*	46%*
Business within School Street	1	3.0	100%	0%	0%

*Does not total 100% owing to rounding

Final rating summary:

Overall, across general respondents, the average rating was 3.6 – a clearly 'Positive' sentiment. There were also significantly more ratings classified as 'Positive' than 'Negative' (65% vs 30%).

The strongest support came from the school 'Staff' with a rating of 4.8. The 'Parent / carers' (3.9) and 'Residents within' (3.5) also scored positively.

The 'Residents outside' and the sole 'Business' respondent both averaged a 'Neutral' rating of 3.0. Additionally, the 'Residents outside' gave equally proportions of positive and negative ratings (46%).

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 8: 'Give My View' additional feedback summary.

	Number of respondents providing further comment	Feedback sentiment = Positive	Feedback sentiment = Neutral / Unclear	Feedback sentiment = Negative
Overall	**111**	**56%**	**14%**	**30%**
Parent / carer	42	57%	19%	24%
School Staff	11	100%		
Resident within School Street	6	67%		33%
Resident outside School Street	47	43%*	15%*	43%*
Business within School Street	1	100%		
Other	4	50%	25%	25%

*Does not total 100% owing to rounding

Overall sentiment summary:

- 111 respondents provided further comments.

- Overall, there was notably more feedback that was positive towards the scheme than negative, 56% vs 30%.

- Of the feedback left by 'Staff', 100% was considered positive overall, as was the feedback left by the 'Business within'. The majority of the feedback provided by the 'Residents within' (67%) and 'Parents / carers' (57%) was also considered to be positive.

- The 'Residents outside School Street' gave equal percentages of positive and negative feedback (43%).

- 4 emails providing feedback were received by Ealing Council and were listed as 'other', since respondent types were not provided. 2 of these emails were categorized as 'positive', 1 as 'neutral', and 1 as 'negative'.

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.

	Better for children / schools	Improved road safety	Reduction in road rage / speeding / poor driver behaviour around the school	Reduction in school traffic / less congestion etc	Improved quality of life / calmer	Increase in walking / cycling	Improved residents' parking	Reduction in air pollution	Reduction in traffic noise	Support owing to climate change (or generalised 'environment')	Reduction in rat running
Overall	31	30	15	10	8	6	4	4	2	2	1
Parent / carer	11	11	3	2	3	3	1	3	1		
School Staff	8	8	4	1	2	1		1			
Resident within School Street	1	1		2			2				
Resident outside School Street	8	8	6	3	3	1	1		1	1	1
Business within School Street	1	1	1	1		1					
Other	2	1	1	1						1	

Comments log (positive) summary:

The most common positive comments within the 'further comments' section of the survey were 'Better for children / schools' (31), 'Improved road safety' (30), and 'Reduction in road rage / speeding' (15). 'Reduction in school traffic', 'Improved quality of life', and 'Increase in walking / cycling' were referenced 10, 8, and 6 times, respectively.

"I think this is a great idea to make the area around the school safer and hopefully encourage more people to walk / cycle." - Parent / carer

"I feel the extension would make the area safer for the children who walk to school. The air will be cleaner. More children will be encouraged to walk and be more active." *-* Parent / carer

"Extending the school is it great idea as this will reduce traffic and improve safety." - Business within School Street

"The present school street is too small to be effective. The new one will make it much safer and more pleasant to walk, scoot and cycle to school." - Resident outside School Street

"Creating a School Street all along High Lane would reduce the amount of traffic around the entrance to our school. It will create a much safer environment for pupils to arrive at school as there will be less cars around. There has been many instances of parents parking dangerously, and have been arguments and fights as a result of this. We want children to arrive in a calm, safe space where they can begin their day. Less cars will also improve the air quality around our school and encourage pupils to walk/cycle/scoot which are all promoted as part of our healthy schools and sustainable travel targets. In short, this will greatly improve the safety of our pupils and create a calmer, cleaner and happier environment to start their days." - Staff

Several comments received via email exhibited general support of the scheme.

"I would like to let you know that I fully support a barrier-controlled School Street."

"We totally support your decision on that. Every morning, it's mayhem here in Mayfield school Street, cars left with running engine no-one is inside. Bus cannot go through all is blocked. There is no safety of children even adults. The way cars going fast and parked on the payment. We totally support your decision."

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 specific changes	Requesting further / improved information on scheme	Use more enforcement CEOs / school crossing patrols / CCTV etc	Requires more / improved signage	Other general improvement
Overall	7	6	5	2	1	16
Parent / carer	1	3	1	2	1	6
School Staff	1					
Resident within School Street						2
Resident outside School Street	4	3	4			8
Business within School Street						
Other	1					

Comments log (constructive / neutral) summary:

Within the constructive / neutral comments, the most frequent were requests to further enlarge the geographical reach of the scheme (7 comments); this was particularly common among the 'Residents outside'.

"School street would be great, however, an extension of the scheme could be increased a little further along Bridge Ave and up Mayfield Gardens" - Staff

"I think the school street should be extended even further, to encourage more parents to use other means to get to school, such as public transport, cycling and walking." - Resident outside School Street

A number of comments requested that permits be given to those in the immediate vicinity (but not within) the School Street.

"I think it's good that you will offer free permits to those within the zone but I feel it would also be appropriate to extend this free permit to those living within say 100 metres of the zone." - Resident outside School Street

"residents of Studland road would also need a free permit to use the road if required during the school times" - Resident outside School Street

5 comments called for more information on the scheme, 4 of which were from 'Residents outside'. These were mainly centred on whether bus access would be affected, whether the electric vehicle (EV) charging points would be accessible during operational hours, and how the School Street might affect - or be affected by - the proposed social housing development on High Lane.

"If part of Mayfield Ave is blocked off what will happen to the bus route?" - Resident outside School Street

"Please retain electric charging bays as allowable parking for EVs whilst charging." - Parent / carer

"Also given that there was meant to be a huge redevelopment of social housing on High Lane, how will these plans for the extended school street be affected if that redevelopment starts?" - Resident outside School Street

Several other comments called for the use of specific enforcement controls, and improved signage, or other general improvements, such as implementing one-way systems, dedicated cycle lanes, barriers, cameras, and road markings.

"Would strongly recommend one way streets on the parallel streets ruining between bridge avenue and Greenford avenue. A contra flow bike lane in these streets and a segregated bike lane on bridge avenue. This would support the vast majority of pupils safely accessing the school by active travel" - Parent / carer

"I think safety would be greatly increased simply by adding barriers close to the crossroad in front of the street so that people cross in the decidate area." - Resident outside School Street

"There are zig zags in front of the school, if anything a camera should be put there to enforce those zig zags rather than creating something which will have more negative consequences than benefits" - Parent / carer

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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.

	Congestion / more traffic on surrounding roads	Reduced / restricted / displaced parking	Measures unnecessary - insufficient traffic etc (nb subjective)	Detrimental / disproportionate impact on parents or children	Reduction in active travel safety	Increase in bus journey times	Reduction in vehicle safety	Poor highway behaviour (highway code)	Longer journeys	Scheme will result in worsening air quality (PM / NOx etc excluding CO2)	Detrimental / disproportionate impact on the disabled	Detrimental / disproportionate impact against residents living on main roads	Need a vehicle for work purposes or multiple drop offs	Greater carbon emissions (CO2 or fuel consumption)	Lack of existing evidence / data	Other
Overall	**27**	**15**	**15**	**11**	**8**	**5**	**5**	**4**	**4**	**2**	**2**	**2**	**2**	**1**	**1**	**3**
Parent / carer	11	5	6	6	3	3	3	2	4		1	2	2			1
School Staff																
Resident within School Street			2													
Resident outside School Street	14	10	7	4	3	2	1	2		2	1			1	1	2
Business within School Street																
Other	2			1	2		1									

Comments log (concerns) summary:

Of the concerns raised in the comments, all but 8 (from 'Residents within' and 'other') were raised by either 'Parents / carers' or 'Residents outside'. The concerns most frequently raised were 'Congestion / more traffic on surrounding roads' (27), 'Reduced / restricted / displaced parking', and 'Measures unnecessary' (both 15). Among the remaining comments, there were also some concerns about 'Detrimental / disproportionate impact on parents or children' (11).

"It would just move any issue into surrounding streets. Only parents use the road during school time (when the school was closed during polling there were no cars at all parked or driving in the road at school time). I don't see this proposal will stop parents driving to school, which is what needs to be done, as they will just park round the corner and make those roads more dangerous for those walking or cycling to school." - Resident outside School Street

"The proposal is likely to displace current parking from an area of little impact on residents to areas of substantial impact on residents." - Parent / carer

"There is no need to do this. It's a quiet road. Lots of parents and children walk / cycle etc and I don't see the value in this scheme in this area." - Resident outside School Street

"There is absolutely no need to extend this School Street. I would estimate 95% of students walk, cycle, or use scooter to school." - Parent / carer

"I really think your proposal will make matters worse for children, parents and those who live locally" - Resident outside School Street

"I have two children with disabilities so getting them into school is very tricky if we will not be able to park so close to the school. My child will struggle with this change and will have a bad impact on them" - Parent / carer

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?' (65% vs 30%). The overall average score was a clearly positive 3.6.

- 'Travel for Life' data showed that the majority of pupils and staff are travelling to school by active modes of transport (approximately 83% and 71%, respectively). This increases to 94% for both pupil and staff preferred mode of transport. There is also a clear preference amongst both groups for an increase in cycling (8% actual to 28% preferred for pupils; 5% actual to 11% preferred for staff).

- Feedback ratings showed that 'levels of congestion' (2.7), 'poor parking behaviour' (2.7), and 'road safety' (2.9) are the principal areas of concern. This is reflected in the respondents' selections of most important aims with 'Safer to walk and cycle' and 'Pleasant and calm atmosphere' being the two most frequently selected.

- All groups of respondents appeared to be concerned about the current levels of congestion around the school. However, 'residents outside' and 'parents / carers' expressed the most concern in the comments about how the scheme might exacerbate existing congestion and parking issues away from the School Street.

- There was markedly more feedback / further comments assessed as having a positive (56%) than negative (30%) sentiment. This was particularly true of 'school staff' and 'residents within', for whom comments were positive in 100% and 67% of cases, respectively.

- The 'staff', 'parents / carers', and the 'residents within' showed the highest levels of support with scores of 4.8, 3.9, and 3.5 for the question 'How do you feel about the proposal for a School Street in your area?'. As the groups most likely to witness any positive or negative impacts of the scheme, this can be considered highly encouraging.

- 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 extension. This, in turn, could support long-term behaviour change towards cycling.

- As existing levels of active travel are high, and examples of poor road safety have been observed prior to the proposed extension, the primary objective of the scheme could be said to be an improvement in road safety in the immediate vicinity of the school. There is clear support for this objective.

Recommendation:

- Move forward with the proposed extension to the School Street and continue to monitor available data, such as Travel for Life surveys and observations.