

Ealing School Streets: Coston Primary School and Edward Betham Primary School proposal - feedback evaluation

Prepared by Hup Initiatives for the London Borough of Ealing, November 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 Coston Primary School and Edward Betham Primary School, Greenford, Ealing was produced in November 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 Coston and Edward Betham 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 35 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 Coston Primary and Edward Betham CE Primary School.

School Overview

School information

- Type – Primary School.
- Form Entry – Coston Primary 2 form entry and Edward Betham CE Primary 2 form entry per year group.
- Number of pupils - Coston Primary 423 and Edward Betham CE Primary 421.
- Geographical data from school census.
 - Coston Primary.
 - 63% pupils live within 0.5 miles of school.
 - 15% pupils live 0.5 to 1 mile.
 - Edward Betham CE Primary.
 - 47% pupils live within 0.5 miles of school.
 - 26% pupils live 0.5 to 1 mile.
- Location - Oldfield Lane South, Greenford – UB6 9JU.
- Details of any CPZ- Not applicable.
- Travel for Life (STARS) accreditation level.
 - Coston Primary - not engaged.

- o Edward Betham CE Primary - Gold.

Proposed School Street

- Location: Oldfield Lane South between junction with Farndale Crescent and Ferrymead Gardens. Wordsworth Avenue between Costons Lane and Oldfield Lane South. Costons Lane from junction with Greenford Road to Oldfield Lane South.
- Times: 8.15 to 9.15am and 2.30 to 3.45pm.

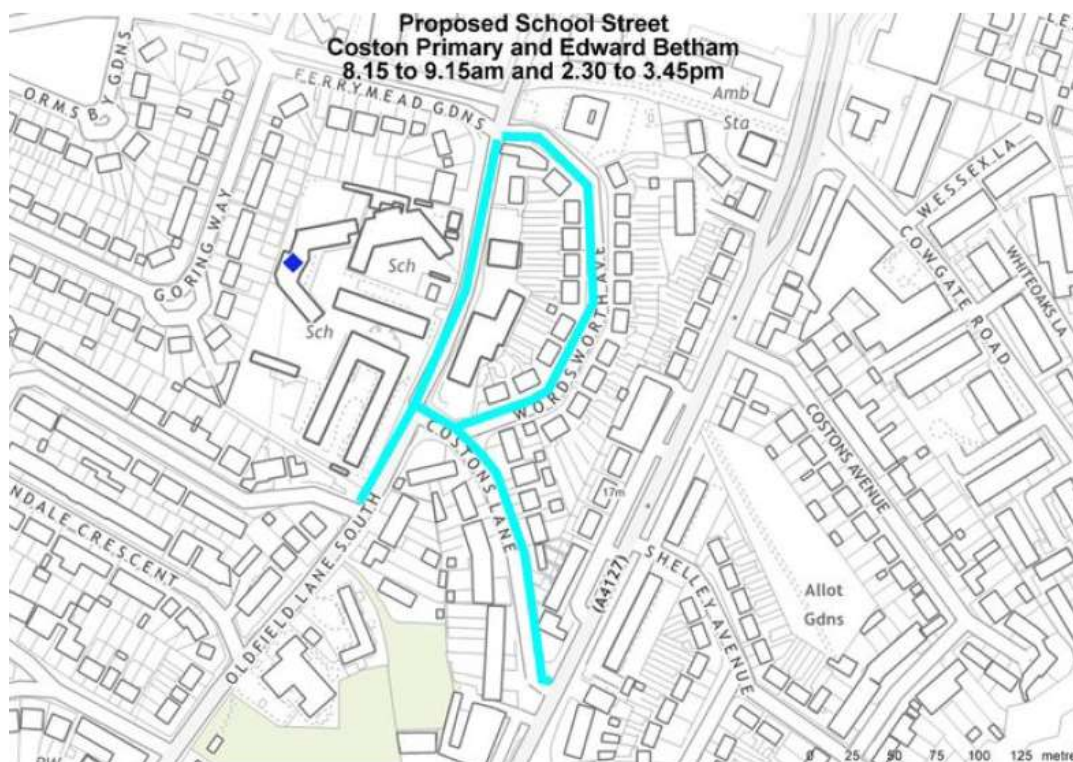
Engagement and consultation activities

- o Pop Up event (public engagement activity) – 16th October at Edward Betham Primary School Hall, 9 residents, 6 parents, 2 staff, a total of 17 attendees.
- o Online presentation (about scheme and decision making process) – 24th October, with 12 bookings and 3 attendees.
- o Year 5 in class workshop (interactive lesson on active travel).
- o Letters to residents – on 30th September, by Royal Mail to 814 addresses, including 132 properties within the School Street.
- o 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 30th September to 4th November. Paper 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 - Coston Pupil actual mode of travel. Response rate 90%. Date of survey 17th Sep - 14th Oct 2024.

Walking	Cycling	Scooting	Buggy	Rail / Overground	Tube	Public bus	School bus / Taxi	Car / Motorcycle	Car share	Park and stride	Total
194	7	25	1	1	1	37	5	82	2	24	379
51%	2%	7%	0%	0%	0%	10%	1%	22%	1%	6%	

Table 2 - Coston Pupil preferred mode of travel. Response rate 85%.

Walking	Cycling	Scooting	Buggy	Rail / Overground	Tube	Public bus	School bus / Taxi	Car / Motorcycle	Car share	Park and stride	Total
133	50	74	1	1	4	29	1	55	4	8	360
37%	14%	21%	0%	0%	1%	8%	0%	15%	1%	2%	

Table 3 – Coston Staff actual mode of travel.

Walking	Cycling	Scooting	Rail / Overground	Tube	Public bus	Car/ Motorcycle	Car share	Park and stride	Total
10	-	-	1	4	5	12	2	-	34
29%	0%	0%	3%	12%	15%	35%	6%	0%	

Table 4 – Coston Staff preferred mode of travel.

Walking	Cycling	Scooting	Rail / Overground	Tube	Public Bus	Car / Motorcycle	Park and stride	Park and stride	Total
14	-	-	1	1	4	13	1	-	34
41%	0%	0%	3%	3%	12%	38%	3%	0%	

Table 5 – Edward Betham Pupil actual mode of travel. Response rate 97%. Date of survey 16th July 2024.

Walking	Cycling	Scooting	Buggy	Tube	Public bus	School bus / Taxi	River	Car / Motorcycle	Car share	Park and stride	Total
208	31	48	2	0	8	2	0	47	6	56	408
51%	8%	12%	0%	0%	2%	0%	0%	12%	1%	14%	

Table 6 - Edward Betham Pupil preferred mode of travel. Response rate 97%.

Walking	Cycling	Scooting	Buggy	Tube	Public bus	School bus / Taxi	River	Car / Motorcycle	Car share	Park and stride	Total
149	117	89	0	7	9	0	1	7	8	21	408
37%	29%	22%	0%	2%	2%	0%	0%	2%	2%	5%	

Summary of 'Travel for Life' results:

Coston Primary School

The pupil survey for Coston shows that the majority of pupils (approximately 60%) are arriving at the school site via active modes or travel (walking, scooting, and cycling). A School Street is expected to improve road safety for these pupils by reducing motor vehicle movements near the school gates.

The preferred results show that the percentage of pupils who would prefer to travel by active modes increased from 60% actual to 72% preferred, there is also a significant increase in the preference for cycling (2% actual to 14% 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 (29% actual, falling to 18% preferred).

The staff survey shows that 29% are currently travelling actively to the school site, a figure which increases to 41% 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.

Edward Betham Primary School

A significant majority (71%) of pupils from Edward Betham reported that they are currently travelling via active modes of transport. This increases to 88% for preferred mode of transport. As with the survey conducted at Coston Primary School this is corroborated by a marked increase in the preference for cycling (8% actual to 29% preferred), and a reduction in the preference for motor travel (27% actual to 9% preferred).

Staff survey data for Edward Betham was not provided.

‘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, 387 survey logs were generated for the main survey, however, a number of logs did not contain data or had no engagement and were removed.

19 respondents who selected ‘resident within School Street’ subsequently provided a postcode outside of the School Street and were recategorised accordingly. 1 respondent who selected ‘resident outside School Street’ subsequently referenced being a parent of a pupil at one of the schools and was 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, 6 were found to be ‘residents outside School Street’, 4 referred to themselves as Parents, and one was found to be a ‘resident within School Street’. These were also categorised accordingly. The 3 remaining ‘others’ did not qualify their selection or provide comments which could be used to establish their nature.

Additionally, it should be noted that the postcodes UB6 9AA, Ub6 9JX, UB6 9NE and UB6 9JS cross the boundaries of the School Street. As it was not possible to determine if residents of these postcodes were within or outside the School Street, changes were not made to the respondent type selected by these respondents.

Across both schools, 106 logs were generated for the pupil survey which was reduced to 100 once logs without data were removed. All of the pupils were from years 4 - 6.

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:

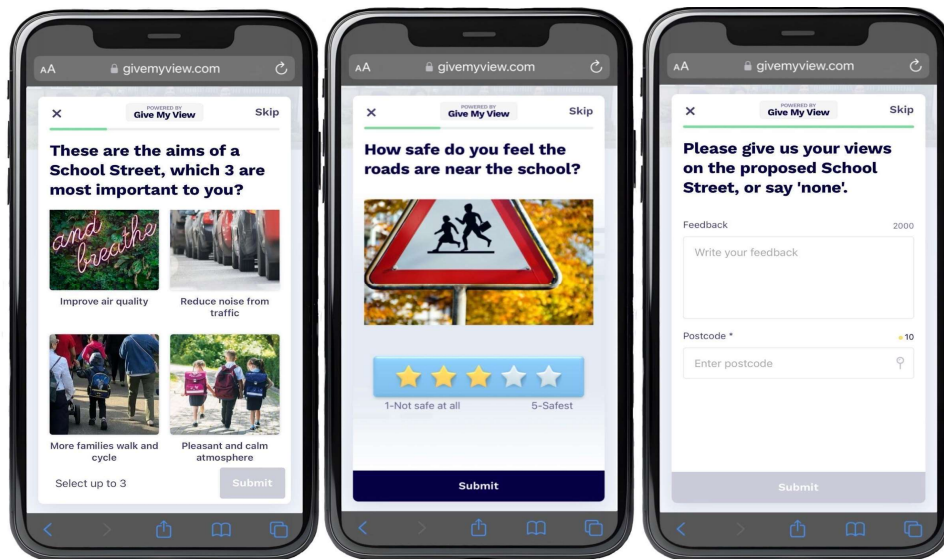


Figure 3: 'Resident outside School Street' postcode locations:

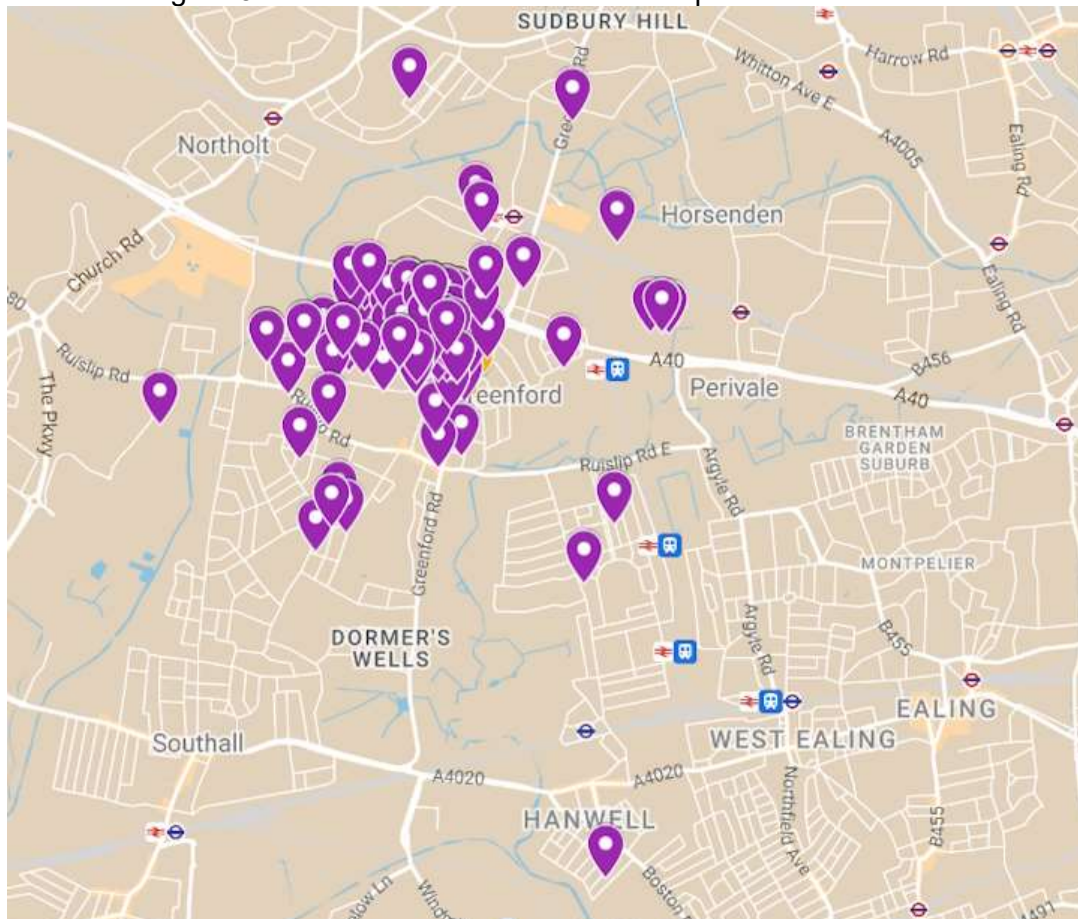


Figure 3 (above) shows that the majority of the residents outside of the School Street (purple icons) were found to be in close proximity to the School Street (purple line). All pictured respondents were retained within the data. Icons are situated in the centre of the postcode and may represent multiple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

Figure 4: 'Resident within School Street' postcode locations:

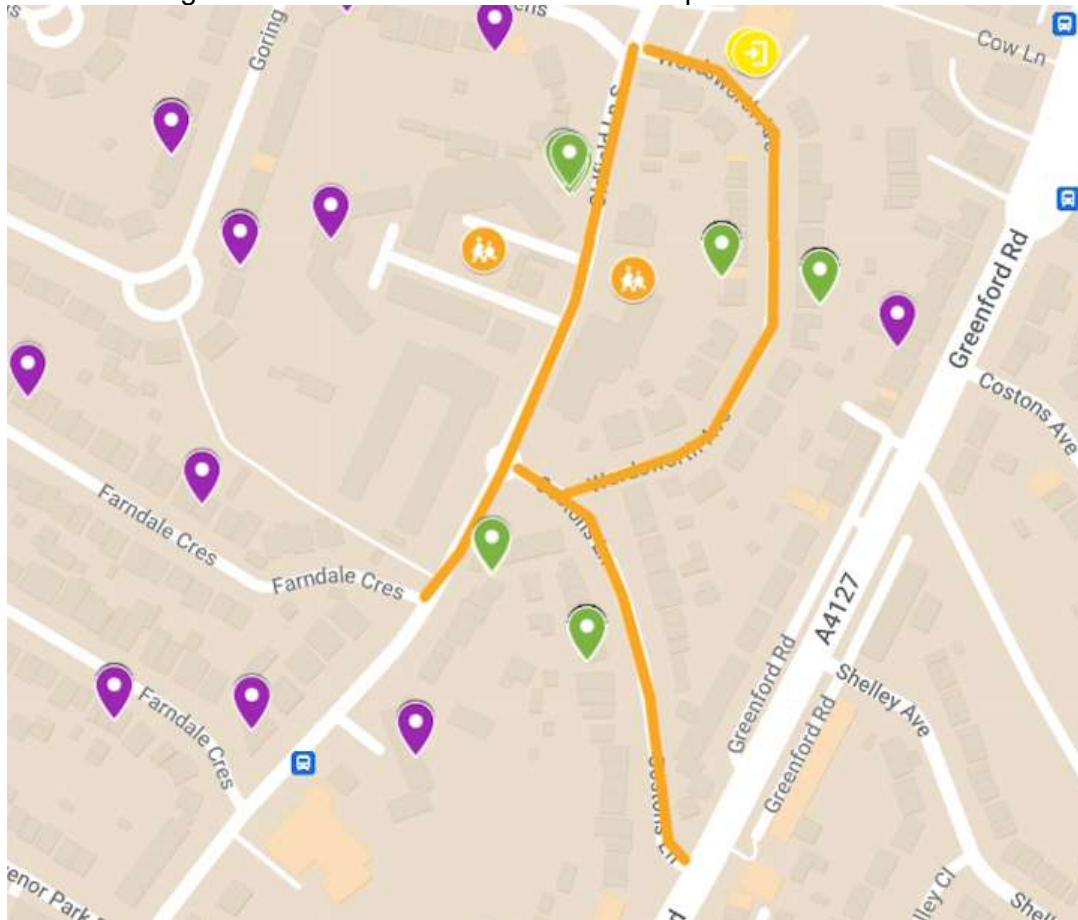


Figure 4 (above) shows the approximate locations of the 'residents within School Street' (green icons) and the 'business within School Street' (yellow icon). Icons are situated in the centre of the postcode and may represent multiple respondents.

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 2.8; 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 7: 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	339	3.4	2.5	2.8	3.4	2.9	3.4	3.7
Parent / carer	91	3.3	2.5	3.1	3.8	3.1	3.4	4.0
School staff	13	3.2	2.4	2.6	3.8	2.8	3.2	3.4
Resident within School Street	55	2.4	2.0	1.8	2.6	1.9	2.5	2.8
Resident outside School Street	173	3.7	2.6	2.9	3.5	3.2	3.7	3.8
Business within School Street	1	5.0	1.0	5.0	5.0	4.0	5.0	5.0
Business outside School Street	3	4.8	4.0	4.3	3.7	4.3	4.0	4.7
Local Councillor	1	5.0	5.0	5.0	2.0	3.0	1.0	2.0
Other	3	2.3	2.3	2.7	2.7	2.3	3.0	3.0
	Total number of respondents (average)	The road safety on streets around or near the school is:	The amount of traffic on streets around or near the school is:	I feel parking behaviour of drivers near the school at start & finish times is:	The number of drivers leaving engines running when parked near to school is:	The traffic noise in the streets near the school at drop off/pick up times is:	The speed you see cars travel on streets around or near the school is:	The number of children you see walking/cycling/scooting to school each day is:
Pupils	99	59	38	47	31	40	55	65

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 2.5, followed by 'parking' (2.8), and 'traffic noise' (2.9). 'Road safety', 'engine idling', and 'speed' all received positive ratings of 3.4, with levels of 'active transport' receiving a positive score on average of 3.7.

Based on the number of concerns that have received negative ratings on average across all categories, the residents within the School Street appear to be the more concerned by the existing conditions than the remaining general respondent groups.

NB. Ratings from the 'businesses', 'local councillor' and 'other' respondents 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.

- **'How safe do you feel the roads are near the school?':** The overall average rating recorded by the general respondents for road safety was 3.4, indicating an overall positive perception. Of the larger respondent groups, the residents within displayed the greatest level of concern with a negative rating of 2.4 (the 'other' respondents also recorded a negative rating (2.3)). The parents and carers gave a positive rating of 3.3, the school staff 3.2, and the residents outside of the School Street 3.7 - the highest rating of the larger groups. The business within and the local Councillor gave maximum ratings of 5 while the businesses outside recorded a rating of 4.8.
- **'How congested are streets around the school?':** The average rating of 2.5 shows clear room for improvement in regard to congestion. Of the larger respondent groups, the residents within, once again showed the most concern, with a negative rating of 2.0. These concerns were shared (albeit to a slightly lesser extent) by all of the larger groups with negative ratings recorded by the parents and carers (2.5), school staff (2.4), and the residents outside (2.6), further suggesting that congestion is a shared concern in the area. Of the smaller groups the business within recorded the lowest possible rating (1), the 'other' respondents a negative 2.3, while the local Councilor (5), and businesses outside of the School Street (4) appear not share the congestion concerns having recorded positive ratings.
- **'How do drivers park near the school at drop off/pick up time?':** Parking behaviour around the schools received an negative overall average rating from the general respondents of 2.8 with negative scores recorded by the staff (2.6), residents within (1.8), residents outside (2.9), and the 'others' (2.7). A slightly positive rating of 3.1 was recorded by the parents and carers while the business within (5), businesses outside (4.3), and the local Councillor (5) all recorded clearly positive scores for parking behaviour in contrast to most of the respondent groups.
- **'How many drivers leave their engines running when dropping/picking up children?':** Engine idling recorded a positive perception, with an overall average rating of 3.4. Of the larger groups the residents within were the only group to record a negative rating on average (2.6) alongside the local Councillor (2), and the 'other' respondents (2.7). The parents / carers and the school staff both recorded ratings of 3.8 and the residents outside 3.5. The business within selected the highest possible rating (5) for engine idling, with the businesses outside also positive (3.7).

- **‘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 2.9, which is considered slightly negative. Of the larger respondent groups the residents within the School Street (1.9) appear to have a notably more negative perception than the parents and carers (3.1), school staff (2.8), and the residents outside (3.2). The business within and outside recorded positive scores of 4 and 4.3 respectively, while the local councillor was neutral (3), and the ‘other’ respondents negative (2.3).
- **‘How fast do you feel the traffic travels on the roads near school?’:** Overall perceptions of traffic speeds in the area were positive (average rating of 3.4). Of the larger groups, the residents within were the only group to record a negative rating (2.5). This contrasts with the residents outside as the most positive of the larger groups (3.7). The parents / carers and the school staff recorded similar scores of 3.4 and 3.2. The business respondents again responded positively with ratings of 5 and 4, while the local councillor recorded the lowest rating (1). The remaining ‘others’ recorded a neutral rating of 3.
- **‘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 3.7. The residents within again recorded the lowest score from the larger groups with a slightly negative rating of 2.8. Positive ratings were recorded by the parents / carers (4), school staff (3.4), and the residents outside (3.8). Of the smaller groups, the business within again recorded the highest rating possible (5), closely followed by a clearly positive 4.7 from the businesses outside. The local councillor recorded a negative score of 2, and the remaining ‘other’ respondents a neutral rating of 3.
- **Pupils:** The pupils recorded neutral or negative scores across all areas apart from levels of active travel which received a positive rating of 65 on average. The pupils appear to be most concerned by the ‘amount of traffic in the area’ (38), and ‘engine idling’ (31). These negative ratings were followed closely by ‘traffic noise’ with a low neutral rating of 40. ‘Parking behaviour’ (47), ‘speeding’ (55), and ‘road safety’ (59) all also received neutral ratings from the pupils on average.

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, 47% of respondents chose 'Reduce car use on school run' as one of their selections.

Table 8: 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	282	35%	44%	39%	56%	47%	23%
Parent / carer	79	30%	52%	38%	70%	42%	14%
School staff	9	33%	33%	78%	89%	33%	11%
Resident within School Street	46	35%	52%	37%	43%	67%	39%
Resident outside School Street	142	39%	38%	37%	52%	45%	24%
Business within School Street	1	-	-	-	-	100%	-
Business outside School Street	1	-	-	-	100%	-	-
Local Councillor	1	-	-	100%	-	-	-
Other	3	33%	33%	33%	33%	33%	-
Pupils	98	39%	59%	70%	56%	29%	27%

Scheme aims summary:

Overall: Overall, 282 general respondents (not including the pupils survey) completed this section of the survey. The majority of respondents selected 'safer to walk and cycle' (56%), while 'pleasant and calm atmosphere' and 'reduce car use on the school run' were selected by 44% and 47% of respondents, respectively. 'Improve air quality' (39%) and 'more families walk and cycle' (35%) were the next most frequently selected, while 'reduce noise from traffic' was the least selected by respondents with 23%.

Parent / carer: The parents / carers most frequently selected 'safer to walk and cycle' (70%) and 'pleasant and calm atmosphere' (52%), suggesting that these are clear priorities for this group. The next most frequently selected was 'reduce car use on the school run' (42%), closely followed by 'improve air quality' (38%). 'More families walk and cycle' was selected by 30%, while 'reduce noise from traffic' was selected the least frequently (14%).

School staff: 89% of school staff selected 'safer to walk and cycle', followed by 'improve air quality' (78%). That such a clear majority of the school staff selected these aims indicates how high a priority these aims are for the schools staff. 'More families walk and cycle', 'pleasant and calm atmosphere', and 'reduce car use on the school run' were each selected by 33% of the school staff while reducing noise was the least selected (11%).

Residents within School Street: The residents within most frequently selected 'reduce car use on the school run' (67%) followed by 'pleasant and calm atmosphere' (52%). 43% selected 'safer to walk and cycle', 39% 'reduce noise from traffic', 37% 'improve air quality', closely followed by the least selected, 'more families walk and cycle' with 35%.

Residents outside School Street: Residents outside selected 'safer to walk and cycle' (52%) and 'reduce car use on the school run' (45%) as their two most important aims.

The next most frequently selected aims were 'more families walk and cycle', 'pleasant and calm atmosphere', and 'improve air quality', which were selected by 39%, 38%, and 37% of respondents, respectively. 'Reduce noise from traffic' was selected by 24% of respondents.

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

Business outside School Street: The business outside only selected 'safer to walk and cycle'.

Local councillor: The local councillor only selected 'improve air quality'.

Other: Of the 'other' respondents, each of, 'more families walk and cycle', 'pleasant and calm atmosphere', 'improve air quality', 'safer to walk and cycle', and 'reduce car use on the school run' were selected by 1 of the respondents (all 33%).

Pupils: The majority of pupils selected 'improve air quality' (70%), 'pleasant and calm atmosphere' (59%), and 'safer to walk and cycle' (56%) as their most important aims. 39% selected 'more families walk and cycle'. Notably less frequently selected were 'reduce car use on the school run' (29%) and 'reduce noise from traffic' (27%).

Final rating and further comments:

Table 9 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 9: Average 'Give My View' final ratings. *Totals may not equal 100% owing to rounding

	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	341	2.5	33%*	7%*	61%*
Parent / carer	87	2.8	43%*	6%*	52%*
School staff	12	2.9	42%	8%	50%
Resident within School Street	55	4.0	73%*	5%*	22%*
Resident outside School Street	178	1.8	15%*	7%*	79%*
Business within School Street	1	1.0	-	-	100%
Business outside School Street	4	1.5	-	25%	75%
Local Councillor	1	4.0	100%	-	-
Other	3	4.3	67%	33%	-
	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	98	51	41%	23%	36%

Final rating summary:

Across the general respondents, the average rating was a negative 2.5 and the majority of the individual ratings were negative (61%).

Of the larger groups in the survey, the only clear positive support came from the residents within the School Street who recorded an average rating of 4.0 and 73% of their individual ratings were positive. This is a stark contrast to the residents outside of the School Street who recorded a clearly negative rating of 1.8 with 79% of individual ratings negative.

The parents / carers (2.8) and the school staff (2.9) recorded slightly negative ratings on average, and the split of negative to positive individual ratings also much closer with 43% of ratings positive for the parents / carers, and 42% positive for the school staff.

Both groups of business respondents recorded negative ratings on average (1 and 1.5) and the majority of their individual ratings were negative. The local Councillor recorded a positive rating of 4 while the remaining 'other' respondents recorded a clearly positive rating of 4.3.

The pupils recorded an average final rating of 51. There were more individual ratings that were positive than negative (41% positive compared to 36% negative).

Further comments log:

Following the final 'Give My View' rating, a text box was provided for further comment. These comments were read and logged within a variety of headings to assist in identifying trends and concerns. The overall sentiment was subjectively assessed based on any feedback provided by the respondents alongside their final slider rating.

Table 10: 'Give My View' additional feedback summary.

	Number of respondents providing further comment	Comment Sentiment = Positive	Comment Sentiment = Neutral / Unclear	Comment Sentiment = Negative
Overall	298	29%*	7%*	63%*
Parent / carer	63	32%*	10%*	59%*
School staff	9	44%	-	56%
Resident within School Street	47	74%*	4%*	21%*
Resident outside School Street	171	14%	8%	78%
Business within School Street	3	-	-	100%
Business outside School Street	3	-	-	100%
Other	2	100%	-	-

*Totals may not equal 100% owing to rounding

Overall sentiment summary:

298 respondents provided further comments via the survey.

Overall, there was more feedback that was negative towards the scheme than positive, (63% compared to 29%). The overall results were heavily impacted by the residents outside of the School Street who accounted for more than 57% of the comments and who's feedback was overwhelmingly negative (78% negative compared to 14% positive). Conversely the residents within the School Street were overwhelmingly positive in their feedback (74% positive compared to 21% negative) but they are clearly outnumbered by the residents outside.

The majority of the parents and carers provided feedback that was considered negative overall, (59% negative, 32% positive), as did the school staff but by a smaller margin (56% negative, 44% positive).

All of the business respondents provided feedback that was considered negative while all of the feedback from the remaining 'other' respondents was considered positive.

Comments log (positive):

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

Table 11: 'Give My View' additional feedback positive comments log.

	Improved road safety	Reduction in school traffic	Improved parking	Improved driver behaviour	Improved quality of life / calmer	Reduction in air pollution	Better for children / schools	Increase in walking / cycling	Reduction in traffic noise	Support owing to climate change (or generalised 'environment')	Reduction in rat running	Other positive
Overall	49	30	30	22	15	13	12	7	5	1	1	1
Parent / carer	13	4	4	4	3	2	5	1				
School staff	3	3	2	2	1	3		2	1		1	
Resident within School Street	18	12	19	10	7	6	3	2	4			1
Resident outside School Street	15	11	5	6	4	2	4	2		1		

Comments log (positive) summary:

The most common positive comments within the 'further comments' section of the survey were 'improved road safety' (49), 'reduction in school traffic', and 'improved parking' (both 30).

"I cycle every day and the traffic is dangerous and continuously polluting. Engines are kept running and double-parking and 'road rage' altercations are common e.g. beeping horns, shouting and even at times drivers getting out of their cars to 'face off' each other! it is very unpleasant and evokes stress, even in non-drivers." - School Staff

"The reduction in car pollution will benefit all children attending Coston and Edward Betham and the local residents. Families who live within a mile of their child's school should be walking and setting an example to their children." - Parent / carer

"The road is heavily congested. I have observed some cars driving on the pavement while children / mothers with prams and toddlers walking. We have had cars parking on our driveway and blocking the driveway. Cars speeding along the road." - Resident outside School Street

Despite strong reservations related to air quality, the data in support of the scheme, and potential traffic displacement concerns, a resident within the School Street still feels the need to support the scheme such is the strength of their concern in relation to the School Street itself. NB. The Council provided information on the reduction in car use, increase in active travel, and lack of parking displacement across the existing School Street schemes as part of the information distributed to the school community.

"Councils, including yourselves, should really start to provide proof of how School Streets and introduction of LTNs etc help to reduce emissions and provide cleaner air. It's laughable to think this is the case. The closure of streets or reduction in access will only create idling traffic in the surrounding streets. Until someone can provide evidence to the contrary this really has to be the logical conclusion."

"You only have to monitor the situation yourself to come to this realisation, you won't see it sitting in an office. Nonetheless, we still support the use of this particular School Street scheme for other reasons, its utter chaos at school drop off/pick up in Wordsworth and Coston. Buses getting stuck. Cars parked on pavement and double yellow lines. Idling engines. Lack of safe road crossing. Why did you take away the zebra crossing assistant ? (Benefits outweigh so to speak)" - 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 12: 'Give My View' additional feedback constructive / neutral comments log.

	Use more enforcement / crossing patrols etc	Request to enlarge / extend the scheme	Asking for scheme specific changes	Requesting information on scheme	Other general improvements in the area
Overall	29	16	12	13	24
Parent / carer	4		1	3	3
School staff			1		
Resident within School Street	3	1	1	5	3
Resident outside School Street	21	15	9	5	18
Business outside School Street	1				

Comments log (constructive / neutral) summary:

Within the constructive / neutral comments, the most frequent were suggestions for increased enforcement of existing measures.

"I would like to suggest an increase in parking ticket wardens particularly around your proposed School Street zone during pick up and drop off hours, as this is when most people park illegally." - Resident outside School Street

Request to enlarge the scheme to cover additional roads such as Farndale Crescent, Goring Way, Ferrymead Gardens, and the northern section of Oldfield Lane South. The most viable of these suggestions appear to be Farndale Crescent (including an additional section of Oldfield Lane South) and Goring Way. Specific changes to the scheme (such as nearby residents and school staff being issued with permits) were also relatively common.

"I would actually suggest the area needs to be extended to cover Bearfield Day Nursery at 120 Oldfield Lane South as their constant drop off and pick up is also a nuisance as there is no car park associated with this business and so they trespass onto Brookfield Court car park. This nursery should never have received a licence for the noise and car disruption it causes." Resident outside School Street

"I am a resident living at the bottom end of Ravenor Park Road, and I regularly drive past the schools in question at approx 8.30am to use the direct access to the A40 slip road on my way to work. I have mixed feelings about the proposals. On the one hand it is clear that the level of traffic in the vicinity of the schools is dangerously high and

something should be done.

“On the other hand I have concerns that the proposed School Street zone is too small, and will do little to deter parents from driving. They will instead use the bottom of Farndale Crescent and Ferrymead Gardens to drop their children, and are likely to park irresponsibly while doing so. Traffic that is just passing through to the A40 (like myself) will be forced on to Croyde Ave, Greenford Rd and the already very busy Greenford roundabout. I worry particularly about the impact on Croyde Ave, which is narrow, and likely to see a huge increase in traffic travelling in both directions to access either the schools or the A40. If the zone is not to be expanded, it may be worth considering allowing all residents within half a mile of the schools (who are not likely to be driving to school) to have a permit to use the zone, so that we are not unduly affected while going about non-school related business.” Resident outside School Street

Other general improvements were typically focussed on additional or improved crossings or additional restrictions in the wider area.

“I would like to see double yellow lines introduced certainly on one side of the entrance (of Holy Cross Church) to each close as it's already narrow and that's without cars on each side. Maybe there should be more traffic warden presence at the start and end of each school day to discourage bad parking and driving practice.” - Resident outside School Street

Comments log (concerns):

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

Table 13: 'Give My View' additional feedback concerns log (continues over page)

	Increased or displaced traffic / congestion	Reduced resident access (within or outside)	Parking concerns	Negative impact on parents or children	Reduction in road safety	Reduced air quality	Measures unnecessary	Need to drive	Financial / Money making scheme / fines etc	Reduced service / visitor access	Worsening highway behaviour (inc speeding)	Increase in noise pollution	Greater carbon emissions
Overall	132	84	51	38	29	26	23	21	19	11	9	9	9
Parent / carer	20	9	6	16	2	1	2	13	3		3	1	1
School staff	3	4	3	2	1	1							
Resident within School Street	7	2	3	2	2	1	4		2	1	1		
Resident outside School Street	98	66	39	17	24	22	15	8	14	5	5	8	8
Business within School Street	2	1					1			3			
Business outside School Street	2	2		1		1	1			2			

Table 13 continued

	No / poor consultation	Negative community impact	Business loss / impact	Narrow / unsuitable roads	Mental health impact	Negative impact on disabled people	Increase in bus journey times	Negative impact on the elderly	Problems with the (future) review process	Emergency service obstruction / delay	Other
Overall	8	8	8	6	6	5	5	3	2	2	3
Parent / carer				1	4	3					
School staff											1
Resident within School Street	1	1			2				1		
Resident outside School Street	7	4	2	5	0	2	5	2	1	2	2
Business within School Street		3	3					1			
Business outside School Street			3								

Comments log (concerns) summary:

Of the concerns raised in the comments, the vast majority were raised by the residents outside the School Street. The comments raised most frequently were in relation to displaced traffic concerns (132), a reduction in access (84 - primarily in relation to connecting with the A40 or Greenford Roundabout), concerns over parking (51), and a negative impact on parents and children (38).

“I live on East Close which is less than a minute from old field lane and it's the route I take when going to Ealing or Greenford or get on the A40 which is almost every morning during these proposed times, not been able to take this route will increase my travelling time significantly as I will have to drive the opposite direction to drive around the restricted area, Ruislip road in very heavily congested during these times and this proposal will just add lots more vehicles making it even worse than it already is.” - Resident outside School Street

“The proposed School Street, including Oldfield Lane South, Wordsworth Avenue and Costons Lane, will make the busy morning traffic in the area much worse. Vehicles coming down Ferrymead Gardens will be unable to turn right onto Oldfield Lane South, and will therefore use Ravenor Park Road or Greenford Gardens which will significantly increase traffic on these roads. Croyde Avenue will be severely congested as the only access road onto Greenford Road. There will be a major impact on all vehicle users especially in the morning period (8.15 to 9.15), resulting in increased journey times and pollution from slow moving or stationary vehicles.

There are also businesses and organisations in the proposed School Street area which will be impacted. As one example, there will be no access to Greenford Community Centre at key times each weekday morning and afternoon, which will severely impact users of the centre and staff and volunteers working there. Age UK Ealing runs day centre activities two days per week at the Community Centre for vulnerable older people in the borough. How will they get to and from the Centre during these times?

These real negative impacts have to be weighed against any potential benefits from the proposed School Street. It is not acceptable to introduce a new scheme which will negatively impact so many people in the local area.” - Resident outside School Street

“The proposed roads are a thorough way for many Greenford residents. For example, getting from West Ridge to the station. It is also the way to the A40. It's not right to close access for all Greenford residents because two schools are there.” - Parent / Carer

Email correspondence:

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

Table 14: Email correspondence log

TOTAL (1 for each email for tally)	General dislike	Use more enforcement / crossing patrols etc	Other general improvements in the area	Increased or displaced traffic / congestion	Reduced resident access (within or outside)	Narrow / unsuitable roads	Negative impact on parents or children	No / poor consultation	Financial / Money making scheme / fines etc	Reduced air quality	Increase in bus journey times	Reduced service / visitor access	Measures unnecessary	Reduction in road safety	Business loss / impact	Other
5	100%	2	1	5	4	3	3	2	2	2	2	1	1	1	1	1

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.

- A parent was concerned that the implementation will exacerbate issues being caused by ongoing roadworks in the area.
- A resident suggested that traffic lights might help aid traffic flow on Coston Lane.
- A resident of Barnham Road was keen to stress that the existing barrier to Farndale Crescent should be retained.

Key findings and additional comment:

- 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 negative (61% negative compared to 33% positive and 7% neutral). The overall average rating for the general respondents was a negative 2.5. The group most strongly opposed were the residents outside who were also the largest group by a significant margin (average rating of 1.8, and 79% of individual ratings negative). This appears to be owing to their perceived concerns about traffic and parking displacement (98 comments within the feedback relating to traffic displacement and 39 to parking) and reduced resident access / personal inconvenience (66 comments). It should again be noted that traffic and parking displacement has not been seen in notable levels in the monitoring of the previously installed School Street schemes.
- 'Travel for Life' data showed that significant proportions of the pupils from both schools are currently travelling by active modes of transport (60% of pupils from Coston Primary School and 71% of pupils at Edward Betham). Additionally, there is a marked preference for increased cycling among the students from both schools (2% actual to 14% preferred for Coston pupils; 8% actual to 29% preferred for those from Edward Betham).
- Feedback ratings showed that congestion (2.5), poor parking behaviour (2.8), and noise from traffic (2.9) are the principal areas of concern for the general respondents.
- The respondents' selections of most important aims were 'safer to walk and cycle' (56%), 'reduce car use on the school run' (47%), and 'pleasant and calm atmosphere' (44%).
- There were significantly more 'further comments' assessed as having a negative sentiment overall (63%) than positive (29%), while the neutral comments were largely in relation to using other enforcement measures. As previously mentioned, the negative comments were primarily in relation to displacement concerns and inconvenience.
- 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.

It is clear from the consultation that reduced access to the area to and from the A40 / Greenford Roundabout (in time and / or distance) is the primary cause for respondent concern alongside traffic displacement concerns, although alternative routes are available.

While not evidenced in the survey, the high number of primary school aged children (c850) using Oldfield Lane South for access to the various school entrances is understood from pre-implementation Automatic Traffic Count (ATC) data to be notably higher than the volume of traffic currently using the School Street at these times. This includes both school traffic and through traffic. IE there are more school children needing to use this street than there are vehicles currently doing so.

The referenced comment from a resident of East Close highlights the worst case potential detour required for residents close to the northern closure if wishing to travel North or East via Greenford roundabout. The additional distance from East Close to Greenford roundabout is approximately 0.8 miles for a total journey of 1.4 miles, compared to an existing distance of 0.6 miles.

Despite resident congestion concerns, detours for residents South or West of the closure should be minimal in distance owing to the proximity to the A4217 Greenford Road and alternative routes via Ravenor Park Road or Ruislip Road (B455). Residents East of the closures are relatively unaffected, for example a journey which was raised via the consultation of travelling to Holy Cross Church from Hanwell would instead route via the A40 slip road from Greenford Roundabout resulting in an additional distance of approximately 300m.

While the scheme will reduce ease of vehicle access to Greenford Community Centre during operational hours, this is primarily in relation to the rear car park. If the Community Centre were to utilise the vehicle entrance on Oldfield Lane South rather than Wordsworth Avenue then access to the front car park would be retained (it would also be possible for users to exit either carpark via the Wordsworth Avenue gates during operational hours). These concerns are therefore easily mitigated. Additionally, certain registered community transport schemes in Ealing are already exempt and may freely travel within the School Street closures.

While there is clear evidence of additional inconvenience for residents and businesses in the area, access is (or can be) retained throughout the limited times of operation, subject to some slightly longer journeys. The residents within the School Street appear to support the scheme owing to concerns related to the current situation during the proposed hours of operation.

Should the scheme be implemented further review of available data following the initial period will assist in identifying any concerns if they become apparent.