

## Ealing School Streets: Grange Primary School proposal - feedback evaluation

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

Version	Role	Initials	Position	Date	Status
1	Lead Author	FS	Senior Consultant	18/11/2024	Draft
2	Lead Author	FS	Senior Consultant	22/11/2024	Second Draft
3	Lead Author	FS	Senior Consultant	28/11/2024	Final Draft
4	Lead author	FS	Senior Consultant	06/12/2024	Submission
	Checked / approved by	PM	Director	06/12/2024	

### Report Introduction:

This independent report into the 'School Streets' scheme proposed by Ealing Council (the council) in the vicinity of Grange Primary School 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 the council via email or during consultation events.

## Table of Contents:

Report Introduction: .....	1
Table of Contents:.....	2
List of figures: .....	3
List of tables:.....	3
Introduction to Grange Primary School Street proposal:.....	4
Ealing School Streets scheme .....	4
School Overview .....	4
Engagement and consultation activities.....	5
Consultation method.....	5
'Travel for Life' data: .....	6
Introduction to data set: .....	6
'Travel for Life' results: .....	6
Summary of 'Travel for Life' results: .....	7
'Give My View' data:.....	8
Introduction to data set: .....	8
Feedback ratings: .....	10
Concern rating summary: .....	12
Scheme aims: .....	14
Scheme aims summary: .....	15
Final rating and further comments:.....	16
Final rating summary: .....	16
Further comments log: .....	17
*Does not total 100% owing to rounding .....	17
Overall sentiment summary: .....	18
Comments log (positive):.....	19
Comments log (positive) summary: .....	20
Comments log (constructive / neutral): .....	21
Comments log (constructive / neutral) summary: .....	21
Comments log (concerns):.....	23
Comments log (concerns) summary: .....	24
Key findings: .....	25

<b>List of figures:</b>	
<a href="#">Figure 1: Map of School Street area</a>	5
<a href="#">Figure 2: 'Give My View' screens examples:</a>	9
<a href="#">Figure 3: 'Resident outside School Street' postcode locations:</a>	9

<b>List of tables:</b>	
<a href="#">Tables 1 - 4: School mode of transport</a>	6
<a href="#">Table 5: Average 'Give My View' concern ratings</a>	11
<a href="#">Table 6: Table of scheme aims</a>	14
<a href="#">Table 7: Average 'Give My View' final feedback rating</a>	16
<a href="#">Table 8: 'Give My View' additional feedback summary</a>	17
<a href="#">Table 9: 'Give My View' additional feedback positive comments log</a>	19
<a href="#">Table 10: 'Give My View' additional feedback constructive comments log</a>	21
<a href="#">Table 11: 'Give My View' additional feedback concerns log</a>	23

# Introduction to Grange 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 35 schools since September 2020. On average active travel for the school journey has increased by 9% and car use reduced by 7% 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 Grange Primary School.

## School Overview

### School information

- Type – Primary School.
- Form Entry – 3 entry forms per year group.
- Number of pupils -733.
- Geographical data from school census.
  - o 40% pupils live within 0.5 miles of school.
  - o 43% pupils live 0.5 to 1 mile.
- Location: Church Gardens W5 4HN.
- Details of any CPZ: Thames Valley Uni Zone C Mon - Fri: 10am - 7.30pm and Sat: 10am - 4pm (all Year).
- Travel for Life (STARS) accreditation level – Engaged.

## Proposed School Street

- Location: Church Gardens from its junction with St Mary's Road and Church Place junction with Church Gardens.
- Times: 8.30 to 9.15am and 2.45 to 3.45pm.

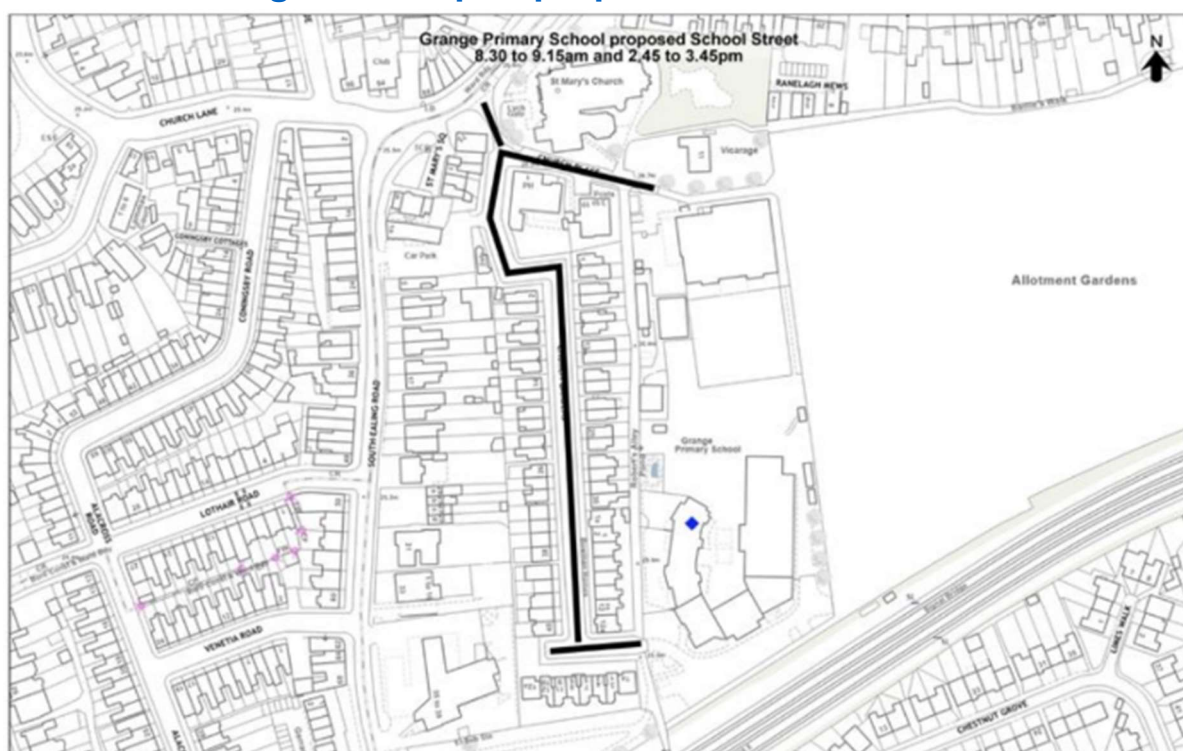
## Engagement and consultation activities

- o Pop Up event (public engagement activity) – At Grange Primary school on 26<sup>th</sup> September 10 attendees (7 Parents, 1 Staff, 1 Local Resident, 1 Local University).
- o Online presentation (about scheme and decision-making process) – 8<sup>th</sup> October, 3 subscriptions, 1 attend.
- o Year 5 in class workshop (interactive lesson on active travel)
- o Letters to residents – Letter sent on 9<sup>th</sup> September, by Royal Mail to 954 addresses, including 89 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 opened from 9<sup>th</sup> September to 13<sup>th</sup> October. 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 Grange Primary School.

## ‘Travel for Life’ results:

Table 1 - Pupil actual mode of travel. Response rate 77%. Date of survey Oct 2024.

Walking	Cycling	Scooting	Buggy	Rail/ Overground	Tube	Public Bus	School Bus	River	Car/ motorbike	Car share	Park and stride	Total
233	34	89	2	2	20	53	0	0	113	2	16	564
41%	6%	16%	1%	1%	4%	9%	0%	0%	20%	1%	3%	

Table 2 - Pupil preferred mode of travel. Response rate 72%.

Walking	Cycling	Scooting	Buggy	Rail/ Overground	Tube	Public Bus	School Bus	River	Car/ motorbike	Car share	Park and stride	Total
169	105	128	1	0	27	23	1	1	59	9	6	529
32%	20%	24%	1%	0%	5%	4%	1%	1%	11%	2%	1%	

Table 3 – Staff actual mode of travel.

Walking	Cycling	Tube	Public Bus	School Bus/ taxi	Car/ motorbike	Car share	Total
5	0	2	1	0	10	2	20
14%	0%	6%	3%	0%	29%	6%	

Table 4 – Staff preferred mode of travel.

Walking	Cycling	Tube	Public Bus	School Bus/ taxi	Car/ motorbike	Car share	Total
6	1	1	0	1	8	3	20
30%	5%	5%	0%	5%	40%	15%	

## Summary of 'Travel for Life' results:

The pupil survey shows the majority of pupils (approximately 63%) are arriving at the school site via active modes or travel (walking, scooting, and cycling). A School Street is expected to improve road safety for these pupils by reducing motor vehicle movements near the school gates. The survey also shows that approximately 21% of pupils are arriving by car / motorbike or car share which may be contributing to traffic concerns in the area.

The preferred results show that the percentage of pupils who would prefer to travel by active modes increases to 76% however within active travel there was a notable shift towards cycling (6% to 20%) and scooting (16% to 24%). Conversely, travel by car / motorbike, or car share., or 'Park and Stride' drops from 24% actual to 14% preferred.

The increase in preferences for cycling and scooting is particularly notable as the implementation of a School Street will create a large area of restricted road with reduced vehicle movements in the immediate vicinity of the school. These restrictions may provide a safer environment for young cyclists to cycle on the highway. This, in turn, may increase confidence in cycling and assist in long term behaviour change.

The staff survey shows that only 20% of the staff are travelling actively to the school site while 40% of those responding reported a preference for doing so.

## **‘Give My View’ data:**

### **Introduction to data set:**

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

Most questions in the survey seek to understand the respondents’ views on various aspects of the current situation and establish levels of support for the overall scheme. The survey states the scheme’s aims, and responses are made on wider concerns using multiple-choice answers or a 1 - 5 scale relating to how strongly the respondent feels (pupils used a scale of 0 - 100).

Additionally, respondents were given the opportunity to provide further comments on the scheme. These comments have been read and coded by Hup Initiatives to provide further numerical analysis as well as key findings and suggestions based on the school and local community's feedback. These results can be found in the tables on the following pages.

In total, 203 survey logs were generated for the main survey, however, a number of logs did not contain data or had no engagement with the questions and were removed.

12 respondents who selected ‘resident within School Street’ subsequently provided a postcode outside of the School Street and were recategorised accordingly. 2 respondents who selected ‘other’ subsequently stated that they were parents / carers. A respondent who selected ‘other’ stated that they attend the local church and was therefore recategorised as a resident outside the School Street. A response from St Marys Church was originally listed as ‘other’ and subsequently recategorised as a business within the School Street. The remaining ‘Other’ respondent who engaged with the survey did not state why they considered themselves to be ‘other’.

203 logs were generated for the pupil survey which was reduced to 201 once logs without data were removed. The pupils were in 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:

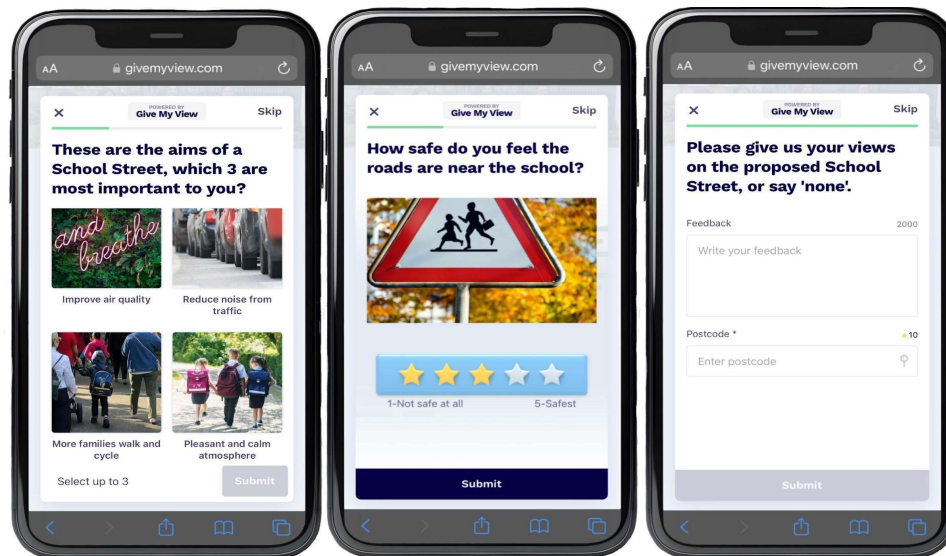


Figure 3: 'Resident outside School Street' postcode locations:

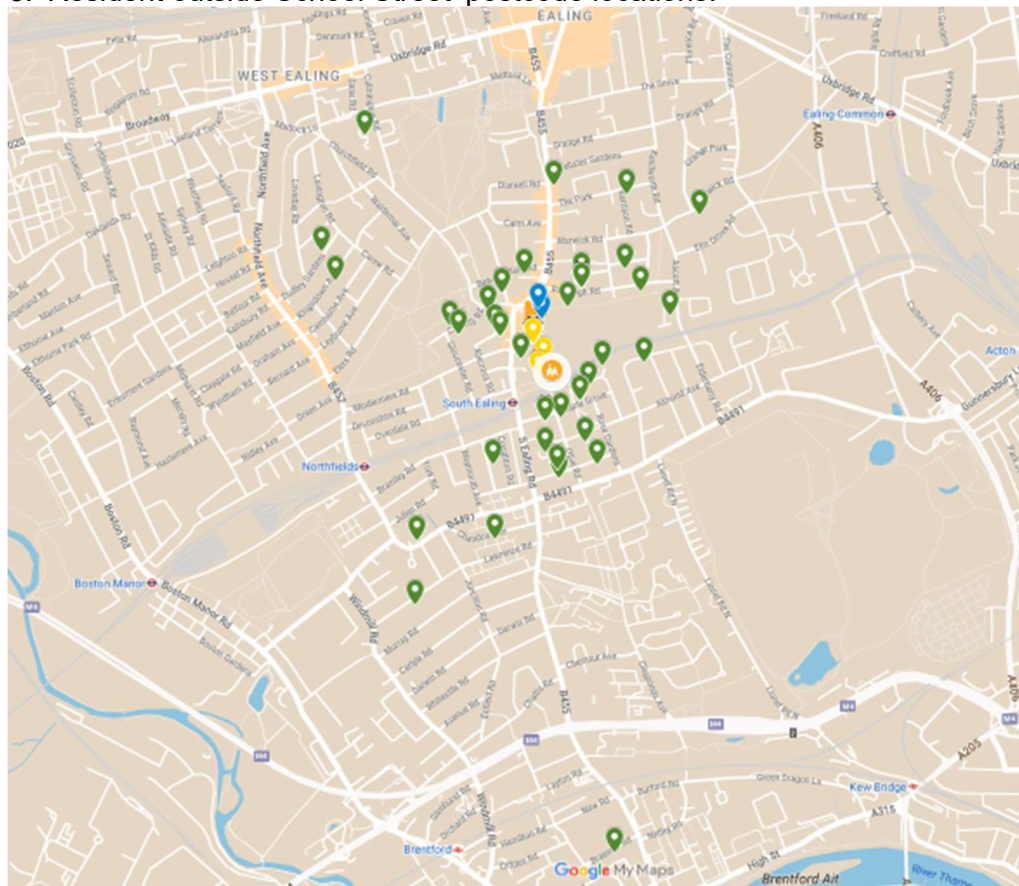


Figure 3 above shows that most of the residents outside of the School Street (green icons) were found to be in close proximity to the School Street (orange). The place markers show the centre of the postcode and may represent multiple respondents.

## 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 'congestion' as 2.6; this represents a perception that congestion around the school is currently negative.

Results have been colour-coded as follows:

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

N.B. Owing to respondents choosing to skip questions, the 'Total number of responses' in the table below is displayed as an average. This figure is displayed to ensure that appropriate consideration can be given to each category. For example, there were notably more responses from residents outside of the School Street than from any other category.

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

	Total number of respondents (average)	How safe do you feel the roads are near the school?	How congested are streets around the school?	How do drivers park near the school at drop off/pick up time?	How many drivers leave their engines running when dropping/picking up children?	How noisy are the roads near school at drop off and pick up time?	How fast do you feel the traffic travels on the roads near school?	How many children do you see walking, cycling, or scooting to school?
Overall	252	3.0	2.6	2.7	3.1	3.0	3.1	3.8
Parent / carer	149	3.0	2.8	2.8	3.3	3.2	3.1	4.1
School staff	3	3.7	3.3	3.3	4.0	4.0	3.7	4.0
Resident within School Street	33	2.8	2.1	2.3	2.8	2.5	2.8	3.0
Resident outside School Street	63	3.0	2.6	2.5	2.9	2.8	3.1	3.3
Business within School Street	2	3.5	1.5	2.5	3.0	2.5	4.0	3.0
Other	3	4.7	3.0	4.5	3.0	3.5	3.0	5.0
		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	194	57	42	54	36	47	57	63

## Concern rating summary:

Overall, the main areas of concern for the general respondents (not including the pupils and as indicated by lower average ratings) appear to be 'congestion' and 'parking' with negative overall ratings of 2.6 and 2.7. 'Road safety' and 'traffic noise' recorded neutral ratings of 3.0 with 'engine idling' and 'speed' recording slightly positive ratings of 3.1. The highest rating was for 'active travel' with 3.8.

The groups expressing the greatest levels of concern appear to be both sets of residents as indicated by the number of 'negative' ratings. The school staff appear to be least concerned having recorded positive ratings in all areas of concern.

- **'How safe do you feel the roads are near the school?':** The overall average rating recorded by the general respondents for road safety was 3.0, which indicates a neutral perception of road safety with clear room for improvement. The residents within recorded the lowest rating for road safety (2.8), with neutral ratings of 3.0 recorded by the parents / carers, and the residents outside. The school staff and the businesses within recorded positive ratings of 3.7 and 3.5 respectively while the 'other' respondents recorded the most positive perception of road safety with a ratings of 4.7.
- **'How congested are streets around the school?':** The negative average rating of 2.6 shows clear room for improvement in relation to congestion around the school site. Negative ratings were recorded by the parents / carers (2.8), residents within (2.1), residents outside (2.6), and the business respondents (1.5). The 'other' respondents recorded a neutral rating of 3 while the school staff were the only group to record a positive rating for congestion (3.3).
- **'How do drivers park near the school at drop off/pick up time?':** The overall average rating for parking behaviour was a negative rating of 2.7 with negative ratings recorded by the parents / carers (2.8), residents within the School Street (2.3), residents outside (2.5), and the businesses within the School Street (2.5). Positive ratings were recorded by the school staff (3.3) and the 'other' respondents (4.5).
- **'How many drivers leave their engines running when dropping/picking up children?':** Overall, engine idling recorded a slightly positive rating of 3.1 with negative ratings recorded by the residents within (2.8), and the residents outside (2.9). The businesses within, and 'other' respondents recorded neutral ratings of 3.0 while the parents / carers (3.3) and school staff (4.0) recorded positive ratings.
- **'How noisy are the roads near school at drop off and pick up time?':** The overall rating for noise levels was neutral (3.0). Negative ratings were again recorded by the residents within (2.5) and residents outside (2.8), as well as the businesses within (2.5). The parents / carers, school staff, and 'other' respondents recorded positive ratings of 3.2, 4.0, and 3.5, respectively.

- **‘How fast do you feel the traffic travels on the roads near school?’:** A slightly positive average rating of 3.1 was recorded for traffic speed by the general respondents. The only group to record a negative rating was the residents within with a rating of 2.8 while the ‘other’ respondents were neutral on average (3.0). The remaining groups all recorded positive ratings ranging from 3.1 - 4.0.
- **‘How many children do you see walking, cycling or scooting to school?’:** The overall average rating for levels of active travel was a positive 3.8. Clearly positive ratings were recorded by the parents / carers (4.1) and the ‘other’ respondents (5.0) followed by positive ratings from the school staff (4.0) and the residents outside the School Street (3.3). The residents and the businesses within both recorded neutral ratings of 3.0.
- **Pupils:** The pupils appear to be most concerned by engine idling with a negative rating of 36. Levels of active travel received a slightly positive rating of 63 from the pupils with the remaining concerns rating neutrally and ranging from 42 (amount of traffic), to 57 (road safety and speed).

## 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, 69% of respondents chose 'safer to walk and cycle' 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	255	40%	61%	43%	69%	42%	15%
Parent / carer	148	45%	64%	39%	76%	30%	12%
School staff	4	50%	75%	25%	75%	75%	-
Resident within School Street	31	26%	55%	65%	45%	58%	32%
Resident outside School Street	67	36%	55%	45%	66%	58%	12%
Business within School Street	2	-	50%	50%	50%	100%	50%
Other	3	100%	67%	-	33%	33%	33%
Pupils	185	37%	56%	58%	59%	28%	35%

## Scheme aims summary:

**Overall:** Overall, 255 general respondents (not including pupils) completed this section of the survey. The majority of the general respondents selected 'pleasant and calm atmosphere' (61%), and 'safer to walk and cycle' (69%). 'More families walk and cycle', 'improve air quality', and 'reduce car use on the school run' were selected by similar numbers of respondents (40%, 43% and 42% respectively), while 'reduce noise from traffic' was the least selected (15%).

**Parent / carer:** 76% of the parents and carers selected 'safer to walk and cycle' suggesting that this is a clear priority for the group. The majority of parents and carers selected 'pleasant and calm atmosphere' suggesting this is also a key priority (64%). 45% selected 'more families walk and cycle', followed by 'improve air quality' (39%), and 'reduce car use on the school run' (30%). 'Reduce noise from traffic' was their least selected aim with 12%.

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

**Residents within School Street:** The aim most frequently selected by the residents within the School Street was 'improve air quality' (65%). 'Pleasant and calm atmosphere' and 'reduce car use on the school run' were also selected by the majority of the residents within (55% and 58%). 45% selected 'safer to walk and cycle', 32% 'reduce noise from traffic' and 26% 'more families walk and cycle'.

**Residents outside School Street:** 'Pleasant and calm atmosphere' (55%), 'safer to walk and cycle' (66%), and 'reduce car use on the school run' (58%) were each selected by the majority of residents outside the School Street. 45% selected 'improve air quality', followed by 'more families walk and cycle' (36%). The aim least selected by the residents outside the School Street was 'reduce noise from traffic' (12%), notably lower than for the residents within the School Street.

**Business within School Street:** Both of the business within the School Street selected 'reduce car use on the school run' with each of 'pleasant and calm atmosphere', 'improve air quality', 'safer to walk and cycle, and 'reduce noise from traffic' selected by one of the two businesses (all 50%).

**Other:** The 'other' respondents all selected 'more families walk and cycle' (100%), while two selected 'pleasant and calm atmosphere' (67%). Each of 'improve air quality'. 'Safer to walk and cycle, 'reduce car use on the school run', and 'reduce noise from traffic' were selected by 1 of the 'others' (33%).

**Pupils:** 'Pleasant and calm atmosphere' (56%), 'improve air quality' (58%), and 'safer to walk and cycle' (59%) were selected by the majority of the pupils. 'More families walk and cycle' was selected by 37% followed closely by 'reduce noise from traffic' with 35%. 'Reduce car use on the school run' (listed as 'less children being driven' in pupil survey) was the least frequently selected by the pupils with 28%.



## Final rating and further comments:

Table 7 below displays the results from the last question, 'Finally how do you feel about the proposal for a School Street in the area', including the percentage split of each group by positive / neutral / negative ratings, as well as overall figures.

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

	Total number of respondents	Finally, how do you feel about the proposal for a School Street in your area?	Positive: 4 or 5	Neutral: 3	Negative: 1 or 2
<b>General respondents overall</b>	249	3.8	67%*	12%*	20%*
Parent / carer	149	3.8	69%	12%	28%
School staff	3	3.0	33%*	33%*	33%*
Resident within School Street	32	3.8	69%	3%	28%
Resident outside School Street	61	3.9	66%	13%	21%
Business within School Street	2	3.5	50%	50%	-
Other	2	4.0	50%	50%	-

\*Does not total 100% owing to rounding

	Total number of respondents	Finally, how do you feel about the proposed School Street for your school?	Positive: 100 - 61	Neutral: 60 - 40	Negative: 39 - 0
<b>Pupils</b>	180	60	53%	28%	19%

## Final rating summary:

Overall, across general respondents, the average rating was a positive 3.8. Additionally, the clear majority of ratings were positive (67% positive, compared to 12% neutral, and 20% negative).

Other than the 'other' respondents who recorded an average rating of 4.0, the strongest support from the larger groups came from the residents outside the School Street with an average rating of 3.9, followed by the parents / carers, and the residents within the School Street who both recorded clearly positive ratings of 3.8. The businesses within were also positive on average with an average rating of 3.5. The school staff recorded a neutral rating of 3.

The pupils recorded a neutral average rating of 60, but the majority of the pupils recorded a positive rating (53% positive, 28% neutral and 19% negative).



## Further comments log:

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

Table 8: 'Give My View' additional feedback summary.

	Number of respondents providing further comment	Comment Sentiment = Positive	Comment Sentiment = Neutral / Unclear	Comment Sentiment = Negative
<b>Overall</b>	<b>167</b>	<b>66%</b>	<b>11%</b>	<b>23%</b>
<b>Parent / carer</b>	<b>85</b>	<b>66%</b>	<b>13%</b>	<b>21%</b>
<b>School staff</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>100%</b>
<b>Resident within School Street</b>	<b>29</b>	<b>66%*</b>	<b>7%*</b>	<b>28%*</b>
<b>Resident outside School Street</b>	<b>49</b>	<b>69%*</b>	<b>8%*</b>	<b>22%*</b>
<b>Business within School Street</b>	<b>2</b>	<b>50%</b>	<b>50%</b>	<b>-</b>
<b>Other</b>	<b>1</b>	<b>100%</b>	<b>-</b>	<b>-</b>

\*Does not total 100% owing to rounding

## Overall sentiment summary:

- 167 respondents provided further comments.
- Overall, there was significantly more feedback that was positive towards the scheme than negative, 66% positive compared to 23% negative and 11% neutral.
- The larger respondent groups all had a clear majority of feedback that was positive (parents / carers and residents within 66%, residents outside 69%).
- The school staff member provided negative feedback.
- The businesses within the School Street were 50-50 positive / neutral, and the 'other' respondent providing feedback was positive.

## 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.

	Reduction in school traffic	Improved road safety	Improved driver behaviour	Reduction in air pollution	Increase in walking / cycling	Improved quality of life / calmer	Improved parking	Better for children / school	Support owing to climate change	Reduction in traffic noise
Overall	42	37	22	17	14	14	12	4	3	1
Parent / carer	20	26	14	8	4	8	6	1		
School staff										
Resident within School Street	11	6	6	6	5	5	4	3	1	
Resident outside School Street	11	5	2	3	5	1	2		2	2
Business within School Street										
Other										

## Comments log (positive) summary:

The most common positive comments within the 'further comments' section of the survey were 'reduction in school traffic' (42), 'improved road safety' (37), and 'improved driver behaviour' (22).

***"There have been fights and shouting from parents at the end of the street, too many cars come down the road and therefore cannot turn around. Cars are reversing across the yellow lines in front of the school. Cars frequently stop on the yellow lines making it hard to cross the road safely. Seemingly the school has sent out communications about not driving down the road, so the only parents driving are the parents ignoring this. The parking attendant stands there and doesn't seem to find anything wrong with parents blocking the road or stopping on the yellow lines. In general, it's a pretty useless situation and I would welcome a change."*** - Resident within School Street

***"I strongly support this initiative. There are constant dangers posed to the children walking to school at the St Mary's Church End and drivers rarely give way to the children. I have witnessed multiple altercations between parents and drivers who leave their engines running or drive dangerously"*** - Parent / carer.

***"Good idea to get cars off the road and get people thinking about other means of getting about without polluting the environment and causing general noise and disruption- good for children's health to walk to school rather than being conveyed by motor vehicles"*** - Business outside School Street

## Comments log (constructive / neutral):

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

Table 10: 'Give My View' additional feedback constructive / neutral comments log.

	Other general improvements in the area	Asking for scheme specific changes	Use more enforcement / crossing patrols etc	Request to enlarge / extend the scheme	Requesting information on scheme
Overall	19	12	9	9	7
Parent / carer	10	4	2	3	3
School staff					1
Resident within School Street	1	5	3		2
Resident outside School Street	8	2	4	6	1
Business within School Street		1			
Other					

## Comments log (constructive / neutral) summary:

Within the constructive / neutral comments, the most frequent were requests for other general improvements in the area that do not relate to the School Street - typically improvements to crossings on South Ealing / St Marys Road, and the roundabout with Church Lane, or adjusting CPZ times to align with the School Street:

***"We already cycle. The main improvement we would like to see are in the narrowing at Church Gardens / Church Place. Turning in/out of South Ealing Road is difficult. I feel a priority cycle lane here and a change to the existing crossing for a toucan crossing would be hugely beneficial."*** - Parent / Carer

***"Also why not change the parking times to between 8am and 9am and then between 3pm and 4 pm as this would stop parents parking along the roads leading up to the school."*** - Resident outside School Street

Scheme specific comments were primarily in relation to the South Ealing Road car park as respondents were not able to establish where cameras would be located and the implications for users of the car park. Concerns include:

- Vehicles driving through the car park as a way to evade the restrictions by then turning right onto Church Gardens to avoid being detected entering the School Street.
- Vehicles turning left out of the car park but then parking up to wait and not fully exiting the zone.
- Drivers being unsure if they can exit the car park through the current exit onto Church Gardens and consequently choosing to exit via the one way entrance instead.

NB. Ealing Council's School Travel and Highways departments are currently liaising to ensure that clear signage is installed for users of the car park.

***"South Ealing car park exits via church Gardens. Putting signs for the street closure at the exit of the car park will result in users of the car park also being held hostage as they cannot exit the car park during active hours and also cannot reverse or change direction due to the one way system in the car park."***

***...vehicles (exiting) South Ealing car park will be left with a choice of driving through the road closure and getting a penalty ticket or driving the wrong way through South Ealing car park and avoiding the camera and the penalty ticket."***

***Parents will also be aware of the cut through via South Ealing Car Park and will quickly use this as an alternative route onto church gardens, making the scheme redundant."***

- Resident within School Street

Requests to further enlarge or extend the scheme most frequently referenced the roads to the south of the School Street over the railway bridge such as Olive Road, as well as roads such as Ranelagh Rd, Blandford Rd, Marlborough Rd, and St Marys Square.

***"I live in Blandford Rd near the school - parents tend to park around here when the take and pick up children."***

***They park on corners and are inconsiderate as well as leaving litter on the pavement- if you close/use cameras in Church gardens they will do more of this - you need to do the same in Ranelagh Rd, Blandford Rd and Marlborough Rd as well - as they will park in these roads."*** - Resident outside School Street

***"I also feel Olive Road should be included in the school street scheme area as this road is also heavily congested and connects directly to the school gates"*** – Parent / Carer

***"you shouldn't forget Olive Road over the railway footbridge where a lot of children are My biggest concern being on the South Side of this proposal is that drivers will end up blocking the streets around Sunderland Road/Maple Grove/Olive Road junction. This is already busy at school run time and will only push the traffic into these residential side roads even more. Fully behind making streets safer but this area across the railway bridge would need to be considered as part of this proposal"*** - 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 11: 'Give My View' additional feedback concerns log.

	Increased or displaced traffic / congestion	Parking concerns	Measures unnecessary	Reduced service / visitor access	Need to drive	Negative impact on parents or children	Financial / Money making scheme / fines etc	Negative impact on the elderly	Negative impact on disabled people	Reduced air quality	Business loss / impact	Narrow / unsuitable roads	Reduced resident access (within or outside)	No / poor consultation	Reduction in road safety	Mental health impact	Other
Overall	20	18	15	14	14	9	5	5	5	4	3	2	1	1	1	1	1
Parent / carer	10	6	5	3	13	9	2		4	2	1	2				1	
School staff			1	1			1										
Resident within School Street		3	5	7			1	4	1	1			1				
Resident outside School Street	10	9	4	2	1		1	1		1	1			1	1		1
Business within School Street				1							1						
Other																	

## Comments log (concerns) summary:

Overall, the most commonly expressed concerns were in relation to increased or displaced congestion / traffic (20 comments), parking concerns (18), a feeling that the measures are unnecessary (15), reduced service / visitor access (14), and concerns that some people 'need to drive' (14).

***"Whilst I don't use the car to drop off my children at the moment, I do appreciate this being an option for flexibility or changing circumstances in the future. Many children already walk or cycle to school, so I don't have the impression that the car drop-off situation is particularly bad, especially in the earlier time slot associated with the breakfast club drop-off (generally very quiet). I do understand that residents may not be pleased in case of bad driver behaviour, but it's often the case that a few may spoil the party for the lot. Whilst I would welcome schemes to encourage more parents to use alternative means to a car, I realise that there may be situations where this is a necessity and so a ban (if this is what you are proposing) seems too excessive."*** - Parent / Carer.

***"It is a very bad idea. The proposed road closures prevent use of the nearby car park (unable to exit or penalized from exiting), and unable to access the vicarage or pub. This is not going to be good for local businesses. I don't see any real benefits given the school's location. It's not on a busy, fast road."*** - Resident outside School Street

***"I run the Rose and Crown Pub on Church Place, so we are very affected by this proposal. As a business we will require that our deliveries are able to get through in the mornings and our waste is collected. While I agree that the roads are congested in the mornings between 8,30am and again between 3.15 and 3.45 and its difficult for residents -including myself- to park or move around we must have some consideration for our own concerns of the deliveries Monday to Friday"*** - Business within School Street

***"Whilst St Mary's Church Ealing supports the principles behind this proposal it would have a negative impact on essential visitors and tradespeople needing to access the Vicarage (our only parking provision) during periods when access was banned. This could be resolved if the Church could apply for and receive a limited number of short-term permits for vehicles needing to park in the Vicarage to support the ongoing work of the Parish Church. We are also concerned that, unless controlled, the one way system for the South Ealing Road public car park will be used to avoid the School Street restrictions."*** - Business within School Street

***"On the face of it it's a good idea, but the reality is that the traffic will shift to other areas with cars seeking to park elsewhere. Most parents who use a car have to use a car from my knowledge, so they will have to find alternatives."*** Parent / carer



## 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 (67% compared to 20% negative and 12% neutral). The overall average rating for the general respondents was a positive 3.8. All of the average ratings were positive apart from the school staff who were neutral.
- While 'Travel for Life' data showed that the majority of pupils are travelling to school by active modes of transport (approximately 63%), 83% of the pupils are known to live within 1 miles of the school. Additionally, as Grange Primary School is three form entry the data suggests that approximately 150 pupils are traveling to school by car. A clear pupil preference for an increase in cycling (6% actual to 20% preferred) was also evident.
- Feedback ratings showed that congestion (2.6) and poor parking behaviour (2.7), are the principal areas of concern for the general respondents. The aims most frequently selected were 'safer to walk and cycle' (69% of respondents), and 'pleasant and calm atmosphere' (61% of respondents). A reduction in school traffic on the School Street should result in improvements across all of these aims and concerns.
- The school staff appear to be notably less concerned by the current conditions on the School Street than the residents. This could be owing to the staff car park entrance being at the start of the School Street and staff being in school when children are arriving and leaving the site, thus avoiding much of the parking and congestion concerns expressed by the residents.
- The clear majority of 'further comments' were assessed as having a positive sentiment overall (66% compared to 23% negative) while the neutral comments were largely in relation to managing traffic using South Ealing Road Car Park, proceeding with the scheme but in an expanded form or improvements to the general area.
- The strong pupil preference for travelling to school by bicycle could be supported by the reduced congestion and improved parking behaviour in the vicinity of the school that would result from the implementation of the proposed School Street. This, in turn, could support long-term behaviour change towards cycling while also providing a safer environment for all forms of active travel.
- Additionally, the majority of the pupils recorded positive ratings for the final question; 'how do you feel about the proposed School Street for your school?'.