

Ealing School Streets: Elthorne Park High School proposal - feedback evaluation

Prepared by Hup Initiatives for the London borough of Ealing, June 2025.

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Report Introduction:

This independent report into the 'School Streets' scheme proposed by Ealing Council (the council) in the vicinity of Elthorne Park High School, Ealing, was produced in June 2025 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, post, or during engagement events.

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Introduction to Elthorne Park High School Street proposal:

Ealing School Streets scheme (authored by Ealing Council)

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 the borough 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 43 education providers (schools, children's centres, nurseries) since September 2020. The council has set an ambitious and exciting challenge to have School Streets at 50 schools by 2026. So far we've seen:

- A reduction in school-related car use of up to 18%
- An increase in active travel (walking, scooting, cycling) to school of up to 29%

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 stakeholder survey that took place for the proposed School Street at Elthorne Park High School.

School Overview

School information

- Type – High School
- Form Entry – 8 forms per year group
- Number of pupils 1,552
- Geographical data from school census
 - 83% pupils live within 1 mile
 - 11% pupils live 1 to 2 miles
- Location Westlea Road W7 2AH
- Details of any CPZ Boston Manor Zone GG
- Travel for Life (STARS) accreditation level Bronze to date

Proposed School Street

- Location: Westlea Road, Southdown Avenue, Boston Vale and Wellmeadow Rd.
- Times: Monday to Friday between 8.25 to 9.00am and 2.45 to 3.30pm (term time only)

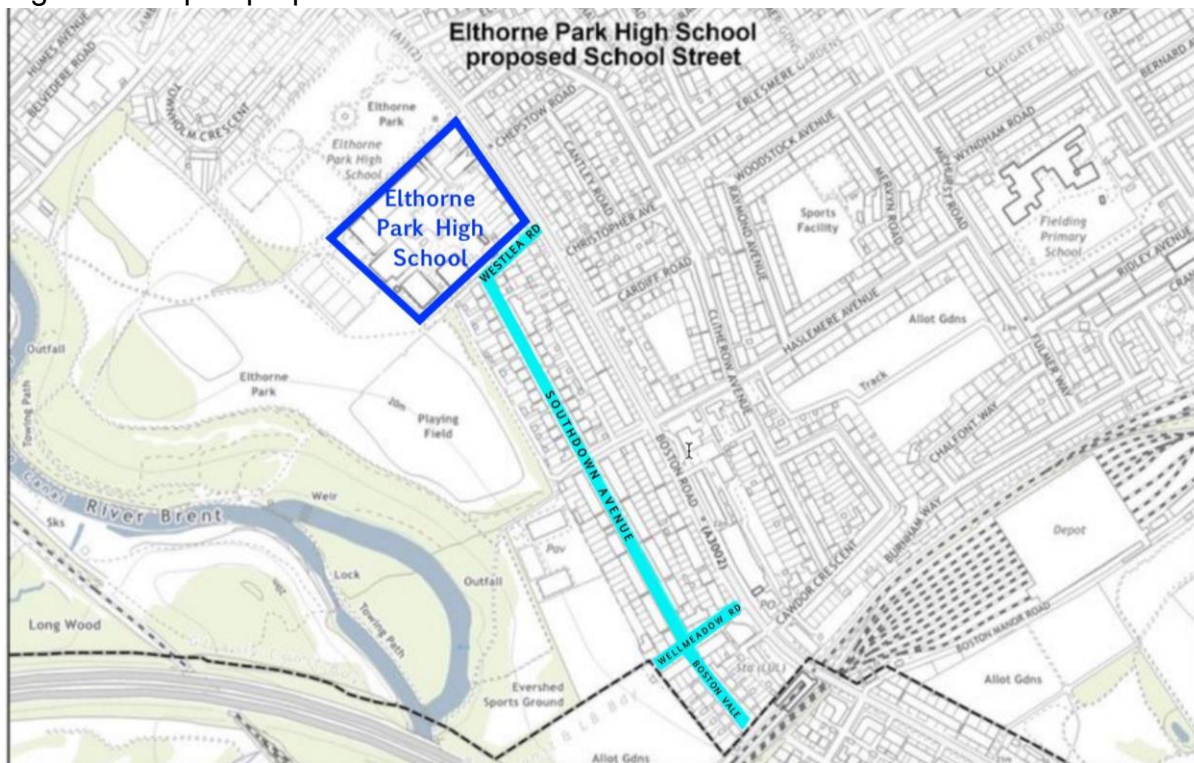
Engagement activities

- Pop Up event (public engagement activity) – 23rd April, at Sixth Form building with 5 residents
- Online presentation (about scheme and decision-making process) – 6th May, there were 6 bookings and 5 attendees
- Letters to residents – 28th March, by Royal Mail to 763 addresses, including 162 properties within SS
- The School Travel Team were available to receive emails, letters and phone calls from members of the local and school community

Method for stakeholder feedback

- Give My View – online survey open from 28th March to 11th May. Paper copies were posted on request

Figure 1: Map of proposed School Street:



'Travel for Life' data:

Introduction to data set:

'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 data presented below displays the results of the survey of 'actual' and 'preferred' mode of school travel at Elthorne Park High School for both pupils and staff.

'Travel for Life' results:

Date of survey May 2025

Pupil actual mode of travel

Response rate 95%

- Walking 908 (76%)
- Cycling 46 (4%)
- Scooting 12 (1%)
- Buggy 0 (0%)
- Rail / Overground 14 (1%)
- Tube 19 (2%)
- DLR 0 (0%)
- Tram (0) (0%)
- Public bus 145 (12%)
- School bus / Taxi 2 (0.2%)
- River 0 (0%)
- Car / Motorcycle 25 (2%)
- Car share 6 (1%)
- Park and stride 14 (1%)
- Total 1,191

Pupil preferred mode of travel

Response rate 80%

- Walking 622 (62%)
- Cycling 88 (9%)
- Scooting 36 (4%)
- Buggy 20 (2%)
- Rail / Overground 8 (1%)
- Tube 15 (1%)
- DLR 2 (0.2%)
- Tram 2 (0.2%)
- Public bus 72 (7%)
- School bus / Taxi 2 (12%)
- River 57 (6%)
- Car / Motorcycle 52 (5%)
- Car share 6 (1%)
- Park and stride 11 (1%)
- Total 1,003

Staff actual mode of travel

Response rate 86%

- Walking 35 (33%)
- Cycling 10 (9%)
- Rail / Overground 1 (1%)
- Tube 11 (10%)
- Public bus 13 (12%)
- Car / Motorcycle 32 (30%)
- Car share 5 (5%)
- Park and stride 0 (0%)
- Total 107

Staff preferred mode of travel

Response rate 87%

- Walking 43 (39%)
- Cycling 14 (13%)
- Rail / Overground 1 (1%)
- Tube 7 (6%)
- Public bus 12 (11%)
- Car / Motorcycle 26 (24%)
- Car share 5 (5%)
- Park and stride 1 (1%)
- Total 109

Summary of 'Travel for Life' results:

The pupil survey shows the majority of pupils (approximately 81%) 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 decreases to 75%. However, within active travel, there was a shift towards cycling and scooting (5% to 13%). There was a small increase in travel by car / motorbike or car share, from 3% actual to 6% preferred. However, these percentages remained low. While a number of pupils stated a preference for travel by river, DLR, and tram, the location of the school and its catchment area mean these are not available transport options.

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 42% of the staff are travelling actively to the school site, while 52% 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.

The survey initially establishes the level of support for Ealing Council’s transport ambition using a 1 - 5 scale, relating to how strongly the respondent feels, with a score of 1 classified as ‘strongly disagree’ and 5 ‘strongly agree’.

The survey then displays the location and timings of the School Street, makes clear that traffic surveys have determined that the location is suitable for a School Street, and then informs the respondent that the proposal will be progressed “unless there are compelling reasons why (the Council) shouldn’t”.

Respondents are then asked if they support the proposal by choosing between “I support the proposal” / “I don’t support the proposal” / “I don’t know”.

Following this selection, the respondents are then asked to elaborate on their reason through the use of a free text box. If a respondent has selected “I don’t support the proposal” they are asked to “give any compelling reasons why we should not proceed”, while those who selected “I don’t know” are asked “what information would have helped you decide”. 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, 204 survey logs were generated; however, a number of logs did not contain data or had no engagement with the questions and were removed.

4 respondents who selected ‘resident within School Street’ subsequently provided postcodes located outside the area, and 2 who identified as ‘resident outside’ provided postcodes within the School Street area. Additionally, 1 respondent who selected ‘resident outside’ was identified by comment as a member of staff. 1 ‘other’ respondent identified themselves in the comments as a ‘parent / carer’. These respondents were recategorised accordingly.

1 respondent who I selected ‘parent / carer’, 4 who selected ‘resident outside’, and 10 who selected ‘other’ all identified themselves in comments as students of Elthorne Park High School. Given the number of these respondents and their relevance as key beneficiaries of the scheme, ‘students’ were afforded their own category in the data analysis.

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:

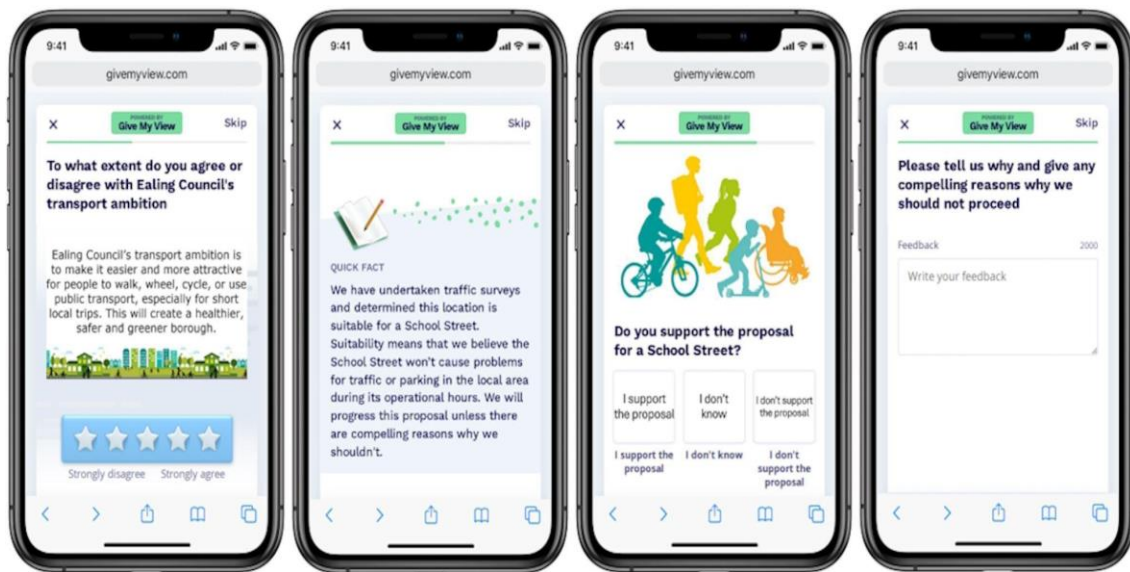


Figure 3: 'Resident outside School Street' postcode locations:

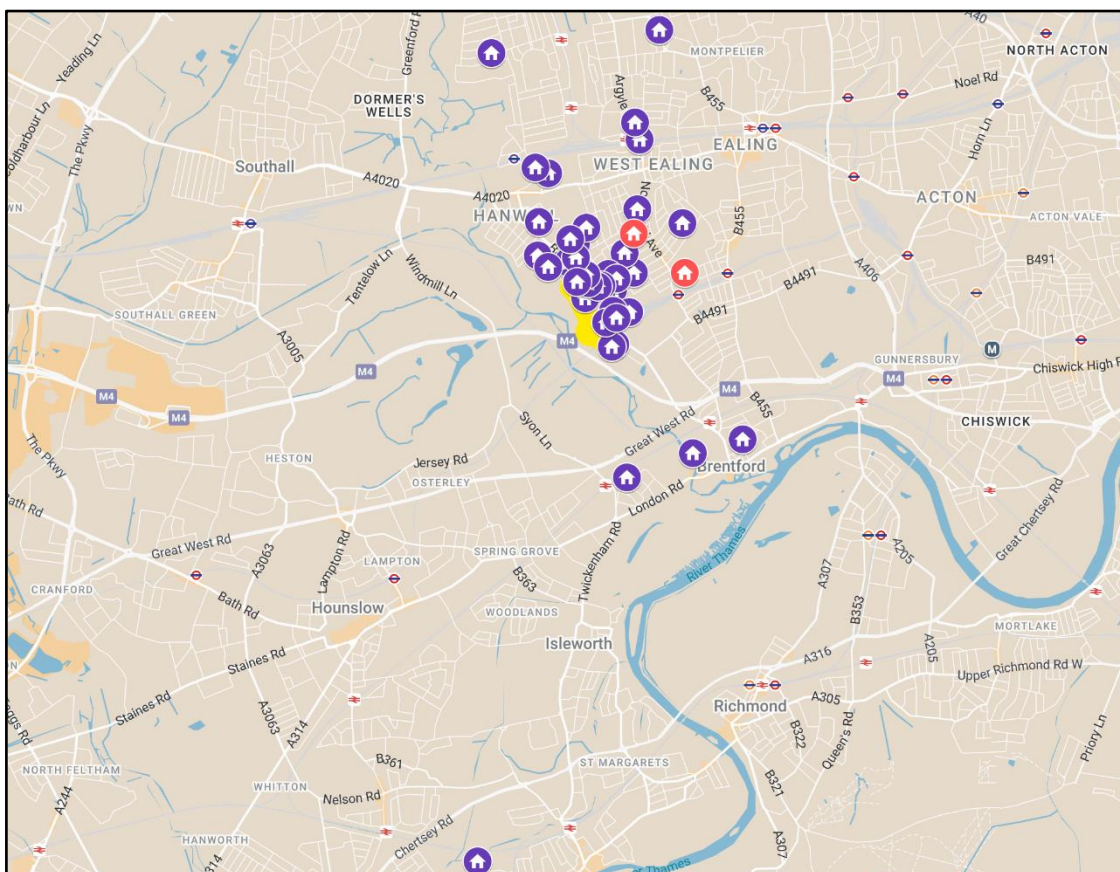


Figure 3 above shows that most of the residents outside of the School Street (purple icons) and businesses outside of the School Street (red icons) were found to be in close proximity to the School Street (yellow). The place markers show the centre of the postcode and may represent multiple respondents.

Ealing Council's transport ambition ratings:

“Ealing Council's transport ambition is to make it easier and more attractive for people to walk, wheel, cycle, or use public transport, especially for short local trips. This will create a healthier, safer and greener borough.”

Table 1 below displays the average rating selected by respondents when asked “To what extent do you agree or disagree with Ealing Council's transport ambition”. A scale of 1 to 5 was used, with a rating of 5 indicating ‘strongly agree’ and a rating of 1 indicating ‘strongly disagree’. Additional respondent groupings relating to the subsequent question ‘Do you support the proposal for a School Street?’, have also been included for cross analysis.

Average ratings for the respondent categories have been colour-coded as follows:

- 1 to 1.9, dark red, ‘strongly disagree’
- 2 to 2.9, light red, ‘somewhat disagree’
- 3, yellow, ‘neither agree nor disagree’
- 3.1 to 4, light green, ‘somewhat agree’
- 4.1 to 5 dark green ‘strongly agree’

Table 1: Average 'Ealing transport ambition' ratings:

Respondent category	Total number of respondents	To what extent do you agree or disagree with Ealing Council's transport ambition
Overall	186	3.0
Parent / carer	53	3.9
Staff	11	3.5
Resident within School Street	58	2.4
Resident outside School Street	44	2.5
Business within School Street	1	1.0
Business outside School Street	2	3.5
Student	14	3.6
Governor	2	3.0
Others (allotment owner)	1	1.0
Support the School Street proposal	69	4.3
Don't support the School Street proposal	100	2.0
Don't know	17	3.5

Ealing transport ambition summary:

Overall, 186 respondents completed this section of the survey, with an average rating of 3.0. The parents / carers recorded an average rating of 3.9 - the highest rating of the larger respondent groups. This was followed by students and staff, who recorded average ratings of 3.6 and 3.5, respectively. Both the residents outside and the residents within recorded 'somewhat disagree' ratings of 2.5 and 2.4, respectively.

Of the remaining respondents, the business outside recorded a rating of 3.5, the governors a rating of 3.0, and both the business within and the allotment user (other) a rating of 1.0. However, the low number of these respondents should be considered when drawing conclusions. Both here, and throughout this report.

When comparing agreement with Ealing's transport ambition alongside support for the proposed School Street scheme, the average results show a clear correlation: those going on to say that they support the proposed School Street recorded a 'strongly agree' average rating of 4.3; those going on to say that they do not support the proposed School Street recorded a 'somewhat disagree' rating of 2.0. Those who 'don't know' if they support the proposed School Street still recorded a 'somewhat agree' rating of 3.5 in relation to Ealing's transport ambition.

School Street Support:

Table 2 below displays the results from the last question, 'Do you support the proposal for a School Street?', with the percentage split of each group by Support / Don't support / Don't know, as well as overall percentages.

It should be noted that this survey is not a 'referendum' dictating if the School Street proposal should proceed or not. A majority indicating support would not automatically overrule a 'compelling reason' not to proceed. Conversely, a majority indicating that they don't support the proposal would not automatically overrule the Council's intent to proceed with the scheme in the absence of a 'compelling reason'.

Table 2: School Street support responses. 'Do you support the proposal for a School Street?'

Respondent category	Total number of respondents	Support	Don't support	Don't know
Overall	189	37%	53%	10%
Parent / carer	54	59%	30%	11%
School staff	11	55%	36%	9%
Resident within School Street	58	12%	83%	5%
Resident outside School Street	45	31%	67%	2%
Business within School Street	1	0%	100%	0%
Business outside School Street	2	0%	0%	100%
Student	15	60%	7%	33%
Governor	2	100%	0%	0%
Others (Allotment owner)	1	0%	100%	0%

School Street support summary:

Overall, across all respondents, a slight majority of 53% indicated they did not support the proposal. 37% indicated that they were in support of the proposal and 10% indicated that they don't know if they support the proposal.

The parents / carers, school staff, and students all indicated a clear majority support for the proposal, while both the residents within and outside of the School Street indicated that the majority of these groups do not support the proposal. The remaining categories indicated either complete support for (the school governor), complete opposition to (the business within), or that they weren't sure about (businesses outside) the proposal.

Further comments log:

Following the final 'Do you support the proposal for a School Street' question, respondents were then taken to a free-text comment box attributed to their previous response. These boxes invited them to expand on the reasons for their selection of 'support', 'don't support', 'don't know'. These comments were read and logged within a variety of headings to assist in identifying trends and concerns, including any potential 'compelling reasons' why the scheme should not proceed. Some of the boxes contained details which span the notions of support / don't support / don't know; however, all comments were included in the log regardless of which comment box was completed. The number of further comments received can be found in Table 3 below.

Table 3: 'Give My View' number of further comments.

Respondent category	Number of respondents providing further comment
Overall	165
Parent / carer	45
Resident within School Street	53
Resident outside School Street	39
Business within School Street	1
School Staff	11
Students	14
Governors	1
Other	1

It was noted that approximately a dozen respondents provided identical or near identical further comments – predominantly raising concern. This is likely to be the result of a template being circulated. As this does not alter a respondents sentiment, these responses remain individually tallied in the tables below.

Comments log (positive):

The number of specific positive comments within the respondents' feedback can be found logged in Table 4 below.

Table 4: 'Give My View' additional feedback positive comments log.

Respondent category	Overall	Parent /carer	Resident within School Street	Resident outside School Street	School Staff	Students	Governors
Improved road safety	40	22	1	7	4	5	1
Generalised better for children / schools	32	15	1	6	4	5	1
Reduction in traffic (other than rat running)	13	5	3	2	0	3	0
Reduction in air pollution	8	4	3	0	0	0	1
Increase in walking / cycling	8	3	1	1	1	1	1
Improved parking	4	1	2	0	0	1	0
Improved driver behaviour	3	1	2	0	0	0	0
Reduction in traffic noise	1	1	0	0	0	0	0
Other positive	4	1	1	1	0	1	0

Comments log (positive) summary:

The most common positive comments within the 'further comments' section of the survey were 'improved road safety' (40 comments) and 'better for children / schools' (32). These were followed by 'reduction in school traffic' (13), and 'reduction in air pollution' and 'increase walking and cycling' (both 8).

- "Child safety, promotes active travel, pedestrian priority over vehicles during school opening and closing, better air quality" - Parent / carer
"Increase safety of students. Bit nicer not to have loads of cars parking and turning right outside the school gate" - Student
- "Reduces early morning traffic. Safer for children." - Resident within School Street

Other frequent comments highlighting that the scheme could improve parking, driver behaviour, and noise from traffic.

- "Parents park where they want. They park on the corners and have no consideration to children crossing the roads after school and drive too fast" - Parent / carer
- "It will discourage people driving their children to school at Elthorne Park High School, and parking up and blocking resident's driveways and keeping their engines running whilst waiting to pick up their children in the afternoon." - Resident within School Street
- "Air quality for children & staff at Elthorne Park. Safety for children arriving and leaving Elthorne park school. Reduce pollution & noise." - Parent / carer

There were 4 'other' positive comments: all of which voiced their general support for the scheme.

- "I think it would be a great idea to add it" - Parent / carer

Comments log (constructive / neutral):

The number of specific constructive / neutral comments (including information that would have helped respondents decide) can be found logged in tables 5 & 6 below.

Table 5: 'Give My View' additional feedback constructive / neutral comments log.

Respondent category	Overall	Parent / carer	School Staff	Resident within School Street	Resident outside School Street	Business within School Street
Street specific statistics pollution / traffic volume etc	6	1	0	2	2	1
Provide clearer details on exceptions ie disabled / residents / staff	4	0	2	0	1	1
Other additional information on scheme	2	0	0	2	0	0

Table 6: 'Give My View' additional feedback constructive / neutral comments log.

Respondent category	Overall	Parent / carer	School Staff	Resident within School Street	Resident outside School Street
Use more enforcement / crossing patrols etc	1	0	0	1	0
Request to enlarge / extend the scheme	3	2	0	0	1
Asking for scheme specific changes	14	5	1	4	4
Other general improvements in the area	5	2	0	2	1

Comments log (constructive / neutral) summary:

In relation to the provision of additional information to help respondents make up their minds about the School Street, respondents most frequently requested clarification or data supporting the need for the scheme.

- “A demonstration is needed of the compelling and clear evidence showing the weight of demand for this designation.” - Resident within School Street
- “Please provide: 1. A copy of traffic surveys/data collected. 2. Your reasoning for implementing the scheme on this road. 3. How impacts on residents/home-based businesses were assessed.” - Business within School Street
- “A more detailed map - or at least one I can zoom in on to see the actual road names impacted. More details on the data that was collected Sight of the actual data on the road usage that was collected to reach this decision. - Parent / carer

A number of respondents raised concern or confusion about who was eligible to apply for a permit—particularly in relation to school staff—while other suggestions called specifically for the introduction of visitor permits for the scheme (NB the school leadership is responsible for the allocation of a limited number of staff permits entirely at their own discretion).

- “Less cars on the roads is a great prospect especially near to schools. However, access to parking for staff at the school should be made easy and accessible without hindering their need to access the school by car” - Resident outside School Street
- “As a resident opposite the school I do like the idea of this proposal but I would like to be able to have a permit for family members for residents as I often have family here and I worry that they will now not be able to visit in these times” - Resident outside School Street

In relation to other changes and improvements, a number of comments suggested the current proposed area was too broad:

- “However, I do feel that it would be a good idea to only implement half of the street as a School Street, so therefore not include the far South end of the road Southdown Avenue.” - Parent / carer
- “I think it should include the actual street, Southdown avenue, where the school is bit not Boston vale or Wellmeadow Road both of which are many hundred metres from the school.” - Resident outside School Street

However, it should be noted that this would necessitate dead ends which the scheme seeks to avoid.

Several scheme specific changes included extending the operational hours of the current CPZ scheme to cover school drop off times as an alternative to implementing the proposed scheme.

- “A simpler solution is change the parking times to 8am to 10 am rather than 10-11am which is it currently and change the afternoon times to 2pm to 4pm. This helps address the issues without having to remember is it in term time, what time is it to organise deliveries or taxis. Changing the parking times is a simpler solution all year round.” - Resident within School Street

Comments log (concerns):

The number of specific concerns within the respondents' feedback can be found logged in Table 7 below.

Table 7: 'Give My View' additional feedback concerns log.

Respondent category	Overall	Parent / carer	School Staff	Resident within School Street	Resident outside School Street	Business within School Street	Students	Other
Measures unnecessary	62	8	1	37	13	1	2	0
Increased or displaced traffic / congestion	30	3	1	14	11	0	1	0
Reduced service / visitor access	25	3	0	16	5	1	0	0
No / poor consultation	16	0	0	12	4	0	0	0
Negative impact on parents or children	10	6	0	2	0	0	2	0
Money making scheme / fines	10	2	1	4	3	0	0	0
Need to drive	9	3	2	0	3	0	0	1

Respondent category	Overall	Parent / carer	School Staff	Resident within School Street	Resident outside School Street	Business within School Street	Students	Other
Reduced resident access (within or outside)	9	2	0	3	4	0	0	0
Negative impact on disabled people	7	3	0	3	0	0	1	0
Reduction in road safety	6	0	0	1	4	0	1	0
Negative impact on the elderly	6	0	0	4	1	0	0	1
Parking concerns	3	0	0	0	3	0	0	0
Negative community impact	2	0	0	0	1	0	1	0
Narrow / unsuitable roads	1	1	0	0	0	0	0	0
Reduced air quality	1	0	0	0	1	0	0	0
Worsening highway behaviour	1	0	0	1	0	0	0	0

Respondent category	Overall	Parent / carer	School Staff	Resident within School Street	Resident outside School Street	Business within School Street	Students	Other
Business loss / impact	1	0	0	0	0	1	0	0
Other	22	1	0	16	4	0	0	1

Comments log (concerns) summary:

Overall, most commonly raised was the concern that the measures are unnecessary (62 comments), either due to a perception that there was not significant traffic causing a problem, that the area was already safe, and / or that most pupils already walk or cycle to the school.

- "Being a high school, most pupils either walk or use public transport to attend the school. I walk my dog down that street most days and there are very few pupils being dropped off by car. A huge majority walk." - Parent / carer
- "The supposition that Southdown Av requires restricted access to make the road "safer" is erroneous; this is one of the quietest and safest streets I have ever lived on in London, we have very low levels of traffic." - Resident within School Street

There were a number of concerns which cited issues with displaced congestion / traffic (30) and visitor access (25).

- "As a resident of Southdown Avenue I think this proposal will cause excessive disruption to tradesmen (most of whom arrive between 8-9am), delivery vehicles and other visitors to my home during the hours of operation. I have lived on this street for nearly 50 years and residents, school pupils and all other vehicle drivers have happily co-existed here without any issues and without the need for this unnecessary regulation.' - Resident within School Street
- "It can cause traffic so its gonna make me have to leave earlier" - Student

A number of comments (16) raised concerns about the engagement process, while a further 10 voiced that they thought the scheme was to generate revenue:

- "Although I agree with your initial statement there doesn't appear to be any connection whatsoever between the statement and the proposal re traffic around Elthorne High School. This questionnaire seems to be biased and who decides what a "compelling" reason is - no examples and no definition for the purposes of this survey. Comes across as disingenuous." - Resident outside School Street
- "Just a money making move by Ealing Council and no consultation with local residents" - Resident outside School Street

Other frequent concerns raised included negative effects on parents or children, an impact on resident access, or that individuals needed to drive:

- “It will be hard for parents coming from far away. Also this being just the high school, we have other kids going different school which have to be dropped afterwards.” - Parent / carer
- “by introducing essentially a car free zone during the proposed times, it will make it even more difficult for residents to drive out of their homes.” - Resident within School Street (NB vehicles within the zone at the start of the restrictions are free to leave at any time).
- “Not everyone is able or wants to walk or cycle as per the councils plans.” - Resident outside School Street

Comments log further consideration:

The following respondent comments may or may not be considered ‘compelling’ but are considered by Hup Initiatives to be worthy of further consideration, either with reference to existing information provided pre-engagement or a right of reply by the Council. Consequently, the replies to the respondent comments below have been produced in consultation with the Council.

Of the 16 respondents citing issues with the engagement process, 11—all of whom identified as residents within—used identical or near identical wording in their response, the content of which is summarised as follows:

- Measures considered to be unnecessary; requests for further information or data on the scheme; lack of transparency of the process; lack of consideration of alternative options.

While representing only a small number of residents within the School Street who received notice of the scheme, these—alongside other comments highlighting the same concerns—may be worth further consideration by the council.¹

¹ The wording of these comments could imply a targeted campaign on behalf of the residents within the School Street.

Comments from engagement events and emails received

During the engagement events comments were noted by the Council. As most attendees of the engagement events had / or were encouraged to complete the stakeholder survey, these have not been added to the results above to reduce the chance of duplication.

All of the comments raised during these pop-up events were raised by respondents in the main survey but are summarised as follows:

- Measures are necessary / unnecessary; concerns related to reduced visitor and service access; impact on local businesses; potential adjustments to CPZ timings to align with the scheme; potential adjustments to the streets or area covered by the scheme; requests for further information or data on the scheme, including the council's definition of a 'compelling reason'; negative impacts on the elderly; impact on quality of life; belief that the scheme is designed to generate revenue.

Questions and comments raised during the online presentation questions are summarised as follows:

- The number of staff permits available (due to some staff needing to park in street); potential extension to the scheme; request for further data about the specific scheme and the School Streets program in general; consideration of specific points of access, including whether the council had considered access via the School Street to a nearby independent school;

A number of emails were received by the council. The concerns raised within them comprised:

- Measures are unnecessary; requests for further information or data on the scheme; reduced resident access; reduced visitor and service access; reduced access to EV charging points; impact on local businesses; lack of transparency of the process; potential adjustments to CPZ timings; potential reduction of the scheme area; impact on quality of life; a lack of alternative strategy or proposal.

Within the emails received, two comments did also voice their support and need for the scheme.

Key findings:

- Overall, within the GMV survey, a slight majority of respondents declared that they did not support the scheme when asked 'Do you support the proposal for a School Street?' with 53% selecting 'don't support', 37% 'support', 10% 'don't know'. (NB It should again be noted that this survey is not a 'referendum' dictating if the School Street proposal should proceed or not. A majority indicating support would not automatically overrule a 'compelling reason' not to proceed. Conversely, a majority indicating that they don't support the proposal would not automatically overrule the Council's intent to proceed with the scheme in the absence of a 'compelling reason').
- The average rating for the support of 'Ealing's Transport Ambition', was 3.0. There was close correlation between those indicating support for the School Street scheme with 'Ealing's Transport Ambition' and vice versa.
- 'Travel for Life' data showed that the majority of pupils are travelling to school by active modes of transport (approximately 81%), with 83% of the pupils known to live within 1 mile of the school. A pupil preference for an increase in cycling (5% actual to 13% preferred) was also evident. 'Travel for Life' data also indicated the staff showed a preference for an increase in active travel (42% actual to 52% preferred), including in cycling and scooting (9% actual to 13% preferred).
- The pupil and staff preference for travelling to school by bicycle could be supported by reduced congestion and improved parking behaviour around the school as a result of the proposed School Street. In turn, this may encourage long-term behaviour change towards cycling and contribute to a safer environment for all forms of active travel.
- While feedback showed that displaced traffic is a chief area of concern, this has not been shown to be a significant issue at other School Street locations in the borough.
- No clearly 'compelling reasons' were identified; however, some comments were considered worthy of further consideration.