

Ealing School Streets: Little Ealing Primary School proposal - feedback evaluation

Prepared by Hup Initiatives for the London borough of Ealing, May 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 Little Ealing Primary School, Ealing, was produced in May 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 Little Ealing Primary 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, prioritising 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 Little Ealing Primary School

School Overview

School information

- Type – Primary school
- Form Entry – 3 entries per year group
- Number of pupils – 677 pupils
- Geographical data from school census
 - o 83% pupils live within 0.5 miles of school
 - o 12% pupils live 0.5 to 1 mile
- Location Weymouth Avenue – W5 4EA
- Details of any CPZ Yes – South Ealing Zone S2 and Northfields Zone N
- Travel for Life (STARS) accreditation level Bronze Accredited

Proposed School Street

- Location- Weymouth Avenue from its junction with Little Ealing Lane to Bramley Road, the whole of Hereford Road and Temple Road from its junction with Netherbury Road to Weymouth Avenue
- Proposed times 8.15 to 9.00am and 2.30 to 3.30pm (Monday to Friday) School term only

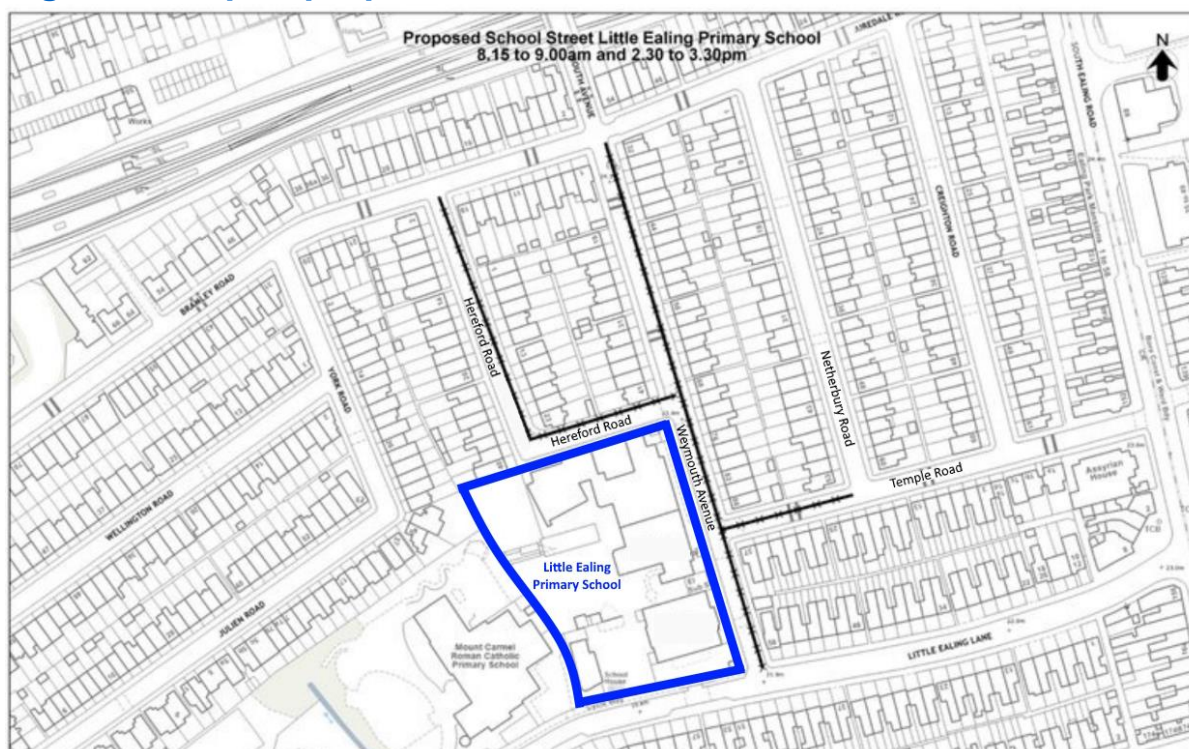
Engagement activities

- Pop Up event (public engagement activity) – 25th March at Little Ealing Primary playground and reception, 22 attendees (9 parents, 5 staff, 8 residents)
- Online presentation (about the scheme and the decision making process) – 3rd April, 2 attendees
- Year 5 in class workshop (interactive lesson on active travel).
- Letters to residents – 14 March, by Royal Mail to 1,875 addresses, including 84 properties within the School Street
- 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 opened from 14th March to 27th April 2025. 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 Little Ealing Primary School.

‘Travel for Life’ results:

Pupil actual mode of travel

Response rate 73%

Date of survey May 2024

- Walking 384 (77.7%)
- Cycling 18 (3.6%)
- Scooting 22 (4.5%)
- Buggy 2 (0.4%)
- Tube 0 (0%)
- Public Bus 8 (1.6%)
- School bus / Taxi 1 (0.2%)
- River 0 (0%)
- Car/ Motorcycle 52 (10.5%)
- Car share 3 (0.6%)
- Park and stride 4 (0.8%)
- Total 494

Pupil preferred mode of travel

- Walking 125 (38.6%)
- Cycling 121 (37.3%)
- Scooting 41 (12.7%)
- Buggy 1 (0.3%)
- Tube 1 (0.3%)
- Public Bus 0 (0%)
- School bus / Taxi 0 (0%)
- River 3 (0.9%)
- Car/ Motorcycle 27 (8.3%)
- Car share 4 (1.2%)
- Park and stride 1 (0.3%)
- Total 324

Summary of 'Travel for Life' results:

The pupil survey shows the majority of pupils (approximately 86%) 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 11% 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 slightly to 88.6%. However, within active travel, there was a notable shift towards cycling (3.6% to 37.3%) and scooting (4.5% to 12.7%).

‘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, 244 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, while 2 who identified as ‘resident outside School Street’ gave postcodes within it. Additionally, among those who selected ‘other’, 4 clarified that they were parents or carers, and a 3 indicated they were actually residents outside the School Street. These respondents were recategorised accordingly.

There were 11 responses from postcodes that cross the boundary of the School Street: W5 4SL and W5 4EA. As it was not possible to establish which side of the boundary these respondents reside, their selections were not changed during the postcode cross referencing. 1 respondent who initially indicated that they ‘support’ the proposal subsequently made clear that their selection was an error, but that they were unable to return to the previous screen to amend their selection. As their feedback outlined the reasons why they do not support the scheme, their selection was manually changed to ‘I don’t support the proposal’.

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:

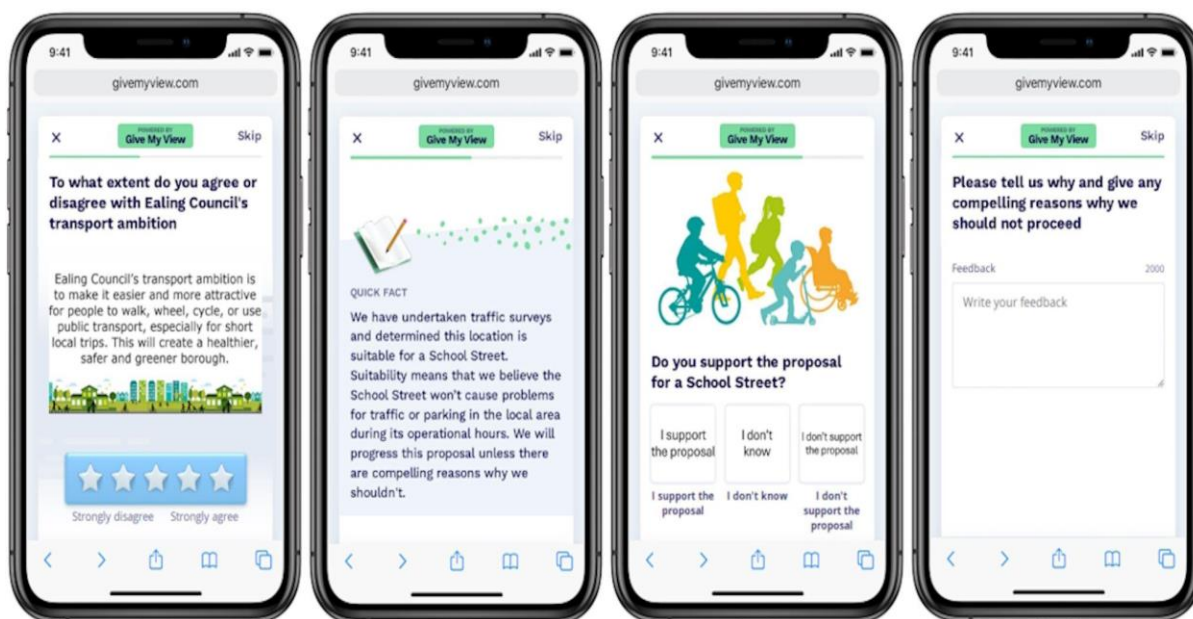


Figure 3: 'Resident outside School Street' postcode locations:

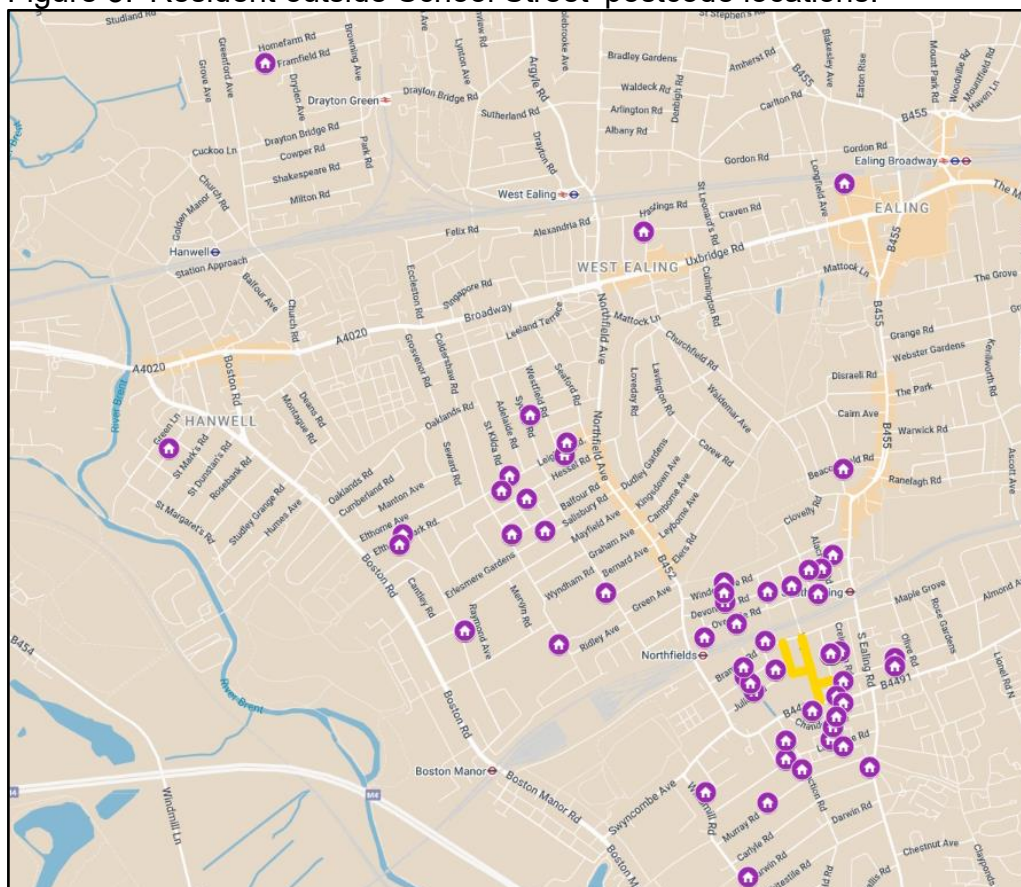


Figure 3 above shows that most of the residents outside of the School Street (purple icons) were found to be in close proximity to the School Street (yellow). The place markers show the centre of the postcode and may represent multiple respondents.

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 group | Total number of respondents | To what extent do you agree or disagree with Ealing Council's transport ambition |
|---|-----------------------------|--|
| Overall | 238* | 4.2 |
| Parent / carer | 109 | 4.3 |
| School staff | 3 | 3.0 |
| Resident within School Street | 34 | 4.2 |
| Resident outside School Street | 90 | 4.0 |
| Others (Ward Councillor / School Governor) | 2 | 5.0 |
| Support the School Street proposal | 174 | 4.8 |
| Don't support the School Street proposal | 54 | 2.3 |
| Don't know | 8 | 3.6 |

*Nb not all respondents completed both sections

Ealing transport ambition summary:

Overall, 238 respondents completed this section of the survey, with an average rating of 4.2. The 109 parents / carers recorded an average rating of 4.3 - the highest rating of the larger respondent groups. The school staff recorded a rating of 3 on average, suggesting they 'neither agree nor disagree'. Both of the resident groups clearly recorded 'agree' ratings, with the residents within the School Street showing slightly higher support with an average rating of 4.2 compared to 4.0 for the residents outside. The Ward Councillor and School Governor both recorded the maximum rating of 5.

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 4.8. Those going on to say that they do not support the proposed School Street recorded a 'somewhat disagree' rating of 2.3. Those who 'don't know' if they support the proposed School Street still recorded a 'somewhat agree' rating of 3.6 in relation to Ealing's transport ambition.

School Street Support:

Table 2 below displays the results from the final 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: Average 'Ealing transport ambition' ratings:

| Respondent group | Total number of respondents | Support | Don't support | Don't know |
|--|-----------------------------|---------|---------------|------------|
| Overall | 241 | 73%* | 23%* | 3%* |
| Parent / carer | 110 | 78%* | 16%* | 5%* |
| School staff | 3 | 33% | 67% | 0% |
| Resident within School Street | 34 | 65%* | 29%* | 3%* |
| Resident outside School Street | 92 | 71% | 27% | 2% |
| Others (Ward Councillor / School Governor) | 2 | 100% | 0% | 0% |

*Does not total 100% owing to rounding

School Street support summary:

Overall, across all respondents, a clear majority of 73% indicated support for the proposal. 23% indicated that they don't support the proposal and 3% indicated that they don't know if they support the proposal.

The only group which didn't indicate majority support for the proposal was the school staff, 1 of whom supports the proposal scheme, while 2 indicated that they don't support 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 group | Number of respondents providing further comment |
|---|--|
| Overall | 219 |
| Parent / carer | 98 |
| School staff | 2 |
| Resident within School Street | 32 |
| Resident outside School Street | 85 |
| Others (Ward Councillor / School Governor) | 2 |

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 group | Overall | Parent / carer | School staff | Resident within School Street | Resident outside School Street | Others (Ward Councillor / School Governor) |
|---|---------|----------------|--------------|-------------------------------|--------------------------------|--|
| Improved road safety | 115 | 62 | 1 | 12 | 39 | 1 |
| Reduction in traffic (other than rat running) | 78 | 37 | 1 | 13 | 27 | 0 |
| Reduction in air pollution | 51 | 21 | 0 | 6 | 23 | 1 |
| Increase in walking / cycling | 41 | 17 | 0 | 5 | 19 | 0 |
| Generalised better for children / schools | 24 | 9 | 0 | 3 | 12 | 0 |
| Improved mental health / quality of life etc | 20 | 9 | 0 | 5 | 5 | 1 |
| Improved driver behaviour | 19 | 10 | 0 | 3 | 6 | 0 |
| Improved parking | 15 | 9 | 0 | 2 | 4 | 0 |
| Generalised 'environment', sustainability etc | 15 | 6 | 0 | 5 | 4 | 0 |
| Reduction in rat running | 14 | 4 | 0 | 3 | 7 | 0 |
| Reduction in traffic noise | 2 | 2 | 0 | 0 | 0 | 0 |
| Other positive | 5 | 3 | 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' (115 comments), 'reduction in school traffic' (78), 'reduction in air pollution' (51), and 'increase walking and cycling' (41).

- "I strongly support the introduction of a School Street especially on Weymouth Avenue for Little Ealing Primary School. The current situation during school drop-off and pick-up times poses serious challenges for families, particularly due to the extremely narrow pavement outside the school entrance. With the volume of parents, children, and prams trying to navigate such a restricted space—often while cars are passing through—it becomes not only uncomfortable but also unsafe... At peak times, it's common to see people forced off the pavement and into the road, simply to get by. This puts children and parents at unnecessary risk, especially when visibility is limited, and drivers may be navigating tight turns or attempting to park. A School Street would address this issue directly by reducing traffic flow at the busiest times, creating a safer, calmer environment for everyone... I urge the Council to proceed with the proposal and give the Little Ealing school community the same opportunity to benefit from a safer, healthier, and more pleasant school journey." - Parent / Carer
- "Children (from nursery children upwards) often wait for the school gates to open, and that means they are standing on roads where there could be high pollution, before school begins. The nursery children are the last to go in to school, some 10mins later so the proposal would be beneficial from babies, nursery children up to year 6 and adults." - Governor at Little Ealing Primary School
- "Should be fewer cars on Ealing streets. The cars are becoming too big and the streets too narrow especially when cyclists want to pass. 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" - School staff
- "There is a lot of cut through traffic as well as school traffic from the three schools nearby - as well as Little Ealing there is traffic from Mount Carmel and Ealing Fields. To make things even worse the pavements are very narrow. The traffic and the pavements make getting into the school gates very stressful for anyone - especially children. A school street here is a brilliant idea, I fully support this scheme, can't come soon enough." - Resident within

'Other positives' included highlighting that the impact should be minimal owing to the small catchment area for the school, general health benefits, and that improvements will also benefit pupils and parents of the other schools, who may also be using the School Street to get to school.

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 (additional information):

| Respondent group | Overall | Parent / carer | Resident within School Street | Resident outside School Street | Others (Ward Councillor / School Governor) |
|--|----------------|-----------------------|--------------------------------------|---------------------------------------|---|
| Street specific statistics pollution / traffic volume etc | 3 | 0 | 0 | 2 | 1 |
| Provide clearer details on exceptions i.e. disabled / residents / staff | 3 | 2 | 1 | 0 | 0 |
| Feedback / examples from other school streets | 2 | 0 | 0 | 1 | 1 |
| Other additional information on scheme | 7 | 2 | 1 | 4 | 0 |

Table 6: 'Give My View' additional feedback constructive / neutral comments log (suggested improvements):

| Respondent group | Overall | Parent carer / | Resident within School Street | Resident outside School Street |
|---|---------|----------------|-------------------------------|--------------------------------|
| Request to enlarge / extend the scheme | 13 | 3 | 0 | 10 |
| Use more enforcement / crossing patrols etc | 11 | 2 | 5 | 4 |
| Asking for scheme specific changes | 13 | 6 | 3 | 4 |
| Other general improvements in the area | 8 | 3 | 1 | 4 |

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 of scheme details possibly owing to misunderstanding, while some requested specific examples either related to the proposal or the experience at other schools.

- “Pollution statistics. Amount of cars on average driving past or through the area. Etc. Reviews from others who have trialled the scheme.” School Governor..
- “If you can supply evidence that these schemes don't simply push traffic into surrounding roads, please supply it.” - Resident outside School Street.
- “Need clarification on some matters . Are tradesman working at residents exempt . Also why an hour in the afternoon. Deliveries cannot be always scheduled to fit in to these times” - Resident within School Street.

Comments made in relation to changes and improvements, including requests to enlarge the scheme frequently referenced the inclusion of Netherbury Road or roads to the south of Little Ealing Lane or adjustments to further support the pupils at Mount Carmel:

- “I support the idea in principle , but I think Netherbury Road should be included in the scheme . For 2 reasons 1) Netherbury is VERY close to the school , it's the only nearby road (that's not a main road) not included in the scheme and will therefore see a big increase in traffic , both by people avoiding the schools streets and by parents parking . 2) The scheme would mean that Netherbury road residents wouldn't be able to turn right out of Netherbury road into Temple road and Weymouth Road in the morning”. - Resident outside School Street.
- “The only problem I have with it is that the times are very limited, and should be extended to also cover the pick-up and drop-off times used by Mount Carmel right next door. A Mount Carmel family walking down Temple Road should have the same benefit of safety and cleaner air that the LEPS families will enjoy under this scheme”. - Resident outside School Street.

Increased enforcement was mainly in relation to existing parking restrictions. While suggestions on scheme specific changes were in relation to the provision of a safe drop off zone, additional cycle parking, crowd control / narrow pavement concerns, signage improvements, and other human or machine systems to manage enforcement of the scheme were also mentioned:

- “In this day and age of technology, motorists who persistently drive on this road during these times should be easily identified and its these motorists that should be penalised and not the one off or occasional visitors/delivery person. A pattern can easily be identified and this is reasonably easy to implement. This means that unseemly penalties are avoid and the council is not seen as cashing on already cash strapped society.” - Resident within School Street
- “Additionally, pavements are very narrow here and pedestrians are penned in and only able to cross at 2 points which often get blocked by vehicles. Long term I'd like to see the metal railings removed and the school street extended to include Radbourne Rd which is also dangerous at pick up/drop off times”. - Resident outside 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 group | Overall | Parent / carer | School staff | Resident within School Street | Resident outside School Street |
|--|----------------|-----------------------|---------------------|--------------------------------------|---------------------------------------|
| Increased or displaced traffic / congestion | 31 | 8 | 0 | 2 | 21 |
| Parking concerns | 19 | 7 | 0 | 2 | 10 |
| Need to drive | 15 | 12 | 1 | 2 | 0 |
| Measures unnecessary | 15 | 6 | 0 | 4 | 5 |
| Reduced service / visitor access | 14 | 2 | 0 | 11 | 1 |
| Negative impact on parents or children | 14 | 11 | 0 | 0 | 3 |
| Reduced resident access (within or outside) | 13 | 1 | 0 | 4 | 8 |
| Reduction in road safety | 11 | 5 | 0 | 1 | 5 |
| Money making scheme / fines | 10 | 2 | 0 | 1 | 7 |

| Respondent group | Overall | Parent / carer | School staff | Resident within School Street | Resident outside School Street |
|---|----------------|-----------------------|---------------------|--------------------------------------|---------------------------------------|
| No / poor consultation | 6 | 1 | 0 | 0 | 5 |
| Problems with the (future) review process | 3 | 0 | 0 | 0 | 3 |
| Reduced air quality | 3 | 1 | 0 | 0 | 2 |
| Worsening highway behaviour | 1 | 0 | 0 | 0 | 1 |
| Negative impact on residents of main roads | 1 | 1 | 0 | 0 | 0 |
| Mental health impact | 1 | 1 | 0 | 0 | 0 |
| Negative community impact | 1 | 0 | 0 | 1 | 0 |
| Business loss / impact | 1 | 0 | 0 | 1 | 0 |
| Increase in bus journey times | 1 | 0 | 0 | 0 | 1 |
| Emergency service obstruction / delay | 1 | 0 | 0 | 0 | 1 |
| Other | 5 | 0 | 0 | 2 | 3 |

Comments log (concerns) summary:

Overall, the most commonly expressed concerns were in relation to increased or displaced congestion / traffic (31 comments), parking concerns (19), concerns that some people 'need to drive' (15), and a feeling that the measures are unnecessary (15). Reduced access for service / visitors (14) or residents (13) were also frequent responses.

- “We don't live within walking distance of the school and therefore need to use a car to get to and from school each day. Without being able to use the available parking spaces outside the school on Weymouth Avenue and Hereford Road there is very little alternative. Little Ealing lane has no parking areas, and the surrounding roads are already extremely congested due to the other local school nearby. If the school wishes to address safety issues around the school drop off times in the mornings they should look to open the school grounds rather than making children and parents/carers to queue on a narrow, congested sidewalk. This used to be the case pre-covid. Encouraging parents to stop standing on the road outside the school whilst they say goodbye to their kids, or having conversations with other parents after drop off would also help. The issue is crowd control, not cars.” - Parent / Carer.
- “As a resident on one of the proposed streets I need to use my vehicle during these hours, I also work from home so often have visitors for work during these times”- Resident within School Street
- “As a staff member of Little Ealing, this proposal means I cannot always drive to school and I live too far to cycle or walk.” - School staff
- “I live opposite the school, radbourne avenue and already is nightmare during school pick up and opening times to do only one side of the streets around the school is hippocratic money grabbing scheme you should do all streets around school streets, this will make surrounding streets more dangerous and impossible for residents to come home” - Resident outside School Street

The 'other' concerns were in relation to the other schools in the area, concerns related to parking permits and rental cars, and the wrong people being targeted.

- You will push traffic from the affected streets on to Little Ealing Lane. Mount Carmel is next door to Little Ealing and it's already like the wild west in the mornings and afternoons on Little Ealing Lane and Chandos Avenue, with parents parking on double yellows, across driveways and on the pavement. Just send a traffic enforcement officer to the school when kids are leaving, they can see themselves exactly what it is like. If Mount Carmel wasn't next door, then this would have been a good idea. But I can't support it because of the knock on effect - 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.

A number of respondents highlighted the close proximity of two other schools:

- "I support the idea of School Streets, but Little Ealing is one of 3 schools in a very small area. Closing Weymouth Avenue will push more traffic onto Bramley/ Wellington/ Julien Roads which are already used by children walking to Mount Carmel and Ealing Fields. If you are going to implement school streets, then it also needs to include Bramley/Wellington/Julien Roads, possibly also portions of Weymouth Ave etc. Implementing such a small scheme disadvantages pupils of Ealing Fields and Mount Carmel at the expense of Little Ealing pupils - that is unfair". - Resident outside School Street

The presence of Mount Carmel High School and Ealing Fields Catholic Primary School has been noted throughout the development of the proposal. Pupils attending from the North and Northwest of these schools will also benefit from the School Street on Weymouth Avenue. Monitoring of Schools Streets implemented across the borough has shown that any traffic displacement is spread over a large area and is unlikely to cause significant concerns once the scheme has bedded in.

Some concerns raised by respondents in the survey, such as traffic displacement to the surrounding streets, have already been found to not be of significant concern following the deployment of other School Street schemes in the borough. Consequently, respondents were informed that these concerns are not considered 'compelling' because they are unlikely to come to fruition. This has resulted in some respondents feeling that the engagement process is poor or 'undemocratic':

- "It is also disgracefully undemocratic - you have admitted that concerns around increased traffic in neighbouring streets is NOT a compelling reason to stop the scheme. That is appalling. You are simply saying that my view is not valid. Disgusting." - Resident outside School Street

While traffic displacement is an understandable concern for local residents, evidence from other School Streets implemented in the borough has shown that the impact is minimal and should not, therefore, be considered as a reason why a School Street cannot be implemented. Traffic monitoring has taken place pre-implementation and will be compared to data obtained post-implementation to check for significant traffic concerns. Additionally, this is not a referendum on the scheme, and the implementation of School Streets is a manifesto commitment for Ealing Council.

- “We aim to address two compelling issues that obstruct the proposed development of School Street: 1. Without a dynamic system to authorise daily visitors, residents using rental cars and social interactions are unfairly restricted. 2. The claim "Residents living within the School Street are exempt" is misleading; exemptions apply only to registration plates, not to residents like us using rental cars. Alternatives, such as employing a person for access control or enabling a system to declare vehicles via an app, are necessary to ensure true exemptions for residents”. - Resident within School Street

Visitors retain access to the area by all modes of transport other than motor vehicles, and the maximum distance from the nearest closure to a specific point is less than 150 meters (e.g. Number 72 Weymouth Avenue to the nearest closure is c110m. This is believed to be the residential property furthest from a closure). Additionally, vehicles are able to freely leave the area if already parked prior to the School Street times. These factors, alongside the existing controlled parking zone restrictions, mean that any additional impact on residents within the closure, including those using rental vehicles, is expected to be minimal. As highlighted in the FAQs for the scheme the use of human enforcement was previously utilised but found to be unviable.

Comments from engagement events and emails received.

During the engagement events comments were noted by the Council. As 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 (paper copies of the survey were provided on request but no paper responses were returned).

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

- Measures are necessary / unnecessary, displaced traffic and parking concerns, positive / negative impacts on road safety, positive / negative comments regarding the engagement process, concerns related to reduced resident and visitor access, potential adjustments to School Street timings, other potential measures and enforcement, requests for further information on the scheme, concerns relating to clarity of the signage, consideration of resident's personal compelling reasons.

The Ealing Fields Residents' Association also provided a separate response to the proposal which outlined clear support for the scheme on the basis of improved road safety, reduced traffic congestion around the school (which was noted as being an existing concern), improved air quality, increased active travel, and an improved public realm. The letter goes on to recognise short term inconvenience will be outweighed by the long-term benefits. Finally, the letter and subsequent emails exchanged outlined a suggestion that with consideration of Mount Carmel Primary School the start and finish times could be extended in both the morning and the afternoon. As previously highlighted in the GMV section of this report, a number of respondents highlighted or flagged the close presence of Mount Carmel Primary School to the proposed School Street.

A joint letter of support was also received from Parents for Future West London / Friends of the Earth Ealing / Better Ealing Streets / Ealing Cycling Campaign / Mums for Lungs / Ealing Transition / Living Streets Group Ealing. The letter highlighted the increased air pollution seen on Weymouth Avenue during peak hours and the health, safety, and environmental benefits of the scheme for all three schools in the vicinity.

Key findings:

- Overall, within the GMV survey, the clear majority of respondents declared support for the scheme when asked 'Do you support the proposal for a School Street?' (73% 'support', 23% 'don't support', 3% 'don't know'). There was a clear majority supporting the scheme across all respondent groups, other than from the three members of school staff.
- A number of local organisations also declared clear support for the proposal.
- The respondents also indicated clear support for Ealing's Transport Ambition, with an average rating of 4.2.
- While 'Travel for Life' data showed that the majority of pupils are travelling to school by active modes of transport (approximately 86%), 95% of the pupils are known to live within 1 mile of the school. A clear pupil preference for an increase in cycling (3.6% actual to 37.3% preferred) was also evident.
- 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.
- While feedback showed that displaced parking and traffic are the principal areas of concern, these have not been shown to be a significant issue at other School Street locations in the borough.
- No clearly 'compelling reasons' have been identified although some comments were considered worthy of further consideration.