

Ealing School Streets: Southfield Primary School proposal - feedback evaluation

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

Version	Role	Initials	Position	Date	Status
1	Lead Author	LH	Transport Consultant	23/05/2025	Draft
1	Checked by	FS	Senior Consultant	27/05/2025	Draft
1	Approved by	PM	Director	28/05/2025	Draft
2	Lead Author	LH	Transport Consultant	02/06/2025	Second Draft
X	Support Author	FS	Senior Consultant	04/06/2025	Final Draft
X	Approved by	PM	Director	04/06/2025	Final Draft
Submission	Support Author	FS	Senior Consultant	04/06/2025	Submission

Report Introduction:

This independent report into the 'School Streets' scheme proposed by Ealing Council (the council) in the vicinity of Southfield Primary 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 Southfield 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 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 Southfield Primary School.

School Overview

School information

- Type – Primary School
- Form Entry – 2 per year group
- Number of pupils 352
- Geographical data from school census
 - o 71% pupils live within 0.5 miles of school
 - o 23% pupils live 0.5 to 1 mile
- Location Southfield Road W4 1BD
- Details of any CPZ – Southfields Zone R / Bedford Park Zone B
- Travel for Life (STARS) accreditation level not engaged

Proposed School Street

- Location: Southfield Road from its junction with The Avenue to Woodstock Road. Woodstock Road from its junction with Whellock Road to Southfield Road. Greenend Road from its junction with Hamilton Road to Hawkshead Road, and the whole of Hawkshead Road
- Times Monday to Friday 8.15 to 9.15am 2.45 to 3.45pm (term time only)

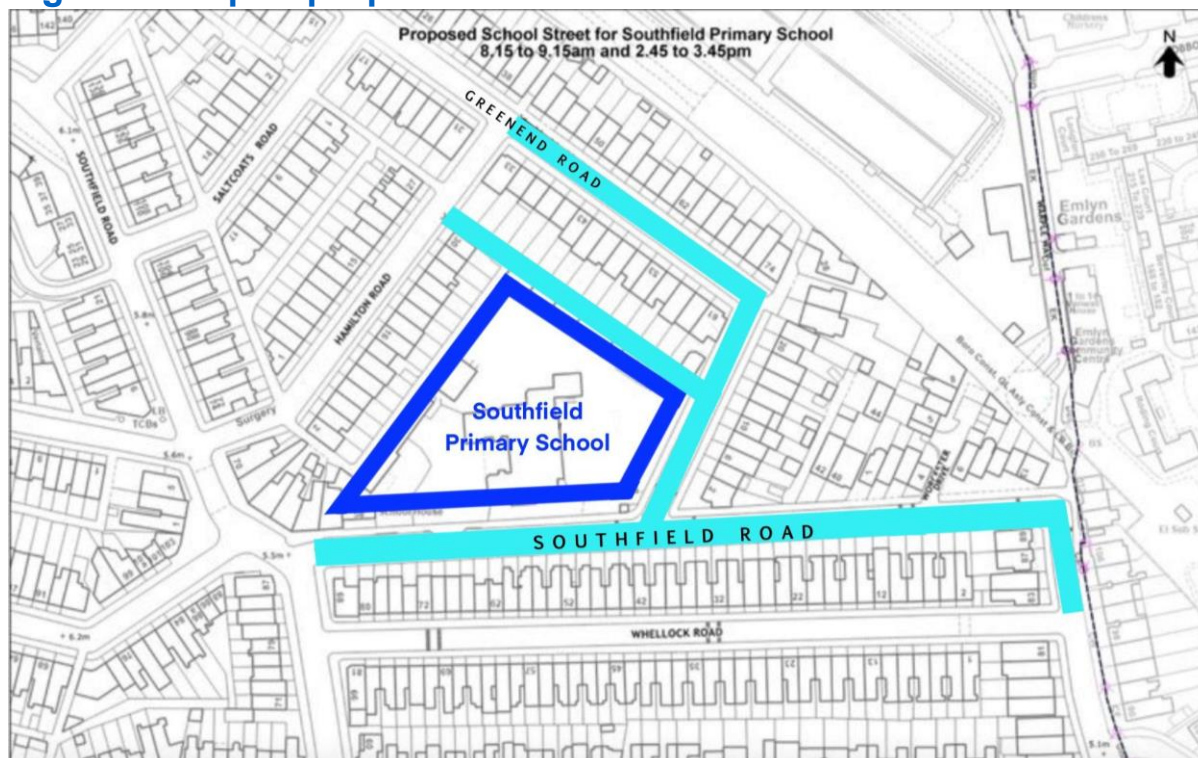
Engagement activities

- Pop Up event (public engagement activity) – 24th April, in the school playground with a range of attendees (Resident, staff and parents)
- Online presentation (about scheme and decision-making process) – 30th April, 9 bookings and 3 attendees
- Year 5 in class workshop (interactive lesson on active travel)
- Letters to residents – 26th March, by Royal Mail to 1,365 addresses, including 76 properties within 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 open from 26th 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 display the results of the survey of ‘actual’ and ‘preferred’ mode of school travel at Southfield Primary School.

‘Travel for Life’ results:

Date of survey May 2025

Pupil actual mode of travel

Response rate 99.6%

- Walking 145 (51%)
- Cycling 54 (19%)
- Scooting 36 (13%)
- Buggy 0
- Rail/Overground 0
- Tube 0
- Public bus 15 (5%)
- Car/Motorcycle 30 (11%)
- Car share 4 (1%)
- Total 284 (100%)

Pupil preferred mode of travel

Response rate 71%

- Walking 41 (20%)
- Cycling 74 (37%)
- Scooting 32 (16%)
- Buggy 2 (1%)
- Rail/Overground 1 (0.5%)
- Tube 6 (3%)
- Public bus 6 (3%)
- Car/ Motorcycle 26 (13%)
- Car share 8 (4%)
- Total 202

Summary of 'Travel for Life' results:

The pupil survey shows the majority of pupils (approximately 83%) are arriving at the school site via active modes or travel (walking, scooting, and cycling). A School Street is expected to improve road safety for these pupils by reducing motor vehicle movements near the school gates. The survey also shows that approximately 12% 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 decreases to 73%. However, within active travel, there was a notable shift towards cycling (19% to 37%) and a smaller one towards scooting (13% to 16%). There was a small increase in travel by car / motorbike or car share, from 12% actual to 17% preferred. However, this came alongside a small increase in various forms of public transport (from 5% to 6.5%).

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.

‘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, 167 survey logs were generated; however, a number of logs did not contain data or had no engagement with the questions and were removed.

3 respondents who selected ‘resident within School Street’ subsequently provided postcodes located outside the area, while 2 who identified as ‘other’ were identified as ‘resident outside School Street’ by a combination of their postcodes and comments. Additionally, among those who selected ‘other’, 3 clarified that they were parents or carers. These respondents were recategorised accordingly.

This manual check has resulted in figures which vary slightly from the data originally presented by Built-ID.

Figure 2: 'Give My View' screens examples:

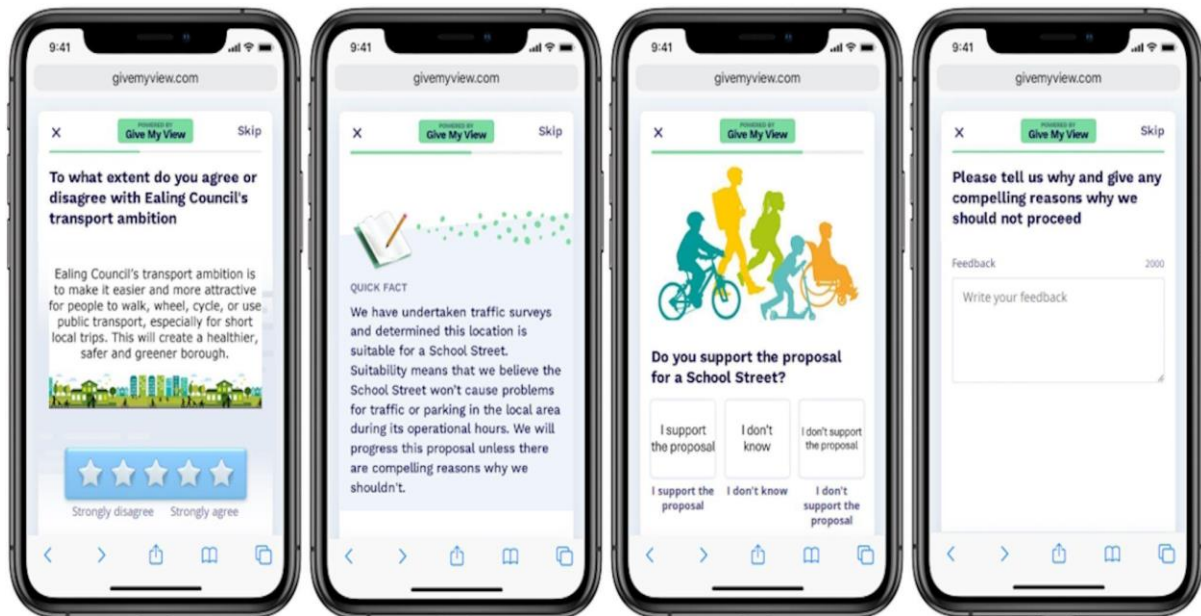


Figure 3: 'Resident outside School Street' postcode locations:

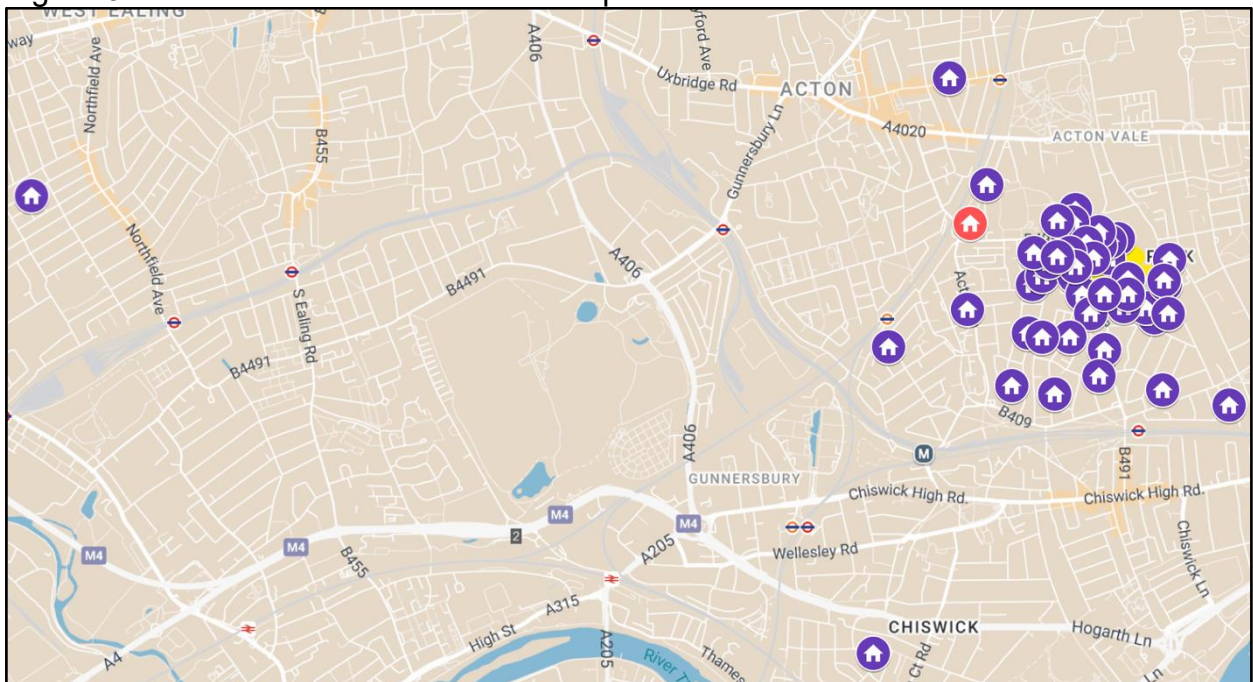


Figure 3 above shows that most of the residents outside of the School Street (purple icons) and businesses outside of the School Street (red icons) were found to be in close proximity to the School Street (yellow). The place markers show the centre of the postcode and may represent multiple respondents.

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 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	160	3.5
Parent / carer	58	3.9
School staff	1	5.0
Resident within School Street	23	3.4
Resident outside School Street	75	3.1
Business within School Street	1	1.0
Business outside School Street	1	5.0
Governors	1	4.0
Support the School Street proposal	78	4.8
Don't support the School Street proposal	68	1.9
Don't know	8	3.5

*NB not all respondents completed both sections

Ealing transport ambition summary:

Overall, 160 respondents completed this section of the survey, with an average rating of 3.5. The 58 parents / carers recorded an average rating of 3.9 - the highest rating of the larger respondent groups. This was followed by the residents within and residents outside, who recorded average ratings of 3.4 and 3.1, respectively. The single respondents from each of the school staff, businesses outside, and school governors recorded ratings of 5.0, 5.0, and 4.0, respectively, while the single business within recorded a rating of 1.0. However, the solitary nature of the respondent in each group should be taken into consideration 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 4.8; those going on to say that they do not support the proposed School Street recorded a 'strongly disagree' rating of 1.9; 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	158	49%	46%	5%
Parent / carer	57	68%	30%	2%
School staff	1	100%	0%	0%
Resident within School Street	20	55%	40%	5%
Resident outside School Street	77	32%	60%	8%
Business within School Street	1	0%	100%	0%
Business outside School Street	1	0%	100%	0%
Governors	1	100%	0%	0%

School Street support summary:

Overall, across all respondents, 49% indicated support for the proposal, 46% indicated that they don't support the proposal and 5% indicated that they don't know if they support the proposal.

Both the parents / carers and residents within indicated a clear majority support for the proposal, while the residents outside indicated that the majority of this group did not support the proposal. The remaining categories indicated either complete support for (the school staff and school governor) or complete opposition to (the businesses within and 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	142
Parent / carer	52
School staff	1
Resident within School Street	19
Resident outside School Street	67
Business within School Street	1
Business Outside School Street	1
Governors	1

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	School staff	Resident within School Street	Resident outside School Street	Business Outside School Street	Governors
Improved road safety	46	29	1	4	12	0	0
Generalised better for children / schools	45	29	1	3	11	0	1
Reduction in traffic (other than rat running)	21	6	0	9	6	0	0
Reduction in air pollution	17	12	0	3	2	0	0
Increase in walking / cycling	17	6	0	4	6	0	1

Respondent category	Overall	Parent / carer	School staff	Resident within School Street	Resident outside School Street	Business Outside School Street	Governors
Improved driver behaviour	11	7	0	3	1	0	0
Improved parking	5	2	0	2	1	0	0
Generalised 'environment' or climate change	5	2	0	1	1	0	1
Improved mental health / quality of life etc	4	2	0	0	1	0	1
Reduction in rat running	4	1	0	2	1	0	0
Other positive	11	7	0	0	3	1	0

Comments log (positive) summary:

The most common positive comments within the 'further comments' section of the survey were 'improved road safety' (46 comments) and 'better for children / schools' (45). These were followed by 'reduction in school traffic' (21), and 'reduction in air pollution' and 'increase walking and cycling' (both 17).

- "This will enhance the area and make children safer for an acceptable level of inconvenience for drivers." - Resident outside School Street
- "Too many parents drive to the school when they clearly live locally, causing a lot of congestion and taking up residents' parking spaces." Resident within School Street
- "This is great news, much healthier for the roads around the school at peak times. It will dramatically reduce pollution, leave the streets safer and encourage active travel. I fully support the initiative." - Parent / Carer
- "We should implement policies which encourage sustainable transport including walking and cycling. It will enhance the local environment for those attending the school both before and after classes." - School Governor
- "The journey to the school is often disrupted by cars, we need to cross a road where cars can appear from 3 different angles, often driven by impatient drivers. It would be really helpful if the surrounding area to the school would be free of traffick during drop off time." - Parent / Carer
- "Good idea, safer for the children." – Staff

Other frequent comments highlighting that the scheme could improve driver behaviour, including a reduction in rat running.

- "At times I find those picking up and dropping off students are somewhat aggressive and rude in their style of driving, and where they choose to park, and how;" - Resident within School Street
- "I have been sworn and shouted at by people using the road as a rat run." - Resident outside School Street

'Other' positives included general support for the scheme and references to noticeable improvements observed in other School Streets. In addition, seven comments specifically highlighted how the scheme would benefit those cycling.

- "I think this will be brilliant for young cyclists getting to school. Well done for the proposal!" - Parent / car

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 and 6 below:

Table 5: 'Give My View' additional feedback constructive / neutral comments log ('What information would have helped you decide?').

Respondent category	Overall	Parent / carer	Resident within School Street	Resident outside School Street
Street specific statistics pollution / traffic volume etc	3	0	0	3
Provide clearer details on exceptions i.e. disabled / residents / staff	3	1	1	1
Other additional information on scheme	1	0	0	1

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

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

Comments log (constructive / neutral) summary:

In relation to the provision of additional information to help respondents consider their position on the School Street, the most frequently requested clarifications related to expected traffic displacement in the area, or the costs associated with the scheme.

- “I live just (20m) on the outskirts of the proposal, and would like to see more info on how this will displace the people who drive their kids.” - Resident outside School Street

Several respondents raised concern or confusion about eligibility for a permit (NB. Blue badge holders are able to apply for an exemption if they are dropping off or collecting a child from the school):

- “My mum for instance collects my child once a week but only because she is able to park by the school gates as she is disabled (blue badge holder). I agree with the scheme in principle but feel concessions should be made to allow for disabled blue badge holders.” - Parent / carer

In relation to other changes and improvements, requests to enlarge the scheme frequently referenced the inclusion of Speldhurst Road and Whellock Road.¹

- “Other streets in close proximity to the school (Speldhurst and others) will become congested and will impact parking for residents during the proposed restricted times. If Speldhurst Road was to be included in the school street proposal, then we would be in favour of it.” - Resident outside School Street.
- “The school street could also be extended to include Whellock Road. It will be safer for pedestrians and cyclists if it is.” - Resident outside School Street

While a number of other comments suggested the current proposed area was too broad:

- “just the half the road in front of the school (Southfield) and half the road to its right (Hawkshead) should be included. The rest of Hawkshead and Southfield should be free to traffic” - Parent / carer

N.B. This would create dead ends which the scheme seeks to avoid.

¹ The comments on Whellock Road may also be worth considering further, since residential access to the back of the property is via Southfield Road and, therefore, would be restricted to residents during operational hours. Comments concerning this issue are addressed further on in this report, under ‘Comments log further consideration’.

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	Resident within School Street	Resident outside School Street	Business within School Street
Increased or displaced traffic / congestion	39	4	0	35	0
Need to drive	21	17	1	3	0
Negative impact on parents or children	19	16	2	1	0
Measures unnecessary	18	3	3	12	0
Parking concerns	14	1	0	13	0
Reduced service / visitor access	10	0	6	3	1
Reduction in road safety	10	0	1	9	0
Narrow / unsuitable roads	7	0	0	7	0

Respondent category	Overall	Parent / carer	Resident within School Street	Resident outside School Street	Business within School Street
Reduced resident access (within or outside)	6	0	3	3	0
Money making scheme / fines	6	0	1	5	0
Business loss / impact	6	1	1	4	0
Reduced air quality	5	0	0	5	0
No / poor consultation	4	0	0	4	0
Negative impact on the elderly	4	1	1	2	0
Negative impact on disabled people	2	2	0	0	0
Worsening highway behaviour	2	0	0	2	0
Mental health impact	2	0	1	1	0
Increase in bus journey times	2	0	0	2	0
Increase in noise pollution	1	0	0	1	0
Negative community impact	1	0	0	1	0

Comments log (concerns) summary:

Overall, the most commonly expressed concerns were in relation to increased or displaced congestion / traffic (39 comments) and that some people 'need to drive' (21). Following these, 'negative impact on parents / children' (19), a feeling that the measures are unnecessary (18) and parking concerns (14) were also frequent responses.

- "As the traffic won't just disappear instead it will disperse into the surrounding streets. Bothering people who didn't have that in mind when they bought the property. There are better ways to actually encourage more green ways to travel." - Resident outside School Street
- "I do leave far from school which my kids go to, and we are obligated to use the car to drop them off and pick them up. In case of an emergency or even bad weather conditions too I can't imagine parking far away and do the pick ups or drop offs in this situations". - Parent / Carer
- "At present, the streets around the school are perfectly safe, and I have seen no justification for this change from a safety perspective". - Parent / Carer
- "I live in a neighbouring road, where there is rarely available parking, and we already deal with delivery drivers regularly blocking our road. The junction at the end of Whellock Road and Woodstock Road is also frequently congested & as I see it, the suggested closures will make both of these situations worse". - Resident outside School Street

Other frequent concerns raised included those in relation to resident, visitor, service, or trade access, negative effects on road safety, and comments on the unsuitability of the roads. A reduction in air quality and business loss were also mentioned.

- "Stops carers getting to elderly residents who have daily care. Risk to their life.
Stops me having my family and friends visit me and take me to my doctor's appointments." - Resident within School Street
- "It will just lead to more complexity and confusion for arranging deliveries, property maintenance contractors and visitors." - Resident outside School Street
- "Closing the entrance to the school road from the main Southfield Road could cause problems on what is a blind corner on the main road as drivers hesitate and reverse" - Resident outside School Street
- "The roads near by are already very narrow, not allowing two cars to pass, additional traffic at these times of day will significant increase stop start traffic thereby increasing pollution" - Resident outside School Street
- "There are vital local businesses at the junction with Southfield Road that rely on early morning trade, a plumbing shop and a bakery" - 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 access to the rear of the properties on Whellock road:

- "It is worth noticing that residents in Whellock Road (north side) have access to the houses from both Whellock Road and Southfield Road and we usually park our vehicles in Southfield Road. I would be happy to support the initiative if Whellock Road was included in the proposed School Street, similarly to Hawshead Road and Greened Road." - Resident outside School Street

Only residents living at properties within the School Street are eligible for permits. Properties on Whellock Road do not have vehicular access to their properties from Southfield Road and are not eligible for School Street permits.

Several comments noted that the school street (Southfield Road) has a number publicly available parking spaces, including 30 minutes free parking, and that limiting access could have an impact on the local businesses they serve.

- "There are vital local businesses at the junction with Southfield Road that rely on early morning trade, a plumbing shop, and a bakery. Simply pushing the start point back until just after the school house and traffic calming measures would mitigate the impact on these businesses." - Resident outside

School Streets are for a very limited time, Monday to Friday, term time only. Customers that need to drive to these businesses can plan to arrive outside of School Street operational times.

A number of respondents also note that restricting access to Southfield Road, with seemingly low parking stress, as a School Street could displace traffic onto nearby Whellock Road, which already has a higher parking stress.

- "Southfield Road is largely unoccupied by parked cars during the daytime as it only serves the school and the rear of the residences on Whellock Road. Therefore, it is the ideal parking location for anyone who, for possibly good reasons, needs to travel by car to drop-off or collect their child from Southfields school. Preventing access to Southfield Road will not prevent these people from driving. It will simply cause more traffic on the surrounding, already congested roads." - Resident Outside School Street

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. Additionally, existing School Streets have seen a reduction in school-related car use of up to 18% and an increase in active travel (walking, scooting, cycling) to school of up to 29%.

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 also raised by respondents in the main survey but are summarised as follows:

- Measures are necessary / unnecessary; displaced traffic, speeding, and parking concerns; need to drive; concerns related to reduced visitor and service access; potential adjustments to School Street timings to account for after school activities; potentially adjustments to the streets or area covered by the scheme; requests for further information or data on the scheme; negative impacts on the elderly.

Questions and comments raised during the online presentation questions—and their responses (in parentheses)—are summarised as follows:

- Whether residents outside of the School Street are eligible for a permit (they are not); when the School Street will come into effect (to be confirmed); what the operational hours of the School Street will be and whether it is operational term time only (the hours were stated and confirmed as term-time only); whether the restrictions would be in place at the weekend if there are events at the school during this time (they will not: the hours were restated).

Two emails were received, both from parents of students at the school. The concerns raised within them comprised:

- The effect on those with a disability (if not a blue badge holder); the need to drive; negative impact on parents / children; measures considered to be unnecessary.

Key findings:

- Overall, within the GMV survey, more respondents declared support for the scheme when asked 'Do you support the proposal for a School Street?' than don't support (49% 'support', 46% 'don't support', 3% 'don't know'). There was a noticeable majority supporting the scheme across all groups, with the exception of the residents outside and the two local business respondents. (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 respondents also indicated support for Ealing's Transport Ambition, with an average rating of 3.5.
- 'Travel for Life' data showed that the majority of pupils are travelling to school by active modes of transport (approximately 83%), with 94% of the pupils known to live within 1 mile of the school. While there was an overall decrease in active transport as the preferred method of transport (73%), this came alongside an evident increase in pupil preference for cycling (19% actual to 37% preferred): this was supported by a number of 'other' positive feedback comments that specifically highlighted the benefits of the scheme for cyclists.
- While feedback showed that displaced parking and traffic are the main 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' were identified; however, some comments were considered worthy of further consideration.
- The strong pupil 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.