



**Decision maker:** Nicky Fiedler, Strategic Director of Housing & Environment

**Date:** 09/10/2025

**Subject:** Implementation of School Streets for 3 schools through the use of a Traffic Regulation Order – Fielding Primary School, Notting Hill and Ealing High School, Twyford CofE High School

**Report author:** Nicky Batkin, Principal Transport Planner (schools)

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## SUMMARY

The council has a manifesto commitment for School Streets at 50 education providers by March 2026. Currently 45 of the borough's education providers benefit from a School Street. Schemes are launching for 3 further schools this autumn term.

All schemes are permanent with Traffic Regulation Orders in place and are enforced by Automatic Number Plate Recognition (ANPR) cameras. See Appendix 1 for list of schemes.

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## RECOMMENDATIONS

That the Strategic Director of Housing & Environment:

1. Approves the installation of School Streets schemes at the schools listed in and subject to recommendation point 2 below.
  2. Agrees the making of Traffic Management Orders (TMO's) in principle at:
    - Fielding Primary School,
    - Notting Hill and Ealing High School,
    - Twyford CofE High School
  3. Notes that following the statutory consultations the decision to make the TMO's will be taken by the Chief Highways Engineer.
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## Wards Affected: Northfield, Ealing Broadway and North Acton

Strategic Objectives	Summary of how this report aligns to the <a href="#">Ealing Council Plan 2022 - 2026</a> and Ealing's strategic objectives.
Creating Good Jobs	Encouraging children to travel sustainably will provide them with life skills that can help them to develop the ability to be independent and take responsibility for their personal safety. Widening the mobility experiences of young people can help them access opportunities for training and work in the future.
Tackling the Climate Crisis	Reducing car use will help to reduce air pollution exposure in the local area. Encouraging residents to use active travel for journeys will help to keep people physically active and can improve their health.
Fighting Inequality	School Streets are located across the borough. They encourage the school community and local residents to choose sustainable transport for their journeys, helping to reduce costs and improving health and well-being.

### Proposals and analysis of options

1. School Streets are schemes where the roads outside a school are closed to most traffic only at the usual school start and finish times (the exact times will vary by school), to achieve a safer, more pleasant environment for everyone using the streets. They maintain access for vehicles registered at residences and businesses within the zone, and all pedestrians and cyclists. They can help to reduce air pollution and improve road safety.
2. They support the Council's climate emergency action plan and air quality priorities. They encourage active travel measures to enable residents to walk and cycle around the Borough. Active travel is affordable, delivers significant health benefits, improves well-being, mitigates congestion, improves air quality and can help with individual resilience. The schemes help to improve road safety on the children's school journey.
3. Ealing School Streets programme started in 2020 and 45 education providers now benefit from the schemes. The council is confident that School Streets are the way forward in helping children and young people feel safer on their school journey, addressing poor parking behaviour outside school, reducing congestion and encouraging active travel to and from school.
4. Officers have reviewed the location of all borough schools to determine which schools are suitable. They assessed the type of road, the road layout and the

opportunity for alternative routes. Suitability means that officers believe the School Street won't cause issues for traffic flow or parking in the local area during its operational hours. The council are progressing with School Streets in suitable locations, unless there is a compelling reason not to.

5. The proposals have been agreed with the Headteachers at the respective schools.
6. Traffic surveys have been carried out around the schools and the proposed locations are suitable for a School Street.
7. Members were notified that a scheme was proposed for schools in their ward prior to our engagement with the school and local community. They received a copy of the school newsletter and the letter sent to residents and businesses, and they were invited to attend the engagement events.
8. The Portfolio Holders (Cllr Paul Driscoll, Portfolio holder for Climate Action and Cllr Polly Knewstub, Portfolio holder for Healthy Lives) have been consulted, as required by the [Cabinet delegation of 16 April 2025](#), and support the making of the orders.
9. Emergency services will be consulted in the making of the TMOs as part of the statutory consultation.

### **Engagement with the school and local community**

10. During the engagement phase Officers advised stakeholders that the council will progress with proposed School Street schemes for schools in suitable locations, unless there is a compelling reason not to. Officers requested that stakeholders inform them of any known unique characteristic to the area or school, and any compelling reasons as to why the council should not progress with the proposals.
11. Officers have already considered some factors that stakeholders were likely to regard as compelling, such as personal inconvenience and associated changes to their routines. While the council understands that some short-term inconveniences are inevitable, the schemes are only for a limited time each day.
12. Displaced parking and traffic are often raised as concerns but monitoring of previous schemes shows that this does not happen once the scheme has bedded in. Officers expect the same to apply at these locations.
13. School Streets are only implemented where alternative routes are available.
14. Information on the points Officers have considered is included in the FAQs that are sent to stakeholders with the local community letter and school newsletter.
15. Officers consider limited access for emergency services as a compelling reason. However all emergency services are consulted as part of the TMO and no issues have been raised by any emergency services on the 43 schemes already in place.

16. A stakeholder survey was carried out with each school and its local community, through engagement events and an online survey, between 2 June and 13 July 2025. The survey for each school was open for at least 35 days.
17. A pop-up engagement event was held at each school and online presentation was given for each proposal.
18. The individual schools received newsletter content to share with their school community (children, staff, parents/carers), inviting them to attend the engagement events and complete the survey. Residents and businesses in and around each proposed school street zone were invited to participate in the events and consultation via a letter sent by Royal Mail. The school and local community were invited to ask for a paper copy of the online survey.
19. An analysis of the responses received in the survey and at stakeholder engagement events was undertaken by an independent consultant. A summary of the results are:

### **Outcome of engagement with Fielding Primary School**

20. The online survey ran from 6 June to 13 July. 1506 responses were received from the main survey (364 parents/carers; 237 residents within the School Street; 800 residents outside and 105 others).
21. Overall 54% support the proposal; 42% don't support the proposal and 4% don't know. Support came from most parents/carers, residents within, Governors and local councillors. School staff, residents outside and businesses within and outside did not support the proposal.
22. Respondents supporting the scheme commented on the need for improved road safety; the desire for a reduction in traffic; increase walking and cycling and reduce air pollution.
23. The main areas of concern related to the possibility of increased or displaced traffic/congestion; some felt the School Streets was unnecessary; there would be a reduction in road safety; it would cause reduced service/visitor access; and it was a money making scheme.
24. Suggestions were made to increase the scheme area and also to reduce the scheme area. It should be noted that there were more respondents requesting an expansion of the scheme than there were suggesting the scheme is too large.
25. Other highways schemes in the area were mentioned by some respondents with concerns that the compound effect would have a significant negative impact in the area.
26. As stated in point 10, no clear compelling reasons were identified.

### **Outcome of engagement with Notting Hill and Ealing High School**

27. The online survey ran from 2 June to 6 July. 353 responses were received from the main survey.

28. The majority of all respondent groups did not support the proposal. School staff and residents within supported the proposal and parent/carers and residents outside did not.
29. It is worth noting that the majority of pupils travel either actively or on public transport, and that the number of parent respondents appears low when compared against the number of pupils in the school.
30. Respondent's support for the scheme highlighted the need for improved road safety and improved driver behaviour. There was a desire to increase in walking and cycling and they felt the scheme would be better for children and schools.
31. The main areas of concern related to traffic displacement; their need to drive; that it would have a negative impact on parents or children; the measure was unnecessary and it would cause a reduction in road safety.
32. Suggestions were made by a Ward Councillor and some other respondents to extend the scheme into nearby roads. We noted NHEHS has an entrance on Wimborne Gardens and we feel it is feasible to include this road and an additional section of St Stephens Road in the final design. This will be consulted on for the making of the Traffic Management Order.
33. In addition, at NHEHS we identified the need to amend the timing of the proposed School Street to start at 8:00am rather than 7:45am as the school had requested.
34. As stated in point 10, no clear compelling reasons were identified.

### **Outcome of engagement with Twyford CofE High School**

35. The online survey ran from 6 June to 13 July 2025. 398 responses were received from the main survey.
36. Most school staff, all students and Governors supported the proposal. there were 4% more negative comments than positive, most of these related to displaced parking and traffic, and personal inconvenience..
37. Other areas of concern included the possibility that it would have a negative impact on parents or children; the measures were unnecessary and it would cause a reduction in road safety.
38. Respondent support for the scheme highlighted the need for safety improvements; that it would result in a reduction in traffic; it would help to increase walking and cycling and reduce air pollution.
39. As stated in point 10, no clear compelling reasons were identified.

### **Conclusion of engagement activities**

40. The concerns raised in the online surveys and at engagement events for all three schools can be refuted or addressed. Officers will ensure information connected to these points is included in communication with each school and the local community.

41. The independent evaluation reports can be found at Appendix 2.

### **Reasons for decision**

42. The public sector equality duty applies to the making of TMOs and due regard must be given to the needs of those with protected characteristics. The Equality Analysis Assessment is attached at Appendix 3. The needs of disabled people are an integral part of the process when designing the TMOs. None of the TMOs proposed will make changes to any disabled parking bays. The design assessments for each of the proposed TMOs did not identify any specific additional accessibility issues for disabled persons over and above the restrictions on vehicular access which affect vehicle traffic generally.
43. The TMOs will support for the council's climate action plan and air quality priorities, encourage active travel measures to enable residents to walk and cycle around the borough, relieve public transport capacity and reduce the need for private car journeys. Active travel is affordable, delivers significant health benefits, improves well-being, mitigates congestion, improves air quality and can help with individual resilience.

### **Options considered**

44. The council has explored alternative measures such as barrier enforcement to reduce motor vehicle movement, and patrols by Civil Enforcement Officers (CEO's) to improve parking in the area around the schools.
45. The council introduced School Streets with barrier enforcement in 2020, that did not require cameras, but they were too onerous for the schools due to limited staffing capacity required to manage barriers.
46. Enforcement by Civil Enforcement Officers is not sustainable due to there being over 140 education providers in the borough, with students arriving and leaving at the same time of day, and the CEOs cannot cover them all.

### **Financial impact**

47. On 29th March 2023 Cabinet approved School Streets capital budget of £2.523m for three years from 2023/24 to 2025/26, to be funded from the Parking Revenue Account where School Street PCNs are collated. Out of this budget £1.009m has been spent to end of 2024-25 and leaves £1.514m of budget profile to be spent £0.900m in 2025-26 and £0.614m in 2026-27.
48. Delegated authority was given to the Strategic Director of Housing and Environment following consultation with the Portfolio Holder(s) and the Strategic Director of Finance, to authorise the ringfencing of funding for the delivery of the School Streets from 2023/24 to 2025/26.
49. There is a revenue budget of £0.294m approved as part of the Local Implementation Plan (LIP) budget 2025-2028, funded by Transport for London (TfL) grant to fund the ongoing maintenance of the implemented school streets.

It is important to note should additional funds be required for the ongoing maintenance of the implemented school streets, approval would be required as part of the LIP programme in future years.

50. The 3 school streets that are to be implemented per the recommendation is estimated to cost £384k of capital and this will be funded by the approved remaining capital budget of £0.900m in 2025-26.

*Finance officer name: Yalini Gunarajah, role title: Finance Manager,  
date agreed: 07 October 2025*

*Verified by Kevin Kilburn , Assistant Director – Strategic Finance, 09/10/2025*

## **Legal Implications**

51. The Council's power to make an order regulating or controlling vehicular and other traffic is contained within section 6(1) of the Road Traffic Regulation Act 1984 (RTRA).
52. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (LATOR), the Council must carry out certain procedures before making a traffic management order (TMO). This includes consultation of specified consultees, publishing a notice of proposal and any other steps it considers appropriate
53. The TMOs will be made by way of an order pursuant to section 6 of the RTRA and the LATOR Regulations). LATOR ions require the Council to give notice of the making of orders to be made pursuant to section 6 giving objectors a minimum of 21 days in which to make objections to the making of the order. Any objections received will be taken into account before any decision is made to proceed. Notice of the making of the orders will be given on [date of TMO notice].
54. By virtue of section 122 of the RTRA the council must exercise its duty and functions to *'(so far as practicable...) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas through which school street runs, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable ...'*
55. Cabinet delegated authority to the Strategic Director of Housing and Environment to take the necessary steps to implement the schemes identified in the Highways and Transport Programme following consultation with the Portfolio Holders for Climate Action and Healthy Lives, subject to detailed design within the approved budgets, and the outcome of any public or statutory consultation. This report recommends that the Strategic Director makes the 'in principle' decision to install School Street Schemes with the use of TMOs but notes that the Chief Highway Engineer will make the final decision following the statutory consultation. The Chief Highways Engineer is authorised by the Assistant Director of Environment and Living Streets who has the function to make TMO's delegated to him pursuant to the Constitution.

***Alice Rowland, Head of Legal Services, agreed 25/9/25***

### **Equality implications**

56. The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- \* Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
  - \* Advance equality of opportunity between people who share those protected characteristics and people who do not
  - \* Foster good relations between people who share those characteristics and people who do not
57. An Equalities Analysis Assessment (EAA) was undertaken for implementation of all School Streets. It has been reviewed for this decision. See Appendix 3.

### **Risk management implications**

58. A risk register has been produced and is updated as required.

### **Local economy and social value implications**

59. Encouraging children to travel sustainably will provide them with life skills that can help them to develop the ability to be independent and take responsibility for their personal safety. Widening the mobility experiences of young people can help them access opportunities for training and work in the future.

### **Climate and sustainability implications**

60. Road transport is a big part of the polluted air within the borough. This project encourages active travel and reduces car use for the school journey. Fewer car related journeys impacts the boroughs road network and reduces transport related emissions and pollution.

### **Property and assets implications**

61. Each project includes provision of relevant highways signage and cameras for enforcement of the scheme.

### **Staffing and workforce implications**

62. The project requires input from highways and parking services in addition to overall project management and delivery by the School Travel Team.

### **Consultation**

63. Engagement activities took place with the school and local community for each scheme. A stakeholder survey ran with each school, for at least 5 weeks, between 2 June and 13 July 2025.
64. Statutory consultation takes place for implementation of the Traffic Management Order when it is published.
65. All School Streets align to the principles of the Travel In Ealing Charter, which was adopted in June 2023, where the council affirmed that we will not treat

engagement exercises as though they are referendums. The council remains committed to following the underlying principles for the schemes, and does not base decisions solely on questions requiring simple yes/no answers.

66. The council is following the principle that every school child in Ealing should be able to walk, cycle or scoot to school as safely and comfortably as possible

## **List of Appendices**

Appendix 1 – List of School Streets

Appendix 2 – Independent evaluation reports

- Submission Fielding evaluation report
- SUBMISSION NHEHS School Street Proposal Feedback Evaluation
- SUBMISSION Twyford CofE School Street Proposal Feedback Evaluation

Appendix 3 – Equalities Analysis Assessment 2025

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## **Background Papers Used in Preparing This Report**

### **Supporting guidance**

- The Ealing School Streets programme aligns to the Healthy Streets approach that puts people and their health at the centre of decisions about how public spaces are designed, managed and used. It aims to make our streets healthy, safe and welcoming for everyone. [Healthy Streets - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk)
  - In November 2024, following extensive research with Local Authorities that are implementing School Streets, the Department for Transport and Active Travel England published national guidance [School Streets: how to set up and manage a scheme](#). This is supported by the Department for Education and the Department of Health and Social Care.
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## **APPENDIX 1 – List of School Streets**

### **Launched September 2020**

- SS01 Perivale Primary, Federal Road, Perivale, UB6 7AP  
Times- 8.15 - 9.15am and 2.45 - 3.45pm
- SS01 St John Fisher Catholic, Sarsfield Road, Perivale, UB6 7AF  
Times- 8.15 - 9.15am and 2.45 - 3.45pm

### **Launched November 2020**

- SS12 Acton Gardens Academy (formerly Berrymede Infant and Berrymede Junior), Osborne Road, Acton, W3 8S.  
Times- 8:30 - 9:30am and 2:30 - 3:30pm
- SS27 Derwentwater Primary, Shakespeare Road, Acton, W3 6SA.  
Times- 8.30 - 9.15am and 2.45 - 3.45pm
- SS08 Holy Family Catholic Primary, Vale Lane, West Acton, W3 0DY.  
Times- 8:15 - 9:15am and 3:00 - 4:00pm
- SS19 Mayfield Primary School, High Lane, Hanwell, W7 3RT  
Times- 8.30 - 9.15am and 2.30 - 3.30pm
- SS28 North Ealing Primary, Pitslinger Lane, Ealing, W5 1RP  
Times- 8.30 - 9.15am and 2.45 - 3.15pm
- SS02 Oaklands Primary School, Oaklands Road, Hanwell, W7 2DP  
Times- 8.15 - 9.15am and 2.45 - 3.45pm
- SS03 St John's Primary School, Green Man Lane, West Ealing, W13 0SE  
Times- 8.30 - 9.20am and 2.45 - 3.30pm
- SS11 St Mark's Primary School, Lower Boston Road, Hanwell, W7 2NR  
Times- 8.30 - 9.15am and 2.45 - 3.30pm
- SS06 Vicars Green Primary School, Lily Gardens, Perivale, HA0 1DP  
Times- 8.40 - 9.10am and 3.00 - 3.45pm
- SS29 Willow Tree Primary School, Priors Farm Lane, Northolt, UB5 5DY  
Times- 8.30 - 9.15am and 2.45 - 3.45pm

### **Launched November 2021**

- SS32 Christ the Saviour CofE Primary School, The Grove, Ealing, W5 5DX  
Times- 8.15 - 9.15am and 2.45 - 3.45pm
- SS33 Horsenden Primary, Horsenden Lane North, Greenford, UB6 0PB  
Times- 8.30 - 9.15am and 2.45 - 3.30pm
- SS31 North Primary School, Meadow Road, Southall, UB1 2JE  
Times- 8.30 - 9.00am and 2.45 - 3.30pm
- SS30 St Joseph's Catholic Primary School, York Avenue, Hanwell, W7 3HU  
Times- 8.30 - 9.00am and 2.45 - 3.30pm

### **Launched February/March 2022**

- SS37 Brentside Primary School, Kennedy Road, Hanwell, W7 1JL  
Times- 8.15 - 9.15am and Mon - Thurs; 2.45-3.45pm, Friday; 2 - 3.00pm
- SS35 St Vincent's Catholic Primary School, Pierpoint Road, Acton, W3 9JR  
Times- 8.15 - 9.00am and 2.45 - 3.45pm
- SS36 Tudor Primary School, Tudor Road, Southall, UB1 1NX

Times- 8.30 – 9.00am and 3.00 – 4.00pm

- SS34 Viking Primary School, Radcliffe Way, Northolt, UB5 6HW  
Times- 8.30 - 9.15am and 2.45 - 3.45pm

#### **Launched September/October 2023**

- SS41 Ark Priory Primary Academy, Acton Lane, Acton, W3 8NR  
Times- 8.15am to 9am and 3pm to 4.15pm
- SS38 Blair Peach Primary School, Beaconsfield Road, Southall, UB1 1DR  
Times- 8.20 to 9.15am and 2.45 to 3.45pm
- SS40 Ravenor Primary School, Greenway Gardens, Greenford, UB6 9TT  
Times- 8.20 to 9.20am and 2.45 to 3.45pm

#### **Launched February/March 2024**

- SS42 Greenwood Primary School, Wood End Way, Northolt, UB5 4QG  
Times- 8.30 to 9.15am and 3pm to 4pm
- SS43 John Perryn Primary School, Long Drive Acton, W3 7DP  
Times- 8.15 to 9.00am and 2.45 to 3.45pm
- SS44 Stanhope Primary School, Mansell Road, Greenford, UB6 9EG  
Times 8.30 to 9.15am and 3 to 4pm
- SS45 Villiers High School, Boyd Avenue, Southall, UB1 3BT  
Times- 8.10 to 8.50am and 2.30 to 3.30pm

#### **Launched October/November 2024**

- SS39 Downe Manor Primary, Down Way, Northolt, UB5 6NW.  
Times- 8.15 to 9.15am and 2.30 to 3.45pm
- SS49 Drayton Green Primary, Drayton Grove, Hanwell, W13 0LA  
Times- 8.15 to 9.15am and 2.45 to 3.45pm
- SS46 Hambrough Primary School, South Road, Southall, UB1 1SF  
Times-8.30 to 9.15am and 3.00 to 4.00pm
- SS39 St Raphael's Catholic Primary, Hartfield Avenue, Northolt, UB5 6NL  
Times- 8.15 to 9.15am and 2.30 to 3.45pm

#### **Launching March 2025**

- SS50 Clifton Primary, Clifton Road, Southall, UB2 5QP  
Times- 8.20 to 9.15am and 2.45 to 3.45pm
- SS51 Coston Primary and Edward Betham CofE (combined scheme),  
Oldfield Lane South, Greenford, UB6 9J.  
Times- 8.15 to 9.15am and 2.30 to 3.45pm
- SS22 Gifford Primary, Greenhill Gardens, Northolt, UB5 6BU  
Times- 8:20 to 9:10 am and 2:45 to 3:45 pm
- SS25 Grange Primary, Church Gardens, Ealing, W5 5HN  
Times- 8.30 to 9.15am and 2.45 to 3.45pm
- SS52 Three Bridges Primary, Melbury Avenue, Southall, UB2 4HT  
Times- 8.00 to 9.00am and 2.45 to 3.45pm

#### **Launched May 2025**

- SS53 Allenby Primary School, Allenby Road, Southall, UB1 2HX  
Times- 8.15 to 9.00am and 2.45 to 3.45pm

- SS53 Dormers Wells High School, Dormers Wells Lane, Southall, UB1 3HZ  
Times- 8.15 to 9.00am and 2.45 to 3.45pm

**To be launched September 2025**

- SS54 Little Ealing Primary School, Weymouth Avenue, Ealing, W5 4EA  
Times - 8:15 to 9:00am and 2:30 to 3:45pm
- SS55 Southfield Primary, Southfield Road, Bedford Park, Acton, W4 1BD  
Times - 8:15 to 9:15am and 2:45 to 3:45pm:

**To be launched October 2025**

- SS57 Orchard House School, 16 Newton Grove, Chiswick, W4 1LB  
Times - 8:10 to 9:00am and 3:15 to 4:15pm

**Pending launch**

- SS56 Elthorne Park High School, Westlea Road, Hanwell, W7 2AH  
Times - 8:25 to 9:00am and 2:45 to 3:30pm

## **APPENDIX 2 – Independent Evaluation Reports – separate documents**

- Submission Fielding Primary Implementation
- SUBMISSION NHEHS School Street Proposal Feedback Evaluation
- SUBMISSION Twyford CofE School Street Proposal Feedback Evaluation

## **APPENDIX 3 – Equalities Analysis Assessment – separate document**