

## Ealing School Streets: Notting Hill and Ealing High School proposal - feedback evaluation.

Prepared by Hup Initiatives for the London Borough of Ealing, August 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 Notting Hill and Ealing High School, Ealing, was produced in August 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 Notting Hill and Ealing High School Street proposal:

## Ealing School Streets scheme (authored by Ealing Council)

Ealing Council wants to make the borough a great place to live, work and spend time in. Good, sustainable transport is a fundamental part of the council's priorities to create 'Healthy Streets' that seek to reduce pollution and increase physical activity rates by providing safe, convenient alternatives to short car journeys.

Our Transport Strategy aims to build a positive legacy to enhance the environment and improve public health by focusing on 'active travel' (walking and cycling). We will improve streets and transport infrastructure to reduce dependency on cars to prioritise active, efficient and sustainable travel modes, making the borough a healthier, cleaner, safer and more accessible place for all.

The Healthy Streets Scorecard defines School Streets as *streets leading to school gates which are closed to general traffic, at a minimum, on school days before opening and following school closing times*. An exemption policy applies, and some vehicles are eligible for permits, including those registered to residents and businesses within the designated zone.

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

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

Closing the streets to school and through traffic helps to achieve a safer, more pleasant environment for everyone, especially those who are walking and cycling.

The purpose of this report is to provide an independent evaluation of the engagement activities and survey that took place for the proposed School Street at Notting Hill and Ealing High School.

## School Overview

### School information

- Type – all through independent school
- Form Entry – 3 form entry per year group
- Number of pupils – 907 pupils
- Location - St Stephen's Road (Junior School entrance), Wimborne Gardens (Secondary school entrance) Cleveland Road W13 8AX

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- Details of CPZ - West Ealing extension zone HH - Mon - Fri: 9am - 10am & 3pm - 4pm operates at Stephen's Road (School Junior entrance). Kent Gardens Zone TT – Mon – Fr: 10am-11am & 2pm -3pm operates at Cleveland Road (NHEHS main entrance)
- Travel for Life (STARS) accreditation level – Gold to September 2025 (reapplied for Gold in July 2025)

#### Proposed School Street

- Proposed Location - St Stephen's Road between its junction with Wimborne Gardens and Edgehill Road, including Limewood Close, Montague Road junction with Egerton Gardens and St Stephen's Road
- Proposed Times - 7.45 to 8.45am and 2.45 to 3.45pm

#### Engagement activities

- Pop Up event (public engagement activity) – 12 June, in school hall and school reception, attendees 11 residents. Spoke to parents at school entrances
- Online presentation (about scheme and decision-making process) – 17 June, 13 bookings with 6 attendees
- Year 5 in class workshop (interactive lesson on active travel)
- Letters to residents – 3 June, by Royal Mail to 744 addresses, including 37 properties within proposed SS
- The School Travel Team were available to receive emails, letters and phone calls from members of the local and school community

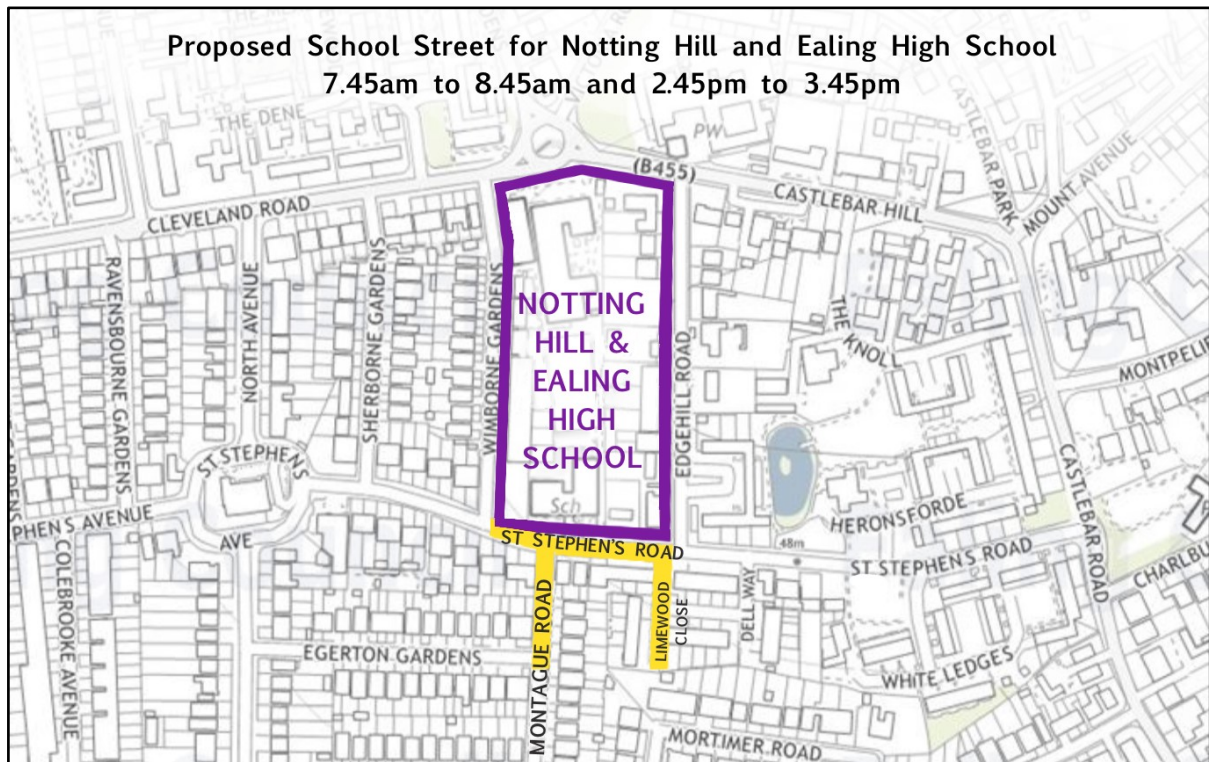
#### Survey details

- Give My View – online survey open from 3 June to 7 July 2025. Paper copies were posted on request

#### Equalities Analysis Assessment

- An Equalities Analysis Assessment will also form part of the Officer Decision and published alongside the decision  
[https://www.ealing.gov.uk/downloads/201173/transport\\_and\\_parking](https://www.ealing.gov.uk/downloads/201173/transport_and_parking)

Figure 1: Map of proposed School Street:



## 'Travel for Life' data:

Introduction to data set:

<https://travelforlife.tfl.gov.uk/>

'Travel for Life' is a TfL accreditation programme, offering schools and education settings across London a series of free educational programmes from age 3 to 17 designed to inspire young Londoners to travel actively, responsibly, and safely. They award a gold, silver or bronze accreditation based on the number of activities that have been completed.

The data presented below display the results of the survey of 'actual' and 'preferred' mode of school travel at Notting Hill and Ealing High School.

### Travel for Life' results:

#### **Pupil actual mode of travel**

Response rate 98%

Date of survey May 2025

- Walking 380 (42%)
- Cycling 69 (8%)
- Scooting 58 (6%)
- Rail / overground 46 (5%)
- Tube 62 (7%)
- Public Bus 111 (12%)
- School bus / Taxi 27 (3%)
- Car / Motorcycle 98 (11%)
- Car share 11 (1%)
- Park and stride 38 (4%)
- Total 900

#### **Pupil preferred mode of travel**

- Walking 346 (38%)
- Cycling 228 (25%)
- Scooting 59 (7%)
- Rail / overground 54 (6%)
- Tube 68 (8%)
- Public Bus 57 (6%)
- School bus / Taxi 39 (4%)
- Car/ Motorcycle 17 (2%)
- Car share 20 (2%)
- Park and stride 12 (1%)
- Total 900

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### **Staff actual mode of travel**

Response rate 98%

Date of survey May 2025

- Walking 35 (32%)
- Cycling 12 (11%)
- Rail / overground 1 (1%)
- Tube 16 (15%)
- Public Bus 11 (10%)
- Car / Motorcycle 25 (23%)
- Car share 5 (5%)
- Park and stride 3 (3%)
- Total 108

### **Staff preferred mode of travel**

- Walking 57 (53%)
- Cycling 24 (22%)
- Rail / overground 1 (1%)
- Tube 4 (4%)
- Public Bus 4 (4%)
- Car / Motorcycle 3 (3%)
- Car share 14 (13%)
- Park and stride 1 (1%)
- Total 900

### **Summary of 'Travel for Life' results:**

The pupil survey shows the majority of pupils (approximately 56%) are arriving at the school site via active modes or travel (walking, scooting, and cycling). In addition, 24% of pupils arrive at school via public transport, which would also necessitate walking for at least a portion of the journey. 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 increases to 70% and there was a marked shift towards cycling, from 8% to 25%. Conversely, travel by car / motorbike, car share, or 'Park and Stride' drops from 16% actual to 5% preferred.

It should be noted Notting Hill and Ealing High School pupil's active and sustainable transport combined has significantly increased and car use has reduced since 2018/19.

Data from 2018/19 shows:

- Active travel (walking, scooting, cycling) 264 (32%)

- Sustainable travel (rail, public bus, car share) 277 (35%)
- Car 277 (33%)

The staff survey shows similar trends to that of the pupils whereby active travel increases from 43% actual to 75% preferred, while travel by car / motorcycle, car share, or 'Park and Stride' decreases from 31% actual to 17% preferred.

## ‘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 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, 354 survey logs were generated - 353 online submissions and 1 hard copy; however, a number of logs did not contain data or had no engagement with the questions and were removed.

10 respondents who selected ‘resident within School Street’ subsequently provided postcodes located outside the area. Additionally, among those who selected ‘other’ without providing further clarification as requested, 7 provided postcodes in residential areas outside of the School Street, 1 provided a postcode within the School Street area, and a further respondent clarified that they were a parent or carer. These respondents were recategorised accordingly owing to the factual evidence of an error, and the need for clear and concise reporting.

There were 3 respondents who provided postcodes that were unverifiable. As it was not possible to establish the precise location of these respondents, their selections were not changed during the postcode cross referencing.

2 respondents who initially indicated that they 'support' the proposal and 1 who indicated that they 'don't know' 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:

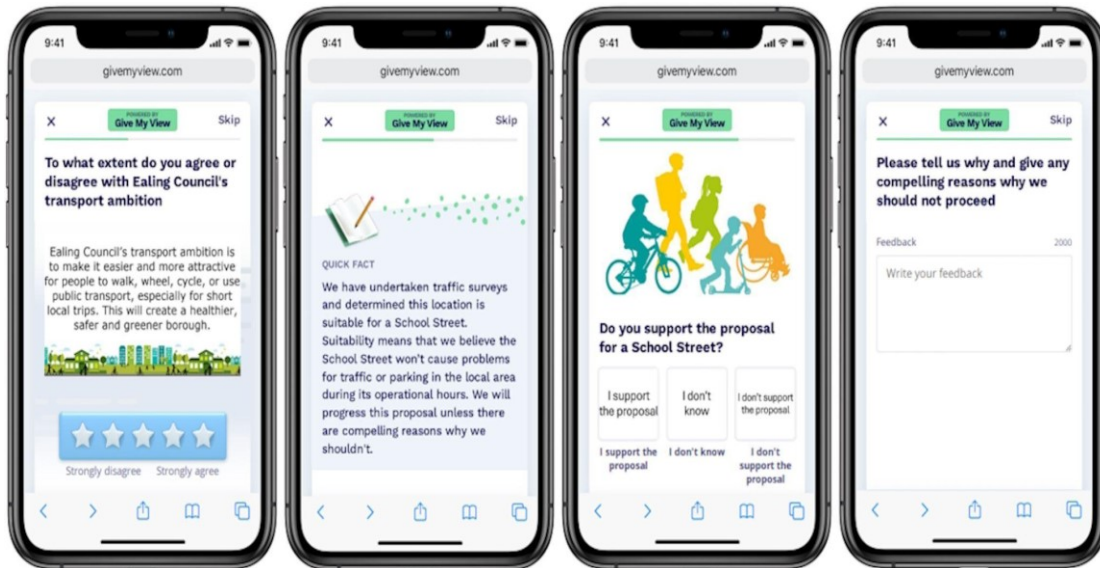


Figure 3: 'Resident outside School Street' locations (proximity to School Street):

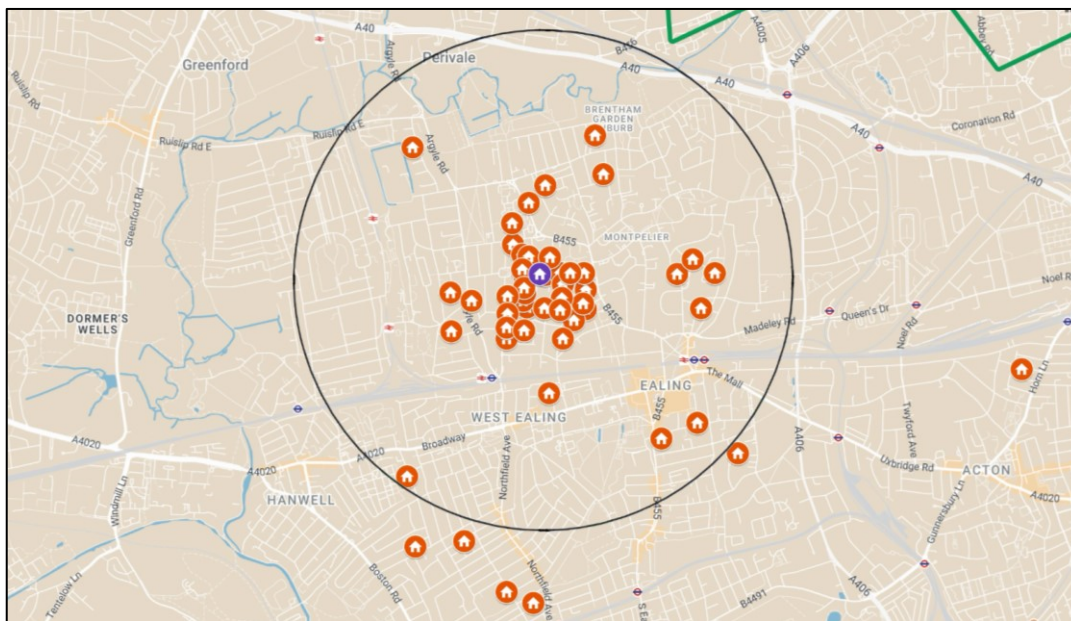


Figure 3 above shows that the majority of the residents outside the School Street (red icons), live within a 1-mile radius (black circle) of - and in close proximity to - the School Street (purple icon). The place markers show the centre of residents' postcodes and may represent multiple respondents.

Figure 4: 'Resident outside School Street' locations (proximity to borough boundary):

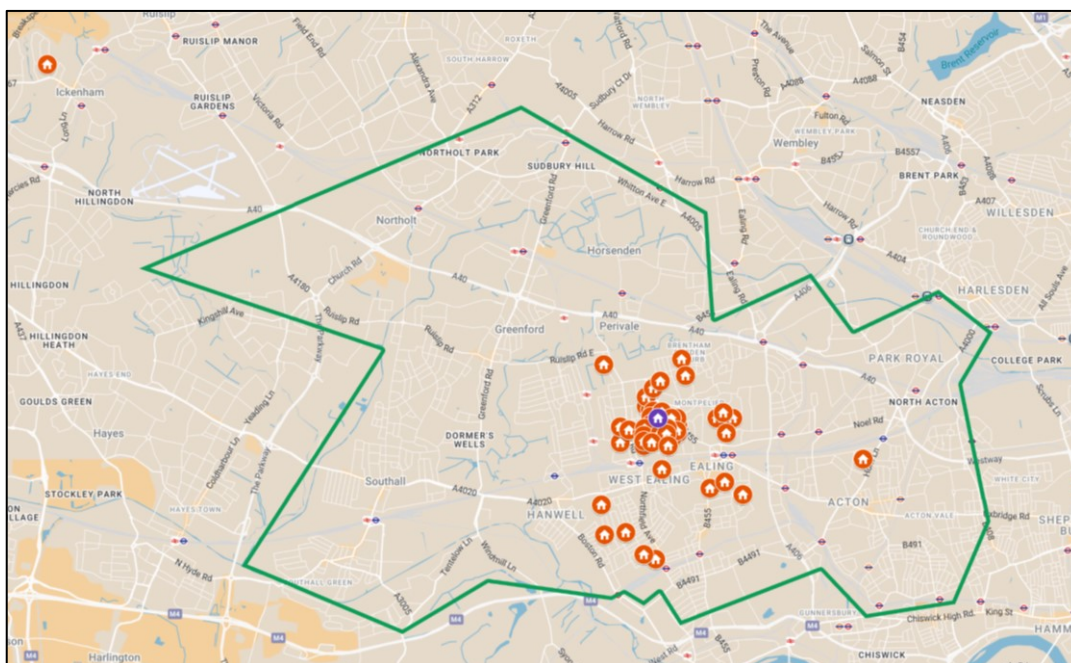


Figure 4 above shows that most of the residents outside of the School Street (red icons) were found to be within the rough boundaries of Ealing borough (green outline). The place markers show the centre of the postcode and may represent multiple respondents. The purple icon represents the location of the School Street.

## 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’.

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

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

Table 1: Average ‘Ealing transport ambition’ support ratings:

Respondent group	Total number of respondents	To what extent do you agree or disagree with Ealing Council's transport ambition
<b>Overall</b>	322*	2.7
<b>Parent / carer</b>	152	2.6
<b>School staff</b>	6	3.3
<b>Resident within School Street</b>	27	3.6
<b>Resident outside School Street</b>	137	2.7
<b>Support the School Street proposal</b>	89	4.3
<b>Don't support the School Street proposal</b>	206	2.0
<b>Don't know</b>	16	3.0

\*Nb not all respondents completed both sections of the survey for comparison.

## Ealing transport ambition summary:

Overall, 322 respondents completed this section of the survey, with an average rating of 2.7. The residents within the School Street recorded the highest average rating of 3.6, followed by the school staff who recorded a rating of 3.3 on average, indicating support for Ealing's transport ambition from both of these groups. Conversely, the residents outside the School street and parents / carers both recorded that they somewhat disagreed with the transport ambition, with average ratings of 2.7 and 2.6, respectively.

When comparing agreement with Ealing's transport ambition alongside support for the proposed School Street scheme, the average results show a clear correlation. Those going on to say that they support the proposed School Street recorded a 'strongly agree' average rating of 4.3. Those going on to say that they do not support the proposed School Street recorded a 'somewhat disagree' rating of 2.0. Those who 'don't know' if they support the proposed School Street still recorded a 'neither agree nor disagree' rating of 3.0 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.

Respondent group	Total number of respondents	Support	Don't support	Don't know
<b>Overall</b>	328	27%*	67%*	5%*
<b>Parent / carer</b>	156	24%	72%	4%
<b>School staff</b>	6	67%	33%	0%
<b>Resident within School Street</b>	29	66%	31%	3%
<b>Resident outside School Street</b>	137	21%	71%	8%

\*Does not total 100% owing to rounding

### School Street support summary:

Overall, across all respondents, 27% indicated support for the proposal. A majority of 67% indicated that they don't support the proposal and 5% indicated that they don't know if they support the proposal.

The school staff and 'residents within' showed majority support for the proposal (67% and 66%, respectively), while the majority of parents / carers (72%) and 'residents outside' (71%) indicated they did not support the proposal.

While the majority of parent respondents suggest they do not support the proposal, 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.

## 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. To avoid duplication a sample of comments are provided within the summary sections. Hup Initiatives seeks to cover all of the main areas of concern / support while also covering each of the respondent categories where possible. The number of further comments received can be found in Table 3 below.

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

<b>Respondent group</b>	<b>Number of respondents providing further comment</b>
<b>Overall</b>	279
<b>Parent / carer</b>	127
<b>School staff</b>	4
<b>Resident within School Street</b>	25
<b>Resident outside School Street</b>	123

## 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
Improved road safety	41	22	1	7	11
Reduction in traffic (other than rat running)	23	4	1	7	11
Improved driver behaviour	17	10	0	4	3
Increase in walking / cycling	15	3	1	2	9
Generalised better for children / schools	15	7	0	4	4
Improved mental health / quality of life etc	11	4	0	3	4
Reduction in air pollution	9	5	0	3	1
Improved parking	8	2	0	5	1
Generalised 'environment', sustainability etc	3	0	0	1	2
Reduction in traffic noise	2	2	0	0	0
Other positive	11	3	0	5	3

## Comments log (positive) summary:

The most common positive comments within the 'further comments' section of the survey were 'improved road safety' (41 comments), and 'reduction in school traffic' (23). Comments relating to 'Improved driver behaviour' (17), 'increase in walking and cycling' and 'better for children / schools' (both 15) were also frequently logged.

- "It will improve safety for the school pupils and parents. Some people drive very fast in this area, with no regard for pedestrians." - Parent / carer
- "There could be a lot more walking, cycling and scooting in the school community. The congestion around school is terrible, and hardly any parents 'Park and Stride'. I hope this would encourage the school to do more to make sustainable travel easier." – School staff
- "There's way too much traffic on the roads of Ealing. So much work needs to be done to get people out of their cars." - Resident outside School Street
- "Enabling safer and greener ways for kids to travel to school is something we should all support. Far too many short journeys are made in Ealing by car when they could be walked or biked instead. The school street is something I strongly support" - Resident within School Street
- "I really welcome this as it will make the children at the gates have a more pleasant, cleaner and safer experience." - Parent / carer

Also mentioned were improved quality of life, air quality, parking, environment benefit, and reduced traffic noise. 'Other positives' included expressing general support for the scheme, the beneficial impact it will have on current residents and on cyclists, and that it will help prevent further physical damage to pavements and roads.

- "The road outside the school is often clogged with cars. This will reduce pollution and noise." - Parent / carer
- "Please implement this. Too many parents park dangerously and block the road." - Resident outside School Street
- "It's a simple yet effective step toward creating a safer, cleaner, and more sustainable future for our children." - Resident within School Street
- "Finally, as my daughter starts to cycle on the road, I would like the busiest bit outside the school to be quieter and less dangerous." - Parent / carer
- "Parking and reversing on to the pavements is contributing to cracked flagstones." - Resident within School Street

## Comments log (constructive / neutral):

The number of specific neutral / constructive comments within the respondents' feedback can be found logged in Table 5 below:

Table 5: 'Give My View' additional feedback constructive / neutral comments log (additional information):

Respondent group	Overall	Parent / carer	School staff	Resident within School Street	Resident outside School Street
Street specific statistics pollution / traffic volume etc	4	1	0	0	3
Provide clearer details on exemptions i.e. disabled / residents / staff	2	2	0	0	0
Feedback / examples from other school streets	1	0	0	0	1
Other additional information on scheme	14	4	0	2	8

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

Respondent group	Overall	Parent / carer	School staff	Resident within School Street	Resident outside School Street
Request to enlarge / extend the scheme	24	0	0	3	21
Use more enforcement / crossing patrols etc	12	6	0	1	5
Asking for scheme specific changes	5	3	0	1	1
Other general improvements in the area	16	7	0	0	9

## 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 owing to misunderstanding, while others requested clarification of scheme exemptions, specific examples or information either related to the proposal or the experience at other schools, and beyond the overall statistics provided.

- "...this is not a school with a catchment area...There are no stats for a similar scheme." - Resident outside School Street
- "You have not provided any cross referencing to material you have relied on relating to active travel and school related car use, in particular cross referencing to be specific to this school." - Resident outside School Street
- "We would welcome reassurance that emergency vehicles, SEN transport, and families with blue badges will retain access during restricted hours, and that a clear and accessible process will be in place for exemptions where appropriate." - Parent / carer

In relation to other changes and improvements, requests to enlarge the scheme frequently referenced a number of nearby roads. However, Wimborne Gardens, Edgehill Road, and the remainder of St Stephen's Road were mentioned notably more frequently than others:

- "I suspect Sherborne/Wimborne will be unmanageable during SS hours. What I would prefer to see is a scheme which limits a broader set of roads and is therefore a genuine incentive for school traffic to find an alternate mechanism." - Resident within School Street
- "We do however fully support the council's stated ambition to reduce traffic and encourage walking/cycling so perhaps the council could consider making the whole area a school street, incorporating the 3 residential roads immediately bordering the school (Wimborne, Edgehill, St Stephen's) plus Montague and Limewood Close?" - Resident outside School Street

Comments regarding increased enforcement and crossing patrols most commonly related to existing parking restrictions, although the addition or improvement of crossing provision was also highlighted by several respondents.

- "A better and fairer course of action is to take enforcement action against drivers that break the rules." - Parent / carer
- "Adding extra pedestrian crossing areas may assist with making the area safer to cross streets around school." - Parent / carer

While scheme specific changes were in relation to the provision of a safe and accessible drop-off zone, amendments to allow for visitor / service access, and signage improvements were also mentioned.

- “It’s sensible to reduce traffic around the school entrance. I would however allow delivery drivers etc”. – Resident within School Street
- “...there could also be better signage as you approach the school that it is there (both standing and painted signs)” – Parent / carer

General suggested improvements to the area included the increased provision of safe cycling lanes / routes, specific traffic calming measures other than those proposed by the scheme, responsibility for traffic/drop-off management and parent education being the responsibility of the school, amendments to the current CPZ as an alternative measure, and the introduction of paid drop off parking for parents.

- “There are a lack of decent cycle routes to the school from South of the Uxbridge Road.” - Parent / carer
- “I would support having speed bumps on other surrounding roads as well to slow parents who ignore speed limits.” - Parent / carer
- “Also, it would be good to install the school zig zag lines as currently there are none which is strange.” - Resident outside School Street
- “The Residents Parking Zone HH operates from 09.00 so parents will use surrounding streets to park and then walk to the school. If the parking zone hours of streets in the vicinity of the school were extended to start at 08.00 hours then that would solve the problem.” - Resident outside School Street
- “The council could charge parents for parking permits, to discourage driving to school, for example.” - 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	129	51	1	4	73
Need to drive	75	63	0	0	12
Negative impact on parents or children	49	38	1	0	10
Measures unnecessary	29	14	0	3	12
Reduction in road safety	27	15	0	1	11
Worsening highway behaviour (speeding / road rage etc)	19	6	0	0	13
Reduced resident access (within or outside)	16	0	0	2	14
Parking concerns	15	6	0	0	9
Reduced service / visitor access	13	1	0	5	7

<b>Respondent group</b>	<b>Overall</b>	<b>Parent / carer</b>	<b>School staff</b>	<b>Resident within School Street</b>	<b>Resident outside School Street</b>
<b>Money making scheme / fines</b>	12	6	0	1	5
<b>Narrow / unsuitable roads</b>	12	4	0	0	8
<b>No / poor consultation</b>	7	2	0	0	5
<b>Reduced air quality</b>	6	1	0	0	5
<b>Mental health impact</b>	5	4	0	0	1
<b>Negative impact on the elderly</b>	5	2	0	0	3
<b>Negative impact on disabled people</b>	5	2	0	0	3
<b>Negative community impact</b>	3	2	0	1	0
<b>Emergency service obstruction / delay</b>	2	1	0	0	1
<b>Increase in noise pollution</b>	1	0	0	0	1
<b>Other</b>	25	18	0	0	7

## Comments log (concerns) summary:

Overall, the most commonly expressed concerns were in relation to increased or displaced congestion / traffic (129 comments). Concerns that people 'need to drive' and a negative effect on parents and children also were raised frequently.

- "The traffic will simply stop at areas outside these areas. Parents will still drive to school but will stop in neighbouring streets" - Resident outside School Street
- "Many pupils commute from distant parts of London, making walking or cycling impractical. As a result, many families depend on cars for safe and timely travel, particularly those with multiple children, full-time jobs, or physical constraints."  
- Parent / carer

Concerns that the measures were unnecessary or that they would have a detrimental effect on road safety were the next most frequently raised.

- "The proposed streets will mean much heavier traffic on Edgehill road and Wimborne gardens, as parents will have nowhere else to park. This will make our walk to school more dangerous as drivers will be forced to do 3-point turns to get out of these roads." - Parent / carer

Next most frequently raised were concerns over driver behaviour, reduced resident access, parking concerns, the belief that the scheme was intended to generate revenue, and that the streets in the area were unsuitable or too narrow.

- "Especially during the proposed morning operating time, close St Stephens road will force traffic into a 'rat run' on Castlebar / Amherst Road and St Leonard's Road /Gordon Road." - Resident outside School Street
- "...there isn't enough parking for this to happen so suspect there will be parking across driveways and preventing access to homes" - Resident outside School Street
- "This is a stealth tax. Just another way to be able to fine residents" - Resident outside School Street
- "Closing St Stephens will mean parents have to turn back along Wimborne gardens, a narrow road with cars parked on both sides, or take a large detour to get back to Ealing." - Parent / carer

There were also comments in regard to concerns over worsening air quality, negative impacts on mental health, elderly and disabled people, negative community impact, emergency service access, and worsening noise pollution.

- "Forcing cars to circulate longer routes or idle while waiting increases emissions and undermines the stated goal of improving air quality." - Parent / carer
- "These are our local roads, jampacked with elderly and immobile residents, and while partial parking restrictions make sense, a total ban on cars is really unhelpful and outrageous." - Resident outside School Street

- “It will undoubtedly inconvenience local residents and the community and have a detrimental knock-on effect to all who reside slightly out of the designated area.” - Parent / carer

Of the 25 ‘other’ concerns, 18 were in relation to the lack of provision or investment in suitable public transport options in the area, 4 expressed general lack of support for the scheme, while concerns over privacy owing to camera use (1) and increase in journey times (1) were also mentioned.

- “Unlike some better-connected areas in Ealing, there is no nearby tube station or major public transport hub that serves the school.” - Parent / carer

## 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.

The combination of the number of respondents citing concerns over displaced traffic and the number of respondents asking for an extension of the scheme into nearby roads could be worth further consideration.

*Experience of Schools Streets implemented across Ealing have shown that any traffic displacement is spread over a large area and is unlikely to cause significant concerns in the medium term.*

*While traffic displacement is an understandable concern for local residents, evidence from other School Streets implemented in Ealing 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 takes place pre-implementation and will be compared to data obtained post-implementation to check for significant traffic concerns. Additionally, as detailed previously the engagement activities and survey are not a referendum on the scheme, and the implementation of School Streets is a manifesto commitment for Ealing Council.*

*While a notable number of respondents suggested the scheme should be extended to other streets in the area, these streets do not include a school entrance and are therefore beyond the scope of the School Street scheme.*

## Comments from engagement events and emails received

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

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

Displaced traffic and parking; positive / negative impact on driver behaviour; the need to drive; positive / negative impact on parent and children; eligibility of blue badge holders, school staff, and those with protected characteristics (i.e. pregnancy); clarification on any changes to the current CPZ; consideration of other measures of traffic calming; consideration of other measures of encouraging active transport (e.g. education of school and parents); belief that the scheme is designed to generate revenue.

A number of the concerns above were also raised during the online presentation. In addition to these, the following concerns were raised:

Discrimination against pregnant people; discrimination against pupils of private schools; clarification on why a no-through road has been included; what the schools position is on the proposal; that the scheme should be considered as part of more holistic safety improvements in the area.

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

Displaced traffic; negative impact on driver behaviour; potential extension of the scheme area; concerns relating to clarity of the signage; clarification of term time dates (since they differ from state schools); concerns / requests relating to visitor / service access; changes to the proposed fines; requests for further information or data relating to the scheme.

One letter was received from a nearby resident. The concerns were comprised of the following:

Consideration of alternative traffic calming measures (crossing patrols, drop off zones and parental education) and that such measures should fall under the responsibility of the school (rather than the council); reduced child safety; concerns over resident / trade / emergency service access; request to extend permit applications to nearby residents; that fines should only be used for long stay parking in the area (i.e. those parking and commuting into central London), negative impact on the elderly.

## Key findings:

- Overall, within the GMV survey, the majority of respondents declared that they do not support the scheme when asked 'Do you support the proposal for a School Street?' (67% 'don't support', 27% 'support', 5% 'don't know'). When comparing across respondent groups, this was reflected by the parents / carers and the residents outside the School Street. Conversely, the majority of school staff and residents within the School Street indicated support for the scheme. (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, overall, also indicated opposition for Ealing's Transport Ambition, with an average rating of 2.7.
- 'Travel for Life' data showed that the majority of pupils are currently travelling to school by active modes of transport (approximately 56%). This figure increases to 70% for those who would prefer to do so. A clear pupil preference for an increase in cycling (8% actual to 25% preferred) was also evident. Staff 'Travel for Life' data also showed a similar correlation, with levels of active travel increasing from 43% actual to 75% preferred.
- Although a common area of concern was that parents 'need to drive' to the school, (the independent nature of the school and its lack of catchment area most often cited as the reason for this), Travel for Life data would suggest that this is a concern for a comparatively small number of pupils and parents. 56% of pupils reporting that they travel actively to the school site and 24% reporting that they travel by public transport.
- While feedback showed that displaced traffic is the main area of concern, this has not been shown to be a significant issue at other School Street locations in Ealing.
- No clearly 'compelling reasons' have been identified although some comments were considered worthy of further consideration in relation to the extent of the scheme and the potential inclusion of additional roads.