

Ealing School Streets: Twyford CofE High School - 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 Twyford CofE 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 Twyford CofE 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 Twyford CofE High School.

School Overview

School information

- Type – High school
- Form Entry – 7 forms per year group
- Number of pupils - 1634
- Geographical data from school census
- 26% pupils live within 1 mile of the school
- 36 % pupils live 1 to 2 miles
- Location - Twyford Crescent W3 9PP
- Details of any CPZ - Ealing Common Zone G – Monday to Friday - 9am - 10am and 3pm – 4pm

- Travel for Life (STARS) accreditation level - not engaged

Proposed School Street

- Location - Twyford Crescent junction with Twyford Avenue and Uxbridge Road
- Times: 7.45 to 8.45am and 2.45 to 4.00pm

Engagement activities

- Pop Up event (public engagement activity) – 23 June at Twyford HS (Computer Room)
- Online presentation (about scheme and decision-making process) – 1 July, no bookings
- Letters to residents – 6 June, by Royal Mail to 763 number of addresses, including 23 properties within the School Street
- The School Travel Team were available to receive emails, letters and phone calls from members of the local and school community

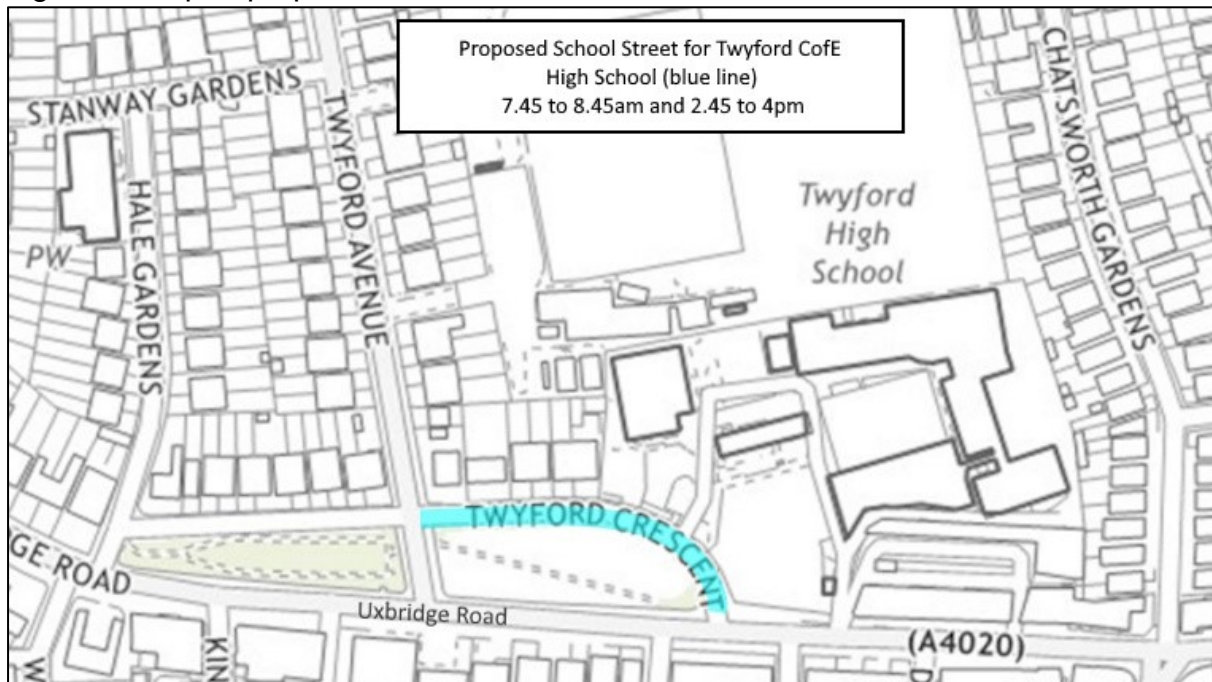
Survey details

- Give My View – online survey open from 6 June to 13 July. 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

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 Twyford CofE High School. School years 11 and 13 had completed their studies were not therefore surveyed.

Travel for Life' results:

Pupil actual mode of travel

Response rate 49%

Date of survey June 2025

- Walking 193 (24.3%)
- Cycling 17 (2.1%)
- Scooting 1 (0.1%)
- Rail / overground 68 (8.6%)
- Tube 67 (8.4%)
- Public Bus 349 (44%)
- School bus / Taxi 2 (0.3%)
- Car / Motorcycle 80 (10.1%)
- Car share 15 (1.9%)
- Park and stride 2 (0.3%)
- Total 794

Pupil preferred mode of travel

Response rate 37%

- Walking 133 (21.8%)
- Cycling 100 (16.4%)
- Scooting 18 (3%)
- Buggy 7 (1.1%)
- Rail / overground 8 (1.3%)
- Tube 30 (4.9%)
- Public Bus 72 (11.8%)
- School bus / Taxi 21 (3.4%)
- River 24 (3.9%)
- Car/ Motorcycle 156 (25.6%)

- Car share 34 (5.6%)
- Park and stride 6 (1%)
- Total 609

Summary of 'Travel for Life' results:

The survey shows that approximately 26.5% of pupils are arriving at the school site via active modes or travel (walking, scooting, and cycling) while a further 61% are travelling by public transport (Rail / Tube / Public Bus). 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. While 12% is a relatively small proportion of the total, if replicated across all 1634 pupils this figure could represent in the region of 200 pupils arriving by car.

The preferred results show that the percentage of pupils who would prefer to travel by active modes increases to 41.2% and there was a marked shift towards cycling, from 2.1% to 16.4%. Travel by car / motorbike or car share increased notably from 12% to 31.2% alongside a fall in public transport from 61.3% to 25.3%.

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

7 respondents who selected ‘resident within School Street’ subsequently provided postcodes located outside the area. 2 respondents who selected ‘business within School Street’ subsequently provided postcodes located outside the area. Additionally, among those who selected ‘other’ without providing further clarification as requested, 5 provided postcodes in residential areas outside of the School Street, 1 provided a postcode within the School Street area, 4 respondents identified themselves as parents or carers, and 4 respondents identified themselves as students. These respondents were recategorised accordingly owing to the factual evidence of an error, and the need for clear and concise reporting. The postcode W3 9PP includes properties within and outside the School Street therefore such responses were left unchanged.

There were 5 respondents who provided postcodes which were incorrect or incomplete and 3 who did not provide a postcode. As it was not possible to establish the precise location of these respondents, their selections were not changed during the postcode cross referencing.

A respondent who initially indicated that they 'support' the proposal subsequently made clear that their selection was an error, but that they were unable to return to the previous screen to amend their selection. Their selection was manually changed to 'I don't support the proposal'.

Additionally, 2 respondents provided feedback by email which was also added to the data and a further respondent provided additional feedback via as well as their main GMV response. As it was possible to identify the respondent this additional feedback was added to their main response.

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:

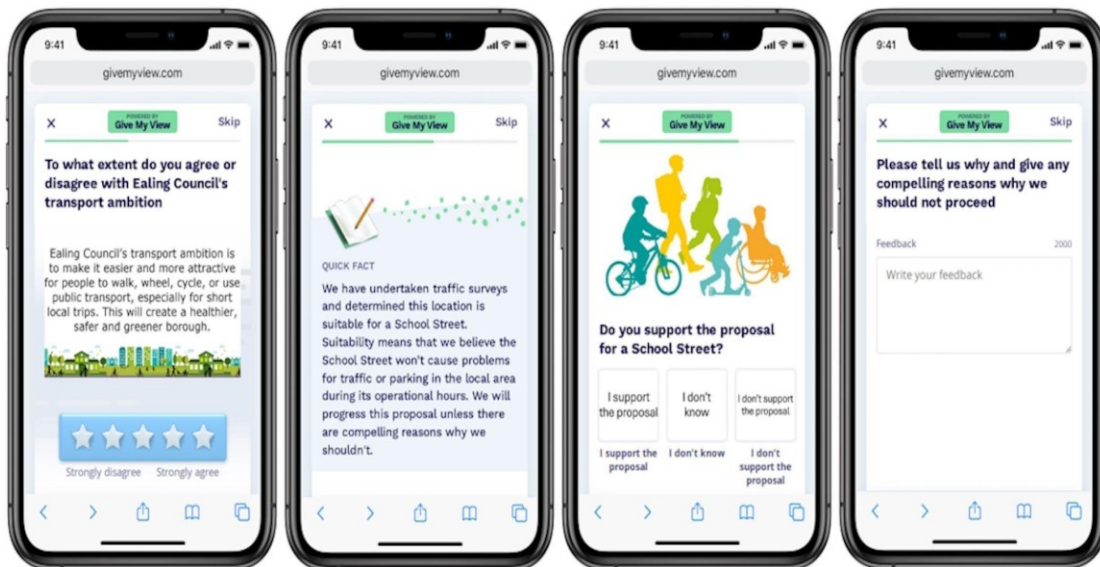


Figure 3: Residents and businesses outside School Street locations:

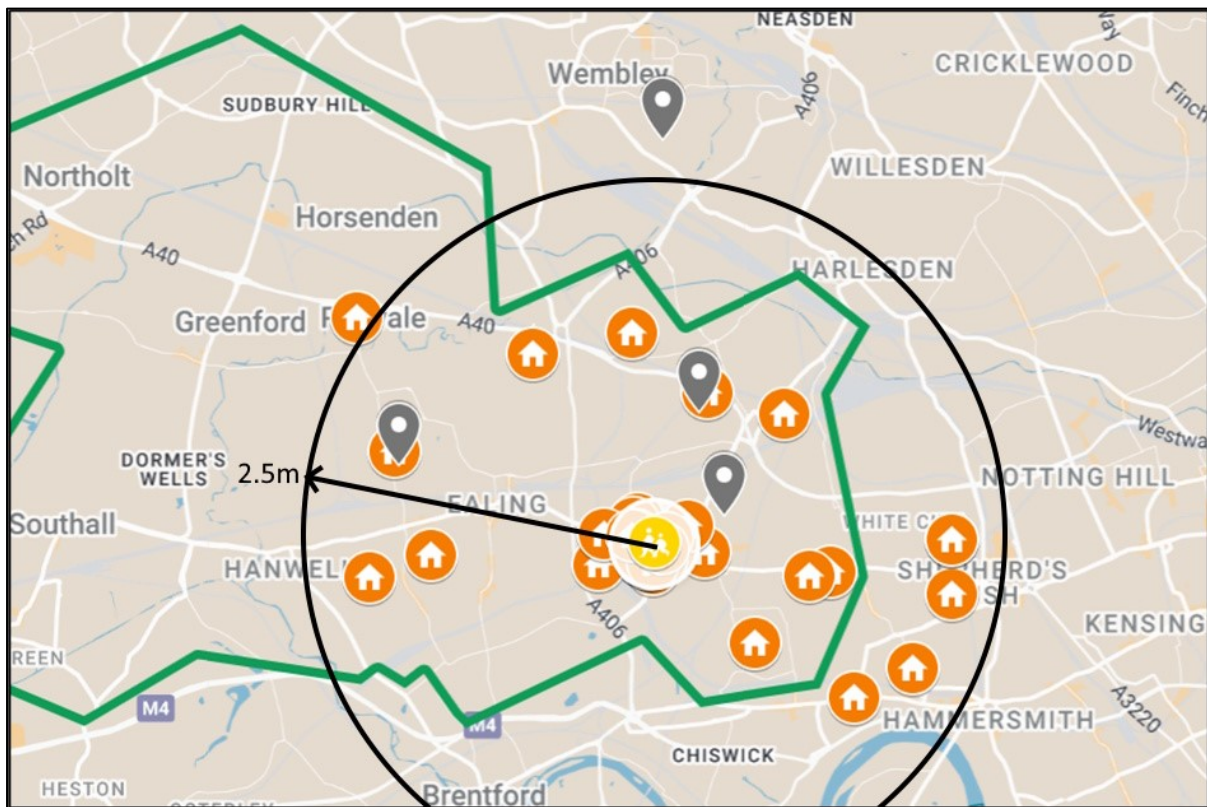


Figure 3 above shows that the majority of the residents (orange icons) and businesses (grey icons), are within a 2.5mile radius (black circle) of the School Street (yellow icon). The place markers show the centre of residents' postcodes and may represent multiple respondents. The green line represents the rough boundary of Ealing Council.

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
Overall	358	3.9
Parent / carer	272	3.9
School staff	23	4.3
Resident within School Street	4	2.3
Resident outside School Street	47	3.6
Business outside School Street	6	3.3
Student	4	4.3
School Governor	2	4.5
Support the School Street proposal	170*	4.6
Don't support the School Street proposal	155*	3.2
Don't know	26*	3.4

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

Ealing transport ambition summary:

Overall, 358 respondents completed this section of the survey, with an average rating of 3.9. The school Governors (4.5), school staff (4.3), and students (4.3) recorded the highest average ratings suggesting that they 'strongly agree' with Ealing's transport ambition. The parents / carers (3.9), residents outside (3.6), and businesses (3.3) registered ratings suggesting that they 'somewhat agree' with the ambition. The residents within were the only group to suggest that they 'somewhat disagree' with Ealing's Transport Ambition having recorded an average rating of 2.3.

When comparing levels of agreement with Ealing's transport ambition alongside support for the proposed School Street scheme, the average results show some correlation. Those going on to say that they support the proposed School Street recorded a 'strongly agree' average rating of 4.6. Those going on to say that they do not support the proposed School Street recorded the lowest level of agreement with 3.2, while those who 'don't know' if they support the proposed School Street recorded a rating of 3.4.

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
Overall	385	45%*	49%*	7%*
Parent / carer	298	42%	51%	7%
School staff	22	91%	9%	0%
Resident within School Street	4	25%	75%	0%
Resident outside School Street	48	38%*	50%*	13%*
Business outside School Street	7	29%	71%	0%
Student	4	100%	0%	0%
School Governor	2	100%	0%	0%

*Does not total 100% owing to rounding

School Street support summary:

Overall, across all respondents, 45% indicated support for the proposal and 49% indicated that they don't support the proposal. 7% indicated that they don't know if they support the proposal.

The vast majority (91%) of the school staff showed support for the proposal as well as all of the students and school Governors (both 100%). The majority of parents / carers (51%), residents within (75%), and businesses (71%) indicated they do not support the proposal along with half of the residents outside (50%).

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.

Respondent group	Number of respondents providing further comment
Overall	248
Parent / carer	178
School staff	17
Resident within School Street	4
Resident outside School Street	38
Business outside School Street	3
Student	4
School Governor	2
Email	2

Comments log (positive):

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

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

Respondent group	Overall	Parent / carer	School staff	Resident within School Street	Resident outside School Street	Business outside School Street	Student	School Governor
Improved road safety	91	70	11	1	4	0	3	2
Reduction in traffic (other than rat running)	57	37	11	1	6	0	2	0
Increase in walking / cycling	18	10	5	1	1	0	0	1
Reduction in air pollution	17	14	1	1	1	0	0	0
Generalised better for children / schools	12	8	2	1	0	1	0	0
Generalised 'environment' or climate change	11	6	4	0	0	0	0	1
Improved parking	10	3	5	1	0	0	1	0
Improved driver behaviour	8	4	2	1	0	0	1	0
Improved health / mental health / quality of life etc	6	3	1	1	1	0	0	0
Reduction in traffic noise	2	1	0	1	0	0	0	0
Reduction in rat running	1	1	0	0	0	0	0	0
Other positive	5	3	2	0	0	0	0	0

Comments log (positive) summary:

The most common positive comments within the 'further comments' section of the survey were 'improved road safety' (91 comments), and 'reduction in school traffic' (57). 'Increase in walking and cycling' (18) and 'reduction in air pollution (17) were the next most frequent.

- "I cover the pedestrian gates as part of a morning supervisory duty. Twyford Crescent gets very congested at the time around school drop off and pick up. Cars frequently stop on the zigzag lines, and not all drivers are mindful of other car users, cyclists or pedestrians crossing the road. I am aware of at least one occasion where a motorist driving fast had to brake suddenly because they hadn't seen a school child. Closing the crescent to traffic would improve the safety of pedestrians and would encourage students to think about using alternative, more healthy and environmentally friendly means of transport to get to school." – School staff
- "As a student who cycles to Twyford in the mornings and afternoons it gets very busy and can be quite dangerous for cyclists when cars try and push past each other in both directions. also, many parents drop off their kids in the middle of the road not bothering to pull into park causing a traffic jam which affects cycling students and other parents in cars". – Student
- "The last place cars should be idling is outside a school where children will be so affected" – Parent / carer
- "Forcing people to rethink how they can drop off children to school or making it safer for whole families to walk/cycle etc to school creates a far healthier nation". – Resident outside School Street

There were 12 comments with a general 'better for children / schools' sentiment and 11 with a 'generalised 'environment' or climate change' point.

- "I have seen the difference that School Streets make to other schools in the borough, I firmly support this application" – Parent / carer
- "To be safer for our young people and to encourage greener and more active travel" – School Governor

10 respondents referenced parking and 8 improvements to driver behaviour. Mental health benefits were mentioned 6 times with reduction in traffic noise (2) and reduction in rat running (1) also mentioned.

- "I have experienced bad drivers, angry drivers there as there is only room for travel in one direction and often drivers have to reverse, which can be dangerous with lots of children trying to cross the road" – Parent / carer
- "Also, at some addresses driveways on the School Street, there are more cars parked than allowed which should be regulated better with the new proposal" – Resident within School Street

The main 'Other positive' was 'Increased use of public transport' which was referenced by 4 respondents while 1 respondent also felt it would have a positive impact on crime.

- “Our first priority should be pupils and staff’s safety. We believe it can prevent not only car/bike accidents but also kidnappings and inappropriate activities.” – Parent / carer
- “It would encourage the school community to use public transport and reduce our carbon footprint” – School staff

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	Email
Street specific statistics pollution / traffic volume etc	11	5	1	1	3	1
Feedback / examples from other School Streets	4	3	0	0	1	0
Provide clearer details on exemptions i.e. disabled / residents / staff	3	2	0	0	0	1

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	Email
Request to enlarge / extend the scheme	7	1	0	0	5	1
Use more enforcement / crossing patrols etc	2	0	0	1	5	1
Other additional information on scheme	1	0	0	0	0	1
Asking for scheme specific changes	5	3	0	1	1	0
Other general improvements in the area	15	10	1	0	2	2

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 street specific statistics related to the scheme. Feedback and examples from other specific School Streets as well as clearer details on exemptions were also requested.

- “On average how many cars drop or pick up children during the time School Street is proposed to operate. This would give me an idea of how difficult it would be to drop my child off every day.” – Parent / carer
- “That said, it’s essential that people with disabilities or mobility issues are considered. If there is already a process in place for special authorisation through the school or council, that should be clearly communicated” – Parent / carer

In relation to other changes and improvements, requests to enlarge the scheme frequently referenced the west end of Twyford Crescent in particular. While enforcement of existing highway regulations such as yellow lines and speed limits were also raised as a concern.

- “The western side of Twyford Crescent already suffers extensively with school parents blocking the roads and taking up car parking spaces... If this scheme is implemented it should be extended to cover Twyford Crescent in its ENTIRETY or not at all.” – Resident outside School Street
- “Would parking attendants be available on a regular basis to control the parking and issue tickets to those parked on double yellow lines, bus stops and dropped curbs? This may be a disincentive to collecting students by car.” – Email

The suggested scheme specific changes were; additional restrictions on parking, specific drop off points for the parents, improved signage, and short term permits for trade visitors.

7 respondents specifically raised the possibility of both sections of Twyford Crescent becoming one-way streets (either alongside the scheme or as an alternative). Additional consideration would need to be given to the impact on traffic entering or exiting via Uxbridge Road / Twyford Avenue.

- “This street should be one way only irrespective of the direction. There’s consistent hold ups as someone always drive in the opposite direction.”
Parent / carer

Other general improvements included; additional safety measures such as speed restrictions and traffic lights, adjustments to parking in the area beyond the School Street, general improvements to cycling infrastructure – such as on Uxbridge Road. A crossing on Twyford Avenue serving pupils continuing their journeys east / west or connecting with the adjacent bus stops was also suggested. At present there are dropped tactile kerbs and a raised speed table in this area but not a marked crossing.

- “If you want to make it safe, put a crossing on the road where big buses go down.” Parent / carer

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	Business outside School Street	Emails
Increased or displaced traffic / congestion	39	23	1	2	12	1	2
Need to drive	28	27	0	0	1	0	0
Negative impact on parents or children	23	21	0	0	2	0	0
Measures unnecessary	22	19	1	2	0	0	0
Reduction in road safety	20	11	1	1	7	0	0
Money making scheme / fines	14	11	0	0	3	0	0
Negative impact on disabled people	13	8	0	2	3	0	0
Parking concerns	13	7	1	0	5	0	2

Respondent group	Overall	Parent / carer	School staff	Resident within School Street	Resident outside School Street	Business outside School Street	Emails
Reduced resident access (within or outside)	10	7	0	0	3	0	0
Worsening highway behaviour (speeding / road rage etc)	7	1	0	1	5	0	1
Mental health impact	5	1	1	1	2	0	0
No / poor consultation	5	3	0	1	1	0	0
Negative community impact	5	4	0	1	0	0	0
Reduced service / visitor access	4	2	0	1	1	0	0
Reduced air quality	3	3	0	0	0	0	0
Negative impact on the elderly	4	0	0	2	2	0	0
Other	5	4	0	1	0	0	0

Comments log (concerns) summary:

Overall, the most commonly raised concerns were in relation to increased or displaced congestion / traffic (39 comments). Concerns that people 'need to drive' (28), a general negative effect on parents and children (23), that the measures are unnecessary (22), and a perceived reduction in road safety (20) were also raised frequently.

- "For many parents dropping off and picking up is the only way to make the timings work with other commitments outside school and multiple children at the other schools. Those parents need to be able to drop off and pick up safely, and wait out of the way of other traffic... These changes will only result in the same number of people dropping off and picking up but now in a less safe location" – Parent / carer
- "The current system is working". - School staff
- "This proposal does not improve safety because children do not cross the road on this part of Twyford Crescent (the unsafe part is the four-way crossing where the 218 bus travels). It will worsen traffic outside of Twyford Crescent" – Resident outside School Street
- "The diverted traffic at school hours will cause disruption to nearby roads which are already busy." – Business outside School Street

The next most frequent comments were related to fines and the perception that the objective is a money making scheme (14), a negative impact on disabled people, particularly SEND pupils (13), general parking concerns (13), and reduced resident access to the area (10).

- "Because it's ridiculous and just another money making scam for years there has not been any incidents outside of that school between car or pupil so it's a joke and a way of just scamming people for money simple as that scammers" - Parent / carer
- "It will create hardship for parents dropping off children with SEND issues." - Resident outside School Street (NB. Blue badge holders can apply for exemptions permitting use of the School Street.
- "I am absolutely certain that you will only be increasing the burden for the residents of Twyford Avenue when we already have to put up with enough parked cars, no less than the number in Twyford Crescent." - Resident outside School Street
- "Public roads are a shared resource, funded by all taxpayers and intended for free use by all residents at all times. Imposing time-based driving bans around schools infringes on the fundamental principle of free movement. These schemes unfairly penalise residents, carers, tradespeople, and local businesses who depend on open road access for daily activities."- Parent / Carer

There were also comments regarding worsening highway behaviour (7), mental health impact (5), no / poor consultation (5), a negative impact on community (5), reduced service / visitor access (4), a negative impact on the elderly (4), a negative impact on air quality (3).

- “We are also concerned about the consultation process and rationale: Several residents were unaware of the consultation event, and school staff were not informed as it was not a school-organised meeting; The proposal appears driven more by a numerical policy target (50 School Streets) than by evidence-based need or local context; The tone of your initial letter—“we will write to you again to let you know when the School Street will start”—suggests a foregone conclusion rather than a genuine consultation” – Resident within School Street
- “Too many rules for drivers brings a lot of stress and unintended consequences. Many would not be thinking about restrictions that apply at specific times and get caught out. Visits to help elderly or others in need will become stressful and so acts of kindness will be at risk.”- Resident outside School Street
- “It pushes more traffic onto arterial roads, causing more congestion, and more pollution for residents and young children living on these roads at rush-hour times.” - Parent / carer
- “Clueless drivers may reverse, stop on the nearby road for drop off or pick up which in turn cause chaos for traffic and frustrated drivers will drive less patiently” – Parent / carer

Of the 5 ‘other’ concerns, 2 questioned the legality of the scheme (1 without reasoning and the other claiming that the scheme hasn’t taken into consideration the Equality Act (an Equality Analysis Assessment has been conducted and is referenced in the introduction to this report), 3 referenced the scheme being confusing or the signage being a poor / unclear, and 1 simply stated that the scheme ‘won’t solve the public transport problem’ without further reasoning.

- “We are especially concerned that this may disproportionately affect elderly, disabled, or vulnerable residents, and could breach the Equality Act 2010... We respectfully request that the proposal be paused until a full equality impact assessment is completed”- Resident outside School Street via email.

Comments log further consideration:

Consideration could be given to additional highway interventions such as the introduction of a one-way system, or additional crossings around the junction of Twyford Crescent and Twyford Avenue. However these suggestions are beyond the scope of the School Streets scheme. Likewise the suggestion to include the full length of Twyford Crescent in the scheme would not meet the criteria of a 'School Street' owing to the lack of school entrance within the western section.

Concerns raised have already been considered in the planning of the scheme or will be monitored as part of the School Street at Twyford CofE High School and none of the comments provided have been considered to be 'compelling.'

Comments from engagement events:

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:

Disability access, displaced traffic and parking, visitor access, perceived reduction in road safety, extending the scheme, general positives of the scheme, other additional information.

Key findings:

- Overall, within the GMV survey, there was a broadly similar split in support for the scheme with 45% supportive and 49% expressing that they 'don't support' the scheme (7%) 'I don't know'.
- A small majority (51%) of parents and carers indicated that they 'don't support' the scheme despite the pupil data suggesting that the vast majority of pupils travel to school by public transport (61%) or active modes of transport (26.5%). However, this 'majority' of parents and carers likely represents less than 10% of the total parents and carers at the school i.e. most parents and carers did not respond to the survey.
- The school staff were overwhelmingly supportive of the scheme (91% support), as were the four students (100%) and both school governors.
- Of those respondents who selected 'resident within School Street', 1 respondent was supportive and the remaining 3 'don't support'. In the case of the 'residents outside' 50% indicated that they 'don't support' the scheme with 38% in support. All of the business respondents were outside of the School Street with 71% selecting 'don't support' and 29% support.
- The respondents, overall, also indicated clear support for Ealing's Transport Ambition, with an average rating of 3.9 and support from all groups other than the residents within the School Street.
- A common area of concern was that parents 'need to drive' to the school. Travel for Life data suggests that this is a concern for a comparatively small number of pupils and parents, with only approximately 12% of pupils traveling by car according to the data. This could however represent in the region of 200 pupils. It should also be noted that this is a secondary school and pupils are aged between 11 and 18.
- 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' to not proceed with the scheme have been identified in the data provided.