

Traffic Management Order Proposed Changes

Proposal Reference Number	School Streets Experimental Traffic Order (ETO) starting August 2021– (Chelsea Academy)
Ward	Chelsea Riverside
Street	Burnaby Street and Tetcott Road
Title of Proposal	Experimental School Streets (August 2021)
Proposed new restriction	To provide a School Street pedestrian and cycle zone in part of Burnaby Street and Tetcott Road on an experimental basis. All motor vehicles will be restricted from entering the closure during 8.05 – 8.45am and 3.25 – 3.50pm Mondays, Tuesdays, Thursdays and Fridays, and 8.05 – 8.45am and 2.25 – 2.45pm Wednesdays.
Reason for change	To improve the amenities of the local area by providing a pedestrian and cycle zone outside the school at school drop off and pick up times, preventing the danger and obstruction caused by motor vehicles and providing space for social distancing, whilst retaining access for residents, traders and Blue Badge holders who will be eligible to apply for an exemption.
Other comments	
Map	
Lead Officer	Ikram Tribak, School Travel Coordinator 020 7361 2521 school.travel@rbkc.gov.uk
Date order effective from	12 August 2021
Number of objections	17 objectors in total (14 in response to the first ETO, three of which have also responded to the second ETO, and three in response to the Snapshot Survey). 21 supportive responses (10 in response to the first ETO, one of which also emailed a letter of support regarding the second ETO and 11 positive responses to the Snapshot Survey referenced in 'Other Comments'.
Reasons for objections	<u>Objections received before August 2021, for the first ETO</u> Objector 1

I am the resident at [redacted] Burnaby Street [redacted] I would like to make known my objection to the planned School Street road closure in Burnaby Street and Tetcott Road on the basis that it is:

Wholly unnecessary

A waste of taxpayer funds

An inconvenience to resident taxpayers.

Any traffic congestion in the area is caused by the school itself, perceived problems indeed should therefore be managed by the school. The school should simply ban (and police the ban) parents dropping off their children in motor cars, it seems unreasonable to point of absurdity that local taxpayers should be asked to fund solutions to the very institution that causes them so many problems and indeed has caused a devaluation of their major assets.

Follow up email

This road closure is an ill-conceived concept. It does nothing to safeguard students that a school ban on mothers dropping their children off behind the school would do. It is an inconvenience for residents and has added to the weight of traffic in lots road (in front of the school) making it more dangerous for students and residents alike. I would like to register my objection to the scheme.

Objector 2

I have to object to any decision(s) to close temporarily or permanently roads near Chelsea Academy.

This street monitoring undermines independence, is a waste of resources and smacks of an altruistic nanny state gone wrong.

First, these students are good teenagers. Do you ever watch them? I do. They are amazingly decent people. They do not need minders to take care of them during the last 15 meters of their school journeys. Most walk independently. Some are dropped off by their parents in cars. A few ride bikes, but they ride responsibly on much harder roads than Burnaby Street. As for the bulk of students, they walk unmonitored and are responsible – I see them everywhere. These kids are independent and remarkable, give them credit do not treat them like infants.

Secondly, the borough and school, altruistically at best, wasted resources buying two retractable fences and then having to spend the time creating a rota of which 4-6 teachers are babysitters. I argue that this money and time would have been much better spent on education, the arts, sports or professional development for the teachers and staff, which ultimately benefits the students.

Thirdly, the use of COVID as the reason for this yellow fence, is absurd. At best it is a lie, at worst scaremongering. A yellow fence has nothing to do with Covid. The students on Tetcott Road are lined up back to front, back to front, all the way down the street. In the main forecourt, the students like all normal average kids congregate with their friends – head-to-head, face to face, laughing and talking. It would be better to explain to them how important it is to know what the risks are. Who is vulnerable and who is not as vulnerable? We are all actually,

not the same. How germs spread is more important to understand and who is vulnerable to which kinds, is more important than sending messages that smack of ghetto walls. The yellow fence is not good teaching.

Scrap the program and give the students the rules. Let them prove to you that they can to school and will work with in those rules.

Sell the yellow retractable fence to a construction site and spend that money on a school program.

Objector 3

I'm a resident near Chelsea Academy and I would say the closing of side roads around the academy has NOT stopped the increase of cars dropping off and picking up it has just forced them to park along the main "Lots Road" and further down by kings road exit, which is already congested throughout most of the day due to delivery drivers parked up, traffic using as a short cut to the embankment and it being a main bus route.

Maybe if you stopped buses coming down what is an already narrow road there might be more space for main traffic to flow better.

Objector 4

Whilst I have accepted the inconvenience of having to alter my return from a voluntary role I undertake in Hammersmith and Fulham, I am concerned about the knock-on effect of this experiment for those of us residing on Uverdale Road. Our parking has become problematic and rather defeats the purpose of the zone if we are being forced to travel about looking for places to park our cars increasing pollution and potentially displacing other cars where residents of other local streets have been happy to use.

The young people attending this school have access to good public transport links and surely should be encouraged to use them instead of being dropped off and collected by car. They are secondary school students after all.

Can you confirm that non-resident teachers at the school are not given Resident Parking permits?

Objector 5

I am writing about the traffic management order currently being trialled on Burnaby Street. This is having a detrimental effect on the local area outside of the times it is in effect. Whilst the idea in principle might work, in reality it is causing significant issues with parking in the surrounding streets.

I live in Uverdale Road, and I am currently unable to park in the road most of the time Monday to Friday. I understand this is because some residents who live closer to the school are now unable to leave their homes at their usual time so they are parking further away to make sure they can get out of the area. Other vehicles apparently belong to members of staff at the school who also have residents permits. Prior to the start of this scheme, this was never an issue.

We have also seen a significant increase in the traffic on our usually quiet road and an increasing number of idling engines - presumably from parents waiting to collect their children. Given that there is a playground at the end of the road, it is preferable to keep traffic to a minimum both from a safety and an environmental perspective.

I would ask that these points be taken into consideration when deciding whether to prolong this scheme.

Objector 6

I received your letter regarding the decision to close Burnaby Street and Tetcott Road at the request of the Chelsea Academy.

I am writing to express my disapproval and disappointment with the way this decision has been made – without any consultation or consent from local residents or businesses. Also, your letter informing us of this decision for the very first time has not been delivered to all of us that will be affected. For example, the local businesses on Lots Road with rear entrances on Tetcott Road, nor adjacent residents.

The Academy is aware that local residents are not keen on road closures as are our Ward Councillors, so I am dismayed to find out that two of our Councillors have approved this decision.

There has been a historic problem with parents parking, but last year a traffic warden was deployed outside the school during peak times. This had a similar effect as this closure is intended to have. However, the difference being that the movements of local residents and businesses were not impeded, and we were able to receive our deliveries. At a time when we all are doing more online shopping it is totally unreasonable and unacceptable to close our roads.

A “KEEP CLEAR” sign has been recently painted on Burnaby Street in front of Tetcott Road, and this has not yet been given a chance to see if it will have an impact.

The closure of our roads does not address the problem of parents driving their children to school as they will park on Upcerne Road (as they have been) and further along Burnaby Street (as they have been). They will also arrive a few minutes earlier than 8.05am and 3.25pm (as they have been) when the closure times are intended. It is going to be totally ineffectual and the inconvenience to the rest of the local community too extreme, therefore, this decision must not go ahead.

To aid social distancing, the school should consider reintroducing staggered breaks, opening and closing times as was promised during the planning process and was in place until a few years ago. This policy will promote the safety of the entire community.

Follow up email, for the current ETO, after August 2021:

I am writing to provide feedback on the School Street on Burnaby Street for the Chelsea Academy.

The Academy has been back for a number of weeks now, and I have deliberately waited to provide my feedback to allow enough time for the new academic year to settle in.

There is constant hooting during operation times.

There are more parents driving than in previous years.

The barriers are not always put out at the correct times.

They are also not always manned. When they are left unmanned cars are trapped inside and sometimes have mounted the pavement in order to get out.

There are now more problems at the two ends of the School Street. Lots Road is often brought to a standstill.

In your letter to local residents 10th September 2021, it says that a School Street aims to improve road safety, encourage more walking and cycling, improve air quality, and provide a more pleasant environment by removing through traffic. These objectives are most definitely not being met.

Your letter also promises those living within the closure will have vehicle access at all times. This is not possible when the barriers are left unmanned.

Follow up, Snapshot Response 21-22

This school street is not working and has shifted the problem of parent pick-ups/drop-offs to the ends of the street. It has also created new ones. My main concern with this particular school street is that the barriers are not being managed correctly as they are still being left unmanned, and not put out/away at the correct times. There is also more congestion at the ends of the school street, which results in dangerous driving. Vehicles mount pavements, block the highway to drop/pick up children, etc. There's also a lot more hooting during the operation times. My suggestion is to remove this school street. If there is still concern about the children's safety, then something else needs to be tried. For example, targeting parents who still insist on driving their children to school.

Objector 7

I was shocked to hear from a neighbour about the proposed closures of Burnaby Street and Tetcott Road. As one of the closest properties to the school, I have not received a letter, there are no signs up about the proposed change and it was only through one of my neighbours that I found out about it. I have spoken to several other neighbours, and they had not received a letter either. This is not a proper consultation which I would have thought legally you have to do. I am very against the close and would like to register my very strong objection. What happens when we have deliveries? E.g., Amazon, Hermes, Royal Mail are not going to wait or for large times carry them. What happens when we have repair

people? As you know when booking large companies, you are given an all-day slot or a four-hour slot. Those parents who drive or collect their children from School will just arrive early and will sit with their engines running which will cause a more pollution. Same for the taxis who are sent to collect children. Those who arrive late will sit on Upcerne Road with their engines running. It will cause more congestion and problems on Lots Road which can already get very bad at collection times. It will also cause more pollution. If you are doing it for clean air, then you need to shut down the Lots Road develop for both deliveries and also working during those times and extend it to Lots Road and Upcerne Road. I work from home part of the time and would normally in non-COVID times have client who comes to me to start at 8.30am – how are they going to get in? I can't start later, or I would not be able to get to my afternoon client in time. I need to keep this client, or I will not be able to pay my bills. What happens to the local dog walker who looks after a number of dogs in Tetcott Road including mine and a number of elderly clients. She aims to get the dogs back by 3.15pm to avoid the school but it is not always possible due to the traffic. She will not leave the other dogs in the van whilst she walks the Tetcott Road dogs home for security as well as the welfare of the dogs due to the van getting hot. There is a large area immediately outside the school for social distancing. If you are trying to create social distancing in the street then you need to look at the park as well as they all go into the park and then sit, chat and smoke. Perhaps if you are encouraging people to cycle you could put some more bike stands on the area on Tetcott Road outside the School, so we don't have people working in Lots Road Business Centre trying to chain their cycles to our railings which causes damage. When they built the school, we were assured that there would be no changes to our roads or parking. This goes back on what was agreed. Under the freedom of information, can you please tell me how many letters of objection you have had and how many letters of support you have received. I very much hope, following the consultation, you will reconsider this very ill-thought-out proposal. Can you let me know the dates of the consultation period?

Objector 8 (in response to Lots Village Committee letter)

I'm a resident of Tetcott Road SW10

I totally agree with this letter below. Also, please can you let me know why it is impossible for me to park in Tetcott Road or Uverdale Road during school and working hours since the school reopened. Have the employees of the school been given resident parking permits?

Objector 9

I object to the School Streets ETO

We recently received a letter through our doors (well, some of us, not all of us) which gave an address for a Survey Monkey form. With a fairly long expiry date.

I have just checked the school's website (looking for term dates) and they give a link to an RBKC page giving this email for comments. Which have to be in before 7th March 2021.

What is the actual date for comments about this scheme? Naturally the scheme was suspended during lockdown. When do you meet to discuss this?

We were not informed of this particular date, is it written in stone because the survey monkey form implies there is a later date. In fact, I asked the school (as an email of theirs implied something about a survey) they did not elaborate. No response is not unusual, so residents have given up complaining to them.

I hope you will take the views of the residents who suffer as a result of this scheme far more seriously than the views of the parents and staff of the school. Potentially they have about 2000 favourable responses which could come your way, so their comments will outweigh ours in number. They don't live with it twice a day. They still choose to drive and drop their charges a tiny, tiny walk away, so the barrier serves no usual purpose except driving the drop offs to two dangerous junctions, one of which is a bus route, the other has double yellow lines for a reason. Dropping them in Burnaby by their Tetcott entrance would make much more sense safety wise. Students walk outside the barriers. They don't cross the road inside the barriers.

This scheme is a complete nightmare for some of us who are on the border of the barricade, inside the barricade it is probably ok but outside we suffer the brunt of the engine idling, arguments, tooting, noise, door banging from parental drops, dangerous parking, dangerous blocking of the carriageway. Use of the pavement as a means to bypass the barrier, i.e., cycles and motorbikes.

Do you want my detailed reasons as I can send them to you?

The scheme has not been run properly so any right to continue should be withdrawn. The barrier is frequently left unattended. This endangers residents greatly. Any tiny delay for emergency vehicles can cost lives. How it can be unattended yet other times there will be a staff member (or more), a traffic warden, a community warden, all at once is just inefficient. It's a nice place for them to chat, all looking away from any vehicles needing to enter.

Is there an address also, there are a few older residents here who don't have Internet yet find this scheme has added to the disruption for them here. It is unsafe. It has decreased their safety.

The scheme either needs to be removed entirely or taken into a much wider area so you can force the border disruption away from residents to the more commercial junctions, and to safer junctions. It cannot remain where it is.

Follow up email:

From the tone of your directive/letter, you seem determined to carry out this scheme, despite not consulting with those who live and work on the doorstep. If you carry on with this regardless, the very least you can do to ameliorate the situation for us, the people on the doorstep, by allowing residents outside the barricades to have permits, perhaps halfway up the school end of Upcerne, all of the park end of Upcerne, plus Burnaby up to the Uverdale Rd junction. If you need a map/numbers then I'm sure we can provide something. We have to assume that not 100% of households received a letter, we know of many who didn't, and strategy some of Westfield Close received letters and some didn't.

Perhaps Pooles Lane should be included too, depending upon their feedback IF they received letters. People who have been made aware of the scheme assume from the letter that they will get permits to get through, not just if they are in the zone. This is from my household and some residents unable to make their own comment. I live [redacted]. I'd appreciate these comments not being shared in a way that could threaten our security. For parents, read parent/Guardian/resident/diplomatic staff driver/taxi driver: You will be causing even more chaos at the Burnaby Street x Uperne Road junction. Goodness knows the parents cause enough danger for us, but now we will have to try to negotiate our way out or in, through MORE parents parked on double yellow lines because some of them won't be able to wait in the Embargo zone. Now we will also have to negotiate through those vehicles who will inevitably wait for the gates to open to get to the Embargo zone. If you were a delivery driver and it's 15.40, would you drive round and round or would you wait ten minutes to get to Tetcott Road? We will have Ocado, Sainsbury's, Waitrose, Amazon, etc etc, all waiting. There are no facilities to flag restricted times when placing a delivery. We anticipate many vulnerable people will rely on deliveries for quite some time due to Coronavirus. Will you be assisting us a safe and swift passage through such a logjam? Then, naturally the parental parking will push even further down Burnaby Street to beyond Uverdale Road, they already park up in resident parking bays between Uperne and Uverdale, as they do on the school part of Uperne. They also already park on the park part of Uperne, including the double yellow turn area by the park. We are forced to reverse out of the cul de sac, through parents parked on all four yellow corners, vision blocked, children walking into the road. This scheme will not prevent this, it will aggravate it. We often have to double park and wait for non-permit holder parents to move out of our resident bays to park. Imagine the frustration if the only spare parking bays are within the embargo zone. If you lived here, or spent any relevant time here, you would know the dangers of having a barricade here. Any kind of obstruction on the road - yes, that includes parents double parking, and parking three feet out from the double yellow lines (as they think that doesn't count), causes cyclists, mopeds, scooters and powerful motorbikes to use the pavements to get by. The kerbs are lowered here so it's easy to do. The parents also obstruct the pavements by parking up on them. Couple this with Academy pupils (and others) leaving bikes against the post or splayed on the pavement, it is a nightmare for pedestrians. Please bear in mind we have a number of vulnerable residents here, we have blind, disabled, elderly, toddlers, deaf, need I go on? Wheelchairs cannot get by. Prams and residents with shopping trolleys cannot get by, they can't use the high kerbs, they need the lowered kerbs. Blocked by parents. Will emergency vehicles get through QUICKLY, we've had a few incidents of late where time is of the essence, minutes and seconds can be a difference between life and death, minor injury and life changing injury. We also frequently have police vehicles who need to tour the perimeter of the park, without being impeded. You could have not chosen a more difficult junction than Uperne Road to have a barrier. Tetcott Road, being a cul de sac, is completely trapped. You are also corralling us as pedestrians, with no way to socially distance either side of the barricades. We residents try to avoid walking when over a thousand children exit, now with Coronavirus its even more imperative that you make it safe for residents to leave or return to their property. I know several older residents who plan their day, their bus trips, their walk through the park, around

the school exit. Now we are all well and truly kettled. Can you not consider the proposal we have discussed several times, of using Lots Road instead of Tetcott Road. It cannot be impossible to devise a scheme for the doors to make this possible. Any architect worth their salt could design a viable scheme. Dispersing directly into a residential zone is always going to be fraught with conflict. Can you not consider staggering the exit properly, isn't this what the Government were suggesting? With staff. Our experience is that the unsupervised late leavers are the most likely to cause danger. As soon as you have no supervision then they are more likely to run out into the road, push each other out through parked cars, aimlessly wander into the road only looking at their mobile phone. Have some basic road safety instruction and we'd all be happier. If you had spoken to key residents you'd have known how keen we are to have 20mph in Lots Village, and we are open to discussing various measures to make it a safer place for EVERYONE. The key word there is discussing. Road traffic changes are normally consulted upon. We have always put the school's case when speaking to construction companies and developer when quite often you've not sent a representative. We are the ones to point out the early closing on Wednesday's, something your letter omits. We actively try to combat engine idling, only you have any real authority in this, we try our best, often we are met with apologies but often we are met with aggression, school exit times we see staff turning a blind eye, traffic wardens (if around) turning a blind eye if parents are not at Tetcott Road. They do nothing for us around Uperne Road. You are simply driving more of the engine idlers out of your Embargo zone to outside our windows. Not a very balanced or kind attitude. Will any traffic wardens ticket vehicles on the pay by phone bays if their time has expired, they'll be trapped. Nor will people arriving to work be able to get to the bays. Is it even really necessary to close the embargo zone in the morning? Parents generally just stop and drop and don't linger waiting for ages. Why not give the zig zag keep clear road markings a try before trying this scheme. Combined with traffic wardens and staff it would be effective, but I presume a few barriers are the cheaper option, no council staff/wardens involved. Where will the barriers be stored? What is the noise impact of barriers being moved four times a day? Six months is a very long trial. Why not one term? Then a consultation with those who live immediately by the school. We have increased deliveries due to many still shielding. Many vulnerable residents now worry that shops and volunteers will cease delivering because of this added obstruction. Delivery vehicles will be stacking up waiting to get into the embargo zone. We have cul de sacs, there's no way through. You've mentioned lockdown, none of the changes you outline assist with Coronavirus social distancing, it just INCREASES the problem for residents. Is this the main aim or are there other objectives? Or purely to drive the parents away from your own gates to a greater number of residential properties? May I reiterate we have not been consulted in any way, our Councillors didn't alert us to this, some residents and businesses haven't even received letters. This is supposed to be a democracy. I hope you hear from the right people about this. In addition Please explain the Government guidance, and what changes were expected to be made. Is it this document: <https://www.gov.uk/government/publications/coronavirus-covid-19-implementing-protective-measures-in-education-andchildcare-settings/coronavirus-covid-19-implementing-protective-measures-in-education-and-childcare-settings> "communicating revised travel plans clearly to

contractors, local authorities and parents where appropriate (for instance, to agree pick-up and drop-off times)” Or this: <https://www.gov.uk/government/publications/actions-for-schools-during-the-coronavirus-outbreak/guidance-for-fulloping-schools> “Measures for arriving at and leaving school We know that travel to school patterns differ greatly between schools. If those patterns allow, schools should consider staggered starts or adjusting start and finish times to keep groups apart as they arrive and leave school. Staggered start and finish times should not reduce the amount of overall teaching time. A staggered start may, for example, include condensing / staggering free periods or break time but retaining the same amount of teaching time, or keeping the length of the day the same but starting and finishing later to avoid rush hour. Schools should consider how to communicate this to parents and remind them about the process that has been agreed for drop off and collection, including that gathering at the school gates and otherwise coming onto the site without an appointment is not allowed” TFL say <http://content.tfl.gov.uk/appendix-8-supplementary-guidance-on-school-streets.pdf> “School Streets are usually implemented to encourage walking, scooting or cycling, improve air quality and reduce road danger outside of schools. However, a vital additional purpose during the COVID-19 restart will be to provide additional space outside of schools so that parents/carers can drop off and collect their children whilst safely social distancing. Schools can also help to ensure social distancing with staggered start and end times, widening their entrances as much as possible and potentially using additional entrances and/or one-way systems”. Your link: <https://www.rbkc.gov.uk/parking-transport-and-streets/getting-around/cycling-and-walking/school-streets> School Streets. School Streets aim to improve road safety by temporarily removing through-traffic, creating a walking and cycling friendly street, improving air quality and providing a more pleasant environment for the local community. Additionally, as we ease out of lockdown, School Streets will assist with social distancing requirements by reducing the street space that motor vehicles occupy, and build confidence among school staff and parents that it is safe to return to work and school. If you live in the closure area, you will be permitted access at all times by registering for a School Street permit. How does this scheme make it a more pleasant environment for the local community?

Follow up email, for the current ETO, after August 2021:

I/we will reply in more detail but just a knee jerk reaction as I witnessed more dangerous parental parking this morning and it'll be a while before I can respond properly.

The “CEO” disappeared, so one idea: could you not put out traffic cones and take them back in. For today, tomorrow and when the school returns from Christmas. We will get bollards in due course but it takes time and it'll only be on one corner, so the other corners will suffer even more!

A neighbour tried to tackle someone who'd parked up on “their” bit of pavement this week. The driver turned all her lights off. It was dark. It was explained to her that two registered blind people lived there and she was blocking the pavement/gate. She didn't care “I'm collecting my grandchild” which of course makes it alright.

Yesterday I unfortunately had to use my car at entry and exit times, something I vehemently avoid (other residents also try and also avoid walking at those times, a sorry state of affairs). To say it was hazardous is an understatement. I normally get partially blocked in by parents who don't even consider a parked car may need to move. On returning, it was clear one had just left the disabled bay. Lots Road was dangerous, not only to vehicle users but to the pupils crossing because of the danger the barrier causes, it's tucked away from sight especially when parents park in front of it

The engine idling often causes my Dyson air quality monitor to spike. You have just moved the problem to those with air leaky sash windows. We don't have the school's super modern hermetically sealed windows to protect us.

I'm not calling that Cirencester number. It's a waste of time. They don't know the road names. It's a painful process. Too little too late.

Please consider the cones.

Please consult the residents before rearranging our rubbish collection to suit your needs! The people I've spoken to are horrified. So we will probably have our rubbish out on the streets longer, causing a trip hazard, being mawled by dogs and picked at by the foraging magpies crows and pigeons? With no one to clean up afterwards, unless you are volunteering?

We are puzzled as to when exactly it has been monitored. And as for the "consultation", you will make your decision regardless of the views of residents, you do what you want to do. I'm reminded of a comment made by a resident on the Cheyne nursery Zoom meeting. The "consultation" reminded him of his home country: Russia.

PS "remind them to drive at 5mph"?? They don't even speak to them, just gladly wave them out unless there's a secret sign language I know nothing about. It's only the poor plumbers etc who suffer, yes, this week one poor hapless soul had to park up in a permit bay (risking being booked) then get out and explain he needed to access the zone. You have not thought any of this through.

Follow up email, November 2021

There has been all the usual anti social parking and manoeuvring by parents/carers collecting and dropping pupils at the Chelsea Academy. Reporting every incident or group of incidents would be too time consuming for residents and businesses to report, a far too tedious a chore. We do have records of many of the incidents.

This week the footway/highway works on the Uperne Road have served to highlight how parents and carers ignore any parking restrictions which apply to other road users.

All our parking has been suspended, even a disabled bay has been suspended for the works. We have clear way and no loading signs plastered along the street. Very clear.

Yet the parents and carers continue to use any available space in the road to wait for their charges. Regardless of the reduced carriageway width and any access for anyone else. Rules do not apply to them it seems. This morning they impeded the construction traffic movements and yet again turned the junction into a danger zone for people wheels or feet.

Of course if the barrier wasn't in place then they wouldn't necessarily be waiting here, nor would the junction be as dangerous to other road users. They would be using a straight section of road, in and out without the need to reverse or turn. The barrier blocks safe manoeuvring and passage, Uperne Rd being a cul de sac, frequent parental parking on the turning area by the park means vehicles have to reverse out. Against the traffic flow as they can't reverse left and join the correct direction.

Of course if they can get here early, and particularly if the barrier is up late, they park and wait inside the barrier. Then are allowed to exit the barrier, often manoeuvring/reversing within the so called "safe zone". No one checks them. No one asks them not to do that so how does the barrier make the zone inside the barrier safe?

There is a great volume of car use generated by the school. Each day the door banging signifies the unified drop off. Often accompanied by tooting as they block the way. Each day the same happens in the afternoon. With more engine idling than the drop off, as they are stationary for longer. They also block permit parking for longer. Even when the charges arrive, some particular wards and charges seem to argue loudly amongst themselves, across the street. Ie they continue to block the roads and parking when it isn't necessary.

Some don't either bother to park properly, yet the driver gets out of the car, leaving it mid road whilst they usher their child into school. An extra few seconds they could pull over safely, albeit blocking some permit parking. But the attitude seems to be if I don't park ON the yellow line or IN the permit spot then I can't get booked. They probably wouldn't get booked anyway as any traffic enforcement seems directed at business drivers and residents and residents' trades people only.

We have mentioned all of the above before, plus pavement mounting and blocking, blocking drop downs. I'm so bored of saying we have vulnerable residents, blind, using wheelchairs, but you may as well be bored to read it again. They used to have a safe corner here. Staff fold barriers early then shout at cars as they drive through. Staff presence at the barrier is better, but still cars inside still have to wait to be allowed out if the staff are not right on the barrier or if they are simply not looking/paying attention. If the traffic warden is left on his own he doesn't always spring into action. Some cars still have had to mount the pavement to get out. After tooting naturally. Parents are still parking in the allocated disabled bay when it's not filled by the allocated car. Staff still ignore

our suggestion re leaving a gap both sides for cycles when they set the barrier up.

The myth that everyone at the school leaves at 3.30 is quite untrue. The late leavers seem to have a false sense of security. Running across the road (obviously no barriers) without looking. Standing chatting in the centre of the road. Pushing each other off the pavement. All without hi vis, all in black, right from the start we requested hi vis sashes or back packs. The shouting, swearing and tooting means we are well aware of the leaving time.

The barriers therefore have a negative effect on road safety by the engendering a false sense of security even when they are not deployed. Drivers are in fact very patient and courteous as a rule. But who can blame them for tooting to alert of their presence when a couple of figures all in black run out from between parked cars?

So thank you for making a once safe spot a dangerous spot for everyone. Just to prove a political point about having School Streets it seems. Thank you for the increase in pollution at drop off and collection times. Thank you for the increase in noise at drop off and collection times.

Lots Rd is accompanied by its fair share of tooting also, with the added annoyance that the C3 bus is held up. We are still concerned about access for emergency vehicles. You'll be aware this has happened.

It needs a radical rethink now. Before a resident or visitor is injured. Why wait until the trial period is over, it will be too late for someone if they are injured as a direct result of the barriers.

Can we see the current Memorandum of Understanding between the school and the Council please.

Follow up email, December 2021

I've not received acknowledgment from anyone of my previous email. Only an out of office auto reply from [the Sustainable Travel Manager) so I know it was sent.

I'd like to follow my email up with a question. (Please see the attached video from this morning. The tooting went on for some time before I could get out to film).

How exactly does the barrier make it safer for pupil pedestrians, let alone the general public.

This is not an isolated incident. It has little to do with the parking suspensions, the parents cause chaos for us almost daily. They still think they are above all parking laws and park up on suspended bays and hold up construction work. The other day again their parking and dropping caused a construction lorry to mount the pavement. A resident on the first floor felt scared as it suddenly looked into her view. We are obtaining an ugly bell barrier to protect them.

What measures are you taking to ensure the safety of pedestrians when the crane operation takes place within the barrier. I believe this is now the 13th to 14th rather than the 6th?

Follow up email, March 2022

General

I'd like my comments to have full and proper consideration this time. Please refer to all my previous communications. Rather than engendering safety, this barrier scheme actively creates danger in so many ways for both students and other road users in the vicinity. It is worth noting this is a secondary school, not a primary school. Community relations are harmed by the very existence of this scheme and it discriminates against certain residents.

Pollution

The pollution impact on students (lets leave aside the residents for now) must be far greater with the school street scheme than without. Rather than allowing parents/guardians (whatever we are supposed to call adults driving students to school) to simply stop, drop and drive away in the mornings the parents now have to manoeuvre and hover and turn and beep and block safe passage for other road users and pedestrians. Therefore there is an INCREASE in pollution outside the barrier for the poor helpless residents living in the vicinity. There must also be an element of increased pollution inside the barrier, as residents wait - engine running - to gain the attention of staff to let them out. This also includes parents who have snuck in before the barrier was erected. You said the engine idling had been spread? No, it is concentrated outside the unfortunate residents just outside the barriers. You have not wished to consider moving the barriers further out to less residential corners, where there isn't a block of flats or cul de sacs, where there is just a school and an industrial building and a through road.

Road safety

Rather than having a straight run to drop students (and wouldn't Lots Road entrance be much better) parents now consistently block pavements and roads whilst they either drop or collect students. Obviously the problem is greater on collection as they arrive sometimes up to an hour before exit of their ward. Double yellow lines are ignored. Drop downs are ignored. Etiquette regarding permit spaces is ignored - residents have to ask for them to move so they can drop off their own charges, heavy shopping etc, even to access a parking space beyond where the parent is blocking the road. They feel they can park on the pavement too, endangering pedestrians. They feel they can ignore all the highway code has to offer, simply waiting in the centre of the road, maybe the theory is they are not ON a yellow line! The constant manoeuvring, reversing, using Uperne Road as a queuing system, using Lots Road as a queuing system, holding up public transport (in fact probably carrying their own charge's compatriots), driving round and round and lingering and holding up other traffic which now HAS to go around the block etc etc etc

Even when we had parking suspended for traffic flow, the parents saw it as easy parking, blocking other vehicles' access to a cul de sac and delaying contractors. If a vehicle can't get out of the barrier zone they will mount the

pavement to get by the side. And yet again, something we have asked since inception, a gap is not left on both sides for cycles, cyclists either have to mount the pavement, or they cycle contra flow which is dangerous for pedestrians crossing. Motorbikes are impatient and will mount the pavement to get around the log jam caused by parents loitering and blocking

Pedestrians.

Apart from residents and other pavement users being endangered by students' sheer numbers, plus the scooters and bikes they ride on the pavements, the student themselves seem to regard the barrier zone as a pedestrian zone both inside, and more worryingly, outside the core times. It is at no time a pedestrian zone, vehicles are still using the inner zone but there seems to be a sense of false security, a cycle can still whizz through at speed. The zone (and roads around it) become a playground for ball games, pushing games, throwing games and just standing chatting in the middle of the highway, because the barrier gave a false sense of ownership of the space. Students are dressed all in black most days. At the very beginning we championed some sort of reflective panel on rucksacks or a sash. When they just run out into the road without looking (mostly late leavers so don't think this is an argument for barriers) they are not very visible. Only skilful and attentive driving has saved them, even a barrier wouldn't save them as the vast majority of students cross the roads OUTSIDE of the barriers! When only a small percentage of students cross within a barrier does it make any sense? To get to the barrier zone students have to cross and encounter the parents manoeuvring, delivery vehicles turning to get around the road block, unaided and endangered by the very scheme said to give them protection.

Noise and nuisance

Why do they feel the need to toot to make the student aware of their presence? Vehicles also have to resort to tooting to gain the attention of the member of staff or parking attendant on duty. If they get out of the vehicle they risk log jamming the area. If they are lucky there is someone in the vicinity. If unlucky they are probably putting the other barrier out, but a stranger won't know that So the waiting vehicle stays, engine idling, tooting again. The shouting out to their wards, the occasional argument with their wards or another driver. The raised voices when a vehicle is not allowed through. The door banging particularly in the mornings signals the school times without the need for bells. Bang bang bang toot toot toot. Don't forget that most of the residential buildings have single glazed rattly windows, they don't have the advantage of the sealed glazed units the school has. They all hear the commotion. The parents even take advantage of designated disabled spaces to park up on. Any space is fair game, if they have left the car it is more of a nuisance, if they are in the car they are often not looking up, so rather than toot (and disturb fellow residents as tooting should only be used in an emergency) it means getting out of the car, potentially causing a blockage, worrying that the parent will be aggressive and so on. Whilst a member of staff looks in another direction, or a parking attendant is round the corner or looking the other way, ie staff are not proactive in preventing nuisance.

Normal life

You suggested, after a complaint about how the traffic was held up, to arrange for our rubbish collections to be altered around the barrier. Why should we have to do this? Have bags of rubbish on our streets for longer, causing greater trip hazards, have dogs and birds pick at the bags and strew it everywhere. Why? The council waste drivers are extremely skilful and deploy one of them as banksman if ever needed. It is the parents who hinder their work. Naturally staff are able to park within the barrier zone, particularly if it goes up late. There have even been instances of staff being allowed through a closed barrier, yet delivery drivers are not? Someone looking for a meter space is not, we all need certain contractors, if you need a plumber urgently you can't say to them oh by the way don't come at these times. You can try to not book deliveries around the barrier times but delays happen, the drivers moan, soon we will have the situation that nobody wants to come here. But the school is OK as their deliveries can get through and the mini bus is allowed in and out freely. Yet disabled transport has not been on occasion.

Staffing

When it rains its a very odd phenomena - the barrier goes out late and goes in early. Surely wet weather is one of the most crucial times re road safety. Although staff attendance has improved, staff attention probably hasn't so vehicles still have to wait or noisily gain attention. The parking warden is frequently the only person on, he can be a little distance away. His presence does nothing to improve road safety, concentrating it seems on ticketing residents who have maybe gone a day over their permit? Then of course there are the staff meetings and social gatherings conducted noisily at the barrier when the weather is good. If no barrier, some staff stand in the centre of the road, without hi vis. Can't this be done instead of barriers, but obviously in high vis and - a very old fashioned idea - a 'lollipop'. If the 'pop' was reflective maybe, is that too low tech an answer.

Alternatives

I was hoping to wait until we had had the opportunity to discuss alternative ideas, we do have viable ideas. Better ideas than a barrier system so it is no loss of face, you don't have to say the scheme has failed, just that there is a better solution?

In summary

If you have been bored reading the same old arguments, I am equally bored having to keep churning them out because I suspect you do not listen to the residents, or their representatives, who actually live here. Nor to the businesses trying to operate, we are an employment zone, by its very nature we have numerous business users coming and going.

Follow up, April 2022

We've all given up making comments re the above (and the impact of the school and the school streets) as it just falls on deaf ears, so it's a waste of energy. Yet I feel I have to comment about today as once again it involves a dedicated disabled bay and I'd like clarification please.

In short, please advise the rules re a dedicated disabled bay parking. That's the type with the permit number displayed, not a general space. How long can other cars (ie parents) park in the bay and who is permitted to ask them to move from the bay, or take action? How long do they have to be parked, or partially parked, in the bay before a fine is issued. Who can issue that fine. Please explain to me again the various traffic wardens/enforcement officers and how they differ and how we can differentiate their uniforms etc.

Please forward to relevant departments as I am unsure of the emails required, I copied in previous email addresses we had. Thank you.

In length:

My mother has an allocated disabled bay, for the named car registration plate only. The car has to have both purple badges displayed on the dash at all times. I can't even park a courtesy car in it.

We are fed up with parents parking in it or half in it. I'm told it's used frequently when we are away in the car, but it's when we return in the car and it's blocked that it is truly vexing.

Today, once again, a parent was half on double yellows, half in the bay. I had to temporarily stop on the corner (vision restricted by further parental parking on double yellows) as there was no other free parking (compounded by the school streets barrier) whilst I waited. I could see I'd not be able to turn at the bottom (another favourite parental parking spot at the end of the cul de sac) so I'd need to reverse into the space when it was free (I have to have the passenger door kerbside).

I signaled to the parent from the car. He looked. Ignored me. Signalled again. No movement. So I had to get out of the car and ask him to please move out of the disabled bay. He seemed to acknowledge he would. But he didn't. I thought that if I reversed back he'd get off his screen and it would jog his memory. No. I waited and waited, now blocking the cul de sac as I waited.

He only went when he was good and ready. FYI I didn't toot as a) it's illegal in these circumstances and b) it's so very annoying to residents. I didn't dare speak to him again as the parents have history of being abusive towards residents.

If I'd been a wheelchair driver I'd not have been able to get out of the car in the first place so the idea of having a disabled bay is negated.

FYI Every day we (residents) are subjected to toots from vehicles fed up with the jams the school streets cause, or needing to get around double parked parents, or needing (legitimately) to get in or out of the barrier but finding the staff not looking. They like looking at their screens or the sky rather than looking at the roads. If more than one they like a good old chat. So their car waiting gets tooted for blocking the road. Or we have to endure the arguments when, for instance, an emergency plumber isn't permitted through.

Incidentally the Head says if they are on their phones/on screen it will be on school business. So that's OK then.

Back to this afternoon.

All this time, and it was a long time, the "traffic warden/traffic enforcement officer" or whatever you like to call them, stood there staring at his screen/hands. Propped up by the school wall by his bike. He's there almost every day. I'm told he didn't look up once. That's all he ever does quite frankly. Oh they do sometimes ticket a resident in a safely parked car not causing an obstruction.

Once safely parked up in the allocated space I walked over and challenged the "man in uniform with the bike". Oh he has no jurisdiction. He can't ask them to move. So presumably there's no point in him actually looking up. And evidently if collecting children the parents can park anywhere for as long as they like. Yellow lines, disabled places. I'd like to know the page number of the Highway Code for that rule please, even blue badge holders don't have such freedoms. He did concede they shouldn't park on the car club bay (but of course they do).

Once again I'll ask for traffic cones to be deployed to prevent dangerous parking. We've already had to lobby for a bollard to protect the vulnerable residents nearby from parental parking and incidents caused by such parking.

He has no more authority than me. They can't move anyone on. They can't sei ai to them. What's the point of a uniform then? What's the point of him being there in the morning and the afternoon. Apart from riding his bike on the pavement!

Surely if you insist on this school streets scheme you should deal with the consequences of this. Ie the parents double park and block the cul de sac. They block the turning area. They park DANGEROUSLY on double yellow lines (which are at the corners for a reason). They block vision. But this is evidently a safe thing to do whilst children are exiting.

It's evidently also ok to block the drop downs and prevent wheelchairs and pushchairs safe passage. We have a disabled guy in an electric wheelchair who uses that pavement frequently. If you've ever used a wheelchair of any sort you'd know that it's difficult to turn round, find the next free drop down and then wheel in the road and play with the traffic to find the next drop down. Let alone negotiate the bikes chained to posts that block the pavements (again on and off academy pupils are partly to blame for this).

Who does have jurisdiction and why are they not deployed?

We will take this up further with whoever our councillors are after the May elections. I copy Gerard in for now.

I don't expect a response but I would like you to send me in writing the relevant parts of the Highway Code. And who exactly does have jurisdiction please?

The school streets scheme is wholly inefficient and is causing much friction between the school and the community. Look again, you all say you can't prevent the parents driving to school (oh the hollow promises of the original travel plan, how easily we were duped) so find a better method. It is surely better to just let them drive straight through and drop, better to have them wait in a safer place, ie not a junction. Safer even for exit via Lots Road.

Objector 10

I received your leaflet regarding the above and I, too, am dismayed by this arbitrary decision which seriously affects our area. Whilst I appreciate that we all need to make changes during this pandemic, I cannot understand how you feel these plans will make the slightest difference other than to residents in Lots Village generally – and in a detrimental way.

You may not be aware, but we have been trying to get more support from the Academy and Council to encourage students to walk or cycle to school but the fact remains quite a number of parents drive here and in the afternoon they park wherever they feel like - on yellow lines, residents' parking, meters (without paying) and even in the middle of the road. They do this for a considerable time before the pupils come out and quite often the drivers can become aggressive which is not pleasant. By blocking off one small section on Burnaby and Tetcott Road you are purely exacerbating this problem in Upcerne, Uverdale Tadema and other surrounding streets where, even now, they park if they can get no closer. Inevitable – and how is this helping apart from creating a space where the students will mill about even more than usual and have even less awareness of public roads in general than they do at present. This is not a solution and I cannot see how it will help social distancing...if that is the supposed aim.

I am also dismayed by the total lack of thought for residents in surrounding streets – IF you insist on this plan (and it seems that it is an arbitrary and done deal) then why should residents in the adjacent streets be penalised and not able to return home – or leave it – and probably not be able to park nearby at all due to parking by vehicles collecting from the school? Delivery drivers, who will not know of this closure, will be thwarted as well. Would it not be possible to stagger the entrance and exit and maybe some Years could exit via the main entrance onto Lots Road which would help with social distancing? I was under the impression that the school was meant to integrate into our neighbourhood rather than what is happening now – i.e., residents having to change their reasonable habits to accommodate this huge school. Sorry but I am not happy.

Idling engines are a huge problem – again we have tried to get the council to provide proper fixed signs where they might be noticed by car drivers rather than the, frankly, pathetic flimsy signs that blow about, slip to the pavement and are useless. Please do something about this if you are really keen to improve air quality and provide a more pleasant environment and please do not continue to give us the chat that it is too expensive to provide these.

One thing that absolutely does need to happen is that the students need to learn about public roads and how to behave when crossing them – a bit more awareness of other road users, both pedestrian and vehicle, would be

enormously appreciated. Currently no notice is taken of anyone or thing other than themselves!

You say this trial will run for 6 months but please confirm that this will exclude half-terms and holidays. It also appears that a large number of our community, both residential and business, have not been informed of this decision which cannot be right.

Follow up email:

Thank you for taking the trouble to write to me and it all sounds so reasonable when you write it here....indeed when I first saw the suggestion I thought it could – possibly – be a good idea but on further reflection one realises that it is very flawed and we are hoping that you can come up with some better solutions. The good thing is we now have the KEEP CLEAR sign at the entrance to the school end of Tetcott Road but this has obviously not been tested out yet. I don't know how familiar you are with the school exit from Chelsea Academy or how often you have witnessed it? There are approximately 1200/1400 and the exit times do not appear to be staggered which was one of the suggestions Andy Yarrow, the first (and best) headmaster, made. This number of kids floating around, shouting at their mates, engrossed on their phones and taking not the blindest bit of notice of either the PCSOs or staff as they take over the streets can be intimidating. Don't worry about closing the streets off as no-one can move in a car when they are around! That is irrelevant – the number of times I have had to flatten myself against the fence so they can make their majestic and unseeing way down the road! I am not making this up – there is no respect for others on the road – I am sure the school does its best but it doesn't seem to be working! This plan is not going to change their behaviour which is sure to become slower as there is even less to hinder their chats and games on our roads. The staff can only monitor the kerbside on Burnaby Street as this tsunami of students approaches. They truly do not have time to turn round and see the chaos further down the street. Neighbours on the corner of Uperne and Burnaby have the worst time as there is zero monitoring there, but their problems will doubtless be much worse as your great plan which will just pass the buck along the next streets with less and less monitoring. Why can we not think outside the box and try other methods such as using the Lots Road entrance and staggering the times of the exit to help social distancing (supposedly the reason behind this plan). The arrival is not nearly so bad as parents stop, tip the kids out and move on but in the afternoon they are parked up for half an hour or more, taking our spaces or on yellow lines, etc as mentioned before and, of course, with their engines idling. I remember being told by Andy Yarrow, this was when the school was being built and we residents were very concerned about the arrival and particularly dispersal of students, that we should not worry as it is very uncool for secondary school pupils to be driven to school and I thought – fair enough, maybe he has a good point BUT the reality is quite different. Personally I feel that students should be made to walk unless they have medical reasons why they can't. The younger ones should be escorted at the beginning of the first year but after that they should learn to be more responsible for their own actions and realise that others aren't always there at their bidding. Sorry about the rant but it is bad – particularly at exit time – and although obviously there are some well-behaved students there are plenty who create enough nuisance to give the

whole school a bad name..... As for the idling – I am really sorry but this plan will do nothing for that either. When will the council actually provide the proper signs that everyone can see and implement fines. Your plans are Utopia but sorry to say the real world is not Utopia and as soon as people are prevented from entering this tiny area they will just create havoc elsewhere. God help us at the junction of Burnaby and Lots Road with cars wanting to turn down our road, prevaricating, being hooted at and getting angry....welcome to our world which will now be made much worse. I have not copied everyone else in this email as I do find that constant round robin emails just dilute the problem as everyone gets sick of them and switch off but if you are the leader in this then I will continue to make my thoughts clear to you and you can pass them on to those who can do something. I am trying really hard not to say (but find I can't stop myself!) that part of the problem with the Chelsea Academy is that it should never have been built here on a site far too small for the number of pupils and in this residential triangle which always has had and always will have problems with traffic as it has nowhere to go....and now with Hammersmith & Fulham's new traffic plans we really are in trouble....not to mention all the vast amount of new building – where all their traffic has to come through Lots Village as well....even the Fulham side of it. We need help here but this plan isn't going to help anyone.

Follow up email, for the current ETO, after August 2021:

I have received your email regarding the “outcome of the School Street trial” for the Chelsea Academy but for some reason I could not find my objection which maybe was not sent in a direct objection way but I know for sure that I have made several objections, met with Cllr Thalassites on site and made my views abundantly clear. Please add my objection at this point and I will reiterate below.

- The closure of this small part of Burnaby Street does nothing to prevent parents dropping off their children – they are merely doing it from further afield from more dangerous and busy streets such as Lots Road, Upcerne Road etc and creating chaos across a wider area. If the idea is to try to make less pollution then this is not working as parents are continuing to drive to the school – I feel that much more concerted efforts by the Academy to stop them driving should be made rather than closing off the streets which is not helpful to residents and businesses alike.
- The manning of the barriers is haphazard – sometimes there is no-one on them and at others they still kept in place once all the students are already in the school but of course the roads cannot be used which is frustrating and pointless. We do not wish this area to become a “no go” area.
- The school has been here since 2009 and the students have managed to cross the relatively minor and quiet road which is Burnaby Street perfectly safely but now they have a feeling of entitlement that they can just use the road as a further playground. Just for reference I live [redacted] to the school and so can see very clearly games of football being played there; children just standing and chatting/screaming in the middle of the road. This is not a good way to learn road safety or anything else. It is totally out of order and not monitored well at all.
- This is an Academy and the students are, in the main, teenagers who should be responsible enough to be able to look left and right before

crossing a road rather than having it closed to the inconvenience of every other road user in the area.

- Students are now using the entrance/exit on Lots Road which is a far busier road but they are managing it with no problem at all using the good crossing which was created – why does Burnaby Street need to be closed off?

As an aside – a friend of mine wanted to drive to my house yesterday, arriving just before 4pm and saw the signs saying the road was closed at that time and was completely perplexed thinking she would get a fine for driving down to me. These signs are so misleading as surely the roads are open when the school is closed? Now we are to have the added complication of a different time on a Wednesday – how are you going to deal with that? Have there been any problems for the students on a Wednesday during the “trial”? No – and in fact the exit is far better on a Wednesday when the barriers are not in place.

This is not working, not helping anyone and not helping pollution. Will the Council ever actually listen to residents and their concerns? There have been excellent suggestions from residents and businesses to make things work for everybody but who is listening?

I sincerely pray the powers that be will see sense and not make this a permanent feature – the school, its pupils, residents and businesses need to integrate and learn to live with each other and at the moment it is a one way street in favour of the school which is creating alienation.

Follow up email, after August 2021:

I have received your flyer regarding the extension of the school street closure in Burnaby Street and Tetcott Road and would first like to ask you what you are trying to achieve with this particular closure as we keep hearing different things? In your flyer you state road safety improvement, more walking and cycling and environmental issues so I will address these here letting you know what it is really like for the community.

- Road Safety – Have you been down here when the street closure is operating? If so you will see that at both ends and adjacent to the barriers there is a constant stream of parents driving to the barriers, parking anywhere they like and dropping off their charges then doing a three-point turn taking little heed of other students, passers-by or other vehicles. The tooting of horns is clearly heard all round the area as other road users become frustrated by this cavalier behaviour. In Lots Road it creates long queues, the bus has great difficulty in getting down the road, which is counter-productive as this is how the majority of pupils should be arriving. It is dangerous for all and those manning the barrier are totally unproductive in ensuring anyone’s safety. At the Uperne end of the closure, the situation is possibly even worse and has become a no-go area for locals, particularly anyone trying to walk. The congestion and mayhem there is unacceptable. The pupils are, more often than not, on the outside of the supposedly safe area of Burnaby Street so it is far more

dangerous for them than it ever was before this scheme. If you would like photographs or videos there are plenty I can send you.

- The idea that this is encouraging more walking and cycling to the school is misguided – there appears to be absolutely no reduction the number of parents dropping off their children by car. I have not noticed any “encouragement” for walking or cycling from the Academy staff, nor from RBKC who appear to be the instigators of this. Why do you not come here in person and stop parents, warn them or give them tickets for arriving by car. As far as we can see there is nothing proactive being done by anybody to make the situation better for the wider community.
- Environmental issues are not being helped by this – the cars are still coming here and they now create blockages by doing three-point turns anywhere they feel like as stated above. The queues of traffic on Lots Road are creating much more pollution and it is not “providing a more pleasant environment”. I believe it is the same at the Uperne end too.

I would like to know your thoughts on this reality.

Moving on to my further thoughts – this is a Secondary School which has been here since 2009 during which time I do not believe the safety of the students has been in jeopardy? There have been many other issues but, thanks to the vigilance of drivers and to a certain extent awareness of pupils, I do not believe there have been serious accidents on the stretch of road that is currently closed. In my view one of the aims of any secondary school is to teach students how to live their lives once they leave school and this includes being able to take some responsibility for their actions when crossing a very minor road. They also need to learn mindfulness of others using the same space as they do and these small things, like arriving at and leaving school, are all part of this. They are secondary school students and really should be able to do this and in reality have been doing so for the last 12 years. They appear to cope perfectly well crossing the far busier Lots Road either by the junction with Burnaby Street or from the corner by the Car Pound so why should residents and businesses or their friends and associates be subjected to this inconvenience which makes the surrounding areas so very much worse than it ever used to be?

The barriers are poorly managed and the timings frustrating for the community as we have at least 10 minutes either side of the “ban” when the students have either all arrived or have all left. Unnecessary.

In the past year, with the restrictions put on us all due to Covid-19, the situation has been very different and the corralling of students into the cul-de-sac part of Tetcott Road created huge disruption for all locals and indeed the street closure merely enabled Burnaby Street to become an additional playground, football pitch and the like which created very bad disturbances on a daily basis, but now, as the Principal said in a community letter at the start of this term:-

The gates are open from 8am and we encourage the students to make their way into the Academy and have some breakfast.

All students now leave at 3.30pm with the exception of Sixth Form, some of whom leave earlier depending on their timetable.

About 500 students now leave through the Main Reception onto Lots Road so hopefully that will reduce the number of students in Tetcott Road

In my view this begs the question as to the necessity for this street closure particularly if more stringent measures were taken on parents' behaviour.

In summary the school street closure is not working because:-

- It is not improving the environment or providing a safer or more pleasant experience for either the school, pupils or community
- Burnaby Street is no longer required as a playground for students either arriving at or leaving the school
- Neither the Academy nor the Council actively encourage parents not to drive to the school – it is they who should be penalised not the community. Why not have a special pass for those who have to be driven to school rather than one for residents and businesses whose daily routines and freedoms have to be changed because of this.

Follow up, February 2022

I understand from [the Sustainable Travel Manager] that all our comments regarding the trial for road closures in Burnaby Street for the Chelsea Academy will be taken into account so I wish to add to my previous reports on this issue.

- Local residents and businesses have become very concerned by the traffic activity and disruption following the introduction of this scheme - delivery drivers, visitors to local residents and businesses are confused by the complicated signs and the scheme is resulting in increased bad feeling between the community and the School; which is such a shame as prior to this everyone was making a concerted effort to fit in with each other. We now feel the School is taking over the area rather than encouraging its students to be part of the community and be mindful of others – a retrograde step for all.
- We have been monitoring the impact of the new restrictions and have many videos to support our claims. Travel to the school by car is still taking place and causing significant problems – cars now drop students off in Lots Road and then perform u-turns at the Burnaby/Lots Road junction creating dangerous driving behaviour and congestion as well as creating risks for cyclists and delaying buses. The chaos at the Burnaby/Upcerne junction is possibly even worse for residents and very dangerous for the several vulnerable people who live on that corner. Students now feel they can wander down the southern end of Upcerne, which is outside the closed-off area, and this is thoroughly dangerous for all road users.
- If the idea of this scheme was to reduce pollution, this has not happened, nor will it, as so many cars are still driving to the school but they now also create havoc in the surrounding streets and in particular the busy Lots Road, making it more hazardous for students crossing it to get to and from the C3 bus.
- I do not believe there have been any major accidents in the immediate vicinity of the School, which has been open now for about 12 years, and this shows that the students are well capable – as they should be as secondary school pupils – to cross the relatively quiet street that is Burnaby Street. Lots

Road and indeed the Kings Road would be more hazardous I would have thought but there are no restrictions in those roads.

- Maybe it is the School's travel plan which needs to be updated rather than the street closures with far more positive action from the School itself in dissuading parents to drive to the School? I also feel that teachers used to be more proactive in encouraging students to leave the immediate area at the end of the day whereas now no-one appears to be in charge - they are trying to make sure they have enough staff to man the barriers rather than monitoring the dispersal. The barriers are often left unattended which again is annoying for those of us who live within the closed area in particular. These days the street outside my house is used as an extra playground both in the mornings and evenings and I see absolutely no reason why this should happen. The School and the pupils need to take responsibility for their arrival and exit to and from the school in a proper way. The only thing to take away from this trial is that students appear more self-entitled to loiter in the streets and are less mindful of others generally and this includes traffic and bicycles.

- The manning of the barriers is clearly an effort for the School as their timing is pretty hap-hazard and more often than not the person on duty is glued to their phone and not taking the slightest bit of notice of the chaos all around them. As said before they are often left unmanned for long spells. Photo evidence.

In summary – this trial has not worked for this location and has made life much worse for the general community, creating ill feeling and a lack of sense of community. Parents are still driving to the school but creating more disruption and no-one is happy. Please stop the road closure and look at other ways to improve the school travel plan.

Follow up, Snapshot response 21-22

I would like to know the real reason for the school streets as they appear to do nothing for anyone. The parents continue to drive pupils to school but now create far worse congestion, pollution, noise and general disturbance as they are all making 3 point turns in other less suitable streets. They park randomly in the middle of the road to let their charges out and no-one could possibly say this is safer. The school is completely non-proactive in discouraging parents to drive and just turn a blind eye to the chaos that happens on a daily basis - they are usually engrossed with their mobile phones and take no notice of anything. The current situation is dangerous for residents particularly those living on the borders of the closure. The pupils now feel entitled to loiter, play, shout and scream in the roads rather than cross them in an orderly manner as before. Frankly there is nothing to recommend this closure. The students have the whole of Tetcott Road South where the only vehicles are those in connection with the school itself or belonging to one of the offices facing onto this part of Tetcott. The northern leg of Tetcott is a cul de sac leading to the Westfield Park so they are perfectly safe walking along there as well. In fact these are secondary school students and they should be capable of keeping themselves safe and indeed most have to cross far busier streets in order to get to the school - i.e. Kings Road and Lots Road - both north and south - and they manage it perfectly well. The only people who are absolutely disadvantaged are the residents and local businesses who have to put up with this and for far longer

than it takes the students to either arrive or leave - they are in the school by 8.35 but the barriers are in place until 8.45 and the same in the afternoons. I have to be collected on a regular basis out on the Embankment/Cremorne Gardens with heavy bags to carry as the driver is unable to get anywhere near my house within the barrier area. Why should I be penalised for this scheme which is not helping the students, pollution, making it a nicer place to be or any of the spurious reasons you give for this scheme. We (the residents) have suggested various plans to placate everyone but are told everything is too expensive....I do not believe the school like doing the barriers either as they are often late or running between the two as there are not the staff to man them. Please put a stop to this as soon as possible - it does not work for anyone at any level.

Objector 11

We have received your letter dated 9th July 2020 this week regarding the planned changes to Burnaby Street and Tetcott Road. We note and find it extraordinary that your letter states there is no consultation expected or available on this subject with those it will affect.

We run the business centre, Worlds End Studios, which provides employment to around 250 people and 100+ companies, whose main delivery and access gate faces onto Tetcott Road adjacent to the rear entrance of the Academy. We also have two parking spaces, opposite those of the Academy, in Tetcott Road. Adjacent to us and also therefore in Tetcott Road, is the only vehicle and parking entrance to Fairbanks business centre.

It appears a decision to conduct a 'trial' is to be taken with no appreciation of the history or context of the proposal, or interest in the residents or businesses that will be affected.

If a survey was carried out by conducting a site visit it would have shown that the Chelsea Academy is a large school that has been squeezed in between a busy employment road and tight residential streets. Geographically the school is in the middle of a triangle cut off by the river on one side, railway lines on another and finally a busy main road on the third side. There are not many access roads that can accommodate for the current daily stream of vehicles which include a TFL bus route, so traffic jams are therefore quite usual already.

On the opposite side of Lots Road to our front entrance is the Auction Room, made famous by its television series and therefore used a parking for the delivery vans they have each day. This results in Lots Road being a single lane access in from of our building for most of the working day leaving us to use our rear entrance on Tetcott Road for deliveries.

Up until now at the start of the school day and especially at the end of the day all other members of the community surrounding the school have their lives disrupted by the crowds of students flooding the narrow streets. We have learnt to accommodate these short periods because they are brief, but it is already a great nuisance to all those living and working around the school. The planned

closure of Burnaby Street for up to two hours a day would have a much larger detrimental impact.

There are several extensive large developments happening in our square mile (picture 5 location G) which involve hundreds of lorries on a weekly basis using Lots Road as their only mode of access to the sites. Their specific route has taken years of planning and organising with local consultations to find the best salutation for all those in the area. Because the main bulk of this heavy traffic is using Lots Road, Burnaby Street is the only way smaller vehicles can go from East to West and vice versa in our area. If that access is cut off for at least 2 hours a day this traffic will be forced onto an already saturated road, causing inevitable jams and could be dangerous. This was exactly what happened when Burnaby Street was temporarily closed for road works in recent years. The traffic became completely stuck on multiple occasions and needed pedestrians to help guide buses and lorries in difficult reversal movements, due to the single lane narrowing mentioned above.

To list a few of the specific issues this closure would raise for us as a building with over 100 companies in it,

- All of the adhoc daily deliveries we receive would no longer be able to gain access to our building safely as they will not have a permit to access the area whilst the barriers are in place (picture 1 location C)
- Our daily rubbish collection will be obstructed and delayed by the morning closure (picture 1 location C)
- Our daily postal collection will be obstructed and delayed by the afternoon closure (picture 1 location C)
- The access to and from our parking spaces will be impacted (picture 1 location B)
[please note the location D is the parking and loading entrance to our neighbouring building which will also be impeded]
- Loading and unloading of stock, removals, and deliveries for the (100+) businesses in our building which takes place from Tetcott Road will be obstructed or impossible (picture 1 location C)

As you will see from picture 1 in the appendix the Academy's entrance already opens onto a large, shared pedestrian area which it is able to use to disperse the students. By closing Burnaby Street, the school would benefit from only a few extra meters of space whilst the impact on all others in the area will be significant. Only some of the students will continue down Tetcott Road into the park, a large majority of them will turn left (Picture 3) or right (Picture 4) into Burnaby Street onto those pavements. So, they will have to walk around the barriers suggested in any event.

We agree that pupils should be able to access and leave their school safely. We would support measures which encourage suitable discipline for drivers in the area. We support the education of the students to be aware of the surrounding dangers. However, we do not believe that this closure provides a solution and nor do the proposals demonstrate how any further effective social distancing will be achieved by the measures proposed.

However, it is easy to see how the lives of the local residents and businesses will be greatly disrupted by this poorly conceived 'trial' conceived following a 'request' from the Academy.



Picture 1 – Tetcott Road facing south

- A. School Pupils Entrance (Wooden gate at the end)
- B. Worlds End Studios parking spaces top far right (blue care in one space)
- C. World End Studios rear entrance (gate half open on the right side)
- D. Access to Fairbanks Studios for parking and deliveries



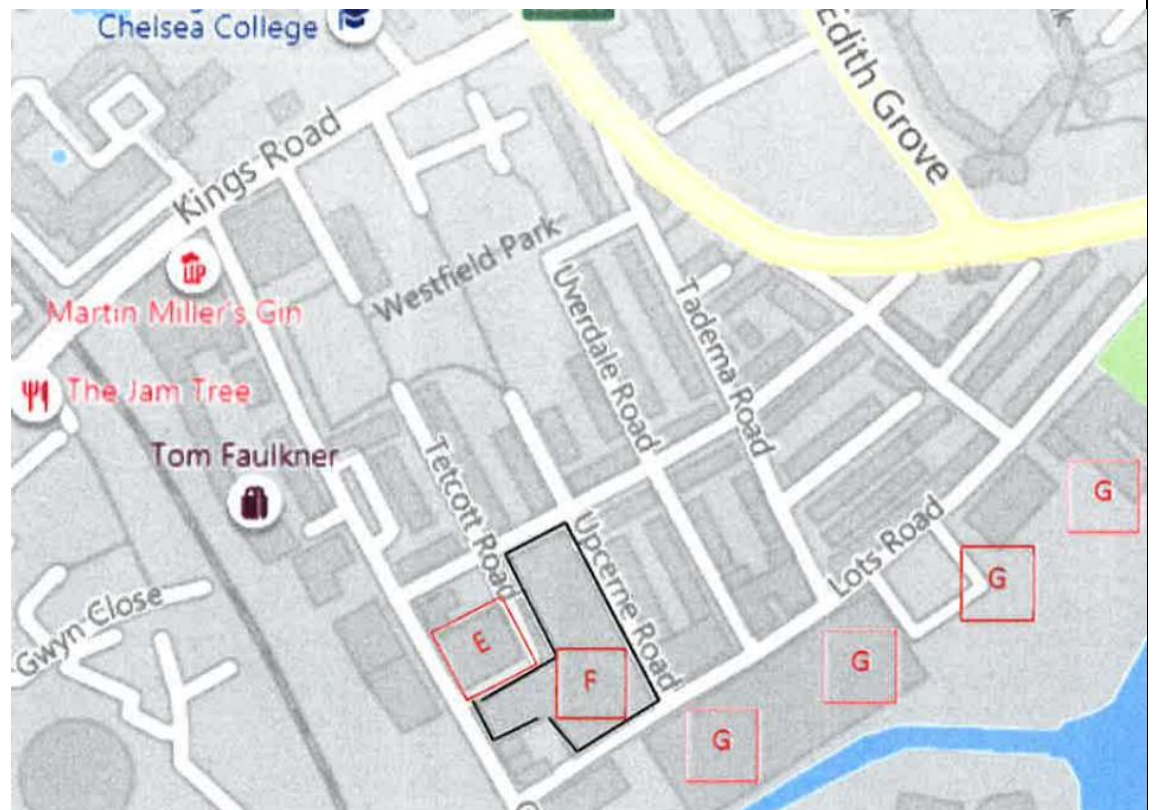
Picture 2 – Tetcott Road facing north

Junction with Burnaby Street



Picture 3 – Burnaby Street facing West

Picture 4 – Burnaby Street facing East



Picture 5 – Map of area

- E. Worlds End Studios
- F. Chelsea Academy School
- G. Major Development building sites

Objector 12 (The Committee, Lots Village Chelsea)

The School Street for the Chelsea Academy has been operational for a couple of weeks now and there are many issues that have arisen, which unfortunately has made the local area less safe for the rest of the community.

We do wish to give the School Street a fair chance, but some of the issues that have arisen could be addressed in a way, so they do not have such a negative impact on the rest of us.

The school children are being asked to queue outside in the mornings, but this has resulted in terrible noise, large groups of unattended children blocking pavements, leaning on our cars, houses, and railings. We would obviously prefer students to keep to the Academy side of the local streets, and to leave a way through so that all members of the public can also safely use those streets. We suggest that the northern pavement on Burnaby Street is kept clear so that residents can enter and exit their properties without having to pass through school children and for staff to arrive in a timely manner to supervise them.

As we suspected, parents are still driving their children to school. Some are arriving before the closure times. Others are pulling up wherever they can, including double yellow lines and the pavements. Some are parking on corners and blocking the dips in the pavements. Many are idling their engines. Neither the warden nor staff on duty seem to be approaching these parents to educate them about switching to other modes of transport. Would it be possible to encourage parents to switch off engines and to consider not driving their children to school and to be asked to park responsibly if they do?

The barrier is being extended across the entire road surface, so cyclists have been mounting the pavement to pass through. Is it possible to allow sufficient room on either side for cyclists to avoid this problem?

On some occasions the barrier is being extended and then left unmanned while presumably they attend to other matters. This is obviously unacceptable. Before extending either barrier there must be sufficient staff on duty, or they should not be extending them.

We've also noticed that they are not adhering to the advertised times but are frequently a few minutes late or early.

The school's catering service has been using Tetcott Road instead of the designated delivery area on Lots Road but we understand that this problem might now have been addressed by installing a door code entry system so we hope not to see any more delivery trucks on Tetcott Road.

It is not always possible to arrange for deliveries to be made at a specific time so it would be good to know that should a delivery van come when the barriers are up, they will be let through.

We will continue to monitor the School Street operation, but kindly request that the issues we have raised in this email are addressed in the meantime.

Objector 13

This road closure is an ill-conceived concept. It does nothing to safeguard students that a school ban on mothers dropping their children off behind the school would do. It is an inconvenience for residents and has added to the weight

of traffic in lots road (in front of the school) making it more dangerous for students and residents alike.

I would like to register my objection to the scheme.

Objector 14

I was very supportive of this idea to begin with, and I do not know if School Street trials have worked better in other areas, but for Burnaby Street, I do not think that it has made school drop off/pick up times safer or easier or more environmentally friendly. I live on Uperne Road, and often need to drive to and from my house during the School Street closure times, but have found it extremely chaotic with Burnaby Street closed - many cars instead just stop and drop off / pick up children on Uperne Road instead, and the students walk in the middle of the road, while traffic is building up with other motorists trying to get round the small closed off area. I am personally therefore not in support of this.

Negative comments from the snapshot survey conducted between December 2021 and January 2022

Objector 15

Terrible idea, the only thing this has done is created further traffic in the adjacent roads. Near the barriers there is a queue of cars dropping kids off reversing and not being careful at all - rather than being cleaner and safer it seems to be creating more traffic and more hazards for pedestrians or cyclist. This idea is a terrible as Hammersmith and Fulham closing off the imperial wharf road.

Objector 16

Parents dropping of and picking up children at the school now park in Lots Road causing more congestion and danger, especially as there is a double-decker but that uses Lots Road and now has a very narrow street to use - caused directly by selfish parents. I would suggest cancelling the Burnaby Street closures

Objector 17

It has significantly increased traffic on Lots Road, of which there is much more congestion than previously. In addition, the school children are still likely to get hit by a vehicle on Lots Road (as I have seen them run towards the C3 buses on Lots Road). Also, the teachers who stand on duty on the School street, just stand there (with no masks) and don't tell off the children who are so loud and shout a lot when school is finished. In my opinion, it is a disaster, and just moves the traffic problems to another road nearby.

Other comments

Support received before August 2021, to the first ETO

1. I support Chelsea Academy's School Street
2. We live in Tetcott Road. We strongly support the closure of Burnaby Street for school arrivals and departures

Follow up email, for the second ETO, after August 2021:

Just to say how glad we are that you have extended the road closure in Burnaby St. We are residents in Tetcott Rd and although it is mildly inconvenient for us on occasion, it greatly improves the welfare of the community and the safety of the children.

3. I believe this idea to close the road between peak hours of school is a positive thing and I recommend this to continue.
4. I am writing as a parent of year 7 pupil at Chelsea academy in regard to the pedestrian zones put in place at the beginning and end of the day. This safety precaution has been so great, to know that our children are safe on the roads. There are many youngsters coming out of school, without adult accompaniment, in their masses and the idea of cars being present would be incredibly dangerous and very concerning. I fully endorse the pedestrian zones put in place and very much hope the road safety for our children can continue as essential protection for them.
5. We appreciate that Burnaby Street will be held off when students come in and out of school.
Thank you for taking measures in place for safety of students
6. I just wanted to write in support of the School Street initiative in RBKC, which has promoted pupil safety at my daughter's secondary school, Chelsea Academy on Lots Road due to the traffic closure on Burnaby Road where the pupils enter the school. In addition to reducing air pollution, a scourge of inner London schools, the absence of local traffic has considerably reduced the risk to pupil and staff safety at the school.
7. As a parent of a child at Chelsea Academy, Lots Road, I support the School Street initiative of Burnaby Street as a safety improvement for all the students.
8. Thank you for allowing this experiment to take place as this does give peace of mind to myself as a parent, as my Son ride to school and often using the pavement due to the heavy traffic flow around the school area, most schools and their position are a lot safer than the position of the Chelsea Academy.
It would be a great achievement of safety if these times were permitted as a permanent feature of the school life and road safety for the children who attend the school.
9. I totally support the continuation of the above scheme for children safety and cleaner air around the school. Ideally all of them as it's for the safety of all school children but if I can only choose one my interest is in Chelsea Academy.
10. I fully support Chelsea Academy's School Street. The area is much safer for the children.

Positive responses from the snapshot survey conducted between December 2021 and January 2022

11. Since the introduction of the School Street scheme the number of cars waiting at the end of the school day (often with engine running) has decreased. I am sure it must feel much safer for children making their way towards the King's Road through Westfield Park as there is no longer any through road traffic on Burnaby Street.

Although I have a School Street permit I only use my car when totally necessary and avoid the times when the road is closed-which is only for a short time in any case each school day.

12. I think that this is a great way for school-aged children to go to school safely without the danger of getting hit by cars, and it does encourage active travel in some way. However, I feel like closing just one street doesn't really encourage that much active travel. Perhaps closing more roads or adding new features such as wider pavements and/or cycle paths for children to get to school can encourage more active travel, as the area is generally full of motor traffic.
13. I feel my child is much safer walking into school without traffic. I do hope this road closure continues.
14. The street need to be painted to match the Academy.
15. I feel this closure has allowed the students a great deal more breathing space and much more safer during the busy entry/exit times. Therefore, would like to see it is made permanent.
16. For Chelsea Academy this is less about encouraging children to change their way of getting to school (most come on foot or by public transport anyway) and more about a great deal more breathing space during the busy entry/exit times for 1200 students.
17. This must continue. As a parent, sending their child to secondary school, this has made me less anxious knowing access to the school is safer. The borough seriously needs to think about sustainability long term. Please keep this scheme.
18. The school street makes the exiting of students much safer at the end of the day, and reduces their exposure to pollution from idling cars.
19. My two boys attend Chelsea Academy and I am much happier that they are safer with this in place
20. When the streets around the school are not congested with cars and motorbikes, it is less likely that abuses are committed against students by students as visibility is higher and active or passive control from teachers, parents and other students is easier. I feel therefore that School Street provides added physical safety to the students together with reduced traffic, cleaner and quite environment.
21. Its bad enough that there is major building work going on in the old power station close by creating dust and pollution I would like to know there's a little less pollution with no card in the mornings and evenings near the school. It's also safer.

**Council's
response to
objections**

It should be noted that comments received above include 14 comments received during the first experimental order made for Chelsea Academy's School Street. The second ETO was made in August 2021. As such some of the comments and officer responses above/below have previously been reported.

The School Street was introduced to tackle congestion and vehicular bunching in the Lots Road area, with the aim to provide a safe space for students and residents during the peak morning drop off and afternoon pick up times. The reduction of vehicles reduces air pollutants and unnecessary idling from directly outside the school gates. Vehicles accessing and servicing the area are dispersed to the surrounding streets during the enforcement of the School Street, with most traffic utilising both the western and southern arms of Lots

Road to complete their journeys. The Council has not received any significant evidence of traffic and congestion outside the closure area thus far.

Parental parking

There is no legal mechanism by which the Council or school can prevent parents from driving to and from school. Parental parking was an observed issue prior to implementation of the School Street. There has not been an increase in parents driving their child/ward to the school, and currently only 5 per cent of students arrive to school by car or car share. There have been numerous comments from residents stating that a number of parents are blocking roads, mainly at the entrance points of the School Street and taking up residential parking spaces in the surrounding streets. Officers on site have noticed a number of parents driving within the vicinity of the barriers, however, this number still remains small, with children mostly walking to school from numerous bus stops to the north and south of the school.

Enforcement

Stewards receive training prior to the School Street launch to ensure that the barriers are properly managed and maintained. Barriers are kept on the school site and rolled out during the enforcement timings. Comments by objectors stated that the barriers were not being used for the full duration of the temporary closure. Officers have noted that at times, the barriers were erected no more than five minutes after the start of the closure period, which does not raise a concern as it still falls within the legally enforced timings. Stewards understand that the barrier should never be used outside of the agreed times, as stated on the Pedestrian and Cycle Zone signs on Burnaby Street.

Stewards are also required to remain by the barriers in order to allow exempt vehicle access in and out of the School Street and understand that it is recommended to stand on the pavement when it is not necessary to open or close the barriers. Stewards are expected to open one end of the barrier to allow vehicles to exit the scheme. The School signs a Memorandum of Understanding with the Council that clearly sets out the roles and responsibilities in regard to the School Street. Vehicles should not have to mount the pavement in order to exit. A gap is left between the barrier and pavement at all times to provide access for cyclists entering and exiting the closure zone. These barriers are used in order to assess the benefits and effects of the scheme. Permanent enforcement, such as bollards and camera enforcement, is considered and consulted on permanent schemes.

A comment suggested that the early exit on Wednesdays is preferred by residents as the barriers are not typically used on these days. The Chelsea Academy School Street should always be enforced by the barriers provided to them by the Council and officers have reminded the school of this requirement.

Like many other boroughs, the Council moved away from providing "lollipop people" to schools, and primarily focus on developing a school travel plan with each school, with the Council proving safe crossing training to the children at these schools.

Assistance from Civil Enforcement Officers can be requested at any time from parking@rbkc.gov.uk, to manage and deal with the inappropriate parking mentioned on Lots Road and the streets surrounding Chelsea Academy. It is important to also note that rubbish collection is not delayed or obstructed by the School Street on Burnaby Street as waste collectors are able to access the road at any time.

Exemptions

Residents, businesses, emergency vehicles and Blue and Purple Badge holders are permitted access to the School Street at all times. Residents and businesses within the closure area are able to register with the Council for an exemption, granting their vehicles access to their properties at all times, so there should be no reason why residents in the closure area should feel the need to park in roads outside of the zone. All vehicles within the School Street zone are allowed to exit at any time but are unable to re-enter without an exemption. The Council does not wish to issue exemptions to those living outside the closure, in order to keep the area as clear of motor traffic as possible. The Council accepts that this creates a degree of inconvenience for those living just outside the closure area, but alternative routes are available. School staff enforcing the closure are also instructed to permit access to the School Street area to drivers delivering to or servicing properties within the School Street zone. This would apply to tradesmen and service-providers including dog-walkers. The school believe they have permitted entry to all such deliveries/services when approached.

Since 21 June 2021, the temporary parking concessions for school staff were ended.

The first ETO and Covid-19

Following Government guidance issued in May 2020 in response to Covid-19, the Council sought to implement School Streets across our borough to aid in social distancing and encourage more active modes of travel to school with reduced capacity on public transport. School Streets were explicitly identified in the guidance as an intervention that the Government wished councils to introduce. As such, for the first experimental traffic order, we were unable to undertake the sort of prior consultation we would normally conduct before making a traffic order. The School Street was implemented under an experimental order. This meant that consultation ran alongside an experimental scheme. Residents and businesses were therefore able to write in and share their thoughts from 7 September 2020, when the first School Street trial began. Letters were sent out to residents prior to the launch and all information relating to the School Street trial has been promoted through our communication channels and the Council's website. Street notices were also put up on lamp columns around the closure area. To further encourage resident feedback, the Council undertook a 'snapshot' survey using Survey Monkey from 15 March to 25 April 2021. Letters were sent to residents signposting them to this survey. Feedback sent to trafficorders@rbkc.gov.uk as well as these survey responses have been considered.

A resident comment suggested that schoolchildren were required to queue up outside the school on Burnaby Street which restricted access to the footway and

resulted in increased noise levels. As a response to the Covid-19 pandemic, schools had temporarily introduced new measures to ensure that social distancing requirements and guidelines are followed. Covid measures have now been lifted, so there will not be a need to continue with these current measures. However, the closure zone means that carriageway space previously used by vehicles can now be utilised as additional shared space, freeing up the road for pedestrians and bikes if school children are utilising the footway for queueing.

School Street Trial

The Council's practice is to introduce School Streets on a trial basis for between six and eighteen months. This allows officers to properly assess the efficiency of the scheme and to understand the effect of the changes. In September 2021, the School requested a change to the enforcement timings – on Wednesday afternoons – which meant that a new Traffic Order was created, essentially restarting the timeline for the trial. The School Street has now been enforced with these new changes for six months.

A comment suggested that a letter sent by the Council omitted to mention the early closing on Wednesday. In a letter dated 6 September 2021, the School Street timings are noted, with the addition of the new timings on Wednesdays: *The School Street closure is in effect from 8.05 – 8.45am and 3.25 – 3.50pm Mondays, Tuesdays, Thursdays, and Fridays and 8.05 – 8.45am and 2.25 – 2.45pm on Wednesdays, excluding school holidays.* These letters were sent to residents in the immediate vicinity of the School Street, extending up to the northern edge of Westfield Park, west to the Lots Road, south to the river and west to edge of Tadema Road. All households and businesses within this zone would have received letters from the Council regarding the Chelsea Academy School Street.

The extent of the School Street area is determined by judgements about the optimum balance of benefits and disbenefits. Extending the school street to encompass a wider area seems unlikely to be supported - the Council has not received many requests for this. Increasing the closure would also require additional barriers with additional closure points, which would need to be stewarded at all times and it would not be reasonable to ask the School to do this.

Officers ran a second 'snap-shot' survey in December 2021-January 2021. 29 responses were received, and the comments are included above.

Chelsea Academy School

Chelsea Academy has made efforts to promote sustainable and active travel, highlighting the importance of road safety and is Gold-accredited under Transport for London's STARS scheme.

The Council cannot impose staggered entry and exit timings for schools, nor dictate which entry gates should be used as the primary point of access. During the Covid-19 pandemic, we saw schools adopt new measures to ensure that social distancing requirements were met, but as restrictions have been removed,

	<p>we believe that schools across our Borough will return to their pre-pandemic procedures.</p> <p>Currently the school has a shared pedestrian space on the southern arm of Tetcott Road, which provides ample space for students traveling to and from school. There are also school keep clear markings outside the entrance on Burnaby Street. The School Street is an additional safety measure to assist the School in providing a safe environment for pupils. Prior to the School Street scheme, the western arm of Burnaby Street, directly beside Chelsea Academy, was typically used as a rat run for motorists which increases the danger to pupils during the morning drop off and afternoon pick up times.</p> <p>Issues not directly related to the provision of a school street</p> <p>In response to fixed signage for 'no idling' signs, (and although not directly related to the school street) the Council must take into consideration the size and weight that each sign places on the column to which it is attached. Excessive weight load on lamp columns from numerous signs poses a risk to pedestrians and schoolchildren alike. It is important to note that signs are placed at different heights in order to ensure that motor vehicles and road users can easily read and respond to the requirements of the road. 'No idling' signs are not official road signs and are generally placed at the height of a driver seated in their vehicle potentially idling at the kerb side. They are therefore made from Correx so that they are not a hazard to passing pedestrians.</p> <p>Buses in London are managed by Transport for London. The Council is therefore unable to divert or make amendments to current TfL bus routes and schedules, but supports the provision of bus services through the Lots Road area. Transport for London are currently consulting on withdrawing the C3 bus that serves Lots Road, however plan to extend the 27 bus to service the area in its place.</p>
Decision	Officers recommend that the School Street for Chelsea Academy school be made permanent, restricting motor traffic between the hours of 8.05 – 8.45am and 3.25 – 3.50pm Mondays, Tuesdays, Thursdays and Fridays, and 8.05 – 8.45am and 2.25 – 2.45pm on Wednesdays.
Date of decision	12 July 2022