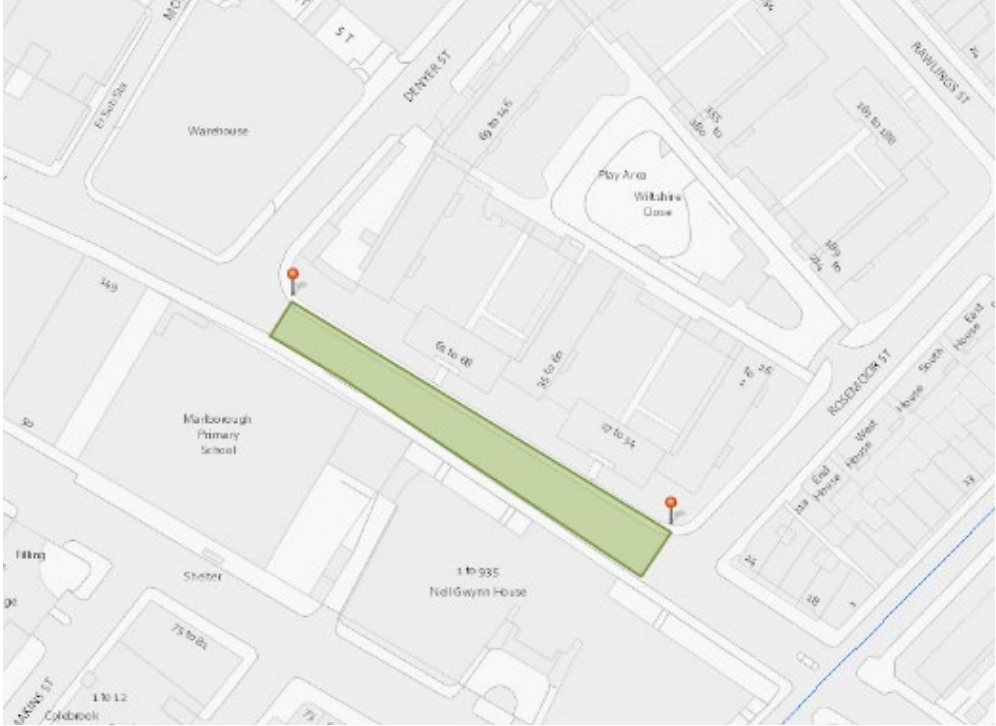


Traffic Management Order Proposed Changes

Proposal Reference Number	School Streets Experimental Traffic Order (ETO) starting March 2021 – (Marlborough Primary School)
Ward	Brompton and Hans Town
Street	Draycott Avenue
Title of Proposal	Experimental School Streets (March 2021)
Proposed new restriction	To provide a School Street pedestrian and cycle zone in Edge Street on a permanent basis. All motor vehicles will be restricted from entering the closure during 8.30 a.m. and 9.05 a.m. and between 3.15 p.m. and 3.45 p.m. on Mondays to Fridays
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 020 7361 2521 school.travel@rbkc.gov.uk
Date order effective from	26 March 2021
Number of objections	Seven objections, six received before the scheme and one negative comment received during the post-implementation snapshot survey. Nine additional comments, seven supporting the proposal of the scheme during the consultation and two positive responses to the snapshot survey, and one neutral comment referenced in 'Other Comments'

Reasons for objections

Objections received during the Consultation Survey between December 2020 and January 2021

Objector 1

The proposed Scheme will mean a considerable increase in traffic in Rawlings Street, which is the next street to Draycott Avenue and much narrower, and where I live. So far from improving my air quality it will make it worse as there are likely to be traffic jams. I hope that the situation will be monitored so that changes can be made before the four months are up.

Objector 2

I am travelling 10 miles to drop the kids to school... where should I park??? Horrible idea... could use speed bumps instead...

Objector 3

Its already challenging for local residents to get around in their local area by car, this is a waste of taxpayers' money, and seems to be an attack on Local residents such as myself who will bear the brunt of the fines when I no doubt forget they can't go down part of their own road!!

Objector 4

This will only create more cars congestion in the neighbouring streets, creating chaos in our street

Objector 5

I don't see why it is necessary. It is not at all a high traffic area anyway, even less so these days. Most of the kids seem to walk to school. Most of the kids in the area actually attend private schools in the area. It is not a community issue.

Objector 6

It is totally unnecessary. This is a very quiet street and the cars and general business during school drop off and pick up is normal. This is a waste of time and money. No barrier is needed, and this is ridiculous.

Negative responses received during the Snapshot Survey between December 2021 and January 2022

Objector 7

The new school street may be advantageous for the students and parents but is chaotic and confusing for drivers and pedestrians. This is due to the school blocking the main road and the zebra crossing which everybody uses. The new school street causes chaos for drivers coming out of the t junction, and drivers on the main road.

This even causes more hazards as the school is opposite a building site and housing estate.

Other comments:

Support received during the Consultation between December 2020 and January 2021

(it is important to note that these comments were received before the introduction of the School Street)

Below are comments that supported the scheme in part

1. We have grave concerns for the extra amount of vehicles that will be pushed out to immediate surrounding streets like Milner Street as it will not only be for the 2 x 35 minutes but for people who are early and/or late in dropping or collecting their child will be parked outside of the zone. As you well know, parking is at a premium in this borough and either permit holders who would not normally park there will need to park in resident bays, thus taking up more spaces OR will be on single and double yellow obstructing traffic. This already happens around the school currently. Also, we object against the installation of a manual barrier as this can easily be abused, is unnecessary and it looks terrible as well. We feel the school should be able to communicate with the parents about proper road use as other school in the area do. This kind of 'service' has not been extended to any of the other state or private school in the direct vicinity.
2. Parents already park their cars on pavements on yellow lines and take up residents parking bays with hazard lights on and engines running. This will get worse if scheme is implemented. This should be controlled by parking wardens.
3. Parents should be allowed to drop children off in their cars if they cannot use other means of transport without causing significant difficulty in their lives. Parents need to ensure children arriving in cars safely make it to the school gates without having to drop them off some distance away as this would be unsafe and scary for young primary school children. A street trial seems more relevant for Sloane Avenue

Below are comments that fully supported the scheme

4. It would be fantastic for the school, the local air quality and the local area.
5. Brilliant idea parents use to many cars outside schools it gets packed with cars. Let them walk or get the bus
6. I support all measures to take cars of the streets and encourage people to cycle or walk. I am shocked at the hostility of RBKC to cycling but would view this street closure as one small success.
7. It's a very dangerous street when the children are leaving school. Many cars use the street as a shortcut and the congestion of parents parking irregularly makes it more dangerous. It's a nightmare trying to walk by the sidewalk congestion, and they are not courteous enough to allow residents to get by. I frequently have to walk in the street to get by. I detour, if I can, during school hours. Some of the parent/children are quite rough.

Positive response to the Snapshot Survey received between December 2021 and January 2022

8. If this will prevent even a very small accident, it is worth it.

Neutral comment received during the Snapshot Survey between December 2021 and January 2022

	<p>1. I'm a resident of Rawlings Street, which is the nearest parallel street to the Draycott School Street. Unfortunately, Rawlings Street becomes the diversion street during the closure of Draycott Street. Rawlings Street is a short, but very narrow street allowing single cars. When cars divert from each direction onto Rawlings Street at the same time, it creates significant problems for drivers, who must back up to a place where they can let the other car pass. Typically Rawlings Street has very few empty parking spaces for cars to "duck into" to let another car pass. I'm not a traffic engineer, so don't know the solution to this problem. However, it is unfortunate that the "rat run" street is such a narrow street.</p> <p>Btw, this survey is very weak. As a survey scientist, I'm not sure what useful questions the data will allow you to answer.</p>
<p>Council's response to objections</p>	<p><u>Exemptions</u> Residents residing within the School Street enclosure area are invited to apply for an exemption which allows their vehicles access in and out of the closure at all times. All vehicles parked in the closure area are allowed to exit but cannot re-enter the zone while the closure is in place.</p> <p><u>Signage</u> Road signs setting out the timings of the School Street are erected at each closure point. The School Street is enforced by physical barriers, making it highly unlikely a driver could forget and enter the school street during closure times. No fines are issued. Stewards receive training on the management of the barriers, ensuring that the equipment is used safely and efficiently. Whilst never attractive, the barriers are collapsible and only used for short closure periods. Outside of these times, school staff will store them within the school grounds. If made a permanent scheme, permanent enforcement measures, such as the use of bollards, will be considered.</p> <p><u>Guidance for motorists</u> Officers understand that some parents rely on driving to and from school. Closing a short section of road immediately outside the school does not prevent this. Parents are encouraged to park outside of the zone and continue their journey to school by walking, scooting or cycling. This allows the immediate area outside of the school gates to remain less congested and encourages a modal shift to more active and sustainable modes.</p> <p>Vehicles driving southbound on Denyer Street should turn right at the junction with Draycott Avenue in order to continue their journey. The School Street is enforced by two barriers at either end of the enclosure: one on the western arm of Draycott Avenue, where there is currently a pedestrian crossing and the other on the eastern arm at the junction with Rosemoor Street.</p> <p>The Draycott Avenue School Street has received a fairly balanced number of comments, and it is noted that most of the objections received were made in advance of its introduction. Officers have not received additional comments since the implementation of the scheme and believe that with additional steward training, the scheme can continue to provide a safe environment for local residents and families alike.</p>
<p>Decision</p>	<p>Officers recommend that the Draycott Avenue School Street be made permanent, restricting motor access from 8.30 a.m. and 9.05 a.m. and between 3.15 p.m. and 3.45 p.m. on Mondays to Fridays</p>

Date of decision	17 June 2022
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