

Traffic Management Order Proposed Changes

Proposal Reference Number	School Streets Experimental Traffic Order (ETO) starting March 2021 – (Fox Primary and Hawkesdown House School)
Ward	Campden
Street	Edge Street
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 8.15 – 9 am and 3 – 4 pm 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	17 objections, 11 received during the pre-implementation consultation, three objecting to the ETO and three comments in response to the post-implementation snapshot survey. A further 30 supportive comments, and one neutral response are referenced in 'Other Comments': 17 supporting the proposal during the pre-

	implementation consultation, two emails in support of the current ETO and 11 supportive comments in response to the post-implementation snapshot survey.
Reasons for objections	<p><u>Responses to the traffic order consultation between December 2020 and January 2021</u></p> <p>Objector 1 2020-21 All this will do is redirect school drop off traffic to Kensington Place, so no improvements in pollution to either residents or pupils. It will also increase foot traffic through the small alley between Kensington Place and Edge Street, making social distancing more difficult. Unless this rule is also applied to Kensington Place, I don't see this as making any kind of difference.</p> <p>Objector 2 2020-21 Will the bottom half of Kensington Place also become a School Street? The nursery at the bottom of the road also suffers from idling engines and could be more affected if the school traffic from Edge Street will be forced to go along Kensington Place. The idling engine problem for the Edge Street schools will simply be moved to Kensington Place, making no difference to pollution levels to the children or residents. I believe it will cause a traffic jam on Kensington Place twice a day, which already is an issue, unless Kensington Place is added to the School Street exemption.</p> <p>Objector 3 2020-21 This is completely unnecessary. The school is in a narrow dead end street where there is an extremely low likelihood of vehicles posing a danger to schoolchildren. This will only lead to increased congestion on Kensington Church Street and other nearby streets (including where I reside) as parents try to find alternative routes to drop off their children, as well as deliveries being disrupted.</p> <p>Objector 4 2020-21 I commend the efforts to encourage more trips by walking, cycling and public transport but feel this proposal is not the best solution. We have three schools in close proximity - Fox Primary, Hawkesdown House and Pippa Pop-ins. Cars drop off and congregate on Edge Street and Kensington Place. If you restrict Edge Street, you will drive more parents (in private cars and taxis) to Kensington Place. The restrictions on Edge Street also seem complicated - a manned barrier and, initially extra traffic wardens. There are two businesses on Edge Street that have been there for many years - Smith & Hunter and the Life Center. By putting a barrier and restricting access these businesses could suffer. Both are extremely courteous and work with the neighbourhood. Also, the burden is put on residents to apply for an exemption. Why can't the burden be put on the parents who are unnecessarily using private vehicles and taxis to drop off and pick up their children? Surely you could post a sign that there is a fine of say £50 for drop off and pick up with a private vehicle or taxi during the times proposed. You could have a traffic wardens at the bottom and top of Edge Street, the raised school crossing on Kensington Place, and in front of Pippa Pop-ins who could take pictures of the registration plates of offending vehicles and the council can mail tickets to them. It seems this would be cost effective and revenue producing for the council. I strongly oppose the current proposal, but commend the objective. You cannot consider Edge Street without taking into account the impact on Kensington Place.</p>

Objector 5 2020-21

The School Street would create a lot of annoyance for residents of Hillgate Village with more parents parking their cars in our very narrow streets such as Hillgate Place. The whole Hillgate Village would end up congestionned, noisy and polluted and the residents' cars usually parked in front of their houses would be scratched since non-residents are not used to drive in such narrow streets

Objector 6 2020-21

I am not in favour of the proposed scheme for the following reasons. 1. It will cause other obstructions in nearby streets where there usually are no parking spaces available 2. How will parents look after their other children if they are left in the car which is parked out of sight. They will have to bring them to the school running down the pavement which will be very dangerous 3. What is the cost of setting this scheme up and the running costs and who is going to man the barrier and police the scheme. Not practical to ask parents to man the barriers

Objector 7 2020-21

1. The problem is already bad in Kensington Place and Peel Street as well as Edge Street. This proposal will merely intensify the issue in those streets. 2. A physical barrier will cause tail-backs into Kensington Church Street and create fresh dangers for school children and other pedestrians. 3. The stated reasons for the proposal are spurious. (A) Removing the option of using a car does not make it easier for people to choose alternatives: it forces them to do so. (B) If parents are so indifferent to the health of their children that they drive them to school instead of walking, then it is no business of the Council to make token gestures towards salvaging it. Further, it is absurd to treat air quality on a one street only basis: it is a city-wide issue. 4. The proper way to regulate school traffic is to make byelaws empowering the Council to impose escalating fines on anyone using a motor vehicle to take a child to school. This would resolve the problem for Edge Street and also surrounding streets, without inconveniencing local residents.

Objector 8 2020-21

Congestion and pollution will be moved to the surrounding streets ie Kensington Place. During the present pandemic Kensington Place (KP) already suffers from parents not complying with social distancing whilst waiting outside of the school entrance. Anyone walking along KP has to negotiate around these parents. Under normal circumstances not a problem, but covid-19?????

Objector 9 2020-21

It will not be possible to drop off or pick up my child since we can only drive him to school.

Objector 10 2020-21

For families who do not live around but need to go to school (Hawkesdown is an independent school where does not require families to live close) will be much of troubles for dropping off and picking up daily. Even though I live very close to the school, still for some occasions I need to drive my son from the school to other places, so by my driving to the Edge Street to pick up my son first, then to somewhere else,

would make my itinerary smoothly. Background is that my son is attending 2 schools: mornings at Hawkesdown and afternoons at Minors. For the past 3 months there were some rainy days when it was less practical for me to walk from one school to another, so on especially rainy days I did have to drive my car to Edge Street, pick up my son at Hawkesdown and directly put him on car seat, then drove to Minors so as to protect him from the rain.

Objector 11 2020-21

I have to drive my daughter to school when she stays with me in Hampstead. Travelling on busses or underground during COVID is not an option. Parking in the area is very difficult due to limited pay and display bays. So that means driving around looking for parking. I might be an outlier but you did invite parents to comment and for my family it will be a burden.

Email objections during 2021 and 2022, while the scheme was operational

Objector 12

Dear Sir

A notice has been put up at the entrance to Edge Street(cul-du-sac) on the corner with Kensington Church Street restricting entry to the street on the following times. 8:15 till 9:00 and 3:00 till 4:00 pm.

As we are a garage, and our employees and directors arrive at work at these times, as well as the customers who bring their vehicles to service or MOT before going to their work places, we find this very awkward and unreasonable and will affect our business tremendously and even may lead to our bankruptcy.

We request you to remove these conditions immediately as very few cars drive into this street unless they have business with us or the life centre.

Ask the school put up a circular to the parents not to derive their cars into Edge Street at these times to allow the children and parent to walk them to the school gate.

We wait for you prompt action and removal of this Notice.

Best regards

[Additional Email 2021]

As per the pictures attached we have noticed that the School Traffic gate has now been put up as a 'trial' this week commencing 19.04. This has deterred business from coming in preventing customers being able to drop their cars off at a crucial time being between 08:30am and 9am. We require this project to be locked into as we cannot register all customer vehicles with yourselves as we do also get quite a few drop offs. We have also lost a lot of revenue due to this.

Please get In touch with us as soon as possible and we will also call in to discuss.

[Follow up email]

As per below email we must attention this issue as this is disturbing our business and affecting our revenue being in the automotive car repairs industry so we must allow vehicles in and out especially between peak hours being from 08:15am to 9am. This then occur from 3:30-4pm again.

[Follow up email]

We revisit this issue about the restricted traffic flow between certain hours which is disrupting our business and have only noticed now a sign stating restricted traffic for pedestrians and cycles only between the most crucial time slots being 8:15-9am and 3-4pm. We must rectify this as this has affected our revenues being already down by 30%. Attached is a sign erected which must be removed. The gate that has been put up is already a burden as it is.

[Additional email 2022]

We are writing to you today in regards to the current restriction on our road due to the schools at the top of the cul de sac. This sign at the bottom of the road is really penalising our business as people are being turned away by these access hours of 8:15am to 9am and between 3pm to 4pm which is the school drop off and collection time. We need to find a way to remove this sign or alter it as it is affecting our deliveries also with van and recovery drivers hesitating to enter the road thinking that they would get a penalty fine. Please call to discuss. Attached is a picture of the sign.

Objector 13

Good Morning Mehmet Mazhar

However many times I carefully type in the link you provide in your letter, the survey does not appear in the list of websites thrown up. Unless you can try harder to give me access, I will not be able to complete your survey.

I lived in Hillgate Place for 10 years and moved to 50 Kensington Place four years ago.

My experience as a daily dog walker is that parents dropping children by car avoid the Edge Street restriction every day by driving into Kensington Place where they park on double yellow lines or anywhere at all while they drop children. I suspect there are some persistent offenders.

I have never, not once, seen any traffic officer or policeman seeking to control this parking abuse.

The other abuse that occurs almost daily is perpetrated by Fox school employees who cycle the wrong way along one way streets in Hillgate Village and on Kensington Place to reach the Fox school gate in Kensington Place. Some cycle carefully when breaking the law in this way. Others cycle fast, like thugs.

Hawkesdown school employees do the same, perhaps less regularly, to reach the alley connecting Kensington Place to Edge Street. I have not seen any of these actually cycling along the alley that is of course crowded with parents and children at the relevant times.

I have never, not once, seen any traffic officer or policeman seeking to control this cycling abuse perpetrated by Fox and, less frequently, Hawkesdown school employees.

Kensington Place and Hillgate Village generally are dangerous places to walk because of the daily disregard of the one way rules by cyclists and scooter riders, some of whom ride like thugs. RBKand C is certainly aware of this danger but for some reason does nothing to protect us. There will be an ugly accident any day.

Response from Objector 13 to Jenny Mackay (Headmistress, Hawkesdown House)

[Redacted], please thank Mrs Mackay for her thoughtful letter. Did you send a copy to Fox's?

We have no problem whatsoever with your school or with Fox's. They seem to be delightful schools.

The only irritant and it is a serious and dangerous one arises because staff, especially thugs from Fox's,, cycle the wrong way along the one way streets. Nearly all the offences committed by school staff are committed by the cyclists at Fox's.

Noone has ever seen this lone traffic warden reprimanding anyone but, I agree, he is in evidence, sort of. I wonder what his instructions are from those who are meant to instruct him?

Objector 14

I would like to comment on the impact of the Edge Street School Street morning closure.

I am a resident of Kensington Place. The morning closure of Edge Street to vehicles has just diverted parents to drop off their children on Kensington Place.

I asked the RBKC monitor who stands at the Kensington Place crossing why the cars stopping are not being ticketed to deter them from dropping off in the middle of the street. He said that he is not authorized to do that unless the area is designated a no stopping zone during the school drop off time.

I thought the purpose of the Edge Street closure was to encourage students to arrive on foot or by public transport. This is not being achieved.

Astoundingly, yesterday a car stopped (just after the monitor had left) on the raised section of Kensington Place and the driver waited with the passenger door open while the children were walked by a woman in the car down the alley to the school and then the woman returned.

If parents wish to drive to school, they should have to find legitimate parking spaces.

Kensington Place is now congested by Fox School and Hawkesdown House drop offs as well as the cars and taxis that congregate outside Pippa Poplins at the bottom of the street.

These are some of the registrations of cars that drop students off in the middle of the street on Kensington Place (this was from observing for about 10 minutes and is not representative of the full number of cars stopping).

[redacted, list of vehicle registration numbers]

Follow up email:

Following on my email of 29th May when I was shocked to see a car stop in the middle of Kensington Place and an adult get out and walk the children through the alley to the school entrance while the car waited on the raised crossing, but I thought this was a one-off behavior.

Today, in the space of a few minutes, I saw two cars stop in the middle of Kensington Place. The drivers got out and walked their small children to the Edge Street school entrance and then walked back to their cars. A line of traffic built up behind these parked and abandoned cars.

I am without words for this behaviour. I did not get the first license plate number, but the second was [redacted]

It seems that the closing of Edge Street during morning drop off has just shifted the vehicle problem to Kensington Place.

Can you kindly confirm receipt of my comments and that I have sent these emails to the appropriate RBKC department?

Negative responses from the Snapshot Survey between December 2021 and January 2022

Objector 15

It has made no real difference at all.

Objector 16

Hello, I applaud the idea in general here but as I feared when this scheme was set in place for Edge street, the cars have simply moved onto other roads. So if your plan was to make Edge street safer then it is mission accomplished. If your plan was to reduce people using cars or reduce the risk of an accident for the kids, I don't believe it has been successful.

Cars (or more accurately SUV's) form a traffic jam now on Kensington place and they stop at the small walkway that links edge street and Kensington place and let their kids out. So you have cars idling right next to the school (closer in fact to the school than they went on edge street), spewing car fumes into the kids faces and then accelerating dramatically up the road before hitting Campden Hill road.

I have only anecdotal evidence but after living here for 15 years and taking my kids to school daily for 8 years or so, I would say the traffic on Kensington place is 50% to 100% greater than before the closure of edge street.

If helpful I can discuss this but also show you pictures / videos of the daily traffic jam on Kensington place.

Objector 17

closing Edge Street has pushed the traffic onto Kensington Place which has a very narrow path on one side and has been made much more dangerous. People drop off children at the end of the alley way leading from Kensington Place to Edge Street which is incredibly dangerous. People also park on the double yellow lines which makes crossing the road dangerous. The. Plume of traffic has increased. The traffic

warden/police officer just stands there and neither moves people on or issue tickets. Whilst Edge street may be safer and more pleasant, the significant if not majority of children that come from Kensington Place have been placed in much greater danger.

Other comments:

Positive responses received during the Consultation

1. I agree with the Council's Borough transport objectives set out in your letter and support the proposals for Edge Street set out in your letter.
2. I also confirm my backing of the proposal.
3. in email from [redacted]... I write to confirm what she has said today on the phone that she agrees entirely with your decision of stopping the traffic outside Fox School.
4. While i fully support this proposal i also would like to point out actually it's merely Kensington Place that needs much better managing the traffic.
5. very much in favour of a school streets scheme being introduced.
6. I very much support the proposed school street closure for Edge Street.

Support in full, in response to the Consultation Survey between December 2020 and January 2021

7. I am delighted by the proposal. I walk with my Y4 daughter down Edge Street to and from Fox. The walk is beset with fumes from reversing cars, safe passage down the pavement and road constantly interrupted by cars parking and moving off. As such I cannot even talk properly to my child in the relaxed way I would like nor social distance from others on the pavement. And in two years I would like my daughter to walk to and from school alone to achieve some independence and this propos wi make that much more attractive and safe for her
8. It will improve the quality of life and enable social distancing.
9. A great idea! Please can you also install a pelican crossing at the north end of Campden hill road to avoid kids being run over there when they cross?
10. Amazing initiative Congestion of SUVs every morning, idling vehicles etc. Not good for the children!
11. This is an excellent idea. Edge Street has been dangerous for drop off at both schools with insufficient waiting space for parents/carers and children. There

have been many near misses. This would make a huge difference to the safety of all.

12. I fully welcome the proposals which will protect the safety of the children and reduce congestion and emissions. I also strongly support RBKC's initiative to impose 20 mph speed limit throughout the area

13. Very pleased this is finally being done. Its very unhelpful in many ways to have so many cars and a garage on the same street as TWO schools for young children.

14. It is a wonderful idea. Long overdue

Support in part, in response to the Consultation Survey

15. I am concerned that all the cars will clog up Kensington Place and use the walkway between to access the school. You need to lock a gate to prevent access from Kensington Place.

16. If this is to be done, a similar measure would have to be introduced for Kensington Place, otherwise the congestion on Kensington Place would be even greater than it is today. It is much easier for cars to drive down Kensington Place, pick up / drop off and then carry on down the road than it is to have to turn round in Edge Street.

17. Please do the same for Kensington place as people already drive up the road and drop their kids on the crossing. So car journeys arent reduced, pollution is moved 20 metres from edge street to Kensington place and there is zero social distancing in the passage linking the two streets.

Letters of support received between 2021 and 2022, during the implementation of the scheme

18. I am writing to support the measures introduced on Edge Street as a resident of RBKC

Firstly, I have heard positive feedback from those working at the school and parents.

Secondly I support the principle of school streets whereby you are making the space directly outside the school and approach more accessible and safe. This is such an important measure to encourage active travel, reduce road danger around the school at arrival and finish times as well as one hopes reducing air pollution in the immediate area at those important times.

Given the small catchment area and provisions for disabled access this is a sensible measure to reduce the car school drop offs (short car journeys) in line with government and Mayor of London transport policies. Further consideration should be given to what measures need to be introduced to disincentivise those who may drop off by car on surrounding streets.

I would support the school street being made permanent and that it is done in a way that does not rely on volunteers to manage vehicle access (this is key to scaling up school streets across the borough in a sustainable way) e.g. use of automatic bollards/CCTV

19. As Fox School Association Co-Chairs we are writing on behalf of all Fox Primary School parents to ask you to implement a permanent school street closure system in Campden Ward of RBKC.

We are concerned about the safety of Fox Primary School children in the roads surrounding Fox Primary School, specifically Edge Street, Kensington Place, Kensington Church Street and Campden Hill Road.

There have been several near misses of child injury on Kensington Church Street and Campden Hill Road. There have been numerous near-fatal incidents at the junction of Edge Street and Kensington Church Street where the pedestrian crossing is located. Parents and children use this zebra crossing to access the school and the amount of traffic during peak hours is intense.

Other cases included hitting an empty pram and a tree outside the school entrance on Edge Street. It is also extremely difficult to cross Campden Hill Road at the top of Kensington Place. The traffic is at the level that it is only a matter of time before there is an injury and the danger is ever-present.



Parents are concerned for their childrens' safety which resulted in a temporary street closure pilot project which has been run by the Fox Community for more than six months and has significantly increased the safety of Edge Street.

Parents at Fox Primary School and Hawksdown School have been volunteering their time every morning and afternoon during term time, to ensure the continuity of the School Streets Scheme.

The temporary solution has been to erect mobile barriers at the end of Edge Street during drop off (8.30am to 8.50am) and pick up (3.30pm to 3.50pm) Monday – Friday during term time, and parents have worked tirelessly to enforce this. The parent community are eager to implement a permanent solution due to increased abuse from drivers who do not view parents as an appropriate authority. This solution is very much temporary and is proving unsustainable, it **does not** solve the problem for either Fox or Hawksdown School in the long term.

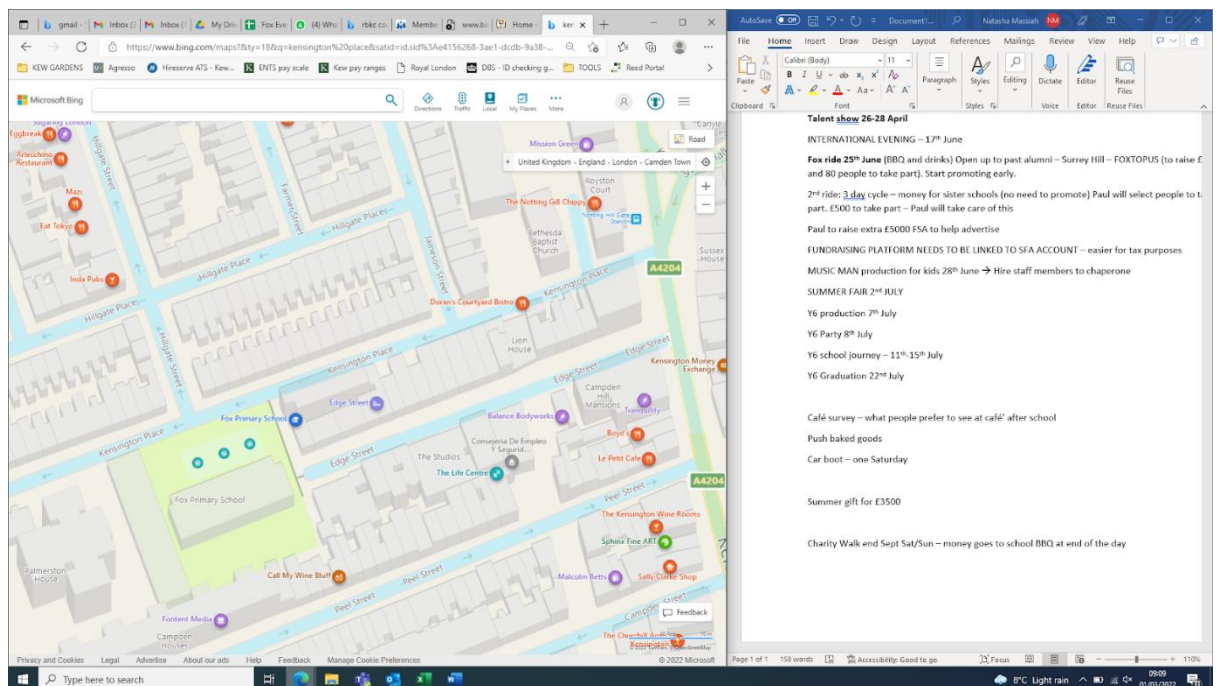
As a result, we would like to propose the following long-term solutions:

For Edge Street:

- **Signage** asking **ALL** drivers not to enter the street between the hours of 8.30am-8.50am and 3.30pm-3.50pm.
- **Electronic barriers** (remote controlled or number plate recognition) on Edge Street (Point B or C) OR **Automated Number Plate Recognition (ANPR)** (Sutton council school street safety scheme introduced by Sutton Council introduced from 1 November 2021, Lambeth Council 2019)
- Residents and businesses can register their registration plates with either the automated barriers or Automated Number Plate Recognition or use an access fob, depending on the solution selected.
- In addition, or alternatively **extend the pedestrianised area** in front of the Fox School entrance gates to protect the children from being hit by cars.

For Kensington Place:

- **Lollipop person** on Kensington Place (See point A on map)
- **Zebra crossing** on Kensington Place (See point A on map)



CBSA

For Campden Hill Road:

- Proposal for the council to consider moving the Airlie Garden zebra crossing to the top of Kensington Place which will benefit Fox primary students as much as Holland Park School students.

For Kensington Church Street:

- Council to assess the risk to children's safety crossing this road.

Lastly, we'd kindly like to ask for your availability so we can organise an onsite visit with you one morning as it would benefit all parties involved for you to witness the complexity of these access points first hand, and subsequently assess the risks surrounding the school street and we can explain further the solutions proposed.

If you would like to get in touch with us you can reach the *Fox School Association* on fsachair1@gmail.com or address a letter to *Fox School Association, Fox Primary School Kensington Place, London W8 7PP* or call *Fox Primary School* on 020 7727 7637 or our personal mobiles *Nuriya Yusupova (07540 194962), Angie Birch (07866 741392) or Natasha Massiah (07497 369494).*

We look forward to hearing from you.

Positive comments in response to the snapshot survey between December 2021 and January 2022

20. I think it is good but please can the rubbish collection in and around the school gates and walls be more rigorous, the empty food containers, discarded masks etc have made it a nightmare of litter for the local residents.
21. I am highly supportive of this School Street. It has made the school drop off and pick up safer for children and parents and more pleasant. It is also a good way to bring the school community together.
22. It makes the street much safer for children and residents.
23. It is a much safer solution for children going to and from school.
24. Would like to see more permanent automatic rising bollards.
25. It greatly enhances the safety of the children. It's quite stressful on days when the street has not been closed.
26. I wish this was a permanent fixture and also that the garage on Edge St banned customers driving in/out between 815-900am and 1525-1545pm.
Thanks
27. street closure is very good idea.
before it was very dangerous and unpleasant during rush hours.
in any case the school has a small catchment area and i believe that all parents should be able to walk/cycle/take buses.
28. Please continue Edge Street closure. It is essential for the safe approach to the schools on the street.
29. please install a fixed barrier that staff , parents can open / close easily instead of having to pick up a portable one twice a day , it will help people to proactively help and be on duty during the street closure .

30. The current manning of the barriers does not look sustainable. I would suggest either a hard solution / or a tech solution.

Hard solution, is to lose parking spaces, to create safer areas in front of schools / larger foot paths.

Tech solution would be automated barriers that close during term-times only at drop-off and pick-up. With residents and businesses having "fobs" that open the barriers when they need to access the street during drop-off & pick-up. This should be relatively low cost and very easy for residents and businesses. The tedium would be for the council, in needing to manage the delivery of fobs. However, there may be a "virtual fob" solution using bluetooth and mobile phones.

Neutral response received in April 2021

I hope you don't mind me contacting you as we have had a number of questions raised by drivers regarding the traffic order for the above school street. We flagged a number of issues around Kensington High Street with [RBKC's Chief Transport Policy Officer] last year but I understand you are the point of contact for school streets.

Our members understand there are many school streets across London and generally agree they are positive. I myself live in one of the first school streets introduced in another London borough.

However, we do have some areas where we have drivers do regular school run drop off and pick ups, often with the child being unaccompanied due to both parents working, your borough is one where this is quite common when parents stop working from home. Naturally for an unaccompanied child the driver needs to be in the line of sight to see their passenger enter the school grounds safely. For pick up the child is aware and can see the taxi and their regular driver.

We also as publicly hired licensed taxis (hackney carriages) or black cabs as we are normally identified have the same access in policy and law as buses so in the scenario referenced I note under point 2 exemptions for Dial a ride buses and blue badge holders are given for Edge Street.

2. The general effect of the Order will be on an experimental basis to provide a pedestrian and cycle zone in Edge Street (outside Fox Primary School). Motor vehicles will be banned from entering Edge Street (whole length) between 8.15 a.m. and 9.00 a.m. and between 3.30 p.m. and 4.00 p.m. on Mondays to Fridays inclusive (term time only).

[Note: Foot scooters, electric scooters, emergency vehicles, Dial-a-ride buses and vehicles displaying a valid Blue Badge are exempt from the closure. Residents and traders who live or work in the section of road referred to above will be able to register for an exemption.]

	<p>Will this also apply to licensed taxis and does this apply throughout the borough as it would be helpful to have some clarity to provide accurate information to our member drivers?</p> <p>The numbers of taxis needing to drop off unaccompanied children or need to gain access to a residential property within a school street for a passenger who uses a taxi and does not have a car or their own blue badge are likely to be small. However it was a concern taxis were not referred to or considered in the exemptions categories. It is also not possible to register a specific taxi as the passenger would hail any taxi who provides the same publicly hired service and all taxis are wheelchair accessible with a range of other adaptations to meet the needs of the travelling public and comply with the Equality Act 2010.</p> <p>If you can clarify this would be most helpful.</p>
<p>Council's response to objections</p>	<p><u>Displacement of vehicles</u></p> <p>Whilst Kensington Place saw complaints over parent vehicles even before the School Street was introduced, officers have managed the potential displacement of vehicles from Edge Street by assigning Civil Enforcement Officers (CEOs) to visit Kensington Place during the morning drop off and afternoon pick up times. CEO powers are limited as dropping off passengers is not illegal, and they can only issue fines to drivers parking inappropriately, but as uniformed officers, they can also act as a deterrent to motorists and reduce bunching/congestion on the road.</p> <p><u>Exemptions</u></p> <p>All residents and businesses residing within the exemption zone are permitted access to Edge Street at all times by registering for an exemption. Smith and Hunter have been in communication with both the Council and Schools to ensure that the restrictions do not negatively impact their business. Customers of the garage are permitted access to Edge Street at all times, without the need to apply for an exemption. The Council also provided a sign that School stewards place on the barriers, alerting customers of Smith and Hunter that they can access the street and hence, garage, during closure times.</p> <p>Emergency vehicles and residents and businesses located within the closure zone are all permitted access to our School Streets at all times. The School Street temporarily restricts all other motor vehicles, in order to reduce congestion and pollution. It would be inappropriate to restrict emergency vehicle access or restrict access for all residents to their own homes or businesses during the enforcement timings. Taxis and minicabs are required to complete drop-offs outside of the closure zone. The school can allow vehicles within the closure zone at their own discretion, ensuring that the vehicle drives slowly through the zone and is escorted by a member of staff or steward. Taxis dropping off schoolchildren can complete their journey at the Edge Street closure point, where stewards and school staff are present to ensure that the child can complete their journey safely to school.</p> <p><u>Cost and breakdown of the scheme</u></p> <p>School streets cost very little to implement, largely involving the cost of consultation with residents (distribution of letters), the purchase of two collapsible barriers and traffic order costs. The school(s) sign(s) a Memorandum of Understanding agreeing to</p>

provide stewards to marshal the barriers for the School Street. These stewards are typically school staff, members of the Senior Leadership Team and parent volunteers who wish to assist.

Enforcement

At present, collapsible barriers are used to enforce the School Street trials in our borough. Permanent measures such as bollards are only installed if a School Street scheme becomes a permanent fixture (the purpose of this report). Both enforcement measures require stewards to marshal the barrier(s). The use of Automatic Number Plate Recognition (ANPR) at this particular location would be difficult because of the customers visiting the Smith and Hunter garage. This type of customer tends to be infrequent and potentially 'last-minute' in the event of break-down, therefore unlikely to be aware of the need to pre-register their vehicle for an exemption.

The Council has not provided 'lollipop people' for very many years. It has instead focused on developing a school travel plan with each school and providing road safety training to the children. Crossing the road is a skill needed for all roads, not just the road in which their school is located or near – and providing lollipop people on every road would be unfeasible.

Pedestrianised area outside the schools' gates

Extending the pedestrianised area at the end of the cul-de-sac outside of the school's gates would restrict the ability for motorists to turn around in order to exit Edge Street and onto Kensington Church Street. As Edge Street is a cul-de-sac, with a garage on site, it is imperative that motorists are able to safely turn out of the road when needed.

In August 2019, the Council installed bollards along the kerbs that make up the end of the cul-de-sac where the two schools are located, to prevent any further damage to trees or conflict with pedestrians caused by vehicles using the turning circle.

Covid-19 and social distancing

In response to the comments regarding social distancing, the enforcement of Covid measures that were introduced during 2020 and 2021 are outside of the scope of this scheme and Experimental Traffic Order. Covid-19 measures have now been lifted. The Council does not have the power to impose fixed penalty fines for private vehicles and taxis entering Edge Street at any given time. School Streets are used instead to restrict their access during the peak morning drop off and afternoon pick up times.

Introduction of a scheme on Kensington Place

Pippa Pop-ins Nursery on Kensington Place have not expressed interest in a School Street. However, if this were to change, then officers will be able to consider an application for the School Street.

Guidance for parents driving to school

We recommend that parents opting to drive to school ensure all children accompany them safely for the short walk to the school gates. We appreciate that for some people, driving is the preferred option and during the Covid-19 pandemic, we saw a decrease in the use of public transportation. Where there is a School Street, parents must park outside of the closure zone and continue their journey on foot. Park and Stride is a method adopted by many schools to encourage children to travel to school actively

	<p>and healthily. Pedestrian training can be requested by the school to ensure that pupils and parents understand how to travel on footpaths and crossings, thus aiding to a child's development and understanding of the area.</p> <p><u>Cycling</u></p> <p>The Council cannot enforce against cyclists traveling the wrong way in one-way streets as those powers lie with the Police. However, the fact that some cyclists choose to break the law is not a reason not to implement a School Street. Edge Street itself is not a one-way street and cycling is permitted in either direction.</p> <p>The Edge Street School Street appears to have been well managed by the schools' stewards, recruiting a mixture of school staff and parent volunteers.</p>
Decision	Officers recommend that the Edge Street be made permanent, restricting motor access from 8.15 – 9am to 3 – 4pm Mondays to Fridays.
Date of decision	12 July 2022