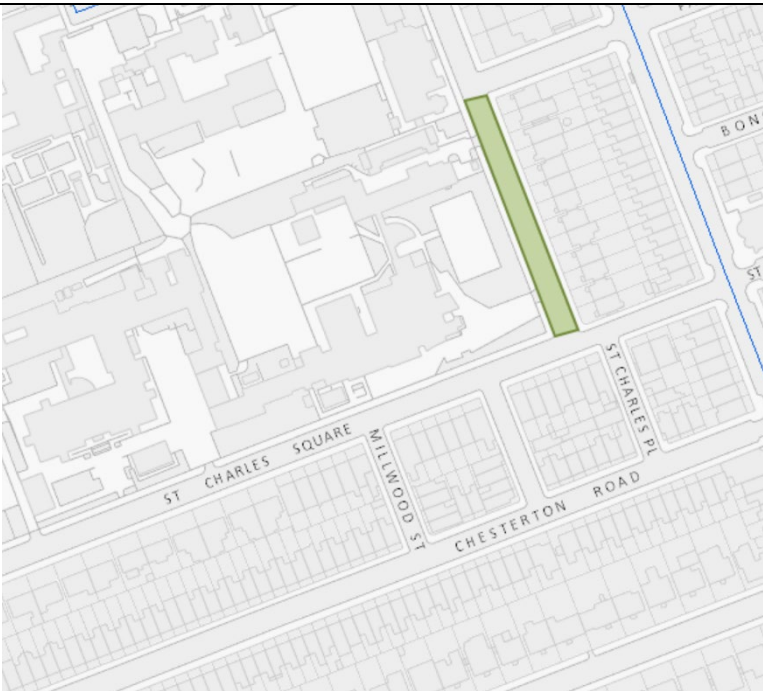


### Traffic Management Order Proposed Changes

<b>Proposal Reference Number</b>	School Streets Experimental Traffic Order (ETO) starting March 2021 (All Saints Catholic College)
<b>Ward</b>	St Helen's
<b>Street</b>	St Charles Square
<b>Title of Proposal</b>	Experimental School Streets (March 2021)
<b>Proposed new restriction</b>	To provide a School Street pedestrian and cycle zone in St Charles Square on a permanent basis. All motor vehicles will be restricted from entering the closure during 8 – 8.30 am and 2.45 – 3.15 pm Mondays to Fridays.
<b>Reason for change</b>	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.
<b>Other comments</b>	
<b>Map</b>	
<b>Lead Officer</b>	Ikram Tribak 020 7361 2521 school.travel@rbkc.gov.uk

<b>Date order effective from</b>	26 March 2021
<b>Number of objections</b>	Seven objections received, four prior to the launch of the scheme, and three during, along with 14 supportive comments: ten during the consultation and four in response to a snapshot survey, referenced in 'Other Comments'
<b>Reasons for objections</b>	<p><b><u>Responses to the traffic order consultation between December 2020 and January 2021</u></b></p> <p><b>Objector 1</b></p> <p>I live on St. Charles Sq. just outside the proposed boundary. There are two problems that it does not seem to have been thought about: 1. There is often no parking available outside my property, so I need to park in any available residents spot at night and that is often in the residents bays within the proposed school street boundary. As I don't live directly within the boundary from what I understand I would not be able to access my car during the times which would mean I would be late for work if I was parked there. As such if the school street is implemented then you should extend the boundary for exemptions to those residents with residents parking permits directly just outside the area. 2. My main objection however is that already there are many parents and carers who park badly and block in residents in the surrounding areas on St. Charles Sq. By enforcing the school street, you will merely divert the problem to the adjacent parts of St Charles Sq. where this will then be much worse. Those parents who drive their children will still drive their children. The problem is even worse with the Saturday school parents who nearly all drive and block the streets parking illegally whilst they drop and pick up.</p> <p><b>Objector 2</b></p> <p>We live at [redacted]. We have 4 small children (8 and under). There are 4 schools and 1 hospital all within a few hundred meters of each other and the problems with parking and traffic in these streets are as you know at crisis already. This has recently been compounded as St Charles Hospital has recently denoted as a covid vaccination centre resulting in a surge of vehicles needing to park. It is chaotic. We have already written to RBKC in Feb 2019 (pre covid) to [the] Senior Engineer Transport RBKC as to the insane problems with parking in the area. His team carried out an occupancy survey and subsequently converted 3 pay and display parking bays on Exmoor Street to residential to help alleviate this problem. Subsequently we have received a letter from Willmott Dixon who are developing 15-17 Hewer Street into apartments and are submitting a CTMP to convert parking into temporary facilities. We have 4 small children and absolutely support programs to reduce pollution and have cleaner air programs however your proposal simply pushes the parents/traffic into the surrounding streets therefore polluting these areas to a higher degree than they already are. We also wrote to the Caroline Dubarbier (Sustainable Travel Management RBKC) suggesting that bicycle hangers be installed to encourage people to cycle (we offered to rent some bays for our own bicycles, as we would prefer to not use a car when possible) and</p>

have been regretfully informed the TFL have pulled the funding for these due to covid. To solve the traffic/pollution problems requires a sustainable investment strategy, not simply pushing the toxins into the next street.

### **Objector 3**

I believe you will push all cars wishing to pick up or drop off at the school to the surrounding area thereby making an issue out with the street in question. It would be better to keep the school in its own area and street. Resources and time will be spent unnecessarily. So much change is made when there is no need to do so. Why should this school make life more difficult for residents in the street and in the area?

### **Objector 4**

It will only push parent cars to the edge of St Charles Square and clog up surrounding streets. This proposal only moves the problem to other areas, including the more busy St Marks Road which has bus routes and a roundabout nearby! Furthermore, people who have bought property in St Charles Square have bought in the full knowledge there is a school on their street and accept there will be traffic during start and end of school. This proposal now burdens homeowners in neighbouring streets with traffic issues. The barrier requires new resource and will mean additional costs for the council and ultimately us as local taxpayers. This proposal is utterly pointless tinkering. The school must stick to its own street and not affect the local area.

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

### **Objector 5**

I don't mind the school street at all, but [to be honest] it makes no difference to traffic/pollution as parents simply park a bit further away, also they double park/park illegally etc, so it really doesn't help much. However, it does help in reducing the traffic using the street as a rat run when Ladbroke Grove is solid = every day from 4 onwards.

### **Objector 6**

The problem is simply shifted to nearby streets

There are 3 schools on St Charles Square and a hospital. The small section cordoned off make the other sections of St Charles Square MUCH more congested.

Parents are very protective of their children and want to drop them off as close to school as possible. It makes no sense to force cars off a very small section of St Charles Square, thereby increasing the pressure on other parts.

The number of irate parents and hooting and revving has made the Square MUCH more unpleasant.

### **Objection to the ETO**

### **Objector 7**

I would like to apply for an exemption certificate as I live at the [redacted]

Just for the record, will we be able to have deliveries during this period. I have my weekly grocery shop delivered as I am in the vulnerable category?

Also please note that I think this scheme seems to be a total waste of time and money as during these block periods the traffic is minimal and as far as I am aware there have not been any accidents actually on this street. More policing of the parents dropping off would be more appropriate and useful as this is what is causing congestion. This scheme will not change anything as most of these irresponsible parents will just double park round the corner causing more problems.

**Other comments:**

**Support in response to traffic order consultation 2020-21**

1. Think it's a great initiative and should be extended!
2. Currently loads of parents sit in huge cars with engines running waiting for their kids - it will be a blessing to lose them!
3. I wish you do the same at St-Charles primary school too please.
4. Brilliant plan, more walking and cycling, in a safer environment is definitely good for us all
5. Yes, because is dangerous for children when they are coming out of school
6. This scheme does not address the main through traffic issue namely the rat running along St Charles Primary School section of the Square (Cutting from Barlby Rd / Ladbroke Grove)

**Responses that supported the scheme in part**

7. I do see the need, for this is certain areas such as Saint Charles Primary school where there is ongoing mayhem. However even during busy times there is no real issues the street has lots of available parking space, therefore you would realistically be placing additional congestion on the smaller surrounding streets
8. This scheme does not address the main through traffic issue namely the rat running along St Charles Primary School section of the Square (Cutting from Barlby Rd / Ladbroke Grove)
9. As long as it's incredibly easy for residents to get in without having to present some documentation each time and as long as couriers and deliveries are able to continue as I run a business from home
10. I really would prefer parents use their cars to take their children to school - but only closing one small section of St Charles Square is going to push more traffic and cars on to the rest of the Square and surrounding streets - joining even more cars and traffic coming to other educational establishments (primary schools, college, French

school etc etc). If this is going to be trialled, then all of St Charles Square needs to be made into a school street.

**Positive comments received in the snapshot survey 2021 - 2022**

11. As a resident of St. Charles Square, my observation is that a better School Street would be the north side of the square opposite St. Charles Catholic Primary School. I understand that the council is going to trial this, and I look forward to the findings; at present the street becomes incredibly congested at pick up and drop off times. The All Saints School Street trial was a fine idea but given the amount of road access at this location the drop off in traffic seemed a bit negligible. There is already limited access on the north side of the square- and therefore frequent bad-tempered altercations- so a closure here will really make motorists think again, though both have my support.

12. I think it should be expanded.

For example on Ladbroke Grove there is a lot of congestion outside the library after 8 in the morning. There is invariably a queue of SUVs parked on the yellow line on the cycle lane. They prevent safe cycling, and they create obstruction.

13. This scheme is beneficial to the area and next steps should be considering how to build on this approach - fully support it continuation

I believe St Charles Square needs a neighbourhood approach, reducing through traffic on the square and surrounding roads.

This school street should be linked up with new one on North side of square - ideally using retractable (automated) bollards to reduce pressure on schools to man the barriers

Can next stage start to look at making these streets healthier - increased planting and other measures [including] reduced parking around the school gates (visitor and residential)

14. Westway Trust has a strong commitment to supporting efforts to improve air quality in North Kensington and strongly supports school streets. Data on safety and uptake of active travel would be very welcomed. It is important that such pilots have measurable outcomes to demonstrate effectiveness and act as an evidence base for further active travel plans and to inform planning in the local areas.

No doubt the School Street has made the immediate area around the school safer at the start and end of the school day, as well as improving the attractiveness of the area as an active travel route. Notably the reduction of parked cars along with the associated congestion and air pollution arising from idling vehicles as well as reducing through traffic are very desirable both from a road safety point of view and a public health perspective.

Feedback has included the need for school streets to be linked with a safe active travel network that would make the entire journey to school safer and more attractive, this includes making main roads safer with prioritised crossings and safe cycle lanes. North Kensington benefits from the concentration of local schools with many rated as outstanding. As such there is high demand for school places and as a result catchment areas are relatively localised compared to other parts of London.

	<p>However, school children and parents do have to travel across borough wards, through some heavily congested residential roads and intersect or cross busy main roads. Given the majority of residents in North Kensington (~65%-70% 2011 Census) do not own a motor vehicle and the vast majority of school children are local it is right that active travel should be the default option for school journeys (with exception of personal circumstances such as blue badge requirements). It should be a priority to make active travel as safe and attractive as possible.</p> <p>Evidence from TfL crash map shows the roads surrounding St Charles Square (Ladbroke Grove, Barlby Road, St Quintin Avenue, St Mark Road) have a high number of road casualties, this would clearly act as a deterrent to anyone taking up active travel. Making the entire school journey safer and more attractive should be addressed as part of any school streets programme.</p> <p>Given the concentration of schools around St Charles Square and adjacent on Barlby Road, it would be advantageous to take a more holistic neighbourhood approach that sees a school street zone established around the whole Square combined with making routes to the school safer as outlined above. Feedback from schools also includes the need to make such schemes more sustainable and not be so reliant on manned barriers, this can be resource intensive from an organisational and operational point of view. The council should consider how a neighbourhood approach could alleviate such pressures on schools with consideration given to automatic bollards, camera enforcement and permanent public realm improvements.</p> <p>Additionally, consideration should be given on how to better support and enable changes to school journeys, with targeted approaches to offering cycle training to parents, bike loans and information about active travel, health and air quality.</p>
<p><b>Council's response to objections</b></p>	<p>It should be noted that comments received above include responses to the consultation prior to the launch of the School Street, and responses from a snapshot survey that was launched in December 2021. Four objections and nine letters of support were received during the consultation. Two objections and four letters of support were received after implementation through the snapshot survey. One objection letter was received and referenced in this document.</p> <p><b><u>Parking within the School Street zone</u></b></p> <p>All vehicles within the School Street exemption zones may exit at any time during the enforcement hours, irrespective of whether the driver lives within the School Street exemption zone. So, parking within the zone overnight as long as it is accessed outside of the closure times, is permitted. Residents residing within the zone however are permitted both entry and exit whilst the School Street is active if they have registered an exemption.</p> <p><b><u>Deliveries</u></b></p> <p>Deliveries to households within the exemption zone during the 30-minute closure periods should ideally be rescheduled where possible, however the school stewards are asked to grant access to vehicles servicing or delivering to residences or businesses within the closure areas. As always, bicycles and cargo bikes are permitted through the School Street zones, so deliveries made by bike or on foot maintain access at all times.</p> <p><b><u>Implementation</u></b></p>

	<p>The St Charles Square School Street is enforced for 30 minutes during the morning and afternoons, Mondays to Fridays during All Saints Catholic College’s term time only. It is not operational on Saturdays and therefore not a part of the Saturday school that is present on the school grounds.</p> <p><b><u>Congestion</u></b></p> <p>Officers have not witnessed congestion just outside the School Street barriers by parents in cars, as reported in one of the comments. However, even if the Council witnessed large amounts of parents dropping off children to school, this is not illegal and there is little either the Council or Police can do to ‘police’ this. The School Street aims to reduce this behaviour – and the emissions associated - directly outside the school gates, where large numbers of children are most likely to be gathered.</p> <p>Given its location on St Charles Square, the All Saints School Street allows efficient alternative routes for motorists in the local area and while some roads will likely have seen some increase in traffic movements, there is no evidence that this has led to congestion.</p> <p><b><u>Costs</u></b></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.</p> <p><b><u>Additional School Street</u></b></p> <p>A School Street on the northern arm of St Charles Square, for St Charles Primary School had been considered and was consulted on between November 2021 and January 2022. However, School Street enforcement currently relies on school staff to identify volunteers to steward the road barriers that enforce the School Street closure. The school have told officers that would not be able to steward the barriers, so the scheme was discontinued before its expectant launch date in April 2022.</p> <p>The St Charles School Street has been popular with the school which has stated that during this experimental trial, parents have adapted and felt encouraged to travel to school actively and more sustainably. It is imperative to provide a safe space for active travel, for both students and residents within the borough.</p>
<b>Decision</b>	<p>The school are currently consulting on extending their school day from 2.50pm to 3.15pm, and plan on trialling the new timings from 6 June 2022. The school has requested that if this proposal be made permanent, that the afternoon School Street timings be changed from 2.45 – 3.15pm to 3.10 to 3.40pm.</p> <p>Officers recommend that the All Saints School Street be made permanent, restricting motor access from 8 – 8.30am – 2.45 – 3.15pm Mondays to Fridays.</p>
<b>Date of decision</b>	17 June 2022