

Freedom of Information Act Publication Scheme	
Protective Marking	
Publication Scheme Y/N	
Title	School Street Consultation Report November 2022
Version	22/11/22
Summary	This note summarises the responses received to our recent consultation on proposals to introduce a new School Street in St Mark's Road (between Cornwall Crescent and Lancaster Road) for Thomas Jones Primary School.
Author	Caroline Dubarbier – Sustainable Travel Manager
Circulated to	Cllr Kemahli
Response by	
Summary of response	

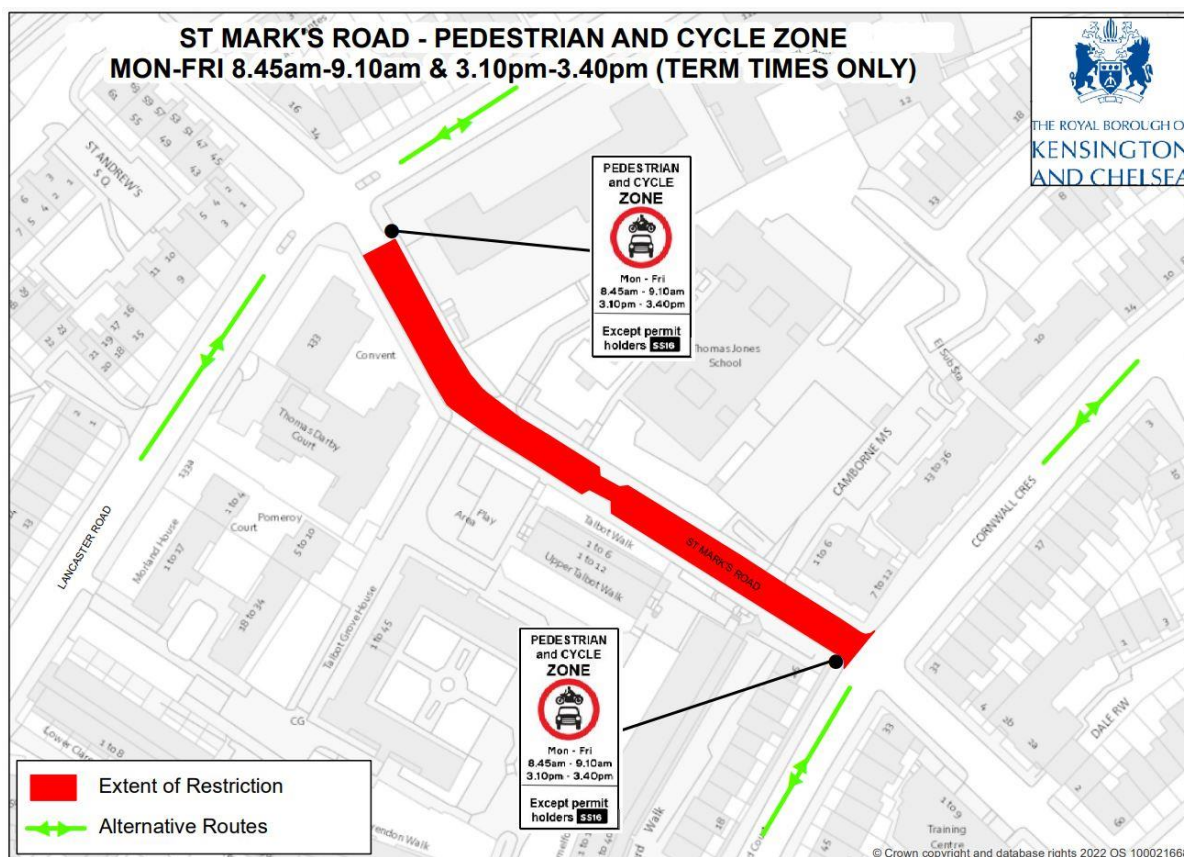
## 1. Introduction

- 1.1. School Streets temporarily remove motor traffic outside a school by creating timed road closures during school opening and closing times. They are a well-established way of helping more schoolchildren and others to walk, cycle, scoot, or wheel to school, providing a virtually traffic-free environment which reduces the risk of collisions, congestion and poor air quality directly outside school gates. The Council introduced its first School Street on Lonsdale Road for Colville Primary School in 2019 and the borough now has nine active permanent School Streets.
- 1.2. From 26 September 2022 to 13 November 2022 the Council consulted on a new permanent School Street in St Marks Road (Notting Dale). This came after the school and parents raised concerns about congestion, excessive through traffic and engine idling directly outside the school entrance, posing health and safety risks to children.

## 2. Proposals

- 2.1 The map of the proposed School Street closure is provided below. The proposed operating times for the road closure on which we consulted reflect the schools' operational requirements and are as follows:

Thomas Jones Primary School	AM: 8.45 – 9.10am	PM: 3.10 – 3.40pm
-----------------------------	-------------------	-------------------



- 2.2. The closures would be operational during the school term and would not operate during the school holidays or at the weekends. Vehicles already in the zone when the closures begin would be able to leave at any time, but vehicles would not be able to enter the restricted section of the street during this time, unless they have been given an exemption. Residents and business within the School Street location would be able to register for an exemption. Blue or Purple Badge Holders are exempt from the restriction. Similar permit systems appear to have operated successfully.
- 2.3. Ultimately, permanent coffin bollards would be used at the times of operation, preventing vehicles from entering the closed streets. Collapsible barriers may be used in the early stage of the scheme, until the permanent bollards have been installed. School staff and local volunteers (such as school parents) would operate these barriers, with initial support from the Community Safety Warden Team. Traffic signs would be placed at each closure point to inform drivers of the timed restrictions in place.
- 2.4. In our consultation material, we proposed to introduce the scheme under a Permanent Traffic Order, from the first half of the Spring term, in January 2023.

### 3. Consultation

- 3.1. On 26 September we wrote to households in the immediate vicinity of the school. The school promoted the consultation on their school websites and via newsletters. Ward councillors were also informed that the consultation was

due to take place. Officers also spoke at the Future Neighbourhoods Partnership Meeting at Lancaster West on 6 October 2022 and shared the details of the consultation with residents.

3.2. We consulted 3,313 households and 102 businesses and received 46 responses.

- 32 supported the School Street in full, believing that it will benefit the health and wellbeing of children, and provide a safe space outside the school gates.
- Seven respondents supported in part, believing that it will displace parental traffic to Cornwall Crescent and Ladbroke Crescent.
- Seven objected to the scheme believing that it would increase congestion on neighbouring streets, such as Ladbroke Grove, Lancaster Road and Cornwall Crescent, and move parental traffic to Cornwall Crescent.

#### 4. Analysis of key themes arising from consultation responses

4.1. The table below summarises key themes regularly mentioned by respondents, including those who supported the proposals, across the consultation

Issue	Response
Displacement of traffic increasing congestion and pollution.	<p>A degree of displacement is almost inevitable when a road is closed, and the impact of this displacement will depend on the number of vehicles involved and the nature of the streets affected. The alternative route through this stretch in North Kensington is Ladbroke Grove, a busy B road. St Marks Road has been used by motorists seeking to avoid Ladbroke Grove and has in turn increased congestion directly outside the school gates. Residents have complained about the volume of through traffic using St Marks Road and Blenheim Crescent to avoid traffic signals on Ladbroke Grove. This increases the chance of collisions outside the school and negatively impacts air quality.</p> <p>Displacing some traffic to a road that already has traffic, does not necessarily make it less safe. But removing traffic from a road - reducing it to near zero – will reduce the risk of collisions on that road.</p> <p>To the extent that displacement does take effect, it is likely to be for very short periods of time during the closures and to be</p>

	<p>dispersed over surrounding streets rather than immediately outside the schools as at present. Travel surveys with the school will enable officers to understand if the closures have had an impact on encouraging more sustainable modes of travel, by surveying students and seeing how they travel to and from school.</p>
<p>School Street closure will move all parental traffic to Ladbroke Crescent</p>	<p>One of the aims of School Streets is to encourage the use of sustainable modes of travel to school, whether it be walking, scooting, or cycling. By removing through traffic that poses a danger to families and children crossing, we hope that parents living locally will be more encouraged to travel sustainably to and from school.</p> <p>There are two school gates that are utilised by parents dropping off and collecting schoolchildren, one on St Mark's Road and another on Ladbroke Crescent. Parents choosing to drive, walk, scoot, or cycle typically use the entrance closest to their homes. Ladbroke Crescent may become the most desirable choice for parents who drive to school. Currently there is parental traffic on both streets outside the school entrances, along with through-traffic on St Mark's Road which further increases congestion during these peak times. Removing congestion on St Mark's Road and limiting parental traffic to one street (Ladbroke Crescent) is an overall improvement.</p> <p>Where possible, parents wishing to drive to school will be encouraged to Park and Stride, allowing families and schoolchildren to travel to school actively by parking a short distance away from the school. This would allow parental traffic to be evenly displaced across the streets surrounding the school and would provide children the opportunity to walk, scoot or cycle for the remainder of their journey.</p> <p>The School Street will be supported in its early stage by the Community Safety Warden Team who will ensure that parents</p>

	<p>wishing to drive are not double parking and congesting Ladbroke Crescent. Parking Enforcement will be available throughout the scheme to ensure that motorists are driving and parking safely around the school zone. In addition to this, Officers will work closely with the school to discourage poor driving habits amongst parents and encourage sustainable alternatives for families.</p>
<p>Parents with SEN children cannot take public transport and are therefore required to drive to school.</p>	<p>The Council understands that many families see driving as their only viable option. Those wishing to continue driving to the school will need to park outside of the closure zone and walk the remainder of the journey to school. Because parents will be unable to drive and park on St Marks Road, those who choose to drive will be dispersed over a wider area around the school. Vehicles with a Blue or Purple Badge will be permitted access into the School Street zone at all times.</p>
<p>St Marks Road should be a one-way road to address pollution throughout the day.</p>	<p>The Council is aware that some residents would support a one-way street on St Marks Road to reduce traffic volumes and pollution throughout the day. That was not the proposal under consultation, and it is notable that after we wrote to over 3000 homes about a traffic restriction in St Marks Road, very few people suggested a one-way street. Whilst a one-way street would reduce traffic volumes, it would still be a busy road to cross, and there is also evidence that speeds increase due to the lack of opposing traffic, which increases the risk of collisions.</p>
<p>School Street zone should be extended to include two schools on Lancaster Road.</p>	<p>It has been proposed that the School Street trial be extended to Lancaster Road, east of Ladbroke Grove, to include and accommodate Notting Hill Prep School, Chepstow House School and Grand West Pre-Prep. This would create a School Street 'zone' covering a total of four schools.</p> <p>As School Streets are enforced by school staff, they are a big commitment that not all schools are happy to take on. A large 'area-based' closure would require enforcement across a great many entry</p>

	points; it would not be feasible for the current schools to take on this responsibility. The suggestion would also cover a stretch of Ladbroke Grove, which is a busy B road with multiple bus routes. A School Street zone covering this area would not be feasible.
Another School Street scheme should be introduced on Ladbroke Crescent	Schools wishing to introduce a School Street scheme are encouraged to express their interest and needs with officers at the Council. Introducing another School Street on Ladbroke Crescent is entirely up to the school, who will be responsible for enforcing the School Street. An additional access point would require more stewards to marshal the barriers. Officers recognise that this would put a strain on the school's resources and teaching staff.
Pedestrian and Cycle Zone timings should be extended to include nights and/or weekends.	School Street schemes are designed to cover the peak drop-off and pick-up times of the school day. Each school decides their own School Street timings, with consideration of their opening hours, observation of when parents are most likely to pick up and drop off and school staff availability to enforce the closure zones. In addition to this, all School Streets in our borough are barrier enforced, with the addition of stewards who provide vehicles access in and out of the closure zone. Extending the timings to 9.30pm – 9.30am and 3.10 – 3.40pm would not be feasible under a School Street scheme.

## 5. Next steps

- 5.1. In view of the above, officers will recommend to the Director of Transport and Regulatory Services that the Council proceed with the new School Street on St Marks Road from early January, under a Permanent Traffic Order.