

PLACE

## **Officer Decision pursuant to Scheme of Delegation, Part 8**

Tony Singh, Chief Highway Engineer

Pursuant to sections 6, 122 and 124 of the Road Traffic Regulation Act 1984 (the “Act”)

**Title: School Street for John Perryn Primary School**

**Reference Number: ORD 4003JPP**

**Objection period: 24th January – 14th February 2024**

### **Background**

Ealing Council proposed to implement a number of School Streets (time-limited pedestrian and cycle zone) in various locations within the borough to help provide a low traffic area at school opening and closing times only, making it easier and safer for pedestrians and cyclists to use the road space.

A Traffic Management Order (TMO) formal consultation and notice of proposals was published in the Ealing Gazette and London Gazette and erected on posts/lamp columns at the proposed locations on 24<sup>th</sup> January 2024 for 21 days.

### **Summary of Comments / Objections**

We received 25 responses to the notice, of which 19 were objections. A summary of the issues raised is detailed at Appendix 1, along with the Council’s responses to them. Also included is the response to an objection to the first TMO, received in autumn 2023.

### **Legal Implications**

The Council has powers to implement on street waiting restrictions under the Road Traffic Regulation Act 1984 (including sections 6, 9, 122, and 124 in particular).

The relevant procedures are set out in the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996.

In exercising these powers, section 122(1) of the Act imposes a duty on the Council to have regard (so far as practicable having regard to the matters specified in subsection (2) to securing the ‘expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway’. Subsection (2) also includes ‘the desirability of securing and maintaining reasonable access to premises and ‘any other matters appearing to the local authority to be relevant.

### **Concluding Statements of Officer**

Officers have duly considered all comments and suggestions.

I have considered the comments and objections to the proposals and on the basis of the Council's powers and duties outlined above, I am satisfied that the decision to proceed with the implementation of the School Street is correct.

On this basis I authorise the implementation of the scheme and the making of the Ealing School Street Scheme Order 2024

**Service:** Highways

**Name:** Tony Singh

**Designation:** Chief Highway Engineer

**Signature:**

A handwritten signature in black ink, appearing to read 'Tony Singh', written in a cursive style.

## APPENDIX 1

### Scheme advertised 27th September to 18th October 2023

**Date received:** 12/11/2023 Email received out of time but was accepted

**Inside or Outside School Street:** Outside

#### Objections raised through Traffic Management Order

- Community were not informed
- Feels there are currently no problems
- restricts access to property
- create displaced congestion

#### Action and response from Council

*Proceed*

- A letter was posted to all properties on 6<sup>th</sup> October 2023, informing them of the proposed scheme and inviting them to participate in the consultation.
- There is a strong view by the parents/carers, school staff on gate duty and residents within the School Street that there are issues outside the school at the start and end of the school day. In the original survey, parking behaviour around the school had the highest negative score of respondents views about the current situation.
- Alternative routes are available during operational times.
- Evidence from monitoring of Tranche 3 schemes shows that School Streets do not create significant parking or traffic issues in the wider area. Traffic surveys and parking beats are undertaken prior to implementation of the scheme and are repeated one year after to monitor its impact.

### Scheme re-advertised 24th January to 14th February

**Date received:** 6/2/2024

**Inside or Outside School Street:** Outside

#### Objections raised through Traffic Management Order

- difficult for visitors to access their property

#### Action and response from Council

*Proceed*

- Alternative routes are available during operational times.
- Proposed School Street operates for a very limited time 45 minutes in the morning and one hour in the afternoon.

**Date received:** 6/2/2024

**Inside or Outside School Street:** Outside

#### Objections raised through Traffic Management Order

- increased parking

#### Action and response from Council

*Proceed*

- Evidence from monitoring of Tranche 3 schemes shows that School Streets do not create significant parking or traffic issues in the wider area. Traffic surveys and parking beats are undertaken prior to implementation of the scheme and are repeated one year after to monitor its impact.

**Date received:** 6/2/2024

**Inside or Outside School Street:** Outside

**Objections raised through Traffic Management Order**

- No reason given

**Action and response from Council**

*Proceed*

- No response required

**Date received:** 6/2/2024

**Inside or Outside School Street:** Outside

**Objections raised through Traffic Management Order**

- Resident wants to use Long Drive to go to work to avoid A40
- Parking will increase

**Action and response from Council**

*Proceed*

- Alternative routes are available.
- Evidence from monitoring of Tranche 3 schemes shows that School Streets do not create significant parking or traffic issues in the wider area. Traffic surveys and parking beats are undertaken prior to implementation of the scheme and are repeated one year after to monitor its impact.

**Date received:** 6/2/2024

**Inside or Outside School Street:** Outside

**Objections raised through Traffic Management Order**

- Increase traffic
- increase pollution
- reduce parking spaces available
- devalue property price
- increase number of rental bikes and scooters
- additional costs - misunderstanding about permits?

**Action and response from Council**

*Proceed*

- Evidence from monitoring of Tranche 3 schemes shows that School Streets do not create significant parking or traffic issues in the wider area. Traffic surveys and parking beats are undertaken prior to implementation of the scheme and are repeated one year after to monitor its impact.
- There is no evidence to suggest a School Street will reduce property prices.
- There is no evidence to show an increase in rental bikes and scooters. This will be monitored
- School Street permits are issued free of charge.

**Date received:** 7/2/2024

**Inside or Outside School Street:** Inside

**Objections raised through Traffic Management Order**

- No access for visitors

**Action and response from Council**

*Proceed*

- The proposed School Street operates for a very limited time 45 minutes in the morning and one hour in the afternoon.

**Date received:** 8/2/2024

**Inside or Outside School Street:** Outside

**Objections raised through Traffic Management Order**

- No access for visitors

**Action and response from Council**

*Proceed*

- The proposed School Street operates for a very limited time 45 minutes in the morning and one hour in the afternoon.

**Date received:** 8/2/2024

**Inside or Outside School Street:** Information not available

**Objections raised through Traffic Management Order**

- cause congestion, pollution and parking issues.
- currently no issues.

**Action and response from Council**

*Proceed*

- Evidence from monitoring of Tranche 3 schemes shows that School Streets do not create significant parking or traffic issues in the wider area. Traffic surveys and parking beats are undertaken prior to implementation of the scheme and are repeated one year after to monitor its impact.
- 24 School Streets have been implemented and show the benefits and limited negative consequences.
- There is a strong view by the parents/carers, school staff on gate duty and residents within the School Street that there are issues outside the school at the start and end of the school day. In the original survey, parking behaviour around the school had the highest negative score of respondent's views about the current situation.

**Date received:** 10/2/2024

**Inside or Outside School Street:** Information not available

**Objections raised through Traffic Management Order**

- concerns about scheme area for old people living in area need to get to their property
- Need to purchase permits
- Road is not an issue.

**Action and response from Council**

*Proceed*

- Drivers can take alternative routes to drive through the area without the need to access the School Street pedestrian and cycle zone.
- All residents living within the School Street can apply for free of charge permits.
- There is a strong view by the parents/carers, school staff on gate duty and residents within the School Street that there are issues outside the school at the start and end of the school day. In the original survey, parking behaviour around the school had the highest negative score of respondents views about the current situation

**Date received:** 10/02/2024

**Inside or Outside School Street:** Inside

**Objections raised through Traffic Management Order**

- no visitors access

- uses lots of different cars
- issues caused by parents not residents
- **raised concerns about parents parking across their driveway and blocking them in**

**Action and response from Council**

*Proceed*

- The proposed School Street operates for a very limited time 45 minutes in the morning and one hour in the afternoon.
- The School Street will stop the parent parking issues the resident encounters.

**Date received:** 10/2/2024

**Inside or Outside School Street:** Inside

**Objections raised through Traffic Management Order**

- totally blind person, feels there are no traffic problems
- no visitors on rare occasions
- need to enforce parking restrictions

**Action and response from Council**

*Proceed*

- Flexibility is exercised for residents with particular needs. We are always happy to discuss and consider how we can accommodate their needs within implementation of the scheme.
- There is a strong view by the parents/carers, school staff on gate duty and residents within the School Street that there are issues outside the school at the start and end of the school day. In the original survey, parking behaviour around the school had the highest negative score of respondents views about the current situation.
- With over 100 schools in the Borough, we are unable to allocate Civil Enforcement Officers (CEOs) enforcement to a specific school at the start and end of the school day. However, CEOs will be prioritised for patrols in the area when the scheme launches in order to address initial parking issues whilst the scheme beds in.

**Date received:** 12/02/2024

**Inside or Outside School Street:** Outside

**Objections raised through Traffic Management Order**

- Increased traffic , parking congestion, noise and pollution.
- No proper case given for the benefits and consequences.

**Action and response from Council**

*Proceed*

- Evidence from monitoring of Tranche 3 schemes shows that School Streets do not create significant parking or traffic issues in the wider area. Traffic surveys and parking beats are undertaken prior to implementation of the scheme and are repeated one year after to monitor its impact.
- 24 School Streets have been implemented and show the benefits and limited negative consequences

**Date received:** 13/02/2024

**Inside or Outside School Street:** Outside

### **Objections raised through Traffic Management Order**

- Not needed or justified.
- Traffic displacement.
- Noisy pedestrians

### **Action and response from Council**

*Proceed*

- There is a strong view by the parents/carers, school staff on gate duty and residents within the School Street that there are issues outside the school at the start and end of the school day. In the original survey, parking behaviour around the school had the highest negative score of respondents views about the current situation.
- Evidence from monitoring of Tranche 3 schemes shows that School Streets do not create significant parking or traffic issues in the wider area. Traffic surveys and parking beats are undertaken prior to implementation of the scheme and are repeated one year after to monitor its impact.

**Date received:** 13/02/2024

**Inside or Outside School Street:** Outside

### **Objections raised through Traffic Management Order**

- access to own property
- no visitors
- create congestion inside streets
- feels there are currently no problems with parent parking

### **Action and response from Council**

*Proceed*

- The proposed School Street operates for 45 minutes in the morning and one hour in the afternoon. These limited times encompass the key start and finish times for children attending the school.
- Evidence from monitoring of Tranche 3 schemes shows that School Streets do not create significant parking or traffic issues in the wider area. Traffic surveys and parking beats are undertaken prior to implementation of the scheme and are repeated one year after to monitor its impact.
- There is a strong view by the parents/carers, school staff on gate duty and residents within the School Street that there are issues outside the school at the start and end of the school day. In the original survey, parking behaviour around the school had the highest negative score of respondent's views about the current situation.

**Date received:** 13/02/2024

**Inside or Outside School Street:** Outside

### **Objections raised through Traffic Management Order**

- no freedom to access properties they own within SS that they don't live at will not be able to access own property
- no access for tradespeople
- will create parking issues
- feels there are currently no problems with parent parking

### **Action and response from Council**

*Proceed*

- The proposed School Street operates for 45 minutes in the morning and one

hour in the afternoon. These limited times encompass the key start and finish times for children attending the school.

- Evidence from monitoring of Tranche 3 schemes shows that School Streets do not create significant parking or traffic issues in the wider area. Traffic surveys and parking beats are undertaken prior to implementation of the scheme and are repeated one year after to monitor its impact.
- There is a strong view by the parents/carers, school staff on gate duty and residents within the School Street that there are issues outside the school at the start and end of the school day. In the original survey, parking behaviour had the highest negative score of respondents views about the current situation.

**Date received:** 13/02/2024

**Inside or Outside School Street:** Outside

**Objections raised through Traffic Management Order**

- Speed restrictions already in place
- Already have parking issues, this will increase, no CEOs
- no visitors or carers allowed
- no deliveries or tradespeople
- suggested a zebra crossing

**Action and response from Council**

*Proceed*

- Speed is enforced by Police. Traffic surveys conducted in October 2023 will be repeated in 2024, they monitor the speed and volume of vehicles travelling in the local area.
- Civil Enforcement Officers (CEOs) will be prioritised for patrols in the area when the scheme launches in order to address initial parking issues whilst the scheme beds in.
- The proposed School Street operates for 45 minutes in the morning and one hour in the afternoon. These limited times encompass the key start and finish times for children attending the school.
- A zebra crossing will not address all of the issues that can be addressed with a School Street.

**Date received:** 14/2/2024

**Inside or Outside School Street:** Information not available

**Objections raised through Traffic Management Order**

- unjustified
- there is no 'rat run'
- home-owners penalised
- timing disproportionate

**Action and response from Council**

*Proceed*

- There is a strong view by the parents/carers, school staff on gate duty and residents within the School Street that there are issues outside the school at the start and end of the school day. In the original survey, parking behaviour had the highest negative score of respondents views about the current situation.
- The proposed School Street operates for 45 minutes in the morning and one hour in the afternoon. These limited times encompass the key start and finish times for children attending the school.



**Date received:** Postal response, dated 7/2/2024

**Inside or Outside School Street:** Outside

**Objections raised through Traffic Management Order**

- no parking problems, existing measures work
- cause increased parking issues in wider area
- only waste trucks cause problems, not parents
- resident attends GP and hospital appointments
- wants traffic studies

**Action and response from Council**

*Proceed*

- There is a strong view by the parents/carers, school staff on gate duty and residents within the School Street that there are issues outside the school at the start and end of the school day. In the original survey, parking behaviour had the highest negative score of respondents views about the current situation.
- Evidence from monitoring of Tranche 3 schemes shows that School Streets do not create significant parking or traffic issues in the wider area. Traffic surveys and parking beats are undertaken prior to implementation of the scheme and are repeated one year after to monitor its impact.
- Traffic surveys conducted in October 2023 will be repeated in 2024, they monitor the speed and volume of vehicles travelling in the local area.

**Received out of time**

**Date received:** 15/2/2024

**Inside or Outside School Street:** Information not available

**Objections raised through Traffic Management Order**

- unjustified
- there is no rat run
- home-owners penalised
- timing disproportionate

**Action and response from Council**

*Proceed*

- There is a strong view by the parents/carers, school staff on gate duty and residents within the School Street that there are issues outside the school at the start and end of the school day. In the original survey, parking behaviour had the highest negative score of respondents views about the current situation.
- The proposed School Street operates for 45 minutes in the morning and one hour in the afternoon. These limited times encompass the key start and finish times for children attending the school.

*Ealing Council understands that residents are concerned about displaced parking but we know that any school related parking is dispersed over a much wider and therefore does not affect one particular area. Evidence from monitoring of the Tranche 3 School Streets, delivered in March 2023, shows that parking is generally reduced across the wider area as the school promotes active travel. On average the current School Streets have shown an average increase of 9% in active travel for the school journey and a 4% reduction in car use.*