

Traffic Management Order responses – FIELDING PRIMARY SCHOOL

- 21 Emails rec'd
- 18 - Object
- 2 - Support
- 1 - Neutral

Date	Within or Outside	Road name	Object / Support	Objections raised through Traffic Management Order	Response from Council
20/11/2025	Outside	Woodstock Avenue	Object	1. Failure to Fully and Properly Consult the School Governing Body 2. Lack of Transparency Regarding Financial Impact 3. Forced Use of Unsuitable Roads and Disregard of Existing Traffic Data 4. Disproportionate Scope and Impact 5. Unfair Weighting of Resident Feedback 6. Lack of Engagement and Transparency 7. Conflict of Interest 8. Procedural Changes Hindering Accountability	1. The team met with the Headteacher and joint chair of governors. They were included in all correspondence. 2. Financial information has not been requested by this resident. Information is available once the scheme is in place 3. Schemes in other locations are being considered as part of wider local area projects. 4. The scheme has been designed to cover the access to all school gates and ensure consistent flow of traffic in the local area. 5. Equal weighting is given to all residents and respondents to the survey, there are no winners and losers. 6. Over 2000 letters were sent to residents. They were invited to participate in the in-person and online engagement activities that took place from 6 June to 13 July, and the statutory consultation ran for 21 days from 29 October. 7. All relevant councillors are involved in the process for implementing School Streets. Decisions on scheme implementation are made by the Strategic Director and Chief Highways Engineer. There is no conflict of interest. 8. This refers to the consolidation order. Schemes are added to the CO once they have completed the statutory consultation, where people have already had the opportunity to object and challenge.

Date	Within or Outside	Road name	Object / Support	Objections raised through Traffic Management Order	Response from Council
18/11/2025	not given	not given	object	1. Traffic Displacement & Congestion 2. Impact on residents (Inside and Outside the Zone) 3. Impact on Parents and Guardians 4. Scheme Design & Consultation 5. Failure to Comply with the Public Sector Equality Duty (PSED) 6. Breach of the Network Management Duty 7. Non-Compliance with Traffic Signs Regulations 8. Practical Obstruction of Emergency Services 9. Unlawful Obstruction of Statutory Undertakers	1. Displaced traffic and parking is an understandable area of concern for some people. These have not been a significant issue at other School Street locations in the borough and we believe, once the School Street has bedded in, it won't cause these problems in the local area during its operational hours. To make sure, we will request CEO enforcement for the surrounding areas when the scheme is launched and on an ad-hoc basis. We will also monitor traffic by carrying out traffic surveys before and after a School Street is implemented. 2. Any impact to resident's deliveries or visitors will be minimal due to the limited operational times of the scheme - 8:30 to 9:15am and 3:00 to 4:00pm. Special arrangements are available for those who require support from carers. They can contact us to find out more. 3. Special arrangements can be made for children with mobility issues, and on a case-by-case basis if temporary access is required. 84% of Fielding pupils live within 1/2 mile of the school, with a further 11% living between 1/2 and 1 mile. 4. Over 2000 letters were sent to residents. They were invited to participate in the in-person and online engagement activities that took place from 6 June to 13 July, and the statutory consultation ran for 21 days from 29 October. The scheme has been designed to cover the access to all school gates and ensure consistent flow of traffic in the local area. Timings are based on the normal start and end of the school day. Our experience of the 46 schemes already in place shows that these timeframes and camera enforcement are suitable. 5. An Equalities Analysis Assessment is conducted for all School Streets to comply with the Equality duty. 6. The scheme complies with Traffic Management Act 2004. 7. The signs used for School Streets comply with traffic sign regulations. 8. All emergency services are consulted as part of the statutory consultation and no issues have been identified. 9. All utilities are eligible for exemption for access to undertake any emergency work.

Date	Within or Outside	Road name	Object / Support	Objections raised through Traffic Management Order	Response from Council
18/11/2025	within	Altenburg Avenue	object	1. Unnecessary as not heavy traffic street 2. Inconvenience to residents 3. Restrictions to visitors and deliveries 4. Displaced traffic 5. Displaced parking	1. We are abiding by a principle we believe to be of utmost importance: the right of every child to safely and comfortably walk, cycle or scoot to school without facing danger, perceived or actual, from road traffic. It is therefore appropriate to implement schemes especially where many students are already walking to school and where the number of parents dropping off by car is relatively low; there are still opportunities to improve the environment for pupils travelling actively to school, and to encourage more of them to do so. 2. and 3. Any inconvenient or impact to resident's deliveries or visitors will be minimal due to the limited operational times of the scheme - 8:30 to 9:15am and 3:00 to 4:00pm. 4. and 5. Displaced traffic and parking is an understandable area of concern for some people. These have not been a significant issue at other School Street locations in the borough and we believe, once the School Street has bedded in, it won't cause these problems in the local area during its operational hours. To make sure, we will request CEO enforcement for the surrounding areas when the scheme is launched and on an ad-hoc basis. We will also monitor traffic by carrying out traffic surveys before and after a School Street is implemented.
18/11/2025	Outside	Woodstock Avenue	Object	1. Non-Compliance with Department for Transport Guidance 2. Breach of Statutory Consultation Duties 3. Public Sector Equality Duty (Equality Act 2010, Section 149) 4. Failure to Address Existing Traffic Management Issues 5. Lack of Financial Transparency	1. DfT guidance has been followed, along with that of Hackney Council and the processes and policy we have developed since starting the Ealing Council programme in 2019. 2. Over 2000 letters were sent to residents. They were invited to participate in the in-person and online engagement activities that took place from 6 June to 13 July, and the statutory consultation ran for 21 days from 29 October. 3. An Equalities Analysis Assessment is conducted for all School Streets to comply with the Equality duty. 4. Schemes in other locations are being considered as part of wider local area projects. 5. Full financial details will be available on request once a scheme is implemented

Date	Within or Outside	Road name	Object / Support	Objections raised through Traffic Management Order	Response from Council
18/11/2025	within	Bernard Avenue	Object	1. No consultation 2. No congestion problem currently exists 3. Displaced congestion 4. My property is not listed on the Schedule 5. Unnecessary financial waste 6. Need to prioritise actual safety issues	1. Parents and residents were invited to participate in the in-person and online engagement activities that took place from 6 June to 13 July. Over 2000 letters were sent to residents and the school sent a newsletter to all parents. The statutory consultation ran for 21 days from 29 October. 2. 5. and 6. We are abiding by a principle we believe to be of utmost importance: the right of every child to safely and comfortably walk, cycle or scoot to school without facing danger, perceived or actual, from road traffic. It is therefore appropriate to implement schemes especially where many students are already walking to school and where the number of parents dropping off by car is relatively low; there are still opportunities to improve the environment for pupils travelling actively to school, and to encourage more of them to do so. 3. Displaced traffic and parking is an understandable area of concern for some people. These have not been a significant issue at other School Street locations in the borough and we believe, once the School Street has bedded in, it won't cause these problems in the local area during its operational hours. To make sure, we will request CEO enforcement for the surrounding areas when the scheme is launched and on an ad-hoc basis. We will also monitor traffic by carrying out traffic surveys before and after a School Street is implemented. 4. The objector's property is included in the address list for this scheme.

Date	Within or Outside	Road name	Object / Support	Objections raised through Traffic Management Order	Response from Council
18/11/2025	Outside	Claygate	Object	1. displaced traffic 2. No need	1. Displaced traffic and parking is an understandable area of concern for some people. These have not been a significant issue at other School Street locations in the borough and we believe, once the School Street has bedded in, it won't cause these problems in the local area during its operational hours. To make sure, we will request CEO enforcement for the surrounding areas when the scheme is launched and on an ad-hoc basis. We will also monitor traffic by carrying out traffic surveys before and after a School Street is implemented. 2. We are abiding by a principle we believe to be of utmost importance: the right of every child to safely and comfortably walk, cycle or scoot to school without facing danger, perceived or actual, from road traffic. It is therefore appropriate to implement schemes especially where many students are already walking to school and where the number of parents dropping off by car is relatively low; there are still opportunities to improve the environment for pupils travelling actively to school, and to encourage more of them to do so.

Date	Within or Outside	Road name	Object / Support	Objections raised through Traffic Management Order	Response from Council
16/11/2025	Outside	Woodstock Avenue	Object	1. It is not supported by the school. 2. There is no current problem with traffic on these roads. 3. Displaced traffic problems.	1. The team met with the Headteacher and joint chair of governors who agreed to support the scheme. We were clear that this was a council-led scheme, and it was not school led. But that did not mean it was not supported by the school. They were included in all correspondence. 2. We are abiding by a principle we believe to be of utmost importance: the right of every child to safely and comfortably walk, cycle or scoot to school without facing danger, perceived or actual, from road traffic. It is therefore appropriate to implement schemes especially where many students are already walking to school and where the number of parents dropping off by car is relatively low; there are still opportunities to improve the environment for pupils travelling actively to school, and to encourage more of them to do so. 3. Displaced traffic and parking is an understandable area of concern for some people. These have not been a significant issue at other School Street locations in the borough and we believe, once the School Street has bedded in, it won't cause these problems in the local area during its operational hours. To make sure, we will request CEO enforcement for the surrounding areas when the scheme is launched and on an ad-hoc basis. We will also monitor traffic by carrying out traffic surveys before and after a School Street is implemented.

Date	Within or Outside	Road name	Object / Support	Objections raised through Traffic Management Order	Response from Council
14/11/2025	Outside	woodstock Avenue	Object	1. Unnecessary 2. No safety concerns, no accidents. Not much benefit 3. Displaced traffic	1. and 2. We are abiding by a principle we believe to be of utmost importance: the right of every child to safely and comfortably walk, cycle or scoot to school without facing danger, perceived or actual, from road traffic. It is therefore appropriate to implement schemes especially where many students are already walking to school and where the number of parents dropping off by car is relatively low; there are still opportunities to improve the environment for pupils travelling actively to school, and to encourage more of them to do so. 3. Displaced traffic and parking is an understandable area of concern for some people. These have not been a significant issue at other School Street locations in the borough and we believe, once the School Street has bedded in, it won't cause these problems in the local area during its operational hours. To make sure, we will request CEO enforcement for the surrounding areas when the scheme is launched and on an ad-hoc basis. We will also monitor traffic by carrying out traffic surveys before and after a School Street is implemented.
10/11/2025	Outside	Seward Road (near Elthorne Avenue/Oaklands Road)	neutral	1. Area and duration of scheme is too much. 2. Impact on tradespeople and delivery drivers. 3. Ensure consultation is widely publicised. 4. Clear and prominent signage. 5. Consider all stakeholders.	1. The scheme has been designed to cover the access to all school gates and ensure consistent flow of traffic in the local area. The times align to the start and end of the school day and need reasonable buffers to be effective. 2. Any impact to resident's deliveries or visitors will be minimal due to the limited operational times of the scheme - 8:30 to 9:15am and 3:00 to 4:00pm. 3. Parents and residents were invited to participate in the in-person and online engagement activities that took place from 6 June to 13 July. Letters were sent to over 2000 residents and the school sent a newsletter to all parents. The statutory consultation ran for 21 days from 29 October. 4. The signs used for School Streets comply with traffic sign regulations. 5. The view of all stakeholders is taken into consideration.

Date	Within or Outside	Road name	Object / Support	Objections raised through Traffic Management Order	Response from Council
06/11/2025	Outside	Woodstock Avenue	Object	1. Displaced traffic 2. No need as children already walk/cycle	1. Displaced traffic and parking is an understandable area of concern for some people. These have not been a significant issue at other School Street locations in the borough and we believe, once the School Street has bedded in, it won't cause these problems in the local area during its operational hours. To make sure, we will request CEO enforcement for the surrounding areas when the scheme is launched and on an ad-hoc basis. We will also monitor traffic by carrying out traffic surveys before and after a School Street is implemented. 2. We are abiding by a principle we believe to be of utmost importance: the right of every child to safely and comfortably walk, cycle or scoot to school without facing danger, perceived or actual, from road traffic. It is therefore appropriate to implement schemes especially where many students are already walking to school and where the number of parents dropping off by car is relatively low; there are still opportunities to improve the environment for pupils travelling actively to school, and to encourage more of them to do so.
05/11/2025	Outside	Westmoreland Place (near Mount Avenue)	Object	1. Displaced parking and congestion 2. Inconvenience for deliveries, tradespeople 3. Comments relating to LTNs- Delays to emergency vehicles- Not add safety- Not reduce air pollution	1. Displaced traffic and parking is an understandable area of concern for some people. These have not been a significant issue at other School Street locations in the borough and we believe, once the School Street has bedded in, it won't cause these problems in the local area during its operational hours. To make sure, we will request CEO enforcement for the surrounding areas when the scheme is launched and on an ad-hoc basis. We will also monitor traffic by carrying out traffic surveys before and after a School Street is implemented. 2. Any impact to resident's deliveries or visitors will be minimal due to the limited operational times of the scheme - 8:30 to 9:15am and 3:00 to 4:00pm. 3. All emergency services are consulted as part of the statutory consultation and no issues have been identified. School Streets are not LTNs, different principles apply.
05/11/2025	not given	not given	Object	no reason given	no response available

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05/11/2025	Outside	Woodstock Avenue	Object	Displaced traffic	Displaced traffic and parking is an understandable area of concern for some people. These have not been a significant issue at other School Street locations in the borough and we believe, once the School Street has bedded in, it won't cause these problems in the local area during its operational hours. To make sure, we will request CEO enforcement for the surrounding areas when the scheme is launched and on an ad-hoc basis. We will also monitor traffic by carrying out traffic surveys before and after a School Street is implemented.
05/11/2025	Outside	woodstock Avenue	Object	1. knock on impacts 2. lack of rationale	1. Displaced traffic and parking is an understandable area of concern for some people. These have not been a significant issue at other School Street locations in the borough and we believe, once the School Street has bedded in, it won't cause these problems in the local area during its operational hours. To make sure, we will request CEO enforcement for the surrounding areas when the scheme is launched and on an ad-hoc basis. We will also monitor traffic by carrying out traffic surveys before and after a School Street is implemented. 2. We are abiding by a principle we believe to be of utmost importance: the right of every child to safely and comfortably walk, cycle or scoot to school without facing danger, perceived or actual, from road traffic. It is therefore appropriate to implement schemes especially where many students are already walking to school and where the number of parents dropping off by car is relatively low; there are still opportunities to improve the environment for pupils travelling actively to school, and to encourage more of them to do so.

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05/11/2025	Outside	Woodstock Avenue	Object	Displaced traffic	Displaced traffic and parking is an understandable area of concern for some people. These have not been a significant issue at other School Street locations in the borough and we believe, once the School Street has bedded in, it won't cause these problems in the local area during its operational hours. To make sure, we will request CEO enforcement for the surrounding areas when the scheme is launched and on an ad-hoc basis. We will also monitor traffic by carrying out traffic surveys before and after a School Street is implemented.
04/11/2025	not given	not given	Object	1. school traffic is not a problem 2. negative impact on their lives	1. We are abiding by a principle we believe to be of utmost importance: the right of every child to safely and comfortably walk, cycle or scoot to school without facing danger, perceived or actual, from road traffic. It is therefore appropriate to implement schemes especially where many students are already walking to school and where the number of parents dropping off by car is relatively low; there are still opportunities to improve the environment for pupils travelling actively to school, and to encourage more of them to do so. 2. Any impact to resident's deliveries or visitors will be minimal due to the limited operational times of the scheme - 8:30 to 9:15am and 3:00 to 4:00pm.
02/11/2025	not given	not given	Support	very positive move forwards.	n/a

Date	Within or Outside	Road name	Object / Support	Objections raised through Traffic Management Order	Response from Council
20/11/2025	Outside	Wellmeadow Road	Object	1. No Access to Supporting Evidence 2. Predetermination & Lack of a Genuine Consultation 3. No Evidence of Site-Specific Necessity or Proportionality 4. Failure to Consider Reasonable Alternatives 5. Lack of Transparency – Wider Pattern Relevant to This Objection References made to unrelated Ombudsman and ICO investigations. Requests made that are not relevant to this scheme and TMO.	1. Supporting documentation is available on request 2. The outcome is not predetermined. School Streets are a high-level political priority for the Council, which full Cabinet have approved. The engagements and consultation has legitimately been considered against that backdrop. The Strategic Director and Chief Highways Engineer considered the relevant representations, and ultimately reached the view that the school street should proceed. Legal advice concludes there was a lawful legitimate predisposition – not predetermination – towards making the schools streets order. As with point (1) above, supporting documentation and key evidence is available on request. 3. The Council Plan, adopted at Full Council, sets out the council's commitments. It is the formal Council policy that drives the school streets and sets out the plans to deliver these schemes. As with point (1) above, supporting documentation and key evidence is available on request. 4. FAQ document states that alternative measures have been tried. The school is working with the council on travel planning initiatives to support implementation of the scheme, 5. Not relevant to this scheme

Date	Within or Outside	Road name	Object / Support	Objections raised through Traffic Management Order	Response from Council
20/11/2025	Outside	Hessel Road	Object	1. Traffic displacement 2. High proportion of children already walking 3. Better Use of Resources	1. Displaced traffic and parking is an understandable area of concern for some people. These have not been a significant issue at other School Street locations in the borough and we believe, once the School Street has bedded in, it won't cause these problems in the local area during its operational hours. To make sure, we will request CEO enforcement for the surrounding areas when the scheme is launched and on an ad-hoc basis. We will also monitor traffic by carrying out traffic surveys before and after a School Street is implemented. 2. We are abiding by a principle we believe to be of utmost importance: the right of every child to safely and comfortably walk, cycle or scoot to school without facing danger, perceived or actual, from road traffic. It is therefore appropriate to implement schemes especially where many students are already walking to school and where the number of parents dropping off by car is relatively low; there are still opportunities to improve the environment for pupils travelling actively to school, and to encourage more of them to do so. 3. Budget is agreed by cabinet to support schemes that it deems suitable/necessary
03/11/2025	Outside	Salisbury Road	Support	local resident and parent of a Fielding pupil	n/a

Date	Within or Outside	Road name	Object / Support	Objections raised through Traffic Management Order	Response from Council
20/11/2025	Outside	Cranmer Avenue	Object	1. Displaced traffic 2. Restricts access to stop and shop and CPZ parking 3. Area is too big 4. Scheme is not needed. 5. money making scheme. 6. No appropriate consultation with residents	1. Displaced traffic and parking is an understandable area of concern for some people. These have not been a significant issue at other School Street locations in the borough and we believe, once the School Street has bedded in, it won't cause these problems in the local area during its operational hours. To make sure, we will request CEO enforcement for the surrounding areas when the scheme is launched and on an ad-hoc basis. We will also monitor traffic by carrying out traffic surveys before and after a School Street is implemented. 2. Alternative stop and shop bays are available in the area. CPZ parking permit do not guarantee a parking space or give permit holders the right to park in a specific location. 3. The scheme has been designed to cover the access to all school gates and ensure consistent flow of traffic in the local area. 4. We are abiding by a principle we believe to be of utmost importance: the right of every child to safely and comfortably walk, cycle or scoot to school without facing danger, perceived or actual, from road traffic. It is therefore appropriate to implement schemes especially where many students are already walking to school and where the number of parents dropping off by car is relatively low; there are still opportunities to improve the environment for pupils travelling actively to school, and to encourage more of them to do so. 5. The purpose of enforcement is purely to achieve compliance. We want the least amount of motor vehicles as possible travelling past schools at the start and end of the school day. A truly successful school street would be one with no fines issued. If no one gets fined, it means the School Street is working perfectly because all drivers are adhering to the rules. 6. Over 2000 letters were sent to residents. They were invited to participate in the in-person and online engagement activities that took place from 6 June to 13 July, and the statutory consultation ran for 21 days from 29 October.