

Traffic Management Order responses – NOTTING HILL AND EALING HIGH SCHOOL

- 8 Emails rec'd
- 6 - Object
- 2 - Support with changes

Date	Within or Outside	Road name	Object / Support	Objections raised through Traffic Management Order	Response from Council
03/11/2025	Outside	Lakeside	Object	<p>1 Not local, catchment area school. Pupils need to be driven to school.</p> <p>2 Traffic and air quality data not provided.</p> <p>3 St Stephens road, in front of the school, is not a safe area for the children, parents and local residents, with high, chaotic volume of traffic.</p> <p>4 School Street will displace traffic, parking and pollution.</p> <p>5 St Stephens and Montague road are narrow.</p>	<p>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. There are opportunities to improve the environment for pupils travelling actively to school, and to encourage more of them to do so.</p> <p>2. Data is available on request</p> <p>3. The School Street will help to address the current safety issues.</p> <p>4. 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.</p> <p>5. These road are not regarded as narrow. St Stephens Road is 9.6 m wide and Montague Road is over 8m wide, both have two-way traffic.</p>

Date	Within or Outside	Road name	Object / Support	Objections raised through Traffic Management Order	Response from Council
02/11/2025	within	Wimborne	Object	times will not be helpful for Wimborne Gardens as high school finishes later than junior school	Time will be changed prior to launch
01/11/2025	within	Wimborne	Object/ Support	Supportive of scheme but suggests change to end of day as the high school finishes later than junior school site	Time will be changed prior to launch
01/11/2025	within	wimborne	object/ Support	Suggests change to end of day as the high school finishes later than junior school site	Time will be changed prior to launch
31/10/2025	Outside	Westmoreland Place (near Mount Avenue)	Object	<p>1. Displaced parking and congestion</p> <p>2. Inconvenience for deliveries, tradespeople</p> <p>3. Comments relating to LTNs</p> <ul style="list-style-type: none"> - Delays to emergency vehicles - Not add safety - Not reduce air pollution 	<p>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.</p> <p>2. Any impact to resident's deliveries or visitors will be minimal due to the limited operational times of the scheme - 8:00 to 8:45am and 2:45 to 3:45pm.</p> <p>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.</p>

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06/11/2025	within	wimborne	object	<ol style="list-style-type: none"> 1. Access for medical support 2. Inconvenience of not being able to use taxis 3. Restrictions for visitors 4. No AQ data 5. No other independent schools, does not agree faith schools are similar Inconvenience of applying for permit	<ol style="list-style-type: none"> 1. Special arrangements are available for those who require support from carers. They can contact us to find out more. 2. Any impact to resident's deliveries or visitors will be minimal due to the limited operational times of the scheme - 8:00 to 8:45am and 2:45 to 3:45pm. 3. Data is available on request. 4. Orchard House now have a School Street. 5. It is easy to apply for permits if required and any CPZ permits are auto-validated.
05/11/2025	within	Wimborne	object	<ol style="list-style-type: none"> 1. No compelling evidence provided 2. Times not suitable 3. No existing enforcement, concerns about existing parking and speeding issues 4. Original proposal was for junior school 5. Concerns about consultation process 	<ol style="list-style-type: none"> 1. Information was provided to residents at engagement events and data was available on request. 2. time will be changed 3. the School Street will help to address existing parking and speeding issues. 4. the proposal was amended following evaluation of the engagement survey. Information was included in the letter sent to residents of Wimborne Gardens on 29 October. 5. Residents 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.

Date	Within or Outside	Road name	Object / Support	Objections raised through Traffic Management Order	Response from Council
20/11/2025	Outside	Wellmeadow Road	Object	<ol style="list-style-type: none"> 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 ObjectionReferences made to unrelated Ombudsman and ICO investigations. Requests made that are not relevant to this scheme and TMO. 	<ol style="list-style-type: none"> 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 our 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