



Westminster City Council

SCHOOL STREETS: QUESTIONNAIRE SUMMARY REPORT (1ST NOVEMBER 2021 - 9TH MARCH 2023)





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1 INTRODUCTION AND BACKGROUND

Westminster City Council have launched 'School Streets' trials - a special Pedestrian and Cycle Zone (PCZ) which is created outside a school's main entrance during term-time - at a number of schools in Westminster, as a key part of the ActiveWestminster strategy.

The scheme aims to create safer spaces around schools during school drop-off and collection times, Monday to Friday, to encourage pupils to walk, cycle and scoot on journeys to/from school. Signage on the road(s) informs drivers of the times of operation at the entrance(s) to the zone.

Westminster City Council rolled out School Streets under an Experimental Traffic Order, from November 2021 for up to 18 months.

The consultation started in November 2021 and residents, businesses, parents, school staff, pupils and any other stakeholders have given their feedback during the trial so far through a short questionnaire available on the website (<https://www.westminster.gov.uk/school-streets>).

The following summary provides key data and themes regarding the feedback collected for the School Streets consultation in Westminster during the stated period.

A full evaluation of the consultation will take place at the end of the consultation period.

2 QUESTIONNAIRE RESULTS

The results presented below have been received from 1st November 2021 – 9th March 2023. A total number of 281 people responded to the questionnaire and the results are detailed below. It is worth noting that 12 responses were received on behalf of the of the United Cabbies Group. These responses were the same but appear to have come from different people, these were in support for the School Streets programme but not related to any of the schools.

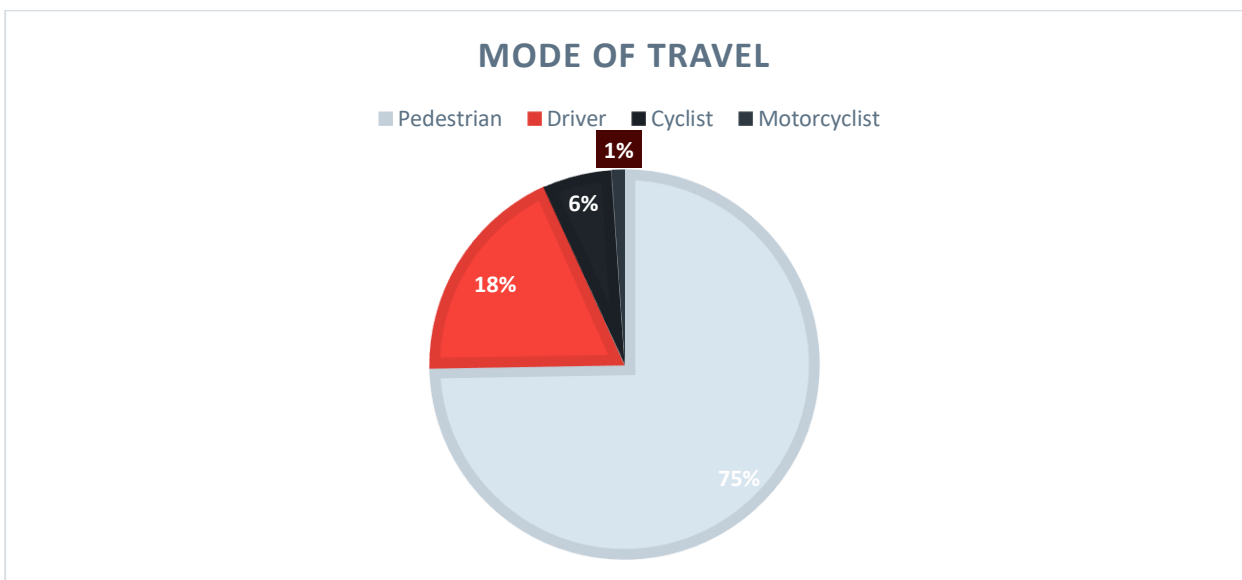
Q1: Mode of travel

The first question on the questionnaire asked respondents to provide the capacity in which they were answering:

“You are completing this survey as a...”

Most respondents were pedestrians with 75% of 281 responses (210 respondents). The lowest proportion of the respondents were motorcyclists with 1% of 269 responses (3 respondents). The table and graph below show the full details.

Mode of Travel	No of answers	%
Pedestrian	210	75
Driver	52	18
Cyclist	16	6
Motorcyclist	3	1



Q2: Which school the comment refers to

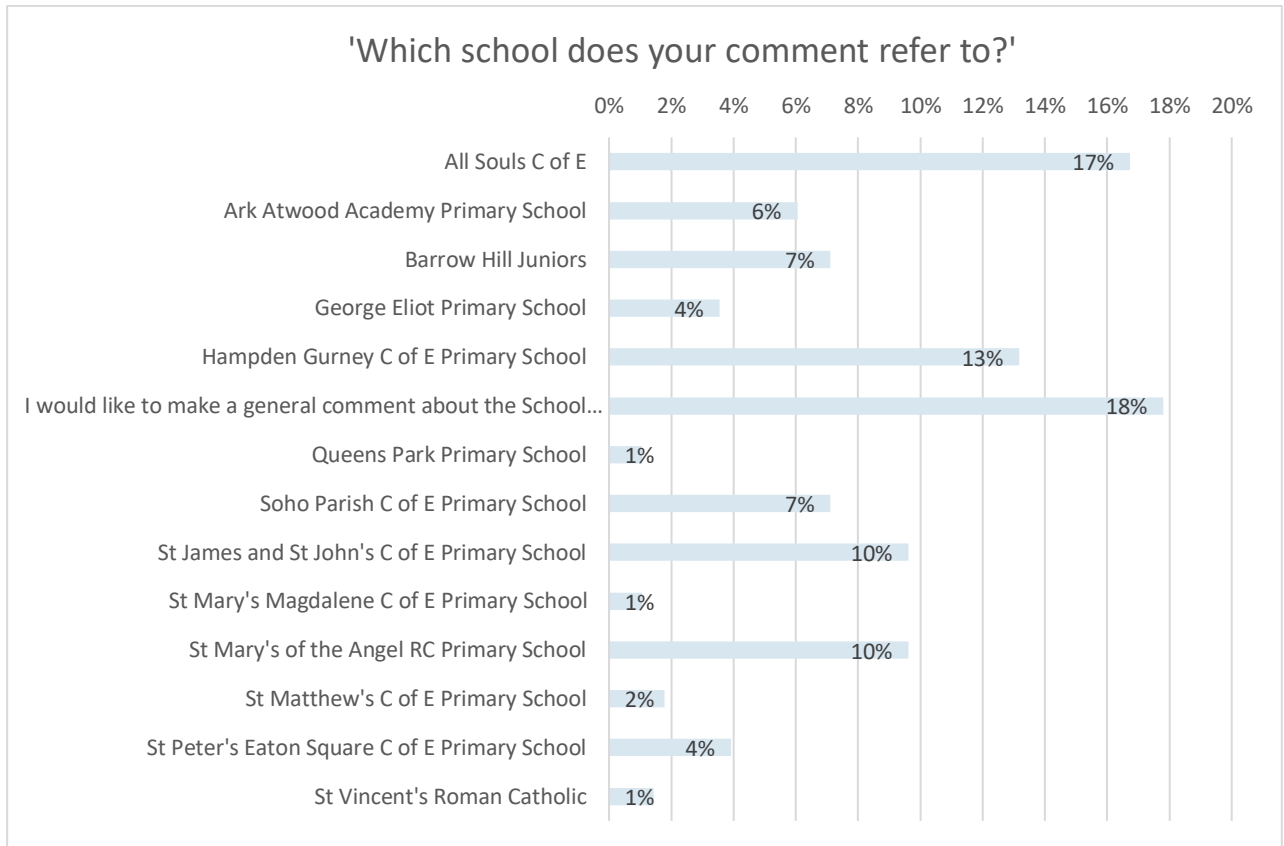


The next question on the questionnaire asked which school the responders were associated with or if they were responding to the school street programme as a whole:

“Which school does your comment refer to? (Please complete a separate online questionnaire for each school you wish to comment on.)”

The highest number of respondents wanted to make general comments about the School Streets programme with 50 out of 281 respondents. Also 47 of the 269 respondents reported that they were associated with All Souls C of E with.

Which school does your comment refer to?	No of answers	%
All Souls C of E	47	17%
Ark Atwood Academy Primary School	17	6%
Barrow Hill Juniors	20	7%
George Eliot Primary School	10	4%
Hampden Gurney C of E Primary School	37	13%
I would like to make a general comment about the School Streets programme	50	18%
Queens Park Primary School	3	1%
Soho Parish C of E Primary School	20	7%
St James and St John's C of E Primary School	27	10%
St Mary's Magdalene C of E Primary School	3	1%
St Mary's of the Angel RC Primary School	27	10%
St Matthew's C of E Primary School	5	2%
St Peter's Eaton Square C of E Primary School	11	4%
St Vincent's Roman Catholic	4	1%

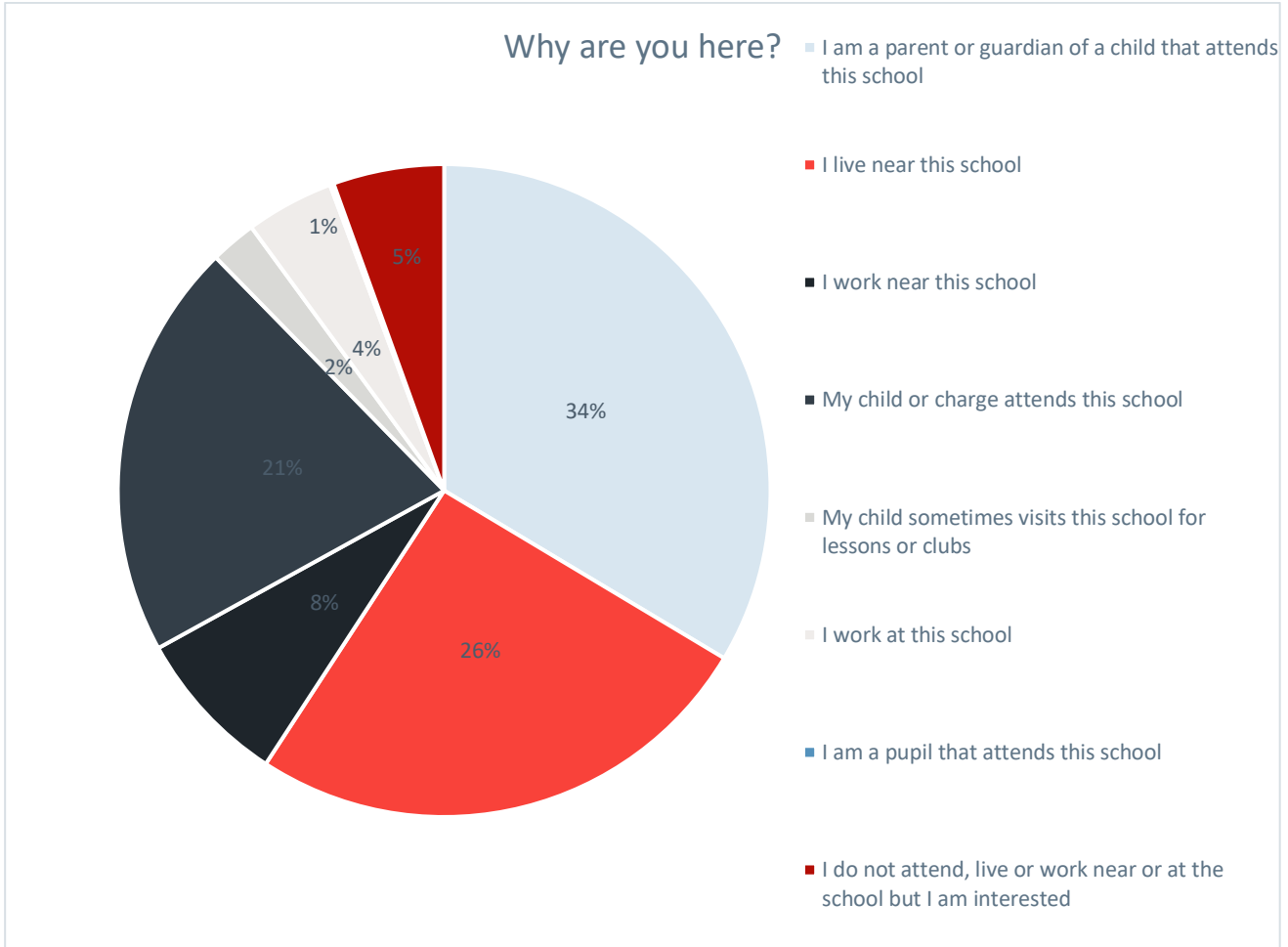


Q3: Who is answering the questionnaire?

The next question asked: *“When considering the response you have selected in the previous question, please select any of the below that may apply. Please tick all that apply.”*

The highest percentage of people answering the questionnaire were answering as the parent or guardian of a child that attended the school in question with 34% of 527 responses (177 responses). 2% of 527 responses (12 responses) stated that their child sometimes visits the school for lessons or clubs. 1 of the 527 responses was given by a pupil that attends the relevant educational establishment.

In what capacity are you answering?	No of answers	%
I am a parent or guardian of a child that attends this school	177	34%
I live near this school	135	26%
I work near this school	41	8%
My child or charge attends this school	109	21%
My child sometimes visits this school for lessons or clubs	12	2%
I work at this school	23	5%
I am a pupil that attends this school	1	1%
I do not attend, live or work near or at the school but I am interested	29	6%



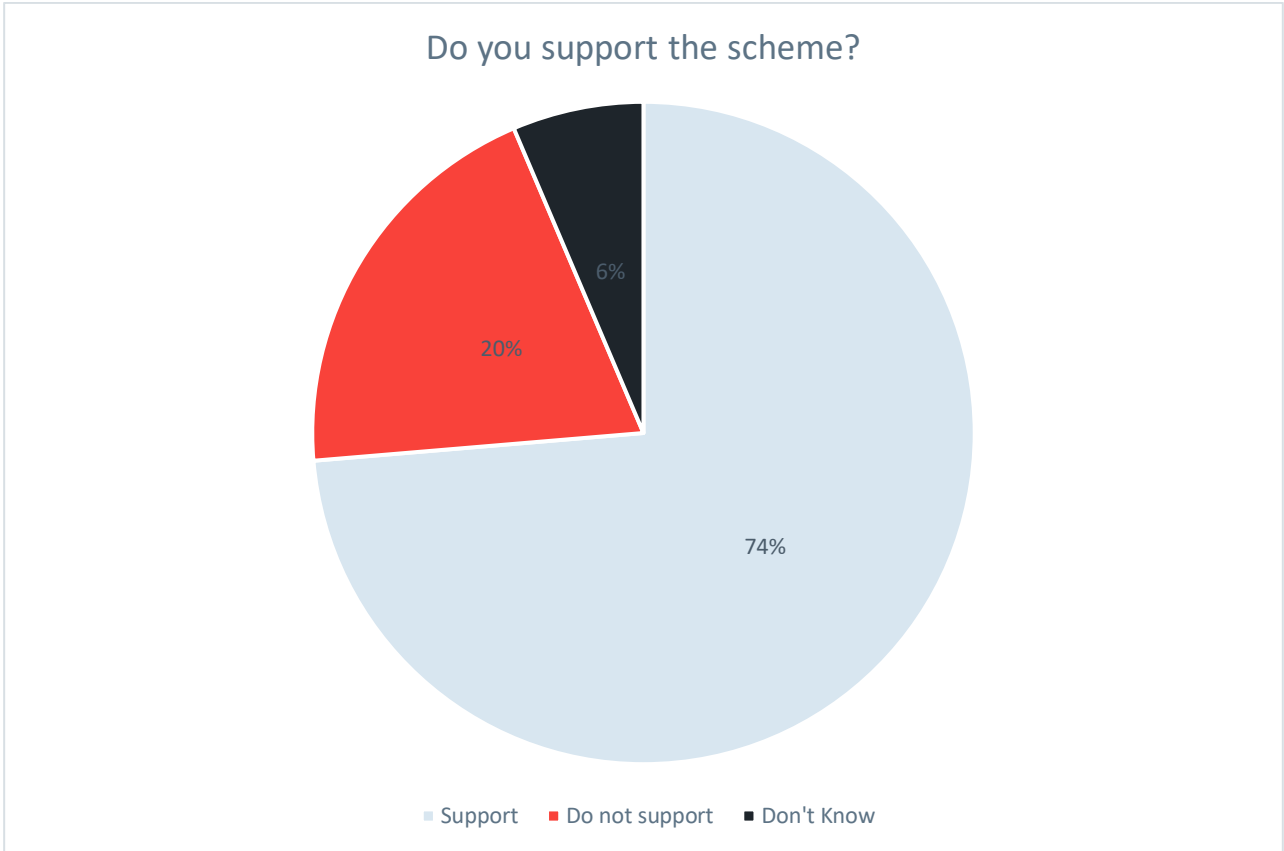
Q4: Support for the scheme

Having established who is taking part in the questionnaire, the next question asked if, once they had reviewed the website information, they supported the scheme itself: *“Having read the information on our website, please select if you support or do not support the scheme?”*

There were 3 options available to the responders, “support”; “do not support” and “don’t know”.

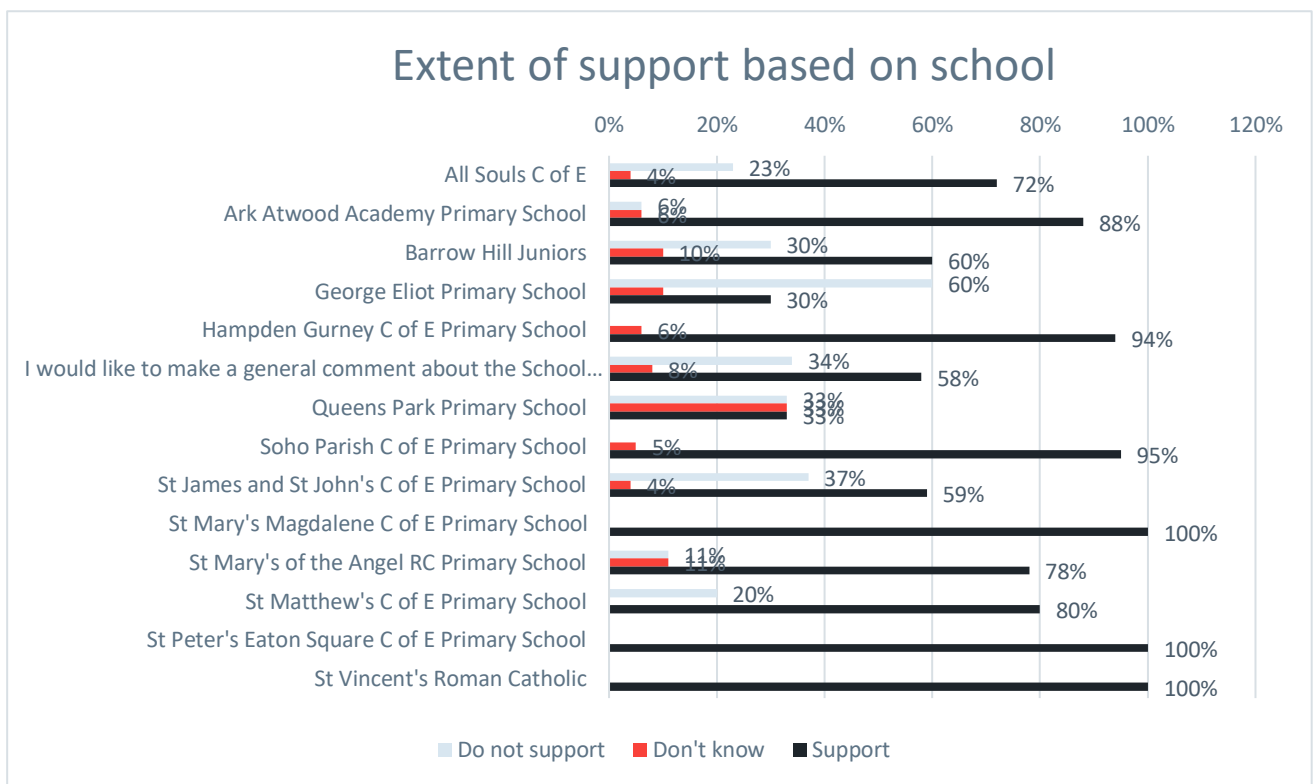
The overwhelming majority of responders were in favour of the scheme and stated that they did support it with 74% of the responses (207 respondents) confirming their support.

Do you support the scheme?	No of answers	%
Support	207	74%
Do not support	56	20%
Don't Know	18	6%



School / Support	Do not support		Don't know		Support		Number of answers per school
	Count	Percentage	Count	Percentage	Count	Percentage	
All Souls C of E	11	23%	2	4%	34	72%	47
Ark Atwood Academy Primary School	1	6%	1	6%	15	88%	17
Barrow Hill Juniors	6	30%	2	10%	12	60%	20
George Eliot Primary School	6	60%	1	10%	3	30%	10
Hampden Gurney C of E Primary School	-	-	2	6%	34	94%	36
I would like to make a general comment about the School Streets programme	17	34%	4	8%	29	58%	50
Queens Park Primary School	1	33%	1	33%	1	33%	3
Soho Parish C of E Primary School	-	-	1	5%	19	95%	20
St James and St John's C of E Primary School	10	37%	1	4%	16	59%	27

St Mary's Magdalene C of E Primary School	-	-	-	-	3	100%	3
St Mary's of the Angel RC Primary School	3	11%	3	11%	21	78%	27
St Matthew's C of E Primary School	1	20%	-	-	4	80%	5
St Peter's Eaton Square C of E Primary School	-	-	-	-	11	100%	11
St Vincent's Roman Catholic	-	-	-	-	4	100%	4



Q5: Open comments

Question 5 was an open text question that allowed the responder to fill in their thoughts on the School Streets Scheme:

“In addition, please use the open text box below to tell us about your experience of the school street to date, how it has impacted you and any other information that might assist us with this School Street.”

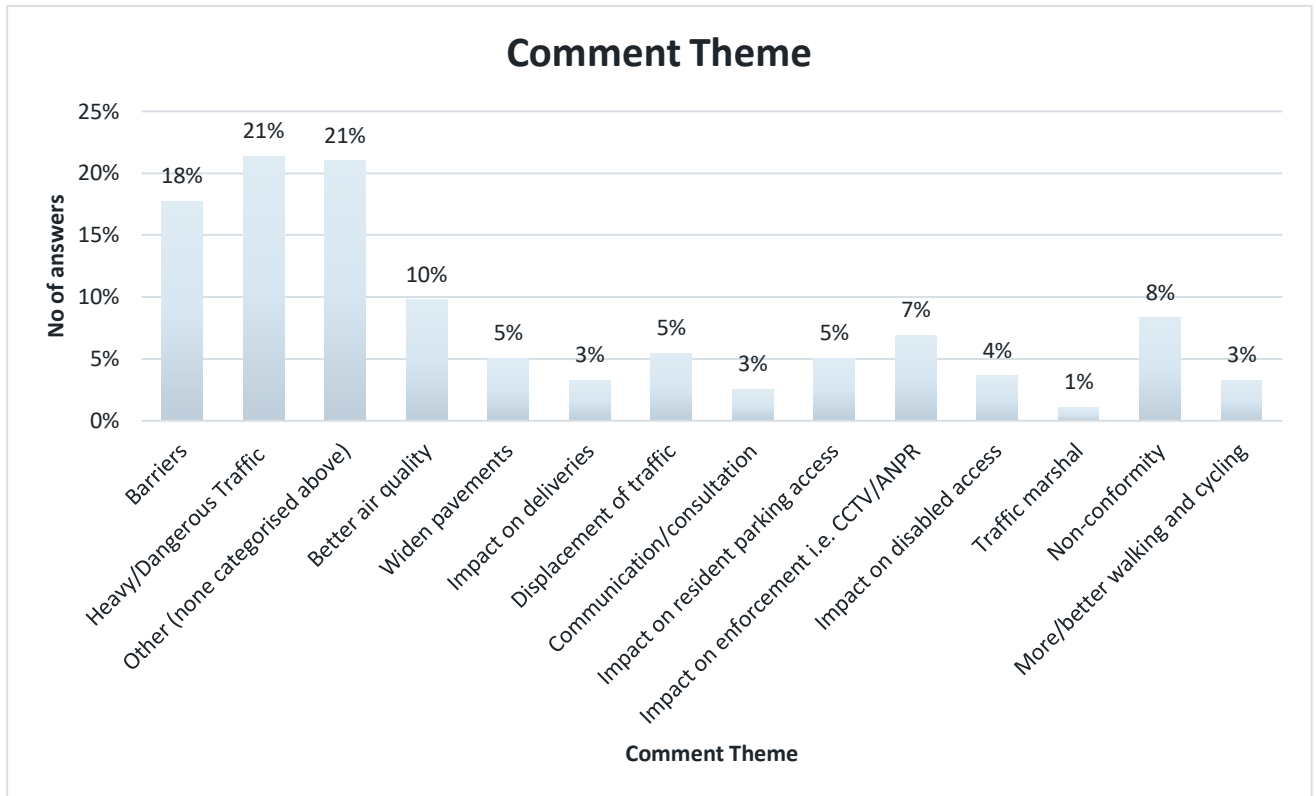
A total of 225 comments were received.

The most commented on topics were the traffic, noticeably large industrial vehicles, and e-scooters, which were both perceived to create risks to pedestrians (both adult and children), using the School Street space; as well as other. It is worth mentioning that most of the comments that were not categorised in relation to the available themes mentioned taxis and asked for clarification regarding restrictions and asked for the data from the air quality monitoring to be shared with the community.

The third most commented topic was in relation to the barriers, both the ones that had been in operation previously as well as a desire for future installation to prevent traffic from entering the School Street system at prohibited times.

Better air quality or the opportunity to improve on the air around the school also featured highly in the responses with a number of respondents stating that this is an opportunity to improve the quality of the air in areas where young children spend a lot of time.

Comment Theme	No of answers	%
Barriers	18%	49
Heavy/Dangerous Traffic	21%	59
Other (none categorised above)	21%	58
Better air quality	10%	27
Widen pavements	5%	14
Impact on deliveries	3%	9
Displacement of traffic	5%	15
Communication/consultation	3%	7
Impact on resident parking access	5%	14
Impact on enforcement i.e. CCTV/ANPR	7%	19
Impact on disabled access	4%	10
Traffic marshal	1%	3
Non-conformity	8%	23
More/better walking and cycling	3%	9





Appendix A

QUESTIONNAIRE



[Home](#) [School Streets](#)

School Streets feedback questionnaire

School Streets feedback questionnaire

This School Street trial aims to:

- improve air quality by limiting the pollution from cars in the area
- create a safer and more pleasant environment by limiting the dangers caused by motor vehicles
- encourage more active travel, like walking, cycling, and scootering on school journeys

We are rolling this out under an Experimental Traffic Order up to 18 months in duration.

Within the first 6 months of the trial, feedback will be sought from all stakeholders about the scheme and request that our very short questionnaire be completed to provide any feedback, positive or negative, as the trial goes on. This short questionnaire will be live for 6 months from 1 November 2021.

Please note if you would like to comment on multiple schools, please complete a separate online questionnaire for each school you wish to comment on.

If you would like to make comments about the School Streets Programme in general, please select the

option from the drop-down menu in question 3 so your comments can be taken into account.

Your name (optional)

You are completing this survey as a...

Which school does your comment refer to?

Please complete a separate online questionnaire for each school you wish to comment on.

When considering the response you have selected in the previous question, please select any of the below that may apply. Please tick all that apply.

- I am a parent or guardian of a child that attends this school
- My child or charge attends this school
- My child sometimes visits this school for lessons or clubs
- I am a pupil that attends this school
- I work at this school (any person employed by, or at the school, however frequently or infrequently)
- I live near this school
- I work near this school

I do not attend, live or work near or at the school but I am interested in Westminster's School Streets programme

Having read the information on our website, please select if you support or do not support the scheme?

- Support
- Do not support
- Don't know

In addition, please use the open text box below to tell us about your experience of the school street to date, how it has impacted you and any other information that might assist us with this School Street.

If you would like to comment on multiple schools, please complete a separate online questionnaire for each school you wish to comment on.

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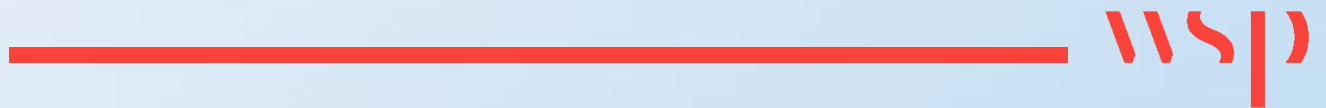
Modern slavery

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Appendix B

VERBATIM COMMENTS (REDACTED)



Verbatim responses: redacted

There are no safety implementations to date. Consultation is too long.. Traffic is very heavy in the mornings and illegally parked vehicles on pavements create dangerous situations. Pedestrians and children are not safe. Street should be closed to traffic as soon as possible.

Long overdue. Children and staff attending are not safe .

As a grandparent I have seen how traffic ignores the safety of children at drop off and pick-up times outside the wonderful Soho parish school.

The street is unsafe - it is an accident waiting to happen - I have witnessed several near misses and dangerous traffic behaviour during drop off and pick up

The pavements are extremely narrow and there are often speeding vehicles endangering the immediate safety of children. Furthermore there are often large lorries and idling vehicles making the air absolutely foul. Pedestrianising at school drop off and pick up times would help!

Would like to see these

Roads pedestrianised as it's very difficult when picking up my child as traffic is always present.

It's dangerous and we fear for our lives everyday as the roads are always busy. The school is primary level and even more dangerous for the smaller children and higher risk of them being run over.

On great windmill street right next to the school there are a lot of cars,lorries that are dangerously close to knocking over the children at school pick up time,I am very concerned that an accident will happen as there are small children that do run across the road and parents spill over to pick up their children during this time.I would suggest that they close great windmill st between 3 to 4pm or have a traffic person to redirect the traffic as it's a very,narrow busy street.

I can only comment on the entrance on Archer Street as I have never used the entrance on Windmill street. But basically, the Archer Street entrance is rather dangerous.

The pavement isn't very wide here but there are almost always lorries/vans parked on the road outside the entrance unloading. Sometimes their wheels are parked on the pavement causing the pavement to narrow even more. Children/ parents therefore resort to walking in the actual road which is not ideal, as it is narrow road with parked vehicles plus moving vehicles and it is a two-way road (which some parents aren't aware of).

There have been some close misses, and parents have to look out for one another, especially when the lorries/van start reversing.

The morning drop-off isn't too troublesome as the drop-off time is a ten minute slot. But the pick-up is rather chaotic. There is not enough room for parents to wait on the pavement outside the school, and resort to standing on the opposite side of the road. Children leave the building and have to cross the road

It would help if:

- the area in the road immediate outside the school entrance is cleared of parked vehicles, perhaps introducing a no parking sign for school pickup/dropoff times?
- the road is changed to a one-way road (The parallel road is already one-way so archer street could be one-way also, but in the opposite direction)
- the entrance is very close to the junction with windmill street, and cars turning into archer street here are sometimes unexpected - the one-way system could possibly help with this

We really do need to make this road safer.

Situation near both entrances to our school is dire. It's totally unsafe and actually dangerous in many cases. Pavements are minimal (about 1.5-2m) and cars drive fast all the time. Limiting vehicle access to the part of the streets where our entrances are during drop of and pick up time 8:40-9:10 and 3:15 to 3:30 will be greatly beneficial. It was happening during partial lock down at some point and we felt the difference. Now it's many more cars and no safeguarding the entrances which directly face the roads.

My son enters the school on the Archer Street entrance, so I can only comment on that. But Archer St is a nightmare for pedestrians. The pavement is very narrow, the street is narrow, yet two-way for vehicles. There are normally loads of lorries parked in the street unloading - often pulled on to the (already narrow) pavement. I have been knocked by vehicles a couple of times. And with small children coming to and from school, the current set up is a serious accident waiting to happen. At the very least the pavement outside the school entrance on Archer St should be widened and measures put in place to stop lorries and vans parking on the pavement. As far as I can tell the proposed changes outside the other entrance to the school will make Archer St even more busy and treacherous.

If you do not close off Archer Street at the same time you will be making it worse as Archer Street has a school entrance that is heavily used as well. If you just close part of Gt Windmill Street all the traffic will go down Archer Street. Really it will.

The street needs to be closed for school drop off and pick up, currently it is too dangerous

Traffic is constant along Great Windmill St and Archer St and not only is this a cause of poor air and pollution for the children as they come in and out of school but most importantly it's incredibly dangerous. Few drivers on the road pay attention to their speed or drive particularly carefully and with so many young children milling around drop off and pick up there seems to be unnecessary risks being taken.

Long overdue for Great Windmill St where children's lives are being played with in regards pollution levels and outright dangerous driving. Fully support.

1) This closure does not include the other exit/entrance of the school by Nutford place. We have not had a clear explanation as to why this has happened. One big concern of mine is that a child (or carer) could get confused by what is essentially a partial closure of the street and could wander into the "open" part of the street. This could lead to a very serious accident and possibly even a fatality, especially where Nutford place meets Forset street as Forset street is somewhat obscured. If the area cannot be fully closed, can we have a traffic marshal from the council to manage this? Furthermore, if we do return to restrictions and class bubbling, children and carers will be waiting outside the school on the road.

2) How will the road closures be implemented? Will there be barriers or a responsible adult managing the closures? Will ANPR or similar be used to monitor traffic flow and any breaches? I say this because even with signs up, vehicles (motor bikes) have still gone past, vehicles parked illegally and it can sometimes feel a bit chaotic. We have seen some signs outside St Mary's school Bryston Square (see attached photo) and were wondering if Hampden Gurney could be supplied with them as well.

3) How will it be monitored and future decisions be made, for example with regard to making it a permanent arrangement vs modifying or withdrawing it?

I support that cars and motor vehicles should not be allowed in the area for up to an hour whilst the children are going into and being collected from school as it is highly dangerous and some drivers don't seem to take care on these busy and narrow roads.

We would like to see prevent any accidents for children and pedestrians during these busier hours.

I live right next to the school, at W1h5[redacted]. I have raised numerous issues relating to traffic in the area, the most recent being the Supper delivery scooter business running in Sherwood court car park around the corner of the school, in breach of the Portman lease terms and planning permission. This was a breach of a long string of inappropriate repeated behaviours around school premises, including speeding, severe drug dealing and consumption on and around school premises.

Drivers have been witnessed endangering children lives on many many occasions.

The traffic situation needs to be kept under control, we are after all in the middle of positioning the UK as a leader in sustainability related matters. We are also just simply trying to safeguard children.

Wake up.

Even as a driver, this is a great scheme. The road is so quiet at these times anyway, I am fully supportive of the street closure and feel it should be extended to Nutford place too. Turning a vehicle around is possible on both Nutford Place as well as Forset St, as this is how it was all last year, so it would be good to know the objections to this?

1) that the street be extended to cover the school main entrance as (outside of Covid measures) that is where all pupils except nursery enter and 50% of pupils exit - what is the rationale for not having a complete closure?

2) how are the road closures being signposted/implemented and monitored so there are no breaches eg ANPR, and signage like the children-sized signs that have been provided to St Mary's Bryanston Sq primary?

3) how will success be measured and decisions be made when the current 18month experimental traffic order comes to an end?

The previous school street on nutford place was fantastic, and would be the preferred location for a permanent school street. But forset street is a suitable alternative if nutford place is not feasible

The area of the street outside the school is not strictly required for essential vehicular access (other routes are available). Owing to the number of pupils attending the school, and the relatively narrow pavements, there is a real risk to the safety of young pupils and to pedestrians (who often need to walk on the road as the pavement is crowded). That area of road immediately outside the school should be closed, at least for drop off and pick up hours, or alternatively the pavement extended for safety reasons.

The road in front of Hampden Gurney is very dangerous . Although the parents keep an eye on their children which is not easy (children get excited with their friends), it is lucky that no major has happened yet. The road/ the space outside the school is very limited. This narrow street in front of the school should be avoided and even close down if at all possible to protect our children against car accident or pollution. Some cars are driving very fast..

It is way safer for children and parents with Forset street being closed during drop off and pick up times. It improves air quality as well. Nutford place should be closed as well, as it is not 100% safe with cars being able to drive in front of the main school entrance.

Frankly I find it completely irrational and unreasonable that both streets adjacent to the school cannot be closed during school drop off and especially pick up times. Certainly the main reason for this must be the hotel opposite? It is extremely difficult for young children to understand that one street is open while the other is closed and sadly I genuinely don't think that the council will notice until there is an accident. In relation to the air pollution, how on earth in this day and age, with literally MOUNTAINS of scientific evidence relaying the dangers to us ESPECIALLY concerning

young children, the roads still can't be closed for these short periods of time, I just can't even begin to fathom. Although I suppose these are the same Westminster minds who decided the marble arch mound was a fantastic idea. Brilliant. Just BRILLIANT.

The school street is a great start but it's not enough. Forset street should be closed permanently, paved over for pedestrians, made available for school children to play on after school and residents to enjoy. There are so few cars coming down this street it seems like madness to have it open at all. It could have a short opening on the Harrowby Road side to allow for deliveries to businesses etc. Only one or two parking spaces would be lost, which could be relocated further down the street.

Secondly, I think as the school's main entrance is on Nutford Place, this too should be included in the School Streets scheme. This is also a quiet road, though slightly busier than Forset Street. Ideally if Forset St were to be closed permanently then Nutford Place closed during busy drop off and pick up times, children would feel safest outside their school.

Please prioritise children in our area. Crossing over Edgware Road feels like a bit of a nightmare, so to come into a sanctuary by Hampden Gurney School the children would have the opportunity to feel safe. I was extremely disappointed you didn't get the LTN through in the HP Estate, and would support any traffic calming measures as someone who lives in and works in and for Westminster.

Why have the closures not been implemented as scheduled?

There needs to be barriers put in as vehicles are not obeying the restrictions and our children are at risk of being knocked over by vehicles

Motorised vehicles still pass during school times. It would be better adding a moving barrier during these times.

The vehicles do not obey the restrictions and cyclists are very aggressive so barriers need to be put in before someone gets seriously hurt

Although i welcome the School Street, i do not feel safe for me or for children. The cyclist s, e-scooters, motorcycles and cars may not easily see the sign and they can go through with such a speed especial e-scooters and bikes. Some kind of gate that can open and shut during the permitted hours would make it safer.

Thank you

I agree with the school as itâ€™s not safe for the children, the road needs to have barriers for the safety of every children as it was closed for a while and it is confusing as there was mention vehicle was accessing this road.

While supporting the school street approach in principle, I think it should go further. I don't think it's sufficient to rely on road signs alone when the street is open to motor traffic. There should either be a barrier which closes during school hours or there should be a raised, paved area at the Cleveland St end of Riding House Street, which will encourage motorists to go very slowly. I also object to the use of an ETO. Full public consultation should be carried out BEFORE installation of the school street.

This is not an overly busy street. Closing this street at certain times will force more road traffic down other completely residential streets. It should not be continued.

The road should be closed I actually watched a child walk across it and a scooter almost knock her down.

Would be safer for all children and parents to have a barrier up the top of the road!

This street doesn't seem to be used for much traffic other than pedestrians anyway, so it would be great if barriers could be installed to further promote safety for school kids, as well as to

discourage any cyclists or electric scooter users to ride down the street. Especially the latter have caused a nuisance and made the street unsafe on multiple occasions over the last few months.

The motorcycles go through the street really fast, being it is dangerous for the children attending All Souls school.

My son has almost been hit by a bike twice!

It's not labelled cleared enough and very dangerous

Opening the road is really dangerous for kids. Cars are diving during the hours that shouldn't be driving. Yesteryear saw driving wrong way and he was so happy to do that during school hours. How can you keep our kids safe from this kind of drivers? If anything happens to the kids who is responsible. Me as a parent and a person lives near by used to feel safe about the road is close, now I can not feel that. The road was close for about 6 years and everyone was happy. Why did the council opened it again? What harm is it causing the council when the road was close? Why those people who made a decision about reopening the road didn't think about our kids? If that was about their kids, would they do that? Very disappointed with all this wrong decisions. Please reconsider our kids safety.

Kind regards

[Redacted]

For the scheme to work safely there need to be barriers that open and close to clearly alert pedestrians and traffic when the road is open and when it is not. Currently there is confusion which is a danger to pedestrians since I have seen traffic past down the street outside of the designated times.

We need a barrier either side of the road to stop traffic travelling down it. The children cross the road many times throughout the day to get to the school hall and so it is not safe without a barrier - this is not just a road that is used by the children before and after school, but during the school day too.

I feel the section of Rowington close is not enough to make any difference in traffic .

I feel the school street should include senior street as Edward Wilson primary is only meters away . And as st mary magdalenes is a 7 day a week school that should be looked at too.

Signage to inform drivers of particular hours of school street operation is not enough to keep our children safe. In the first week of this term there have already been drivers unfamiliar with this arrangement driving down the road. I myself had to stop a driver on the adjacent street from driving down a one way on Monday. The driver had fully missed the one way signage!

I would go as far as saying that this trial makes the road more dangerous to children than a normal road.

I feel strongly that a barrier needs to be installed at either end of the road so that traffic can't have access. I support our head mistress in her application for this safety measure.

Giving free road access to somewhat 5-10 people who live in the opposite to school building because of disability or anything else and ignoring over 200 children plus over 350 parents or school staff that makes up additional 30-50 in numbers is simply unacceptable, ridiculous and unwise! This situation is asking for a big trundle that you as a council will be dealing with in the end should an accident happen! Really helping one's disability that could potentially create another is simply unwise and foolish! The road should be closed and that's the end of it!

Please keep Riding House Street closed to traffic.

To have a barrier installed at the entrance of Riding House Street which could be closed during the hours of the School Street. I believe this will make it safer for children going to a from school and well as when crossing the road during the day to access Riding House Hall.

Need to remind pupils on a daily basis that they need to use the crossing when arriving and leaving school.

I have noticed that the barrier has been removed ever since this campaign. The campaign is good and very helpful, however as a parent of three kids who are just learning road safety rules, it would be helpful for the barrier to be installed in front of the school gate"as I have seen motor vehicles go by (even bikes) that pose danger for littles kids who congregate around the gate as they enter and exit school.

We received your letter dated 17th December 2021 regarding the introduction of an Active Streets trial scheme along Riding House Street, between Cleveland Street and Nassau Street. Our Institute is situated along part of this area and significantly it is where we rely on the delivery of essential medical gases and liquid nitrogen via the company BOC. This is to maintain our medical archive and our NHS commitments as a national referral and diagnostic centre and conduct our research. We rely on the delivery at least weekly delivery via a truck which "œplugs" directly into our holding vessels via a fix line and is therefore is required to be in close proximity to the building for the process. This has to occur during the restricted hours as staff are needed on site for safety reasons. We had several consultations with FM Conway Ltd on the previously proposed street improvements and a pedestrian zone on Riding House Street to ensure our deliveries could be maintained. These were incorporated into the proposed design. We have no objection to the previous plan or the current trial as long as our deliveries are not disrupted. The letter states that there will be no exemptions unless they are emergency vehicles, or are a Blue or White badge holders. The concern is that the BOC company may refuse to deliver if they will incur a fine for doing so, and we cannot operate our facility without this supply. Please can you ensure a there is a system to maintain this essential access

The back streets around riding house street have become popular little cut throughs for speeding mopeds and vehicles trying to avoid main road traffic as well as having quite a heavy load of construction vehicles that fly around at speed around there. Therefore, having Riding House Street, right outside the school itself, closed off has been very reassuring. Since it's reopening, which has only been in the last two weeks, I have already seen numerous vehicles using it during the hours in which it is supposed to be closed. My main concern is that it is now unsafe for the children coming and going from the school and I really don't want it to be left until, God forbid, there's some tragic accident, before a simple preventative solution, such as a barrier, is put in place!

I have already had a very near miss with my 5yr old son on the zebra crossing on the corner of Riding House Street and Great Portland Street when a Deliveroo cyclist dismounted the pavement and cut across the crossing in front of us. People are not vigilant, a lot don't care and many just don't pay any head to the fact there is a school there and lots of young children crossing on their way to school. I feel the only way to stop speeding motorists along this road, if the road can't be closed off completely, is to have a barrier in place for use during the restricted hours.

Dear Sir / Madam,

I am writing as my child attends All Souls C or E primary school and there have been recent changes to Riding House Street that now increase risk to safety, which is in direct contradiction to your stated aims.

During the pandemic Ridging House Street was blocked from motor vehicles by concrete barriers. This has allowed safe drop off and pick up of children from the schools entrance. It has now been decided by the council to allow motor vehicles access outside of school hours. As a result, the

concrete barriers have been removed and a sign has been put up in its place. This is a drastic reduction in safety for children, parents and other members of the community using this road during school hours.

A sign is not sufficient to prevent motor vehicles using Riding House Street during school hours. In actual fact, I have observed vehicles using this street in direct violation to the sign. This severely increases risk of a child and adult being hit by a motor vehicle. This could result in catastrophic injuries or in a worst case scenario, death. Given this risk, I find it amazing the council has chosen to remove barriers completely.

I am aware that the school has lobbied for installation of a barrier that can be closed during school hours. Given the risk of serious injury and a possible death to children, parents and other members of the community, I request the council reviews this decision and installs such a barrier.

It must be noted that Camden Council has installed many such barriers in their borough. Why is Westminster council so reluctant to protect its community?

Regards
[Redacted]

Since the removal of the barriers, pick up and drop off at the school have been vaguely terrifying. There needs to be some sort of automatic bollard arrangement to stop cars from turning quickly from Cleveland into Riding House Streets in breach of the pedestrian and cycle zone. I have no doubt that if the Council does nothing, a child will be killed by a car or motorbike the driver of which has not seen the inadequate signage, or has ignored it.

Should go back to being pedestrianised. This is essentially a road in the middle of a primary school campus. I see young children running across the road, and cars / motorbikes speeding around the corner (not to mention the lorries in the morning!) - it seems so irresponsible, an accident waiting to happen.

I agree that most schools benefit from your School Street trial and I approve of the scheme under the circumstance where a previously open road trials limited access times to reduce traffic and pollution when children are going to and from, and are in the playground adjacent to the road. In All Souls' case, the road has been blocked to traffic for the last few years, so re-opening the road and limiting traffic access at certain times is a far worse option for the children than leaving the road shut altogether. This trial is not like-for-like. The school greatly benefits a closed road not least because it is how most of the children in the school have only ever experienced Riding House Street ie completely shut to traffic. They will experience safety issue and worse pollution issues by the road being opened again. The road cuts between two parts of the school re the safety issue and reducing pollution in the centre of London and right next to the school is a major bonus to children, teachers, locals and workers in the vicinity. I do hope you'll make the road closed to traffic again and put permanent barriers up for the safety of all. Riding House Street Park, with trees, planters and benches etc would be a marvellous way to celebrate and care for the children in the area...[Redacted]

While I support - and am grateful for the thinking behind - the School Street initiative, I would request some sort of easy-to-move barrier put in place on Riding House Street during the closed-to-cars times.

I have heard from the school that although Riding House Street has been mostly quiet during school times since the previous concrete barriers were removed, there have been occasions when cars or vans ignore or simply do not see signs, and come down the road. Given that children are

involved, I think it is imperative to make this risk as small as possible. Such barriers might also serve as a reminder to cyclists to lower their speed near the school.

It is very important for us parents to feel safe and not be worried that our little ones are crossing the road with the traffic open. If the school had a barrier during these hours and after clubs we would all be so at ease because We don't want anything to happen to our Angels. My daughter [Redacted] is 4 years old and I wouldn't want anything to happen to her or any children at the school

A school street really helps to keep our children safe when arriving at/ leaving school or crossing the road to the hall over the way. However there is currently not a barrier and this has resulted in a couple of potentially dangerous incidents when a car/ bike has come down the road, not obeying the signs.

A barrier would make it much safer for our whole school community whilst also limiting pollution and improving air quality.

Movement between the main school and the hall crosses this street so it should be closed to motorised traffic.

Hello, I support the idea of the school street, however for the Ark Atwood school there is a problem with the Amberely Estate. The road on the estate called Aldsworth Close is a Dead-end, there is no way out without going down Amberely road. In the literature it says that if you are parked inside of the school street when it comes into operation then you can still drive out. However, for those parked in Downfield Close or Aldsworth close they are trapped and cannot drive through the street. A way to change this would to be include Aldsworth Close and Downfield Close within the school street. Essentially this would allow residents on the estate to still exit during the school street time but not return. This would give similar access to those parking on the school street itself, without this cars will be trapped within the estate during this time , which I believe is not the intention.

There needs to be a barrier implementation during school hours. There are a lot of parents accompanying their children including myself and my wife at the start and end of school. In terms of safety, health and safety there is a lack of space on the pavements to accommodate for waiting parents or guardians without overspill in to the street.

Cars pay no attention to the sign telling them there not allowed to go down the road at certain times. There will be a serious accident on that road if no barrier is installed!!

Unfortunately, this initiative is having the opposite effect on our school to the one you were aiming for.

As you know, Riding house street has been closed to motor vehicle for years. With your new pilot scheme, the barriers at both sides of the street have been removed and what was previously a safer pleasant street for children, parents and staff is now potentially open to motor vehicles that may not realise that it is restricted to them during school hours. Motor vehicles perceive that the barriers have been removed and the street is finally open to them!

This is potentially dangerous to children, parents and staff who use it daily on arrival and pick up times and also during school hours to access the Riding house hall across the street.

Please review the risk assessment that has been done for our particular street and implement some form of barriers that prevent motor vehicles during school hours and highlight the restrictions.

Westminster Council needs to refund me for the cost of my electric car as I can no longer use it. I do not understand the purpose of this school street. It is ridiculous for the residents on the street. We should be able to get to our homes as many times a day as we want. This is a very quiet street and there have never been any problems at school drop off or pickup. The parents are very considerate and the children are perfectly safe. Why not do this scheme on Loudoun next to the

American School which is a disaster pickup area??? Seriously there are other ways to reduce pollution - stopping 10 cars from entering Marlborough Hill twice a day is insane.
As a staff member, I support the scheme and I would like to point out that it is necessary to place a barrier to ensure that drivers do not cross the road on any vehicle at any time, to ensure the safety of students while using the road.
The only problem I have is that on the plan you show no entry sign to go up on Fosco Mews. This has not happened so cars are still driving down that road. Where the zone starts on Amberley road doesn't help because not parents and other drivers are not driving and parking the top of Amberley road, which now is blocking the driveway of Westway Lodge block.
please extend this to Queens College on Harley Street, a terrible Dangerous Junction badly in need of school streets.
Since both my children started at All Souls, the road has with been closed to vehicles or barricaded. This has provided a level of real safety. To allow motorised vehicles or cycles access with nothing in place to slow their speed down completely, means it's only a matter of time before there's a horrible incident. Please keep our school street protected and most importantly, our children safe from harm. Thank you.
Until recently there was a barrier across Riding House Street to prevent motor vehicles accessing the road and I would like to see this returned as I don't have much confidence that drivers will adhere to the scheme.
The current situation is dangerous. With the school street scheme there was an initial brief improvement however people have quickly gone back to ignoring the rules and driving down at times they should not - is it being enforced? The road is narrow, the corner is hazardous, cars drive too quickly and there is a very real danger of a child being hit. I would like the school street scheme to be strongly enforced.
With the barriers removed, there are now people standing in the road to stop cars, teachers and parents which is ridiculous. The barriers need to be put back for the safety of everyone as cars go very quickly down that road and just having signs up is nowhere near sufficient enough.
The signs are up and there is a traffic warden but there is no information given about the consequences for not obeying the rules of the scheme. Cars are still driving far too fast down Amberley Road, and especially round the corner by the school gates-there have been many close calls with children crossing the road being narrowly missed by cars flying round that corner. It is still getting very congested and although initially it seemed to be a deterrent, now it is back to high volume of traffic and very unsafe for children coming to and from school-I suspect because there do not seem to be any consequences? Are there fines in place? Cameras? There surely must be consequences to not obeying the school street scheme rules?
It is safer for the children and families especially for the at this period to have at least social distancing while picking our child.
As a parent and someone who lives close to the school not having this street closed in the morning and afternoon is very concerning.
This is an excellent scheme and I greatly encourage this to be permanent. The safety of the children is paramount.
The barriers put up by the School before and after school is 100% ASSURANCE that children will not be run over by drivers. A lot of drivers using that road are unaware that there is a school there and DO NOT read road signs. As parents we are EXTREMELY CONCERNED that children will be injured from the barriers being removed! Please have this system returned ASAP. Thank you for reading my concerns.
With the removal of the physical barriers stopping traffic from entering the zone, I have found a significant number of vehicles are now using the zone as if it wasn't there. It has now become dangerous and unsafe to be in the zone as there is no one policing it.

There have been a few near misses already whereby childrens lives have been put at risk.

Please let the school have the barriers, it is only a matter of time before the unspeakable happens.

A sign won't change anything. We have experienced many cars rushing in this street and putting our kids at risk. Closing this street for a short period of time didn't annoy drivers as they have plenty of other routes to choose from in this area. This was making the school so much safer. Please move back to this status for good sake of our kids.

The safest thing to the kids is to close the road at the beginning and end of the day.

We prefer the previous scheme where the school could erect barriers at the end of the street to prevent cars from entering. We felt that was much clearer for drivers and safer for the children and their families.

It is safer when the school has a barrier across the road for 20 min during the school dismissal time. There is more socially distanced space for parents to collect their children and less likely for accidentd

Really concerned about children's safety since the removal of the barriers as the restrictive signs are not respected and vehicles continue to circulate (mostly over speed limit even) during the closure periods. School drop off/pick up doesnt feel safe anymore. Since the signs are ignored the barriers should be brought back.

Very upset that the barrier is going to be removed from outside the school this term.

This is an extremely busy area for traffic and many young children, some on scooters and bikes.

PLEASE return the barrier. It is only in place for two 15 minute periods each school day.

I am convinced that it saves lives.

SJSJ was able to close the street to traffic for short periods of time in the morning and afternoon, allowing children to be safely dropped / collected from the school. Allowing the street to be closed helped myself, other parents and the kids to feel they could come and go safely from the school - this is particularly poignant as last year a driver attempted to drive through where children were standing until he was tackled by a parent and police arrived.

Closing the street has had additional benefits including:

- reduced pollution
- allowing my child to start cycling to school as she has a safe place to pull in
- allowing children increased independence as they can walk the final short distance to school independently

As parents we note the added benefits to local businesses as parents spend more time in the area and make use of available services.

Given the insignificant cost of closing the street for short periods on school days only, in comparison to the significant benefits for all parties, but particularly the children - at this time I would plead for the council to reconsider their school street signage programme and allow the school to firmly close the road with a barrier while the children are coming / going to school.

I think the plan is an excellent idea and we should keep the school street pedestrianised during school drop off and pick up however this only seems to work when there is a physical barrier

across the top of the street. Otherwise cars and motorcycles pay no attention and it may as well not be happening. Unless a police officer is on hand to issue tickets and stop traffic.

Closing the road during school starting and finishing times creates a safer environment for the pupils.

We have really loved having the street closed off. I walk with my Year 3 son, my baby in a buggy and our dog from our flat to school every day. Closing off the street has made the drop off much more pleasant and much safer. It's been wonderful to have the cleaner air. Please bring it back!

I found the road blockades in place earlier this academic year very effective, both in terms of child movement but also increased safety. I do not believe the signposting requesting restriction of movement of cars now in place will be nearly as effective.

I support the scheme on making it a Pedestrian street during drop off and pick up times, BUT the school still needs to put a barrier over the street as there are unscrupulous and first time users of that road that takes advantage of the lack of barrier. VERY DANGEROUS WITHOUT A BARRIER!!

There was an incident last year when there wasn't a barrier and a deranged driver drove down during one of these times. HE WAS STOPPED BY PARENTS BUT IT WAS A WHOLLY DANGEROUS SITUATION.

Good morning - I sent this 1. January to highways
I have just received your letter concerning this experimental traffic order.

Residents on the street have not been asked about this closure. This was used as part of the Covid response and therefore accepted. This has been in place for months and is frustrating as poorly managed.

This is NOT a very busy street and people are still using their cars to drop off and pick up. It is after all a street with a school.

During drop off and pick up, parents park their car elsewhere now or in a very dangerous way on barrow hill road and green berry street where also a new school entrance was built. (why is there a school official entrance there and no street restriction ?)

Can you please let me know why these 2 roads are not closed as well?

I have to look everywhere to cross the roads as I walk to pick up my own children in a different school.

Noise control and safety

Furthermore, during pick up time Kids are running around ON the street and in front of the properties. It is not duly managed by the school. (I have sent them a few emails) I d like to understand your view on this. This is not just a traffic issue but is something to consider when you want to implement a scheme that affect residents.

With people working from home - this is an issue.

Road safety

I have my car parked on the street and although I hardly use it and walk a lot, I may need to use it for emergency. I had to do this in December but with children running around on the street - it was very, very dangerous.

I am against this project in its current form. People are already using less their car Due to the driving restrictions.The implementation And communication are poorly managed. The Covid response was used to push this through.

I'd like to see the evidence that support this project on this street only as it is unclear to me. How is this monitored and controlled. What effect this has on people using less their cars.

[Redacted]

I support having a school street but taking away the barriers of the street is dangerous. People do not take notice of the new signage and I have witnessed countless cars go down the street! Some even ignoring the traffic warden when they are trying to flag them to stop. I think having the barriers was so much safer at drop off and pick up times. Please bring them back.

I live in Mallard House opposite the school. The affect of the school streets initiative on the local areas has been to make the junction of Barrow Hill Road and Greenberry Street more dangerous for pedestrians. The cause of this danger is cars dropping children off at school and then being required to perform awkward manoeuvres in a relatively confined space where cars are still entitled to park.

On several occasions when I have been walking my daughter through this area we have had to quickly stop or change direction to avoid being struck.

There are three things that would help the implementation of this scheme to make it even more effective:

1. A larger area covered - there is still fast traffic along Great Peter Street which makes active travel options less appealing.
2. More widespread support for active travel - e.g. the island between great Peter Street and Horseferry road has been removed, making it harder and more dangerous to cross the road. Ideally the entire area bounded by Victoria Street, Abingdon Street and Horseferry road would have modal filters to make it safer for children to get to school.
3. Enforcement of pavement parking - this frequently happens along the street this school is situated on.

My children attend the American School in London and get picked up at 3pm. The restriction to not turn or turn around on Marlborough Hill is creating a dangerous traffic situation on Marlborough Place for students of the American School in London. Is it possible to change the restriction time to 3pm, so that parents of the American School in London would have to get to the area a few minutes early to avoid a traffic infringement? Alternatively, the barrier that was set up during Covid that closed the street was set back one or two car lengths, which allowed parents to use that space to turn around.

I live on Lancaster Mews. There is currently a one way system on Craven Terrace onto the entrance into the Mews. Can you tell me how residents or delivery drivers will be able to access the Mews during the restricted times. Many thanks

I am a governor at this school.

This scheme has been used as a pretext to reopen Riding House Street to motor traffic, having been closed for the best part of a decade. Due to the lack of physical barriers the carriageway is unsafe for children to use, even during the school street hours of operation. Without physical barriers to motor vehicles, the road might as well be fully open as far as the children are concerned.

I don't see any enforcement at the moment. On number of occasions I have witnessed vehicles ignore or not see road signs and drive through while children are crossing the street. City Council have placed Marshals on the corner of Riding House Street but I'm being told by the council that Marshals are not allowed to intervene while a vehicle is moving. What is the purpose of the Marshals? And when is the council going to take children safely seriously? I am told camera enforcement is being considered but that's just a money making scheme for the council.

The sign doesn't mean ANYTHING to cars/truck or any forms of transports during school drop off or school pickup. Cars drive/park as normal with no regards to pedestrians. I have been honked on for walking across the street during these hours when no traffic should be on the street, car drive past really fast and its not safe at all.

If you like to continue these trials I suggest some other ways because this doesn't help.

I have also noticed a traffic warden around the school but he/she doesn't do anything about the parked cars or traffic so not sure why they are there..

My son goes to the school. Because of this scheme, he has to cross more roads and intersections that do not have a crossing guard. Additionally, because cars can't access the road, people end up doing U-turns in the neighboring roads. Of course, it's harder to see kids and creates a more dangerous scenario. Between adding more traffic to the roads immediately next to the zones (like Marlborough PI) and the way it changes driving habits, it's definitely more dangerous. Maybe this type of situation would be better around a secondary school, but not primary.

These are young kids. It's a good idea to close the streets for a short time each day. Totally worth it.

It's been a positive impact I must say. I believe for these things to be very important

As a mom with 3 children walking to school twice a day, I am disappointed that the part of the road by the school is no longer shut off for cars. Safety of the children and pedestrians must be a top priority during the school drop off and pick up times!

I would please ask you to implement the CCTV cameras as a matter of urgency. The way people are driving around the school I at these busy times of the day is dangerous and needs to be addressed before a child is seriously hurt.

I am 100% supportive of this initiative. The road at the bottom of Amberley road is so dangerous for our children. A little girl has been hit by a reversing car last week. I also sometimes drive to school but find lots of parking spaces in the surrounding streets. Thank you for installing the CCTV and make our streets safer and cleaner for our kids!!

The School Street regulation definitely needs enforcement- drivers do not see the signage. The road outside the school is very dangerous.

The school is on craven terrace which is a quiet 1 way street with little traffic. It does not pose a danger to children and therefore the school street is unnecessary. All it does is pose an inconvenience to residents wrt deliveries , visitors etc. i suggest you focus your money on more risky school areas or other safety campaigns more broadly as I feel this project is a waste of my council tax.

The parents cause chaos for residents and drivers. By double parking and taking residents spots. The cyclists are worse and cause as many traffic issues and are usually rude and bait anyone who says anything. You need people to police this not more cameras

Ark Atwood school has been nothing but a pain since it opened.

We were originally told that it was going to be an adult education centre to replace the college that was originally there.

The noise at breaks from the children is really bad. We cannot have windows open in spring and summer due to the noise from them. Parents park where they like and block the road and access to the estate.

Now you want to limit access to the estate for residents. This really isn't acceptable. We have elderly people living here who have to travel for appointments with taxis and mini cabs.

Please explain what they are supposed to do if the driver won't drop them off in the estate due to this trial?

Please find another way. Get the traffic warden who is down there most days to do his job and start issuing fines to the parents instead of just standing there and watching them.

Some days we would like to drop off our child at school by car in order to save time

a lot of my neighbours feel safe to go out during these times - cars, vans and taxis speed up this road like a rat run and we get fearful - thank you for asking

It is great to have the school street in place, however I don't think it lasts long enough and it needs teachers to be actively blocking the road as cars still drive down. So I really support the CCTV addition to the cars that drive down and fining them. There aren't enough school streets in Westminster and every single state school should have a school street on their doorstep.

All Westminster state schools should have a school street. So many schools do not. Both secondary and primary schools need this. Please add a school street outside Harris Academy St John's Wood and outside St George's Hanover Square. All schools need this

drivers zoom up and down this 'rat-run' - a lot of frail and elderly live close by - the pavement usually has cars parked on it and the other one is tiny and too easy to fall off of - if anything it might slow the drivers down at all other times of the day and night as well - thank you for letting me tell you this

The sidewalk opposite of the school is almost non-existent, mainly a parking space for motorbikes. For a pedestrian it is impossible to walk safely among parked cars, passing by cars and the gathered people outside the school.

On a different note, all sidewalks around the school are also impossible to walk during drop-off and collection times, as kids use them to run their scooters. The safety and joy of the kids is a priority, nevertheless I find myself every morning walking on the street instead of the sidewalk because I risk getting injured.

At present I don't see any change as everyone is still using their cars and since there are two schools right next to one another, people blocking the road is a regular occurrence. I have a child with a disability so would like to be able to park closer to the school but risk being blocked in by other inconsiderate parents who also drive. This school street would hopefully alleviate the amount of cars outside the two schools and allow residents and disabled badge holders to better access the street around school drop-off and collection times.

Surprising how the bureaucrats continue to mislead us. Two schools right beside each other on the same street yet apparently the 'benefits' of the scheme only apply to one! They have just spend a fortune this year on roadworks on the street to calm the traffic and now its all wasted as cars are banned during drop-off and collection times. Please stop wasting our money!

Thank you for trialling this. Really support Anything yo increase safety and reduce air quality risks on our children.

I work in surrey and drive back to the school to pick my child using a fully electric car, and I was expecting that the 10 min exemption would help, just to learn that this would no longer apply near a school, therefor I would have to park further away from the school and would add to the pickup time the school has set for parents to collect my child.

I'm a cycling instructor working on behalf of Westminster Council at many primary schools in the borough. The school streets so far haven't had much of a positive impact as many drivers chose not to respect the signs. I'm glad that the council has finally installed cameras at a few schools as this is proven to be an effective deterrent to law breaking drivers.

My children go to school at Robinsfield Infant and my eldest will go to Barrow Hill next year. The head teacher at Barrow Hill stands outside the school in the middle of road to tell drivers they can't be driving there. I often see a helpful traffic warden stood in the road around the corner telling drivers they can't go there. All these would be unnecessary if this school street was enforced with a camera, for example.

The situation in Robinsfield is worrying, near misses happening on a nearly daily basis, parents parking on the yellow zig zag, drivers going too fast where children are crossing with their grown ups and far too much traffic at drop off and pick up times (too much motor traffic all day long, to be fair). This school would benefit from a school street. I'm sure that all schools should have one and that we shouldn't wait until a child is killed to do something about it. Should it be my child? I hope not. So whose child is going to be the sacrificial one before the council stops prioritising driver's convenience over the health and well being of most? Any life lost on the road is avoidable and I'd hate for a child to be killed on Westminster Roads. But most days, it nearly happens. It must stop.

Great to see cameras installed at a few schools, the other 5 need camera asap. And schools without a school street need one asap. This will go towards the Climate Safe Streets pledge made by leader Adam Hug.

Thanks,

The City Council is deploying Earthsense Zephyrs in order to measure air quality in the vicinity of schools which have enrolled in the School Street programme. Two are installed on lamp posts in the vicinity of Barrow Hill school. One is powered from a connection within the lamp post, the other from a photovoltaic panel.

Please advise me what I should do to gain access to the data which the Zephyrs submit. I am of course conscious that public access to real time data offers much greater potential given the context than access to a summary report sometime after the programme ends.

Zephyrs are perhaps ideal in such instances, not least because they transmit data at intervals sufficiently short to enable the data user to assess air quality during at and before the times when the street is closed at the start and end of the school day. The data available from the City Council's Public Air Quality Portal provides such data from Zephyrs installed adjacent four other schools in Westminster (Edward Wilson, St Joseph's, St Saviour's and Wilberforce).

Including with support from the City Council, the St John's Wood Society has been using diffusion tubes to monitor nitrogen dioxide every second month since July 2017 in the vicinity of schools in the area " including Barrow Hill and George Eliot. The measured data is available from a hyperlink towards the foot of the Society's air quality webpage - <https://www.stjohnswoodsociety.org.uk/air-quality>, That data might provide useful insights into air quality (roughly 2.5 metres above the footpath) near those two schools, contrasting this with other locations in the same neighbourhood.

I think it is really positive and is visibly benefiting children and their families. Please make sure it is well signposted and enforced properly to enable consistency.

The reason I have to park my car close to the school to collect my son is that he has a difficulty on walking. He gets so tired quickly as he's got asthma.

It's a fantastic scheme - thank you!

This will just make traffic worse on other streets so if this is done it will just make the problem 10x worse for other neighborhoods. Not a good idea and should not be implemented.

I'm unclear of the current proposal. I fully supported the trial of closing the street to traffic outside the entrance to the school for the following reasons

- the school uses the hall opposite the school and this involves the children having to cross the road which is clearly a risk to the children
- the pavement outside the school gate is narrow and becomes very congested and drop off and pick up time. This creates a risk to the children and carers.
- transiting and idling cars creates poor air quality with proven damage to the children's health.

There is no need whatsoever to have cars using this small street and I cannot understand why this trial closure was ended and traffic reintroduced.

St Vincent st has been closed to traffic for sometime. The street has also been landscaped very nicely so this is now a nice space to be. This has had a brilliant impact outside the school. It has made school pick up and drop off much safer and more pleasurable for the children and parents. The children can now come out of school and chat and play happily and safely. The air quality is better. This has also improved rates of kids walking or cycling to school. I would love to see this rolled out across Westminster

Hi! The sidewalk in front of Barrow Hill is quite narrow, and many children are entering and exiting at the same time during drop offs and pick ups, with scooter, and bikes, and younger siblings. It is amazing this new plan so that the street is closed to traffic during those specific times. It is so much safer for the children. Air quality is sure is improved, but for me, above all, is about safety if not having any kid run over by a passing car. I do hope you keep this idea running!
Thanks! Maria

Numbers of pupils and parents come and go between Robinsfield Infant and Barrowhill junior, but it's not very safe road. No crossing, many cars going and parked. I'm worried about the road safety around these 2 partnered schools.

Apart from congestion one major issue is that parents who pick up their kids from school very often keep their car engines running whilst waiting for their kids.

I am a driver but i also ride and/or walk to destinations whenever I can. I wholeheartedly approve of the government reprioritising pedestrians ahead of other road users and then cyclists likewise. We have to move away from fossil fuels for a huge number of reasons and the sooner the better. Walking and cycling will help this aim but more protection is needed for these very vulnerable groups who do not have iron shells to protect them. As partner this we need drivers to understand they do not have absolute right of way, especially near schools. Please also install cameras at the junction of St John's Wood Terrace and Charlbert St.

Restrictions affect disabled and business for no gain. It is all a woke virtue signalling act.

Yet another waste of money by this council on another vanity project which will worsen congestion in adjoining areas.

Entirely necessary that school streets are enforced by cameras. The health and safety of children is more important than the convenience of drivers.

Caused increased congestion around the area and has made roads inaccessible to those with mobility issues and require vehicle access.

The school street at Hampden Gurney has to have a parking warden because 99% of motorists ignore the signs. Ideally Forsett St needs closing permanently. And there need to be barriers to stop cars driving through at school street time. It's a great initiative, just not enough.

I support but we need help with enforcement at HG as many violate the road signs.

It's vital that children are able to access school safely. Traffic around Schools should of course be limited due to danger and pollution. The school street should continue indefinitely with correct maintenance and policing.

School street closures are a great idea. They reduce traffic and pollution around the school and nudge those who might travel to school by car, such as myself, to think twice. We now walk much more often than before the pandemic.

There is considerably less traffic around the school at drop off and collection times making it much safer for the large number of parents and children who arrive at or depart from the school entrance at the same time. The entrance door to the school is directly off the pavement which becomes very crowded at school drop off and collection time - often spilling over onto the road with most parents and children needing to cross either one of the roads in front of the school on their journey. The school street has made this much safer than it previously was.

My eldest son attends Hampden Gurney and my youngest attends St Mary's Bryanston. It's heartbreaking that for some reason St Mary's has an excellent school street set up with lots of signage and a yellow grill across the road. I just cannot fathom why the same is so difficult to achieve for Hampden Gurney?! Surely the health and safety of our children comes above all else?!

For the 8 years that our children have been attending this school, we always feel nervous for the safety of our children during drop-off and pick-up because of the number of vehicles that drive past the school during these rush hour times, combined with the very small pavement that's available outside of the school doors where we and our children can safely stand. Furthermore, many vehicles parked near the school do not switch off their engines and idling as we know it produces much more pollution which is harmful to young developing lungs. We would like the streets around the school to be permanently closed off, but if not possible then at the minimum have it closed off to traffic twice a day Mon-Fri during school drop off and pick-up times eg 8.30-9.15am and 3.15-4pm. Thank you for your consideration.

The two streets often have large commercial vehicles that attempt to go down the narrow one way street at drop off and pick up times. The school has children as young as 3 who are unpredictable at the best of time and could easily be run over. Please institute a similar set up like St. Mary's primary school

This has been a welcome and effective means to provide a safer and cleaner environment for my daughter.

We're grateful for the wardens that have been enforcing the closure.

I would like to suggest that the signage is made more prominent as vehicles that attempt to pass through state that they don't notice the signs. Thank you!

Some drivers (include motobikes) have total disregard for the restrictions and I have witnessed on numerous occasion where pedestrians (not just children at the

School) come very close to the vehicles. Since Sep 2022 when there's a traffic warden enforcing the restrictions of school street scheme in the morning, the safety has been better.

Far too many restrictions now in place and I only drive once a month. God knows who got 20 miles an hour in the area it's ridiculous.

I'm a local resident, not a parent yet, but will be soon. I don't qualify myself as a pedestrian, cyclist, motorcyclist, or driver. I've used all forms of transportation before, and think my ability to operate any of those vehicles is a bit irrelevant to my perspective on School Streets.

Ultimately I support school streets because I want my future children to feel safe around their school, on their way to school, and in their neighborhood. I aspire to have my children able to go to and from school on their own, independently, by foot, bike, or public transportation.

From a public policy standpoint, school runs are a major contributor to congestion, noise and air pollution, and overall discomfort on Westminster roads. School streets are one more incentive to adopt alternative modes of transportation for children, to the benefit of the children, neighbors, and the city more broadly.

I emphatically support the program, and hope we make it permanent and improve on it.

I feel strongly there should be cameras on the school's street for extra safety of our children.

Without School Street, at school drop off and pick up times, this area is an accident waiting to happen. Parents and children have to wait in the road, even if they are on the pavement, it is full up to the kerbside. School Street here is essential, and should not be optional. It should be extended to include the school end of Nutford Place (as far as I recall, only Forest Street was a School Street, not Nutford Place). Vehicles driving up Nutford Place near the school, pulling in and out of parking spaces are a serious hazard to pedestrians trying to cross the road to and from school. Year 6 kids travelling to and from school alone, including my child, are at particular risk of not being seen by drivers. These children are not incompetent at crossing roads. It is the drivers taking sudden turns in and out of parking spaces. I have 10 years experience of dropping off and picking up kids at this school. I know what I'm talking about.

We very much support any initiative that reduces motorised traffic in any streets, especially narrow residential streets. And it is obviously essential to allow more pedestrian space around school entrances at the beginning and end of school days.

School street has made pick up and drop off safer to a point but drivers ignore the signs and have even driven through the street warden when he tried to stop cars passing when the street was closed !

In these cases very dangerous as not consistent for parents or primary school children

The air smells fresher than it used to as less vehicles generally passing school gates.

Both Forest street and Nutford Place need to be school streets for the children and adults to be safe at drop off and pickup as Hampden Gurney has an exit and entrance on both streets not just Forest Street .

I find that even though I know about the school street I have once or twice driven past it and been unsure afterwards whether it was ok - even though logically it hasn't matter because it was holidays or not arrival / departure time. As well as cctv could lights be set up to show whether the zone was in operation? It would be very helpful.

I support any action that will provide the children with greater safety at the beginning or end of the school day.

Both roads (Forset Street & Nutford Place) need to be closed. It is dangerous to only have the road partially closed. Young children do not understand that one part of the road is closed while other remains open.

School street is great but it still relies on teachers to block it off as drivers don't realise they can't drive down (if they aren't frequent to the area).

All schools should have school streets, it should be compulsory.

I ride to school with my 6 year old, having the street safe and closed to traffic means he can learn how to ride on the road and experience how to position himself properly on the road

Great initiative to allow our children to get to school more safely and without pollution

I cycle with my daughter most days to her school in Marylebone, but to be honest I really don't understand the idea behind closing the road for parents who are driving and want to drop off their kids. Instead, they have to find parking somewhere and walk - actually making things less safe for everyone and increasing congestion. Look at any other country - and you see parents dropping the children at the entrance to school with the car. That's the way it should be. Clearly not a popular opinion, but here it is.

The following primary school is my nearest school (Ark Paddington Green Primary Academy, 10 Crompton St, London W2 1ND).

The serious concerns I have around this school are the following:

The front entrance to this school is on Crompton Street and is the main drop off point for parents to drop their children off to this school and is where parents collect their children from, Monday to Friday.

The stretch of road from Hall Place down to this school on Crompton Street gets incredibly busy at home time and a member of staff from the school stands at the junction of Hall Place and Crompton Street with a yellow concertina gate and does not allow any cars down to the school after 3pm, Monday to Friday, to stop any children or parents from being seriously hurt, or at worse case scenario, possibly killed (God forbid).

Now I totally understand the logic of this road closure, however, what I do not understand is from approximately 2pm Monday to Friday, some parents park their cars near the entrance to this school (which is mainly on double yellow lines).

So the cars are parked there for over an hour Monday to Friday and nobody gets a parking ticket, which I think is disgraceful. Why are parents being allowed to park down there on double yellow lines and not get a parking ticket.

The gentleman who blocks the road from the school does his best, but is totally out of his depth. Parents are currently parking their cars everywhere along Hall Place (once again on double yellow lines) and also along Crompton Street (outside the Little Venice Medical Centre), which is a single yellow line in places and on some places there are parts that are double yellow lines too.

Some people even double park in the road. As I said earlier, it's only a matter of time before a parent or child could be seriously hurt, or worse still possibly killed (God forbid).

The parking situation on Hall Place, Crompton Street and Cuthbert Street is absolutely crazy, Monday to Friday when it's home time for the children of this school.

I think more parking enforcement staff need to be send to these streets, Monday to Friday, to either ticket these inconsiderate people and make sure this does not continue to happen.

If you want any further details about this issue, please do not hesitate to contact me. Thank you.

[Redacted]

It creates a safer, less polluted and importantly quieter environment, which especially important in the mornings.

Although I understand about safe journeys for children to and from school, closing an important road for drivers , pedestrians and residents is not helpful. For a driver it just makes the pollution greater in the surrounding areas. For an elderly pedestrian it is more difficult to walk around surrounding streets and takes longer to get back home.

Unnecessary & inconvenient

This initiative is fantastic. Prior to implementing the school street, St. Peter's had a very narrow strip of pavement and nothing like enough space to keep children and parents safe at pick up and drop off times. The school is also in one of the most polluted parts of London with levels of particulates exceeding the legal limit. Any initiate that reduces traffic near the school is much needed.

The school street is a great idea and protects local children from air pollution from idling cars (mostly parents) and passing traffic as well as improving the safety of the children and younger siblings while waiting to go home or be let into school in the morning. It is hugely important from a health and safety perspective.

Anything that reduces traffic and fumes near a school is a very positive thing for child safety and health. Block the whole road permanently - there are plenty of alternative routes!

I have been caught out by similar programmes in other boroughs as a driver. The signs are often too small/wordy to take in as a driver concentrating on driving safely with all the other goings on as you drive. Satnavs and satnav apps don't know to avoid taking you down the streets, they often aren't blocked with barriers and frankly often theses streets are often arteries which are vital for traffic to use.

I used to work at George Eliot and they have been closing the street Since the pademic, where the street isn't a major artery, I saw that cars would just stop and pile up in smaller streets which were usually busier than the street the school was on! I've never considered that street a dangerous one for school pick ups anyway!

closing streets around schools, although a nice idea to try to promote safer streets and clearer air immediately by the school, will cause worse traffic and pollution nearby.

You are not taking into consideration the others around that cannot walk . They need to be able to use the roads

Block the flow of traffic and have build up of traffic and more pollution due to stationary vehicles. Madness

I had one child at school and had my other child who is a wheelchair user with me. We often had to get a taxi to and from the school gates due to my disabled child's appointments. Pollution was worse during breaking for children in the playground than at entering or leaving. It will clog up the surrounding streets so those like us who had a 20 min walk to school will encounter more fumes in the nearby area. It will impact disabled residents who may have to travel at those times. I am totally opposed to this.

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People do tend to follow the rules it's usually delivery vans that don't. But overall I think the parents do go by the restrictions at pick up and drop off time

I am responding on behalf of our member drivers as Chairperson of the United Cabbies Group and live in a school street in Southwark which has resident exemptions and also within the borough permits access to Black Cabs as does the Royal Borough of Kensington and Chelsea as follows:

Throughout the borough, taxis will be permitted access to the closure areas if they are dropping off or picking up someone who lives, works, or studies in the closure area, and this includes school pupils.

Like all non-emergency vehicles, to help protect children, taxis should not travel through the areas when the timed closures are in place, only access.

There are occasions when we pick up or drop off unaccompanied minors or children statemented under SEND where for safeguarding reason we need to see the child enters the school or can see the vehicle if being collected so we would like to ensure this can be facilitated within the Westminster programme.

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I strongly believe in all the aims of the school street schemes, mentioned above. I am a cyclist and pedestrian bringing my kids to the school and many times I see cars driving near the school in a very precarious manner. Many of the year 6's walk to school on their own and the worry as parents we have is actually crossing the road outside the school because of the cars. I'd like to add, that most of the car drivers live locally and could actually walk the short distance to school. I understand that some parents need to get to work, but so do other parents who cycle or drive, they just have to adjust their morning routine to fit into the school day. I totally support the scheme, sometimes I have to ask my Aunty to pick up my kids from school and she has a disabled sticker, but she will support the scheme and park away from the school and do the short walk to collect them. I do hope the scheme runs for more than 18 months.

Huius, Lyco, oratione locuples, rebus ipsis ielunior. Duo Reges: constructio interrete. Sed haec in pueris; Sed utrum hortandus es nobis, Luci, inquit, an etiam tua sponte propensus es? Sapiens autem semper beatus est et est aliquando in dolore; Immo videri fortasse. Paulum, cum regem Persem captum adduceret, eodem flumine invectionio? Et ille ridens: Video, inquit, quid agas;

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Before the scheme I was really scared of walking to school. Many times we were nearly ran over by a car. Lots of cars driving in that street shouldn't have done so. This has clearly improved since the scheme was put in place.

I am delighted by this initiative and supporting the team at George Eliot to ensure pupils and parents and carers are safe. I am surprised to see that Westminster Bin Lorries continue to drive through the designated zone during the morning times. I would have thought Westminster services supported this initiative!!!

Much less traffic reducing the chance of serious injury to young children

The school street is too disruptive. There is ample pavement space. The school has been on a street with traffic without incident for decades. This is pure nonsense.

If it must go ahead do it when the kids arrive and leave school. An hour at each end of the day is simply too long.

The scheme runs for too long, is too disruptive and quite simply is unnecessary.

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Air quality is being monitored at some schools using indicative measuring devices.

In order to maximise their value to the community at large, not merely to the City Council's consultants and personnel (or any staff, pupils, parents, governors of those schools who might

have access to the data and make use of it), I urge the City Council make this freely available from its current (or a similar) air quality data portal
<https://portal.earthsense.co.uk/WestminsterPublic/>.

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I am shocked that there are not better measures in place near the Soho Parish Primary School, as it is a very busy road with hardly any protection for the children, and limited space on the pavement so that most people walk in the street anyway!

Please can you add Marylebone Boys' School on North Wharf Road to the scheme.

Too many cars drive too fast down this road and it is dangerous especially at arriving and going home time

Cars and lorries drive very fast down North Wharf Road and the children of Marylebone Boys' school are in danger of being hit by a car. Please close the road at closing time./ Thank you

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I live near another school and we had an accident the other day in front of the school when kids come out. It is a typical road where cars drive to avoid traffic on roads nearby.

I think the general approach is a good one, for safety and air quality. Even as a car driver, I support sensible restrictions that improve the lives of everyone, particularly children.

I'm not sure where parents who drive their kids to school are going to park their cars. Smaller more frequent buses would really help but I'm not sure the expense of extra drivers would stack up. There are no segregated bikelines either. Anyway, it's too dangerous for cars to mix with tiny people that drivers can't see easily so I support banning cars dropping off outside the school. Perhaps the space next to Shirland road could be increased with a max parking time of 20 minutes during school drop off or something like that.

As an initiative, in principle, it sounds right. Unfortunately, my liver experience is many adults sat in cars with idling engines waiting for their children to leave school. So much for reduced pollution. Unless schools and councils can get behavioural change adopted by parents of the very children, whose health and future planet we should all be striving to protect, it is a waste of resources. The air pollution and other elements of risk are merely displaced to just beyond the subject street.

Unfortunately the traffic around the school area is still visible and needs to be enforced.

Hi there, I believe that Schools street scheme should cater for all individuals. I think its utterly exclusionary to not cater for the needs of Westminster disabled residents - both disabled pupils and parents who require to have a vehicle driven to the direct surrounding of the school to drop of their child. By going ahead with this scheme, you are neglecting the needs of disabled residents who require to drop off their child without having to walk long distances. Even if this scheme goes ahead, it'll not only impact the most vulnerable in the school community, but it will not reduce pollution levels to a safe standard for children. It is simply a window dress approach to pollution which doesn't incentivise people to move away from car use if they are too vulnerable to walk. It will only increase congestion on other roads. And, we have seen major disapproval from community members of LTNs, which would be a similar scheme and would destroy the chances of the most vulnerable.

people who have to drive children to school will then have to stop somewhere else. they will idle or park nearby causing havoc with parking and traffic somewhere else. some people have to drive and i don't believe it's because they're lazy. walking is much easier than sitting in traffic and worrying about tickets if you can't find parking. families with multiple kids and different schools, or who need rush to work and can't get there from school easily nannying people doesn't leave room for their better judgement - sometimes we need to drive. making it impossible doesn't make things better for families and students and certainly not for local residents. You're creating frustrations that are adding to road rage and generally making life harder ok working parents.

I have lived on Marlborough Hill since 2009. The changes that the council have made on our road have lacked any understanding of the root cause of the traffic and been a complete waste of money. The most recent road works on the street, at the Harris Academy end, have created gridlock in the mornings and afternoons because we effectively have 1 lane of traffic. To make things worse, the traffic that now isn't allowed by George Elliot is now just concentrated at the other end of the street. So the council has taken one traffic problem and combined it with another 400 meters away. As a resident, this should be done properly, with some actual thought, or not at all. Don't just restrict the George Elliot end. Restrict all of Marlborough Hill to traffic except residents and black cabs, but make the timing of that restriction much shorter. It really only needs to be about 30-45 minutes as Camden does. The 60+ minute restriction just causes confusion. But Westminster can't just move the problem to neighbouring streets. The same needs to be done on Loudoun Road in front of ASL and Arnold house. That road is gridlock during drop off and pick up. And actually do some enforcement of parking. Simply moving parking restriction lines around when people ignore them in the first place doesn't stop them from ignoring them again. Ticket them. Repeatedly. And use the revenues from the cameras to fund repairs and the cameras themselves.



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