

<p>DELEGATED REPORT OF</p> <p>THE GROUP DIRECTOR OF NEIGHBOURHOODS AND HOUSING</p> <p>Lansdowne Drive and Westgate Street School Street</p>
<p>DATE (2017/18)</p> <p>21 March 2018</p>
<p>CLASSIFICATION:</p> <p>Open</p> <p>If exempt, the reason will be listed in the main body of this report.</p>
<p>WARD(S) AFFECTED</p> <p>London Fields</p>

1. SUMMARY

- 1.1 This report is seeking approval for Bus Gate, School Street and banned 'left turn' to be implemented on an experimental basis in terms of the specific measures identified below (see drawing in Appendix A):

School Street

- A short section of Westgate Street between the junction with Sheep Lane and Westgate Street and the main vehicular entrance to London Fields Primary School will be made a pedestrian, cycle and local buses only zone between 8.30am-9.15am and 3.15pm-4.00pm
- The zone will operate Monday – Friday during school term-time only
- Signage erected on the Westgate Street junctions with Broadway Market, Mare Street and Sheep Lane will inform drivers of the restrictions
- Camera enforcement will be used to enforce the restrictions on unauthorised vehicles entering the School Street during the times of operation
- Unauthorised vehicles contravening the traffic order will be automatically issued a penalty charge notice

Bus Gate

- The junction of Lansdowne Drive and Trederwen Road will only be accessible by pedestrians, local buses and cyclists between the hours of 7am to 10 am and 3pm to 7pm Monday to Saturday
- Signage erected on the Lansdowne Drive junctions with Broadway Market and Trederwen Road will inform drivers of the restrictions
- Camera enforcement will be used to enforce the restrictions on unauthorised vehicles entering the Bus Gate during the times of operation
- Unauthorised vehicles contravening the traffic order will be automatically issued a penalty charge notice

Richmond Road

- A banned 'left turn' into Richmond Road from Mare Street is being proposed to mitigate against any impact of westbound traffic on Richmond Road during hours of operation of the Bus Gate above
- Camera enforcement will be used to enforce the restrictions on unauthorised vehicles entering Richmond Road from Mare Street during the times of operation

- 1.2 If approved, it is expected that all aspects of the scheme would be implemented at the end May or beginning of June 2018. These measures will be trialled for a period of about 9 months. After the trial, a decision will be made on whether to make the features permanent. Together, these schemes will remove all private motor vehicle traffic from outside the school gates at school opening and closing times. In addition, the scheme would reduce rat running through the London Fields area.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the following measures as detailed in the report are approved for implementation on a trial basis for a period of 9 months from implementation (expected June 2018), after which point the scheme will be reviewed:
 - 2.1.1 School Street - A pedestrian, cycle and local buses only zone on Westgate Street between 8.30am-9.15am and 3.15pm-4.00pm Monday – Friday during school term-time only
 - 2.1.2 Bus Gate - A pedestrian, cycle and local buses only zone at junction of Lansdowne Drive and Trederwen Road with times of operation to be 7am – 10 am and 3pm – 7pm Monday to Saturday
 - 2.1.3 Richmond Road - A banned 'left turn' into Richmond Road from Mare Street with times of operation to be 7am – 10 am and 3pm – 7pm Monday to Saturday

3. REASONS FOR DECISION

- 3.1 Improve air quality and reduce emissions within the local neighbourhood, particularly outside the London Fields Primary School
- 3.2 Contribute to the Council's Liveable Neighbourhood aspirations by reducing vehicle dominance in the local area, hence create a more attractive neighbourhood for shopping and socialising in the local area and travelling to and from the school
- 3.3 Lessen pollution around the school gates from passing vehicles
- 3.4 Reducing rat-running traffic through Westgate Street and Lansdowne Drive which should improve safety for vulnerable road users

4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 4.1 The 24 hour operational time of the Bus Gate at the junction of Lansdowne Drive and Trederwen Road was considered and rejected. The 24 hour operating time would provide the greatest impact on diverting traffic from the area and hence improvement in air quality. However, unlike general support for the School Street and banned 'left turn' measures, there is a difference in the support for the hours of operation between the overall responses and that from the consultation area. Overall responses had a preference for a 24 hour scheme rather than a peak hour scheme, 41.1% to 33.5%, but the local responses had 33.1% supporting the 24hrs options against 41.3% supporting peak hours. In a number of consultations the Council has tended to give due consideration to those more directly affected by the proposals. This approach was taken on the original London Fields Consultation Decision that was made by Cabinet on the 18 July 2016. Clearly from the local community, there is support for the scheme but a preference for it operating at the hours of 7am to 10am and 3pm to 7pm Monday to Saturday. On this basis it is considered that it is clear that there is greater support for the peak time Bus Gate option from the most affected residents.

5.0 BACKGROUND

- 5.1 The Council is committed to making Hackney's roads safer and more accessible for everyone living, working or visiting the borough. A key mechanism to achieving this is by reducing the dominance of the private vehicle. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the city with nearly 10,000 Londoners dying early every year as a result (Kings College London, 2015). Even more disturbing is the direct impact it is having on our children's health with evidence proving it is directly responsible for alarming rates of asthma and other respiratory illnesses in our schools (GLA, 2008). Children in schools that are situated on, or near to, busy roads may be exposed to higher levels of air pollution and congestion. Car engines idling around schools, during drop-off and pick-up periods also contribute to poorer local air quality. The School Streets proposal will have a direct impact on reducing emission levels of vehicles passing school gates when children are entering or leaving London Fields Primary School.
- 5.2 The School Streets schemes proposes to close the streets directly in front of selected schools to school traffic and through traffic during set hours of operation. This is also a safety measure to reduce the risk of accidents arising from inconsiderate parking and driving endangering other motorists, cyclists and pedestrians, especially children.
- 5.3 Following the successful implementation of the first School Street zone at St John the Baptist's School in June 2017, the Council has proposed to roll the scheme out at four more primary schools, including London Fields Primary School. The school asked to participate in the pilot scheme on the basis of the levels of pollution in the vicinity breaching the EU limit values in 2010.
- 5.4 Surveys conducted in the London Fields area show there are a number of routes heavily used by traffic to bypass the main road network for a quicker through route in and out of the borough. Vehicles travel in a broadly east-west direction between the City and the A12, and primarily consist of non-local traffic. For example, between 5pm and 6pm on a weekday, approximately 722 vehicles travelled through Richmond Road. A banned 'left turn' into Richmond Road from Mare Street is being proposed to mitigate against any impact of westbound traffic on Richmond Road during hours of operation of the Bus Gate and School Street.
- 5.5 A Bus Gate is being proposed as part of the scheme. The Bus Gate is an integral component of the School Street Scheme, otherwise vehicles during the School Street period would just divert to the side and rear of the school negating the purpose of the School Street Scheme. Bus Gates are an effective way of restricting the number of vehicle movements or "rat runs" in a local area, with the exception of local buses and cycles. This measure will also help to improve air quality and reduce emissions by significantly reducing vehicular through traffic. This area of London Fields is one of the many neighbourhoods within Hackney that experiences a high number of vehicles using local roads to bypass the main road network for a quicker through route in and out of Hackney.

6.0 POLICY CONTEXT

6.1 Council's Transport Strategy (2015 – 2025)

- 6.1.1 The Council's Transport Strategy includes a Liveable Neighbourhoods Plan. It recognises that roads and streets in our neighbourhoods are not just places to park vehicles or drive, walk and cycle on; they make up the largest element of the public realm of the city and are the places where we socialise and live our lives. An aspiration of the Transport Strategy is to reclaim Hackney's neighbourhoods from parked vehicles and motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London.
- 6.1.2 Reducing the dominance of the private vehicle would contribute to achieving this aspiration. Reducing the amount of parking and reducing traffic flows will also help to improve air quality, reduce traffic casualties and make our neighbourhoods more pleasant places to walk, play and cycle in. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the city with nearly 10,000 Londoners dying early every year as a result (Kings College London, 2015). Even more disturbing is the direct impact it is having on our children's health with evidence proving it is directly responsible for alarming rates of asthma and other respiratory illnesses in our schools (GLA, 2008).
- 6.1.3 The Transport Strategy includes a number of actions that are relevant to this scheme:

LN3: Improving air quality - Continue to tackle poor air quality, reducing NO₂ and PM₁₀ emissions

LN15: Filtered Streets - Reducing motor traffic on residential streets

Hackney Council will continue to work with local residents and key stakeholders to identify, trial and rollout additional filtered streets schemes across the borough to reduce rat-running and through motor traffic

C8; Reallocation of road space - Continue to reallocate road space from private motor vehicles to cycle infrastructure provision

C33: Area Based Filtered Permeability Reviews - Undertake area wide traffic reviews to stop rat running and continue rollout of filtered permeability schemes

6.2 Mayor of London's Transport Strategy (2018)

The central aim of the strategy – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all of those people to live in. It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use. This simple aim of a shift away from the car will help address many of London's health problems, by reducing inactivity and cleaning up the air. It will help to: eliminate the blight of road danger; limit the city's contribution to climate change; help to develop attractive local environments; and reconnect communities by creating places where people are prioritised over cars.

- 6.2.1 This approach will reduce health and economic inequalities and help support an ageing population by providing low-cost, accessible travel options for Londoners who are currently reliant on cars – or who cannot get around at all. A shift from car use to these more space-efficient means of travel also provides the only long-term solution to the congestion challenges that threaten London’s status as an efficient, well-functioning city. Reliable deliveries and servicing, high-quality public services and easy access to workplaces and cultural and leisure attractions are all dependent on the development of an increasingly efficient transport network. Reducing car dependency is a key way to keep London moving. In addition, new way of thinking is required to put this into practice – the new [Healthy Streets Approach](#) will put human health and experience at the heart of planning a city. The Mayor’s aim for 2041 is for 80 per cent of Londoners’ trips to be on foot, by cycle or by using public transport.
- 6.2.2 The strategy includes a number of relevant policies and proposals that are relevant to this scheme. The Mayor, through TfL and the boroughs, and working with other transport providers, will:

Policy 1: seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by bike, and promoting the benefits of active travel. The Mayor’s aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.

Proposal 1: improve and manage London’s streets to create a high-quality public realm that encourages walking and cycling by all Londoners by creating ‘Liveable Neighbourhoods’ to improve the public’s experience of walking, cycling and using public transport and to increase opportunities to use streets as public spaces and for play, and to encourage fewer trips by car.

Proposal 8: work with local communities and cultural organisations to promote one-off, regular and trial closures of streets to some or all motorised traffic so that Londoners can see their streets differently.

6.3 Equality Impact Assessment

- 6.3.1 In developing these proposals consideration has been given to the impact in terms of Equalities. The Council’s overall objectives are set out in the [EQIA](#) for the Hackney LIP and Transport Strategy which stress the Council’s desire to see all schemes developed to provide a high quality environment for all residents regardless of their level of mobility. The EQIA covers this scheme and at each stage of the design process, designers will ensure that all opportunities have been taken to provide facilities to, or above, the current design best practice.

6.4 Sustainability

- 6.4.1 The proposals would reduce the level of traffic around the school and the London Fields area, creating a safer and more pleasant environment for residents travelling to school on foot or by bike.

6.4.2 The scheme will be implemented with minimal disruption during the implementation of the scheme as the works are limited to the installation of the signs and enforcement cameras.

7.0 CONSULTATION

7.1 A total of eleven thousand two hundred and fifty (11,250) copies of the consultation pack were delivered to local residents and businesses in and around the London Fields area.

An additional four hundred and fifty (450) packs were sent home to London Fields Primary School parents. The consultation was also available online through Citizen Space. The public consultation period started on 5th December 2017 and finished on 12th January 2018. The consultation document is attached to this report for reference (Appendices B and C). There were a total of one thousand one hundred and thirty eight (1138) responses to the consultation, which equates to a response rate of 10%. See Table 1. Analysis shows consultees within the consultation catchment area (see Table 2) made up the majority of the respondents, 745 (65.5%). Respondents from within the borough, including the catchment area (see Table 3) equated to 983 (86.4%), with the remaining respondents, 155 (13.6%), residing outside the borough. See Table 4.

7.2 As a whole, the majority of respondents supported the School Street and the Banned 'left turn' into Richmond Road. The majority also opted for the 24 hour operational time for the Bus Gate.

7.3 Further analysis of the respondents within the catchment area showed 72.1% supported the School Street proposal and 58.9% supported the banned 'left turn'. The majority of these respondents also supported the following times of operation of the Bus Gate: 7am – 10 am and 3pm – 7pm Monday to Saturday.

A summary of the consultation results are shown on the tables below (see Appendix D for full results);

Consultation packs sent out	Total responses received
11,250	1138 (10%)

of the responses received,

Paper responses received	Web based responses received
409 (36%)	729 (64%)

Analysis of respondents and their corresponding area shown below;

Analysis of Lansdown Drive and Westgate Street Consultation							
Responses		1138					
Do you support or oppose the School Street proposals?							
Support	Oppose	Neither Support nor Oppose			Blank	TOTAL	
880	217	35			6	1138	
77.3%	19.1%	3.1%			0.5%		
Do you support or oppose the introduction of a banned "left turn" from Mare Street into Richmond Road during the times of operation of the School Street and Bus Gate?							
Support	Oppose	Neither Support nor Oppose			Blank	TOTAL	
753	321	61			3	1138	
66.2%	28.2%	5.4%			0.3%		
Which of the following operational times for the bus gate do you prefer?							
7am - 7pm from Monday - Saturday	Extending to include Sundays	7am - 10am and 3pm - 7pm from Mon - Sat	24 hours	Neither	Blank	Other	TOTAL
92	51	381	468	41	95	10	1138
8.1%	4.5%	33.5%	41.1%	3.6%	8.3%	0.9%	
Are you a?							
Resident	Business	Person who works in the area	Parent of a child at London Fields Primary School	Visitor to the area	Blank	TOTAL	
826	27	64	96	122	3	1138	
72.6%	2.4%	5.6%	8.4%	10.7%	0.3%		

Table 1

Analysis of Respondents in Catchment Area							
Responses		745					
Do you support or oppose the School Street proposals?							
Support	Oppose	Neither Support nor Oppose			Blank	Total	
537	174	30			4	745	
72.1%	23.4%	4.0%			0.5%		
Do you support or oppose the introduction of a banned "left turn" from Mare Street into Richmond Road during the times of operation of the School Street and Bus Gate?							
Support	Oppose	Neither Support nor Oppose			Blank	Total	
439	255	48			3	745	
58.9%	34.2%	6.4%			0.4%		
Which of the following operational times for the bus gate do you prefer?							
7am - 7pm from Monday - Saturday	Extending to include Sundays	7am - 10am and 3pm - 7pm from Mon - Sat	24 hours	Neither	Blanks	Other	Total
58	27	308	232	38	73	9	745
7.8%	3.6%	41.3%	31.1%	5.1%	9.8%	1.2%	
Are you a?							
Resident	Business	Person who works in the area	Parent of a child at London Fields Primary School	Visitor to the area	Blank	Total	
683	17	9	29	5	2	745	
91.7%	2.3%	1.2%	3.9%	0.7%	0.3%		

Table 2

Below is a breakdown of the origins of respondents from in and outside of Hackney;

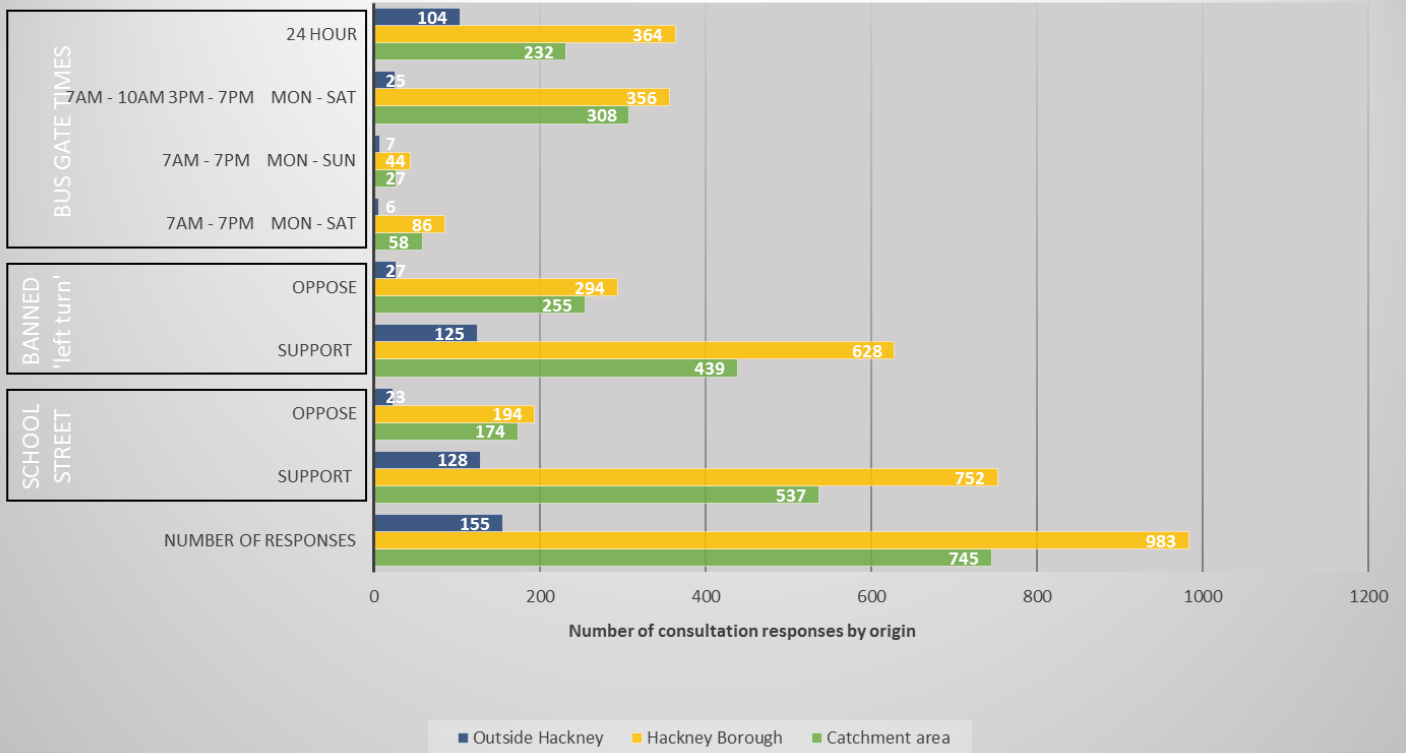
Analysis of Respondents in Hackney							
Responses		983					
Do you support or oppose the School Street proposals?							
Support	Oppose	Neither Support nor Oppose			Blank	Total	
752	194	32			5	983	
76.5%	19.7%	3.3%			0.5%		
Do you support or oppose the introduction of a banned "left turn" from Mare Street into Richmond Road during the times of operation of the School Street and Bus Gate?							
Support	Oppose	Neither Support nor Oppose			Blank	Total	
628	294	58			3	983	
63.9%	29.9%	5.9%			0.3%		
Which of the following operational times for the bus gate do you prefer?							
7am - 7pm from Monday - Saturday	Extending to include Sundays	7am - 10am and 3pm - 7pm from Mon - Sat	24 hours	Neither	Blank	Other	Total
86	44	356	364	39	84	10	983
8.7%	4.5%	36.2%	37.0%	4.0%	8.5%	1.0%	
Are you a?							
Resident	Business	Person who works in the area	Parent of a child at London Fields Primary School	Visitor to the area	Blank	Total	
814	21	20	92	34	2	983	
82.8%	2.1%	2.0%	9.4%	3.5%	0.2%		

Table 3

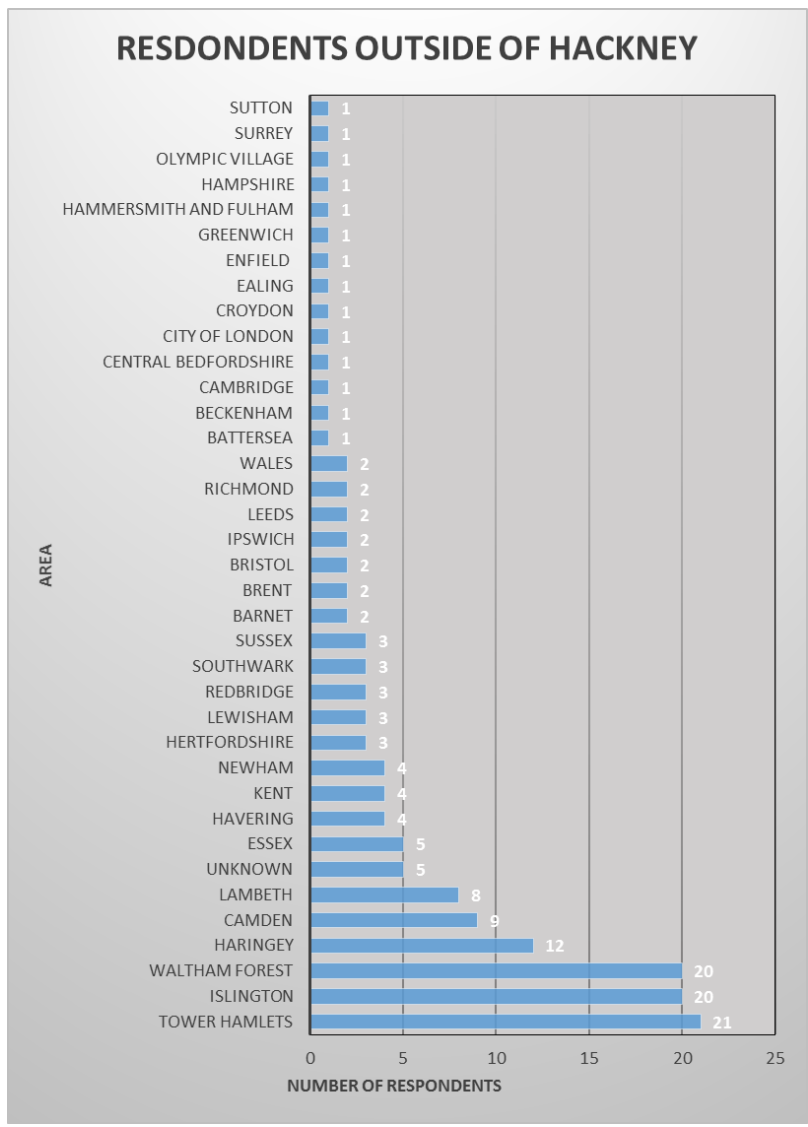
Analysis of Respondents Outside of Hackney							
Responses		155					
Do you support or oppose the School Street proposals?							
Support	Oppose	Neither Support nor Oppose			Blank	Total	
128	23	3			1	155	
82.6%	14.8%	1.9%			0.6%		
Do you support or oppose the introduction of a banned "left turn" from Mare Street into Richmond Road during the times of operation of the School Street and Bus Gate?							
Support	Oppose	Neither Support nor Oppose			Blank	Total	
125	27	3			0	155	
80.6%	17.4%	1.9%			0		
Which of the following operational times for the bus gate do you prefer?							
7am - 7pm from Monday - Saturday	Extending to include Sundays	7am - 10am and 3pm - 7pm from Mon - Sat	24 hours	Neither	Blank	Total	
6	7	25	104	2	11	155	
3.9%	4.5%	16.1%	67.1%	1.3%	7.1%		
Are you a?							
Resident	Business	Person who works in the area	Parent of a child at London Fields Primary School	Visitor to the area	Blank	Total	
12	6	44	4	88	1	155	
7.7%	3.9%	28.4%	2.6%	56.8%	0.6%		

Table 4

ANALYSIS BY ORIGN AND POPULAR RESPONSE



RESONDENTS OUTSIDE OF HACKNEY



8.0 MAIN OBJECTIONS RAISED BY THE PUBLIC

8.1 Residents will be blocked in on market days.

8.1.1 A number of residents voiced concerns that the operational times of the Bus Gate and School Street would leave residents in roads surrounding Broadway Market unable to exit the area with their vehicles on Saturdays when the market is in operation.

8.1.2 **Officer's response:-** The School Street is proposed to operate between 8.30am-9.15am and 3.15pm-4.00pm Monday – Friday during school term-times only. Regardless of the times of operation of the Bus Gate on a Saturday, vehicles would not be trapped in the area as they would be able to leave via Westgate Street as the School Street is not proposed to operate on a Saturday.

8.2 Business have not been considered.

8.2.1 Some comments received stated that businesses in the area haven't been considered and are not being listened in relation to the consultation.

8.2.2 **Officer's response:-** Consultation documents are sent to all businesses as well as residents within the consultation area that are registered addresses in Hackney. All consultation responses are analysed and recorded in equal measure. In some cases, Council Officers arrange meetings to discuss proposals with businesses when requested. There were no specific requests from businesses on this occasion (17 responses from businesses were received).

8.3 There will be an increase in traffic that will impact on local residents getting to their homes

8.3.1 226 respondents raised concerns that traffic volumes would increase on other roads due to a combination of the proposed measures and existing features such as the Middleton Road width restrictions. In addition, some felt the proposals will impact the journey times of residents getting home.

8.3.2 **Officer's response:-** The Council is aware that the proposals will change traffic movements travelling through the local neighbourhood and that some vehicles are expected to move onto Mare Street, Graham Road and Queensbridge Road. However, these are designated roads that form the core traffic network within this area and vehicles should be encouraged to use these roads instead of rat-running through residential roads. As always the Council will monitor the situation once the proposals have been implemented and determine if any additional measures need to be designed to mitigate any issues that arise. This will be done by collating replies, carrying out traffic counts and collecting data from the air quality diffusion tubes. We are also aware that the journey time to access the area would increase as a result of the proposed measures at some times of the day, depending on local traffic conditions. However, the Council feels that the local neighbourhood would benefit and anecdotal feedback from similar schemes is that residents tend to like these schemes more, once they have been implemented and the overall benefits become clearer. An example of this is the closures recently implemented in Darnley Road and Loddiges Road.

8.4 Money making scheme

- 8.4.1 2 respondents shared a view that the scheme is purely designed to generate money for the Council.
- 8.4.2 **Officer's response:-** As stated in the consultation document, the Council is committed in its Transport Strategy to making Hackney's road safer for everyone living, working and visiting the Borough. These changes are aimed at creating an environment that will encourage more walking and cycling, improving air quality and reducing emissions within the London Fields area. This can only be achieved by reducing the dominance of the private vehicle. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the city with nearly 10,000 Londoners dying early every year as a result. (Kings College London, 2015).
- 8.4.3 Camera enforcement would be used to enforce the restrictions on unauthorised vehicles entering the restricted aspects of the scheme during the times of operation; however this measure is designed to clamp down on vehicles contravening the traffic order. Signs will be installed clearly stating the restrictions and vehicles would be able to divert onto other routes.
- 8.4.4 A potential financial benefit is created by the scheme through the issuing of penalty charge notices (PCN) to drivers of these vehicles (although it is not possible to predict the volume of these). It would be hoped that compliance with the restrictions would be high and that therefore the volume of PCNs and the income from them would not be significant. Councils cannot use parking as a revenue-generating tool. The use of any surplus that results from parking is strictly governed by legislation. This money is kept in a ring-fenced account that can only be used for activities specified in Section 55 of the Road Traffic Regulation Act 1984 (as updated). These activities include, amongst others, public realm improvements, road safety initiatives and public transport.

8.5 Pollution

- 8.5.1 This issue was raised by 178 members of the public who stated that the proposals will increase pollution in the area.
- 8.5.2 **Officer's response:-** The aim of the scheme is to divert traffic away from London Fields Primary School during drop off and pick up times with traffic being diverted on to the borough's main roads. This will result in reductions of air pollution around the school and on local roads and an increase in pollution levels on the boroughs main roads.
- 8.5.3 The Council has monitored air quality around London Fields Primary School since 2016 as part of the Schools Air Quality Monitoring Project (Schools Project). The results of monitoring suggest that the short term national air quality objective (NAQO) for nitrogen dioxide (i.e. $200\mu\text{g}/\text{m}^3$ as a 1 hour average not to be exceeded more than 18 times per year), which applies at the playground boundary is met at the school, but that the annual mean objective ($40\mu\text{g}/\text{m}^3$) is exceeded at the road side (see Table below) and so may therefore fail the NAQO at the façade of the school building on Sheep Lane and Westgate Street.

8.5.4 Introducing a Schools Street will contribute to a reduction in nitrogen dioxide levels at London Fields School and if nitrogen dioxide levels do fail NAQO's at the building façade, would contribute to bringing or bring the school in to compliance with NAQOs. As part of the Schools Project the Council is planning to undertake modelling work to identify whether or not air quality objectives are met at the school and if the schools streets scheme is implemented, to model the impact of the scheme. Diffusion tube monitoring will be ongoing over the next few years in order to measure the impact of the scheme.

8.5.5 The Council has an extensive nitrogen dioxide diffusion tube network across the borough, including on major routes such as Kingsland Road. This monitoring will be used to observe any impacts along these routes.

8.5.3 It is also worth considering the significant efforts being taken by the Mayor of London and Hackney Council to improve air quality across London and the borough. As a result the Mayor of London expects significant reductions in air pollution levels across London over the next five years or so. Further information on what the Mayor of London is doing to improve air quality across London is available from <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality>. Hackney's Air Quality Action sets out some of the actions being taken to address air pollution in the borough, which along with annual status reports of progress can be viewed via the following link <https://www.hackney.gov.uk/air-pollution>.

Site Name	Annual Mean NO2 2016													Annual mean	
	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Raw data	Bias adjusted	
	Ann Tayler Children's Centre / London Fields East Side	-	-	36.7	38.0	30.0	33.4	43.6	29.4	37.4	36.0	50.7	56.4	39.2	30.2
Ann Tayler Children's Centre / Westgate Street	-	-	-	51.2	54.6	51.5	-	48.6	61.8	54.1	61.0	71.1	57.9	44.6	
London Fields Primary School /Sheep Lane	-	61.6	55.1	55.1	58.5	55.0	48.0	42.3	52.7	50.6	66.1	66.7	55.6	42.8	

8.5.6 A table summarising the sites monitored for Nitrogen dioxide in area in 2016 can be found above:

Note: Figures in red show months that exceed the National air quality objectives and European Directive limit and target values for the protection of human health which is 40ug/m³

8.6 Residents did not receive the consultation pack

- 8.6.1 A number of residents sent formal complaints in regards to not having received the consultation, namely Croston Street and Welshpool House.
- 8.6.2 **Officer's response:-** The Consultation Team received a number of calls from residents in Croston Street in regards to not having received a consultation pack. As a result, a member of the Team was sent to address the complaint by directly checking with residents of Croston Street. Having confirmed all the checked addresses had not received the consultation pack, this was then re-delivered to all home in this street.
- 8.6.3 Further analysis conducted confirmed the majority of roads within the catchment area of the Lansdowne Drive and Westgate Street consultation returned at least one consultation document. See Appendix E. No other calls were received on the same level as Croston Street in relation to not receiving the consultation pack.
- 8.6.4 This consultation was very highly publicised throughout the area due to a previous consultation that was carried out in 2016 within the same catchment area. A ward forum was held in November 2017 to discuss the consultation prior to its area wide and online availability. In addition, during the consultation period, a few leaflets (Appendices F & G) were delivered across the catchment area by individual residents and residents association's alike, raising objections and support for various elements of the proposals. These added factors would have given ample opportunity for any interested parties in the Lansdowne Drive and Westgate Street consultation to make their view known via Hackney Council's online consultation platform, a link of which was printed on some circulated leaflets. From the consultations that were re-delivered to Croston Street, 8 were received by the Consultation Team – 6 were digital and 2 were written responses. Although this particular street received the pack quite late on in the consultation period, all 8 responses were considered as part of the consultation analysis.

8.7 Council bias and false claim on campaign material

- 8.7.1 A complaint was received about School Street banners erected by the Council on the walls of London Field's Primary School during the consultation period. It was the complainant's view that the wording on the banner in the larger text "A School Street is coming here" was misleading and may impact on whether people respond to consultation and, therefore, may skew the results.
- 8.7.2 **Officer's response:-** The School Street aspect of the scheme was being promoted by the Council to address a number of issues within the area, including air quality (the air pollution at the school has exceeded the EU limits), road safety and the general levels of through traffic. The Council considered that there was a need to address the issues and believes that the proposal scheme can help to achieve this. The main way of publicising the consultation was the distribution of the consultation packs to approximately 11,000 properties in the area. In addition, the Council has worked with the school to promote the scheme and consultation through the school's network.

8.7.3 The consultation was on the Council's website and had been the subject of local press articles where it has been picked up by them. The Council had, therefore, found a number of ways to promote the scheme and consultation and to encourage a greater response to it. One of these was providing the banner to the school. With the area wide distribution of the consultation packs, the engagement with the school and our press coverage, the Council considers that the consultation has been well publicised. In an attempt to further boost responses rates, the Council took the step to advertise further through supplying the school with the banners.

8.7.4 The strap line on the banner "A School Street is coming here" was intended to attract motorists' attention and encourage them to find out more and respond to the consultation. The complaint was on the grounds that the strap line was misleading and that it should not have said "is" coming. Below that line, the banner also stated "find out more and how you can have your say". Whilst this was a smaller font, anyone that read the banner is also likely to read the subtext, and which was still clear on the banner and this made it clear that the reader could have their say. The complainant suggested that the banner implied that the decision to install the scheme had already been made and that this would discourage residents from responding to the consultation. It is not clear whether this was the case or not, and if it was, whether those discouraged would either be in favour or against the scheme. Following receipt of the complaint, the school was instructed to remove the banner by the Council. This was put up on the 7th December and removed 20th of December. The reason for this was to reduce the impact of the banner, whether positive or negative on the consultation results. It is not possible to assess the impact of the banner on the consultation, but it is not expected to be significant given the scale of the consultation that was undertaken and it was taken down to remove any doubt following the complaint.

8.8 Cancel consultation due to error in online consultation

8.8.1 88 respondents raised concerns with the consultation in which the some residents asked for the results to be invalidated due to the following points:

1. The consultation process being materially unfit for purpose due to online form differing from the paper one which was sent out to over 11,000 homes.
2. The Middleton Road Width Restriction Report should have been released before the Lansdowne Drive and Westgate Street consultation went ahead.

8.8.2 **Officer's response:-** The first issue was raised with the Council's Streetscene and Consultations teams by several individuals, including a Ward Councillor, and subsequently was quickly rectified. This was a matter of human error by an officer who mistakenly made a change to the online questionnaire on 15 December 2017 to include an option of "Do not support", following discussions regarding a separate consultation. Out of the 880 online responses received during the consultation period, 17 responses were submitted during the time the consultation form had this error in one of the questions. The error was 'live' on the Council's website from 11:38 am on the 15th December 2017 until 11:33 am on the 18th December 2017 when the error was corrected. In this time 4 respondents used the incorrect option. This percentage of responses should not significantly affect the results of the consultation as this number makes up

0.4%. The Council accepts that the error made was in no way desirable and steps will be taken to ensure that this does not happen again.

- 8.8.3 In regards to point 2. the Council did not believe The Middleton Road Width Restriction Report would negatively impact the consultation as residents of the immediate area would have first-hand experience of how the width restrictions affected traffic on a daily basis. In addition, during meetings held with local residents association and at a Ward Forum, Council Officer's made residents aware of the intention to retain the width restrictions.

8.9 Bus gate and school street closure should be the same times

- 8.9.1 181 respondents made comments about the bus gate times of which 96 seemed to be directly related to a leaflet produced by the Mapledene Area Residents Association. The leaflet (Appendix G) recommended how consultees should answer the consultation questions and also recommended filling in the comments box with following phrase 'Bus gate closures same as School Street – Weekdays 8:30 – 9:15 & 3:15 – 4pm – Trial only'.
- 8.9.2 **Officer's response:-** The leaflet also stated 'Hackney council need to do more to stop through traffic on local roads – not just push it from one place to another'. The School Street aspect of this scheme is designed to reduce pollution in the vicinity of London Fields Primary School during opening and closing times. These times equate to 45 minutes in the morning and 45 minute in the afternoon. The Bus Gate complements the School Street scheme by preventing rat-running around the south and west of the School Street. This also forms part of the Council's ongoing commitment to making roads safer and more accessible for everyone living, working or visiting the borough by reducing the dominance of the private vehicle. This feature should greatly reduce through traffic in the London Fields Area, specifically on Westgate Street and Lansdowne Drive.

The measures would not be as effective should they operate at the times requested on the leaflet as they would not cover the rush hour peak times for traffic.

9.0 RISK ASSESSMENT

- 9.1 The three main risks highlighted in the consultation were:
- 9.1.1 Parking in surrounding street of the school – The School Street would need to be monitored closely to see if the problem moves elsewhere, for example, if the drop off zone for parents driving simply moves to the edge of the school streets zone. Signs would be installed clearly stating the restrictions and vehicles would be able to divert onto other routes. Camera enforcement would be used to enforce the restrictions on unauthorised vehicles entering the restricted aspects of the scheme during the times of operation; there might be a large number of tickets issued during the first few weeks of the scheme and might lead to challenges with the Enforcement Team. This measure, however, is designed to clamp down on vehicles contravening the traffic order and not to generate revenue.

- 9.1.2 Traffic increase on surrounding roads – Traffic data would be collected and compared to data previously collected. This would be reviewed to see if any mitigation is required.
- 9.1.3 Air pollution increasing – Air quality is being monitored throughout the life of the scheme. Please refer to section **8.5**.

10.0 COMMENTS OF THE GROUP DIRECTOR OF FINANCE AND CORPORATE RESOURCES

- 10.1 The recommendations set out in Section 2 of the report is seeking approval to implement a pilot scheme for a period of nine months for timed street closures at the start and end of the school day.
- 10.2 Streets around schools often suffer from a common thread of issues at the start and end of the school day. These revolve around traffic putting the large concentration of school children at risk, and inconvenience and nuisance caused to local residents by inconsiderate parking.
- 10.3 This initiative is set up to reclaim the road space outside a school, providing children with the opportunity to travel to and from school in a safer traffic free environment. The scheme meets a number of Hackney's Transport Strategy objectives which include improving local air quality and encouraging healthy lifestyles by promoting walking, cycling or the use of public transport for school journeys.
- 10.4 The Council believes that the proposal will have a direct impact on reducing levels of emissions of vehicles traveling through this street, especially during the 'school run' period. Car engines idling around schools, during peak periods in particular contribute to poorer air quality and traffic congestion.
- 10.5 The project aims to create a safe and pleasant environment which encourages walking, cycling and scooting to school by closing roads to traffic at the start and end of the school day. The closure is run in conjunction with an intensive behaviour change programme initiatives in order to reduce motor trips to school as far as possible and minimise displacement of school run traffic to the end of the street or onto nearby streets.
- 10.6 The closure will use compliant signage enforced by cameras which will issue Fixed Penalty Notices (FPN) to any drivers breaking the enforcement, unless they have applied for exemptions. The capital expenditure of £60K is being funded by Transport for London (TfL) through the Local Implementation Programme (LIP). There are no additional revenue cost.

11.0 COMMENTS OF THE DIRECTOR OF LEGAL

- 11.1 The proposed measures in Section 2 of this report seek to restrict private motor vehicle traffic along Westgate Street, the junction of Lansdowne Drive and Trederwen Road and Richmond Road (at the junction of Mare Street) during specified peak periods for an initial period of around nine months. This scheme will then be reviewed in order to determine whether these measures should remain permanently.

The Council is authorised to implement the proposed measures pursuant to section 6 of the Road Traffic Regulation Act 1984 and section 282(1) of the Highways Act 1980.

11.2 The Director of Public Realm and the Head of Streetscene are both authorised to approve the proposed measures under the following delegation numbers of the current Officer Scheme of Delegation:

- NH255 – General power to exercise the Council’s powers under the Road Traffic Regulation Act 1984
- NH257 - Making experimental orders for prescribed routes under section 9 of the Road Traffic Regulation Act 1984
- NH283 - Approving changes to road layouts, markings, direction signs etc.

APPENDICES

Appendix A: Consultation map

Appendix B: Consultation document

Appendix C: Consultation questionnaire

Appendix D: Consultation analysis

Appendix E: Number of consultation responses by street

Appendix F: MARA leaflet

Appendix G: A local cycling mum leaflet

EXEMPT

Not applicable

CONFIDENTIAL

Not applicable

BACKGROUND PAPERS

In accordance with The Local Authorities (Executive Arrangements) (Meetings and Access to Information) England Regulations 2012 publication of Background Papers used in the preparation of reports is required

None

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Signature:



Date: 21.03.2018