

DELEGATED POWERS DECISION

STREETSCENE SERVICE PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: School Street (Pedestrian and Cycle Zone) – Sebright Primary School and City of London Academy Shoreditch Park

Agree to:

- i. Give approval to proceed with the implementation of School Streets zones (timed Pedestrian and Cycle zones) on Audrey Street (from its junction with Goldsmith Row) and Dove Row (from its junctions with Whiston Road and Moyle Close)
- ii. Give approval to proceed with an experimental traffic order to enable the above scheme.

Reasons:

The scheme will:

- i. Reduce the congestion in the street at times associated with school opening and closing
- ii. Improve air quality and reduce emissions around the school gates
- iii. Increase road safety and accessibility for non-motorised users
- iv. Encourage active travel to school for pupils and parents

1.0 BACKGROUND

- 1.1 The Council is committed to making Hackney's roads safer for everyone living, working and visiting the Borough. Encouraging the use of more sustainable modes of transport such as walking and cycling to school is one of the Council's key transport priorities.
- 1.2 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). 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). 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 Sebright Primary School and City of London Academy Shoreditch Park.

- 1.3 The closing of the streets to school traffic during set hours of operation will act as a safety measure. It will reduce the risk of accidents arising from inconsiderate parking and driving endangering other motorists, cyclists and pedestrians- especially children.
- 1.4 Following the successful implementation of the first School Street zone at St John the Baptist's School in June 2017, it is now proposed to roll out 12 more schemes by 2021, including this one. The scheme has been requested by the school because it has a history of road danger caused by congestion directly in front of its school entrance.
- 1.5 The consultation also asked a question about the preferred operating times for the scheme in the afternoon. The two schools have different closing times; the proposal should work for both schools, which would require a longer closure period than the usual 45 minutes adopted at the other School Streets schemes across Hackney.
- 1.6 Sebright School has a second entrance on Dove row, which also suffers from congestion at drop off and pick up times. The School Street consultation document stated that the Council would look at other measures for managing the impact of school traffic in this location, if a School Street is introduced on Audrey Street. It also stated that the traffic on Dove Row at school times would also be monitored.

2.0 PROPOSALS

2.1 The main elements are to:

- Introduce a 'Pedestrian and Cyclist Zone' on Audrey Street (from junction with Goldsmiths Row) between 8:30am - 09:15am and 3:15pm - 4:30pm. The zone will operate Monday – Friday during school term-time only.
- Introduce a 'Pedestrian and Cyclist Zone' on Dove Row and Nicholl Street (from junctions with Whiston Road and Moyle Close) between 8:30am - 09:15am and 3:15pm - 4.30pm. The zone will operate Monday – Friday during school term-time only.
- Access for residents and businesses will be maintained if vehicle is registered for an exemption.
- Any blue badge holder can apply for an exemption
- Access will be permitted for Council vehicles and Dial-a-ride
- Two way access for cyclists will be permitted at all times through the zone.
- Other vehicles driven by visitors, parents, delivery vehicles and school staff will not be permitted to enter the zone during the closure
- All vehicles already within the zone during the operational times will be able to exit

- Install folding 'Pedestrian and Cyclist Zone' signs at the entry point to the zone on: Goldsmiths Row, Whiston Road and Dove Row (its junction with Moyle Close). The signs fold to become covered when the zone is not in operation, i.e. during school holidays.
 - Install ANPR cameras to help enforce the zones; non-registered vehicles entering the zones will be automatically issued a penalty charge notice.
 - If approved, this School Street will commence by May 2019.
- 2.2 The Council will create and maintain a dispensation 'white' list with registration details of vehicles that have a Zone F parking permit. Residents who do not have a Zone F permit will be given a 2 week period to contact the Council in order to register their vehicle for exemption.
- 2.3 The making of a Pedestrian and Cyclist zone will be by the use of an experimental traffic order. Two schools have entrances on Audrey Street and their start and finishing times for pupils are different. The experimental traffic orders for both Dove Row/ Nicholl Street and Audrey Street will be made for the same timings for reasons of consistency. However, this is not consistent with the timings of other School Streets zones in the borough and may need to be reviewed. For this reason the experimental order makes it easier to adjust the timings of the zone if necessary.
- 2.4 These proposals are illustrated on the plan attached to this report (Appendix 1).
- 3.0 POLICY**
- 3.1 Council's Transport Strategy**
- 3.1.1 The Council is committed in its Transport Strategy to making Hackney's roads safer for everyone living, working and visiting the Borough and creating an environment that will encourage more walking and cycling and improving air quality and reducing emissions within the local area.
- 3.1.2 The Strategy includes a Liveable Neighbourhoods Plan, which recognises that streets are not just places to park vehicles or drive, walk and cycle on. They are also the places where we socialise, shop and live our lives. An aspiration 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.
- 3.1.3 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
LN10: School Clean Air Zones – Hackney Council will aim to develop and secure funding for projects to improve air quality in and around the borough's

schools. School Streets is one such project, with the temporary closure of roads outside schools during certain hours;

LN20: School Streets - Hackney will look to develop and trial School Streets proposals where roads upon which schools are situated are closed during certain times of the day.

3.2 Mayor of London's Transport Strategy

- 3.2.1 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 those people to live in. It recognises that the success of London's future transport system relies on reducing Londoners' dependency on the car in favour of increased walking, cycling and public transport use. This approach will reduce health and economic inequalities, which is especially important for young children, who need to do more physical activity to stay healthy as they grow. Children can benefit the most from street closures and from safe and accessible footpath networks and other public spaces for active, independent travel and play.

3.3 Vision Zero

- 3.3.1 The Mayor's Transport Strategy commits to delivering a 'Vision Zero' approach in London to make its streets safer for all. Minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport. This radical change to how London approaches road danger will aim for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

4.0 CONSULTATION

- 4.1 The public consultation on the scheme opened on 07 January 2019 and closed on 4 February 2019. The consultation was available online through Citizen Space and copies of the consultation pack were distributed to a total of 290 local residents and businesses within the vicinity. A map of the distribution area is provided in appendix 2. An additional 350 packs were made available to Sebright Primary School and City of London Academy Shoreditch Park parents (these were available to pick up from the reception) and postcard leaflets advertising the online consultation were sent home with every child at both schools. See Appendices 3-4 for consultation documents.
- 4.2 In the questionnaire, respondents were asked:
- 1) if they agreed to the proposed pedestrian and cyclist zone on Audrey Street,
 - 2) whether they were a parent at the school, resident, business, person who works in the area, or visitor and
 - 3) if they had a comment on the proposal.

- 4.3 A consultation drop-in evening was held on 17 January 2019 for parents and residents to attend and was attended by Council staff.
- 4.4 The Cabinet Member for Neighbourhoods, Transport & Parks and the Ward Councillors had approved the consultation document before it was sent out.
- 4.5 67 consultation responses were received as well as one petition signed by 110 people, which included a cover letter from parents whose young son was knocked over by a car on Dove Row.
- 4.6 A summary of the consultation results is shown on the table below

Consultation packs sent out	Total responses received
360	67

Paper responses received	Web based responses received	Total in favour of the scheme	Total not in favour of the scheme	Total neither for nor against
20 (30%)	47 (70%)	56 (84%)	6 (9%)	5 (7%)

4.7 Preferred times

The respondents were asked on how long Audrey Street should be closed to traffic at school closing time and the results are below.

Preferred Time	Total
08:30 - 09:15 and 15:15 - 16:00	11
08:30 - 09:15 and 15:15 - 16:30	45

Out of a total of 56 responses to this question 80% wanted the longer closure period which would cover all exit times for both schools, with 20% favouring the shorter closure periods.

4.8 Main comments

1. Support the scheme for improved safety of children walking and cycling to school – 28 (42%)
2. Support the scheme for improved air quality in the vicinity of the school – 27 (40%)
3. Support the scheme to reduce congestion at the school gate – 21 (31%)
4. Scheme should include Dove Row – 24 (36%) consultation responses and petition

4.8.1 The scheme should be extended to include the school entrance on Dove Row

- 4.8.2 24 respondents stated that the scheme should include Dove Row. Several of these responses mentioned incidents involving children in the past two years, in particular 2 incidents since September 2018.
- 4.8.3 The Council was presented with a petition of 110 signatures requesting action is taken to improve the situation in Dove Row, following an incident involving a child being struck by a car (letter included as appendix 6).
- 4.8.4 **Officer's response:** - Officers have undertaken observations in the street at school times and the results of which confirm that motorists travel this route at inappropriate speeds in order to take a short cut between Goldsmiths Row and Whiston Road and there is a high number of vehicles (dropping off pupils) that are mounting pavements in a dangerous way.
- 4.8.5 The number of reported casualties on Dove Row involving children walking or cycling in the recent months is a concern.
- 4.8.6 Given the high level of local support (36% of consultation respondents and 110 parents and school staff) and the safety concerns, this report recommends that an additional School Street scheme is implemented on Dove Row in tandem with the scheme on Audrey Street.
- 4.8.7 Appendix 1 shows the revised location plan including Dove Row.

4.9 Main objections

- 4.9.1 There were a total of 6 responses from residents and businesses objecting to the scheme. The main points raised in objection to the proposals, along with Officer's responses are as follows:
- 4.9.2 **The traffic will be worsen and be displaced on to other streets.** This issue was raised by 4 respondents who stated that the proposals would lead to an increase of traffic on Dove Row and on the junctions of Audrey St and Kay St with Goldsmiths Row and that this would be dangerous for children and cyclists.
- 4.9.3 **Officer's response:** - Reducing the number of pupils who travel to school by car is one of the main aims of the scheme. Drivers will have to park further away from the school gate and walk the last stretch, which will reduce the congestion and dangerous manoeuvres currently being undertaken directly outside the school gates.
- 4.9.4 Any parents who have a blue badge for themselves or their children will be able to apply for an exemption, enabling them to continue to park near to the school gate.
- 4.9.5 The School Street is part of a package of measures to influence how children travel to school. Combined with the STARS programme of behaviour change measures, the number of car trips generated by the two schools is relatively

low. Sebright School attracts approximately 30 car journeys according to the school's January 2019 mode of travel to school survey. City of London Academy attracted 36 car journeys according to the school's January 2018 travel survey. However, a small number of vehicles concentrated in a small stretch of road along with hundreds of children and parents walking to school creates a dangerous situation. School Streets disperses the vehicles and the problem caused by the concentration of vehicles and people is not transferred elsewhere.

- 4.9.6 This scheme would be the sixth and seventh School Street Pedestrian and Cycle Zone scheme that Hackney has implemented. Results from the first five show that travel behaviour change and overall traffic reduction can be expected. The potential for modal shift is good. 14 of the car journeys to Sebright School are under 1km, meaning close to 50% of car journeys to Sebright are 'switchable' to walking or cycling.

5.0 IMPACTS

5.1 Long-term impacts

The proposals will reduce the level of traffic around the school, creating a safer and more pleasant environment for children travelling to school on foot or by bike. We will need to monitor closely 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.

5.2 Short-term impacts

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

6.0 EQUALITIES IMPACT ASSESSMENT

- 6.1 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. This scheme prioritises walking, cycling and public transport in order and improves road safety, reduces pollution suggesting that the overall equalities impact will be generally positive. While children enabled to travel by active and sustainable modes to school will be the primary beneficiaries, the schemes will have positive impacts for parents and siblings. In addition, as the school run has such a large influence on peak traffic flows with their attendant negative consequences, so the benefits of this should extend to all EQIA groups. However, consideration has to be given to the impact in terms of the protected characteristics that are most relevant to this scheme; disability, pregnancy/maternity and age.

- 6.2.1 **Disability:** Hackney has lower than average rates for disability, in November 2017 4.1% of the local population (11,234 people) were claiming Disability Living Allowance or Attendance Allowance. The main modes of transport used by disabled Londoners at least once a week are walking (78%), bus (55%), car as a passenger (44%) and car as a driver (24%). Therefore the number of mobility impaired residents potentially affected by School Streets is low. However, consideration has been given to the impact on; disabled residents living within the School Street zone, (including SEND pupils) and disabled visitors to the area.
- 6.2.2 Provision has been made for blue badge holders who require access to the zones to be added to the list of approved vehicles if they contact the Council to request this, however, blue badge holders who have not registered in advance will not be automatically able to enter during the times of operation.
- 6.2.3 For those with limited mobility who do need to access a property within the zone during the restricted times and who have not register in advance for an exemption, the maximum distance from doorstep to the edge of the zone is 50 metres. A pedestrian access survey assessing the route from the edge of the zone to the furthest property within the zone finds good quality pavement, with no obstructions and an appropriate number of dropped kerbs.
- 6.2.4 Danger to mobility limited pedestrians comes from the vehicles that have been observed to mount the pavements on Dove Row at school start and finish times. This scheme is designed to reduce this risk by banning traffic from the roads at these times. Monitoring will be done to ensure that this driver behaviour is not replicated at the edge of the zones, however, from previous School Streets sites, the school gate problems have not appeared elsewhere.
- 6.2.5 Discussions have been held with Hackney Learning Trust who provide school transport for disabled pupils to ensure that their minibuses are exempt from all the school street schemes. This also includes taxis and private hire vehicles operating the service on behalf of the Learning Trust These vehicles then have access at all times both to the pupils' home address and their school.
- 6.2.6 There is minimal impact on access to properties within the School Streets zone for disabled residents or visitors. As residents of the zone in possession of a residents parking permit they will automatically be added to the list of approved vehicles. In the case of visitors to a School Streets zone, there is the minimum requirement to complete an online form, or call the contact centre to request an exemption.
- 6.3 **Pregnancy / maternity:** The positive benefits of reducing the dominance of motor vehicles will benefit the most vulnerable road users including mothers and children who disproportionately suffer the harmful effects of pollution. Prams and pushchairs put children at the level of exhausts when navigating the streets. Air pollution has been linked to low birth weight and underdeveloped lung capacity in children as well as higher incidences of lung conditions such

as asthma. School Streets are important for achieving the aims of reducing air pollution, which will have a positive impact on mothers and children.

6.3.1 There is minimal impact on the services provided to pregnant or new mothers by health and community workers as they will be able to access any property within the zone via a short journey on foot and this should be achievable by all such staff with the necessary equipment required for midwives to carry out their roles. The likelihood of an emergency situation where a patient was attended by a midwife, but not an emergency vehicle at their home during a restricted time is very low. In the case of an emergency, this can be handled through the PCN appeals process.

6.4 **Age:** This scheme positively impacts children as it is designed to create a safer and less polluted environment specifically targeting children's journeys. Children are among the most vulnerable residents in terms of road danger and pollution and this scheme address that vulnerability.

6.4.1 Older adults are also vulnerable to road danger and air pollution and benefit from reduced traffic dominance. However, older adults are more likely to travel by car or taxi as mobility declines with age (although the number in Hackney is still low). Older adults who live within the zone and who rely on taxis due to limited mobility may have to either reschedule journeys to avoid the restricted times, for doorstep pickup, or walk to the edge of the zone, which is no further than 50 metres for the furthest property.

6.4.2 A pedestrian access survey assessing the route from the edge of the zone to the furthest property within the zone finds good quality pavement, with no obstructions and an appropriate number of dropped kerbs.

7.0 LEGAL IMPLICATIONS

7.1 An experimental Traffic Management Order is required to create two timed 'Pedestrian and Cycle Zones' as described in this report.

8.0 FINANCIAL IMPLICATIONS

8.1 Funding has been secured for the implementation of these proposals from our TfL LIP settlement. The total expected cost of this scheme is approximately £50,000.

8.2 A potential financial benefit is created by the scheme through the issuing of penalty notices to drivers of vehicles in contravention of the Traffic Management Order (although it is not possible to predict the volume of these).

9.0 RECOMMENDATIONS

9.1 It is recommended that the proposals for this scheme at Sebright Primary School and City of London Academy Shoreditch Park as detailed in the report are approved for implementation.

10.0 APPROVAL

I have noted the contents of this summary and the associated documents and agree with the recommendation contained therein.

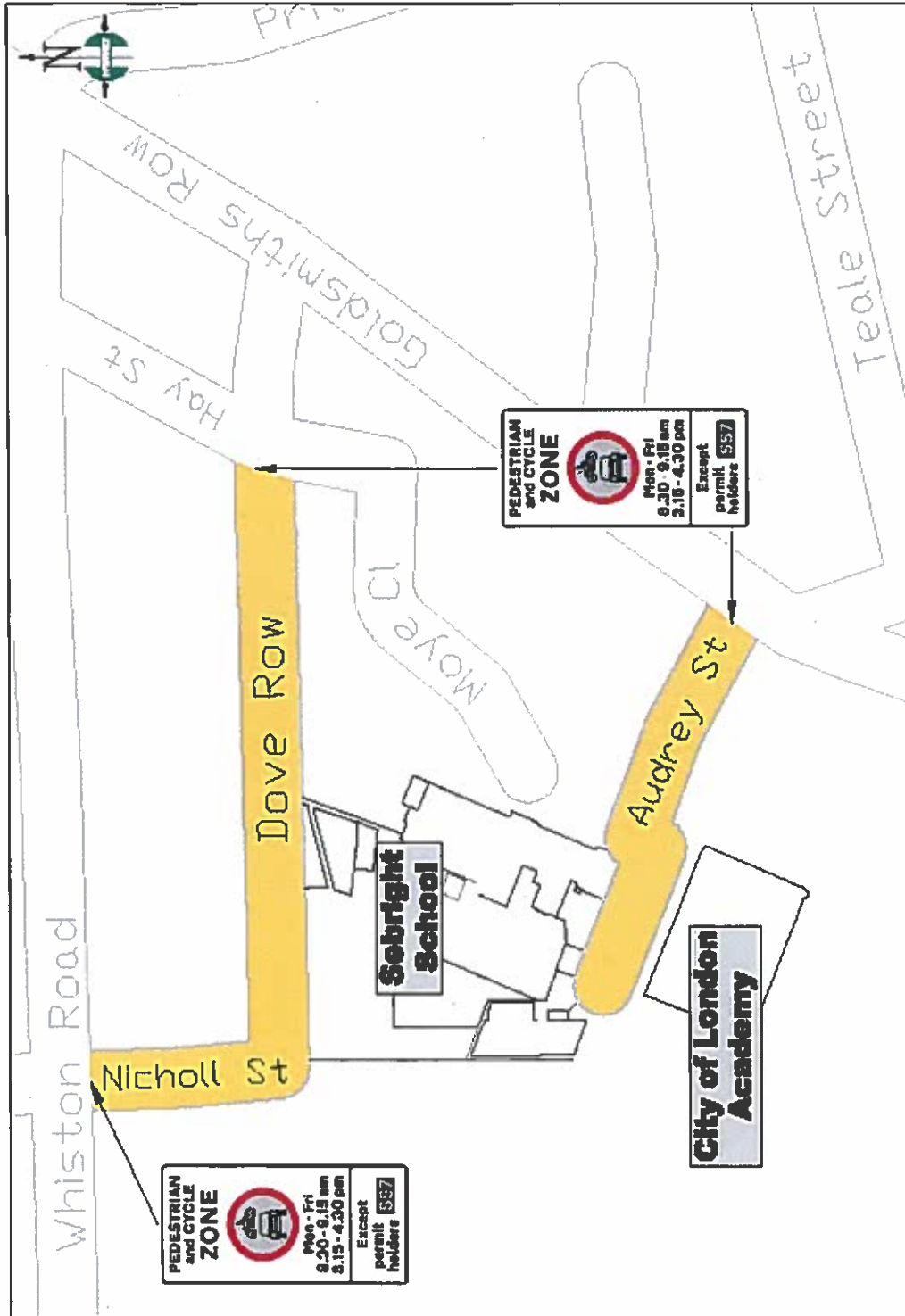
Signed: 

Dated: *5 April 2019*

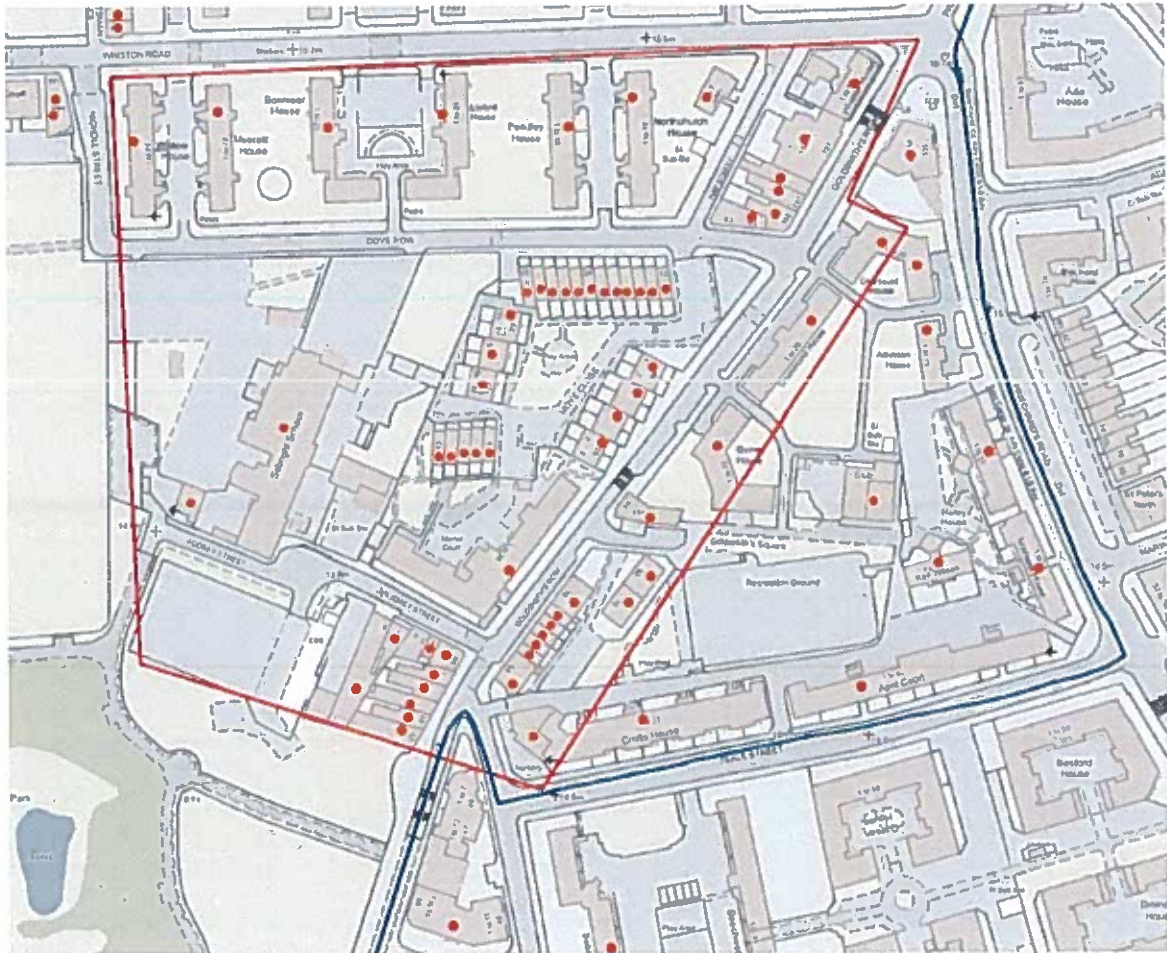
Andrew Cunningham – Head of Streetscene

- cc Councillor Feryal Demirci – Deputy Mayor and Cabinet Member for Health, Social Care, Transport and Parks
- cc Aled Richards – Director of Public Realm
- cc Tyler Linton – Group Manager - Sustainable Transport and Engagement
- cc Kate Hart – Group Manager - Design and Engineeringp

Appendix 1 –revised location plan



Appendix 2 – Consultation pack delivery area



Appendix 3 - Consultation document



Audrey Street

Sebright Primary School & City of London
Academy Shoreditch Park -
School Streets proposal

Public consultation

January 2019



What is this document about?

Hackney Council is gathering views on a proposed School Street scheme to improve local air quality and make it safer and easier for children to walk and cycle to school.

Audrey Street from the junction of Goldsmiths Row would temporarily become a pedestrian and cycle only zone at school opening times and closing times whilst maintaining access for residents, businesses, pedestrians and cyclists. The purpose is to tackle congestion at the school gates and improve the environment for sustainable travel to school.

Residents and businesses who live and work on the street will be able to register for an exemption so they can still get to and from their homes and businesses by vehicle.

Why are these changes being proposed?

The Council is committed to making Hackney's roads safer and healthier for everyone living in, working in and visiting the borough. These changes aim to create an environment that will encourage more walking and cycling, improve air quality and reduce road danger.

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). Our Transport Strategy includes a number of actions that this scheme will help to achieve:

- **LN3: Improving air quality** – Tackles poor air quality by reducing NO2 and PM10 emissions.
- **LN10: School Clean Air Zones**– Aims to develop and secure funding for projects to improve air quality in and around the borough's schools. School Streets is one such project.
- **LN15: Filtered Streets**– Reduces motor traffic on residential streets by the use of road closures or one-way systems to create safer walking and cycling conditions.

- **LN20: School Streets** – Roads are closed outside schools during certain times of the day.

The Council has piloted School Streets at five schools in the borough. We are currently reviewing those pilot schemes. Early results show a reduction in traffic in the School Streets, more parents and children walking and cycling to school and fewer driving.

Based on the generally good results and positive feedback we have seen we are rolling out the scheme to more schools. The Mayor of Hackney has committed to delivering 12 new School Streets by 2022.

Audrey Street has been selected as a proposed School Street because Sebright Primary School & City of London Academy Shoreditch Park experience road safety problems at the school gates and are in an area of poor local air quality. Children in schools that are situated on or are near busy roads may be exposed to higher levels of air pollution leading to health problems later in life.

Reducing the use of the private car for journeys to school and reducing the volume of traffic on Audrey Street should:

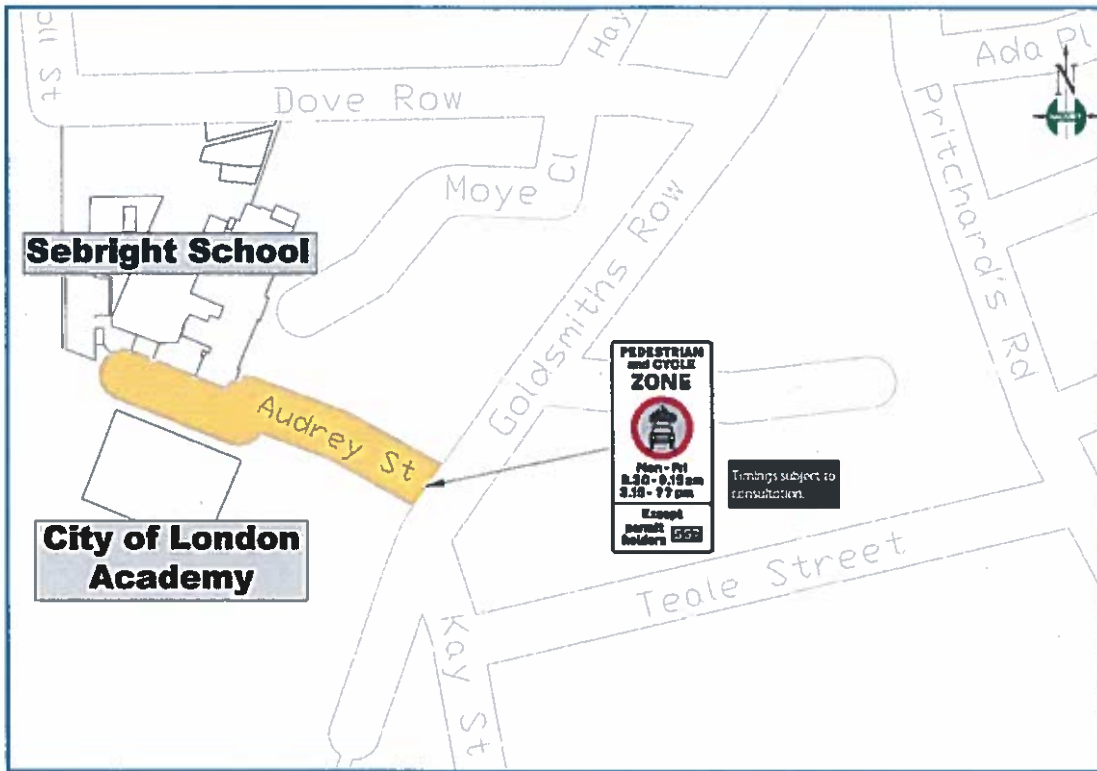
- reduce road danger from traffic
- reduce pollution around the school gates from idling vehicles
- promote more walking, cycling and active lifestyles for pupils and parents or carers.

How will it work?

Audrey Street will be made a pedestrian and cycle only zone twice a day at school opening and closing times.

- Vehicles will be banned from entering the street between these times unless they have been given an exemption.
- Residents living in Audrey Street will be able to register for an exemption if Audrey Street is the only access to the property, or if they are a blue badge holder.
- Parents or carers can register for an exemption to drop their children off to school if they or their child are a blue badge holder.

DELEGATED POWERS DECISION – SCHOOL STREET SCHEME– SEBRIGHT SCHOOL



- We'll put up signs to inform drivers of the restrictions before the entrance to the closed street.
- Non-registered vehicles entering the street during the times of operation will be identified by camera and automatically issued a fixed penalty charge notice.

For details of the proposal please refer to the drawing on pages 3 and 4.

We are also consulting on how long Audrey Street should be closed to traffic at school closing time. This is because Sebright Primary School & City of London Academy Shoreditch Park have different closing times. We want the proposal to work for both schools, which would require a longer closure period in the afternoons. A question about the preferred timings for the School Street to operate in the afternoon has been included in the enclosed questionnaire for you to give your feedback.

Sebright School has a second entrance on Dove Row which also suffers from congestion at the school gate at drop off and pick up times. The Council would look at other measures for managing the impact of school traffic in this location, if a School Street is introduced on Audrey Street. The traffic on Dove Row at school times would also be monitored.

Have your say

Your views are important to us and will help the Council to make a decision.

A questionnaire has been provided for you to give your views on the outlined proposals. Please complete and return the questionnaire using the **FREEPOST** envelope provided by **Monday 4 February 2019**.

Alternatively, visit www.hackney.gov.uk/school-streets to complete the questionnaire online.

You can also attend a drop-in session on **Thursday 17 January 2019 from 4pm to 7pm** outside Sebright Primary School on Audrey Street. The drop-in session will be an opportunity to talk to Council officers about the School Street scheme.

What happens next?

Your feedback will help us reach a decision on whether to proceed with these proposals. The results will be available at

www.hackney.gov.uk/school-streets

Should the Council agree to proceed with these proposals, residents and businesses will receive a letter to inform them about the start date for the scheme with details of how to register a vehicle or vehicles for exemption. Public notices advising the changes will be displayed in the street.



Information

For further information on these proposals, please contact us through the Hackney Service Centre by calling **020 8356 2897** or by emailing: Info@hackney.gov.uk

If you would like to find out what this document says please tick the appropriate box, put your name, address and phone number at the bottom of this page and return it to the address below.

Bengali

এই নমিলে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপযুক্ত বাক্সে টিক দিন, এই পাতার নিচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নিচের ঠিকানায় ফেরত পাঠান।

Somali

Haddii aad jeclaan lahayd in aad ogaato waxa dokumeentigani sheegayo fadlan calaamadi godka ku haboon, ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi cinwaanka hoose.

French

Si vous désirez connaître le contenu de ce document, veuillez cocher la case appropriée et indiquer votre nom, adresse et numéro de téléphone au bas de cette page et la renvoyer à l'adresse indiquée ci-dessous.

Spanish

Si desea saber de lo que trata este documento, marque la casilla correspondiente, escriba su nombre, dirección y número de teléfono al final de esta página y envíela a la siguiente dirección.

Kurdish

Ger hun dixwazin bizanibin ku ev dokument çi dibêje, ji kerema xwe qutika minasib îşaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpel binivîsin û wê ji navnîşana jêrîn re bişînin.

Turkish

Bu dökümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfanın alt kısmına yazıp, aşağıdaki adrese gönderin.

Polish

Jeśli chcesz dowiedzieć się, jaka jest treść tego dokumentu, zaznacz odpowiednie pole, wpisz swoje nazwisko, adres i nr telefonu w dolnej części niniejszej strony i przeslij na poniższy adres.

Vietnamese

Nếu bạn muốn biết tài liệu này nói gì hãy đánh dấu vào hộp thích hợp, điền tên, địa chỉ và số điện thoại của bạn vào cuối trang này và gửi lại theo địa chỉ dưới đây.

Urdu

اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو ازراہ کرم مناسب باکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھئے اور اسے نیچے دیئے گئے پتہ پر واپس بھیج دیجئے۔

Chinese

如果你想知道這分文件的詳細內容，請在方框內打鉤，在本頁下面寫下你的名字、地址和電話號碼並寄到下面的地址。

If you would like this document in any of the following formats or in another language not listed above, please complete and send the form to the address below.

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In another language, please state:

Name:

Address:

Tel:

Return to: FREEPOST STREETSCENE

Audrey Street

Sebright Primary School & City of London Academy Shoreditch Park -
School Streets proposal

Questionnaire

Please return this questionnaire in the **FREEPOST** envelope provided or complete online by **Monday 4 February 2019** at www.hackney.gov.uk/school-streets

Please review all the information in the consultation document before completing the questionnaire.

About you:

Name (optional):

House/flat number (required):

Postcode (required):

Email address (optional):

Your email address will be stored and used under the strict controls of the 1998 Data Protection Act and the 2018 General Data Protection Regulations (GDPR). We will use it to send you updates of the consultation outcome. Your email address will be used only by Hackney Council and it will not be made public or passed on to any third party. You can choose to be taken off our database at any time by emailing consultation@hackney.gov.uk.

Are you a:

- resident business visitor person who works in the area?
 parent of a child at Sebright Primary School?
 parent of a child at City of London Academy Shoreditch Park?
 other, please specify:

1. Do you think there is a problem with the traffic around the schools?

- Yes No Don't know

Please tell us why

Please use this space for any comments you may have on traffic around the schools.

Continued overleaf



2. Do you support the proposals for a School Street scheme on Audrey Street as outlined in the consultation document?

- Support Do not support Don't know

Please tell us why

Please use this space for any comments you may have on the proposed scheme.

3. If you support the scheme, what are your preferred timings for the closure of Audrey Street to traffic?

- 8:30am - 09:15am and 3:15pm - 4:30pm Monday to Friday
(covers the Monday through Friday opening and closing times of both Sebright Primary School and the City of London Academy Shoreditch)
- 8:30am - 09:15am and 3:15pm - 4:00pm Monday to Friday
(covers the Monday through Friday opening and closing times of Sebright Primary School and the Monday, Tuesday, Friday opening and closing times of City of London Academy Shoreditch)

How to have your say

- Please complete this questionnaire and return using the **FREEPOST** envelope provided by **Monday 4 February 2019**.
- Alternatively, complete the questionnaire online at www.hackney.gov.uk/school-streets also by **Monday 4 February 2019**.

How we use your feedback

Due to the high volume of consultation form returns expected, it may not be possible to provide an individual reply to all responses received, however we will consider your comments together with road safety research and statistics to help us make a decision on the proposals.

We can only consider your response if you supply your address and post code. You do not need to supply your name. Under the Local Government Act 1985, all replies will be available for public inspection although names will not be made public.

Appendix 4 - Consultation postcard

Sebright School and City of London Academy Shoreditch Park

We are consulting on proposals to make Audrey Street into a pedestrian and cyclist only zone at school start and finish times.

This will tackle congestion and improve air quality at the school gates, making it easier and safer to walk and cycle to school.

Your views are important and will help the Council make a decision. Find out more and have your say at:
www.hackney.gov.uk/school-streets
or pick up a consultation pack from the school.

How does Hackney School Streets work?

- > Audrey Street (from the junction with Goldsmith Row) will be made a pedestrian and cyclist only zone from 8.30am - 9.15am and 3.15pm - 4pm, or from on 3.15pm - 4.30pm (depending on the outcome of the consultation).
- > The restriction would only apply Monday to Friday
- > Access for residents and businesses will be maintained as they will be able to register vehicles for an exemption
- > Any blue badge holder can apply for an exemption
- > Vehicles that are not permitted to enter the zone during the closure include vehicles driven by visitors, parents, school staff and delivery vehicles
- > The zone will be enforced by camera and non-registered vehicles entering zone will be automatically issued a penalty charge notice
- > If approved, the School Street will run as a trial for nine months, starting in March 2019.

Appendix 5 - Consultation street advert (lamp column wrap)



**A School Street
could be coming
here soon...**

Have your say on proposals
to make Audrey Street a
pedestrian and cyclist only
zone at school start and
finish times.

**This will tackle congestion
and improve air quality at
the school gates, making it
easier and safer to walk and
cycle to school.**

Find out more:
www.hackney.gov.uk/school-streets

H Hackney

Appendix 6 – Cover letter of petition (2 pages)

[REDACTED]
London E8 4PR

Dear Dominique Humbert,

We are writing to express our grave concern about traffic safety outside Sebright School in Hackney, on the Dove Row entrance, and to urge you to improve road safety before another, more serious, accident occurs. Our worst fears were confirmed when our 4-year old son was literally run over by a car outside the school entrance when we were picking up our older son who goes to Sebright Primary, on the 17th December 2018 at 15:34 – please see police report [REDACTED]

Our concerns relate to the following:

- 1) There is no signage indicating a school entrance on Dove Row.
- 2) There is no zebra crossing.
- 3) Dove Row functions as a rat run for drivers who use it as a shortcut between Whiston Road and Goldsmiths Row. Drivers see traffic build up from the lights at the corner of Whiston Road and Goldsmiths Row, and then divert through Dove Row.
- 4) There is no clear speed limit. Cars often travel very fast along this road.
- 5) There are often cars parked on the footpath that make it difficult for pedestrians to pass. See attached photo
- 6) The existence of parked cars directly outside the school gate hinder visibility of the road, making it extremely dangerous for crossing the road.
- 7) Cars often drive up onto the footpath in order to pass
- 8) Parents often park on the footpath and/or leave their engines running during drop-offs and pick-ups, causing harmful pollution for children.
- 9) Children often cross the road unaccompanied by an adult.
- 10) In late 2018 we saw a young girl knocked off her bike by a car, that was moving east down Dove Row at school drop-off time.
- 11) Our son was run over by a car on the 17th December 2018 at school pick-up time.

We therefore urge you in the strongest possible terms to take action to make Dove Row safe for our children. We understand that there is a consultation for Sebright to be part of the School Streets scheme in Hackney. However, this is only for Audrey Road (which is a cul de sac) and the consultation does not include Dove Row, which is where the main dangers lie, and where the accidents occurred. We therefore urge you to do the following as a matter of utmost urgency before another, possibly more serious, accident occurs:

- 1) Close Dove Row to traffic at school drop-off and pick up times
- 2) Install a zebra crossing
- 3) Install better signage
- 4) Remove parking spaces directly outside the gate

We attached alongside this letter signatures from over 110 parents and staff that were collected on the 18th January 2019.

We would like to meet with you in person to show you the situation in Dove Row. We look forward to arranging a date for this, and your response to our requests.

Regards,

[REDACTED]



Here you can see the entrance to the school (on the left hand side); the cars parked directly outside the entrance hindering access to the road; and cars parked on the footpath on the other side of the road. Note absence of signage, speed limits, zebra crossing etc. Children are often seen crossing the road alone to get to school.

