

## DELEGATED POWERS DECISION

### STREETSCENE SERVICE PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

**SCHEME: School Street (Pedestrian and Cycle Zone) – St Mary's Church of England Primary School.**

#### **Agree to:**

- i. Give approval to proceed with the implementation of a School Streets zone (timed Pedestrian and Cycle zone) on Barn Street (from the junction with Stoke Newington Church Street)
- 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.

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 St Mary's Church of England Primary School.

- 1.2 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.

- 1.3 Following the successful implementation and review of the first four School Street zones at: SS1 St John the Baptist School (June 2017), SS2 Gayhurst School (Feb 2018), SS3 Millfields School (Feb 2018), SS4 Tyssen School (Mar 2018), the Council has a commitment to deliver a total of 17 schemes by 2022, including this one. The location has been requested by the school because it has a history of road danger caused by congestion directly in front of its school entrance.

## **2.0 PROPOSALS**

- 2.1 The main elements are to:

- Introduce a 'Pedestrian and Cyclist Zone' on Barn Street (from the junction with Stoke Newington Church Street) between 8:30am - 09:15am and 3:15pm - 4:00pm. 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.
- 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.
- 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 the junction of Barn Street with Stoke Newington Church Street: 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 zone; non-registered vehicles entering the zone will be automatically issued a penalty charge notice.
- If approved, this School Street will commence by October 2019.

- 2.2 The Council will create and maintain a dispensation 'white' list with registration details of vehicles that have a Zone G parking permit and are registered to an address on Barn Street. Residents of Barn Street who do not have a Zone G 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.



- 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 26 June 2019 and closed on 28 July 2019. The consultation was available online through Citizen Space and copies of the consultation pack were distributed to a total of 21 local residents and businesses within the vicinity. An additional 250 packs were made available to parents of pupils at St Mary's Church of England Primary School (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 Barn 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 The Cabinet Member for Neighbourhoods, Transport & Parks and the Ward Councillors had approved the consultation document before it was sent out.
- 4.4 51 consultation responses were received.
- 4.5 A summary of the consultation results is shown on the table below

Consultation packs delivered by post	Total responses received (online and postal)
21	51

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
13	38	44 (86%)	3 (6%)	4 (8%)

## 4.6 Main comments

1. Support the scheme for improved safety of children walking and cycling to school – 17 (33%)
2. Support the scheme for improved air quality in the vicinity of the school – 15 (29%)
3. Support the scheme to reduce congestion at the school gate – 12 (24%)
4. Support the scheme to increase walking and cycling to school 7 (14%)



5. Concerns about traffic congestion and air quality on Stoke Newington Church Street – 19 (37%)
6. Concerns about road safety on Edwards Lane 3 (6%)

#### **4.9 Main objections**

- 4.9.1 There were a total of 3 responses, one from a resident, one from a person who works in the area and one from a parent of a child at St Mary’s CoE Primary School objecting to the scheme. One response did not provide any information to support the objection. The points raised in objection to the proposals, along with Officer’s responses are as follows:

##### **4.9.2 The traffic will be displaced to other streets**

- 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. St Mary’s Church of England Primary School attracts approximately 34 car journeys according to the school’s January 2019 mode of travel to school survey.
- 4.9.6 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.
- 4.9.7 This scheme would be eighth 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. 9 of the car journeys to St Mary’s School are under 1km, meaning close to approximately one third of car journeys to St Mary’s are ‘switchable’ to walking or cycling.
- 4.9.8 Traffic counts from Barn Street conducted over a one week period in July 2019 show that the number of vehicle movements during the 45 minute closure periods is very low (average 6-8 vehicle movements). Such a small number of vehicles does not represent significant traffic displacement.



4.9.9 The intention of the School Street scheme is not to penalise drivers. The ideal situation would be that no penalty charge notices are issued since that would mean that the scheme is working to deter all vehicles except those eligible for exemption. Since Barn Street is a no through road the number of contraventions issued is expected to be low. Revenue from the School Streets scheme is reinvested in sustainable travel projects.

**4.9.10 The School Streets proposal does not address air quality as the source of pollution is Stoke Newington Church Street.**

4.9.11 St Mary's Church of England Primary School is one of 27 primary schools in the borough where air quality regularly exceeds EU safe limits. The School Streets scheme removes idling vehicles from the street in front of the school at drop off and pick up times and reduces the exposure of children to pollutants on their journey to school. The School Street is not the only measure proposed to address local air quality at the school. The Council and the School are working to identify a suitable Green Screen solution for the school frontage on Stoke Newington Church Street and the Council was recently secured £500k from TfL to deliver a Low Emission Neighbourhood in the area.

## **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 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.
- 6.2.5 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 a timed 'Pedestrian and Cycle Zone' 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 £25,000.

**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 St Mary’s Church of England Primary School 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:  .....

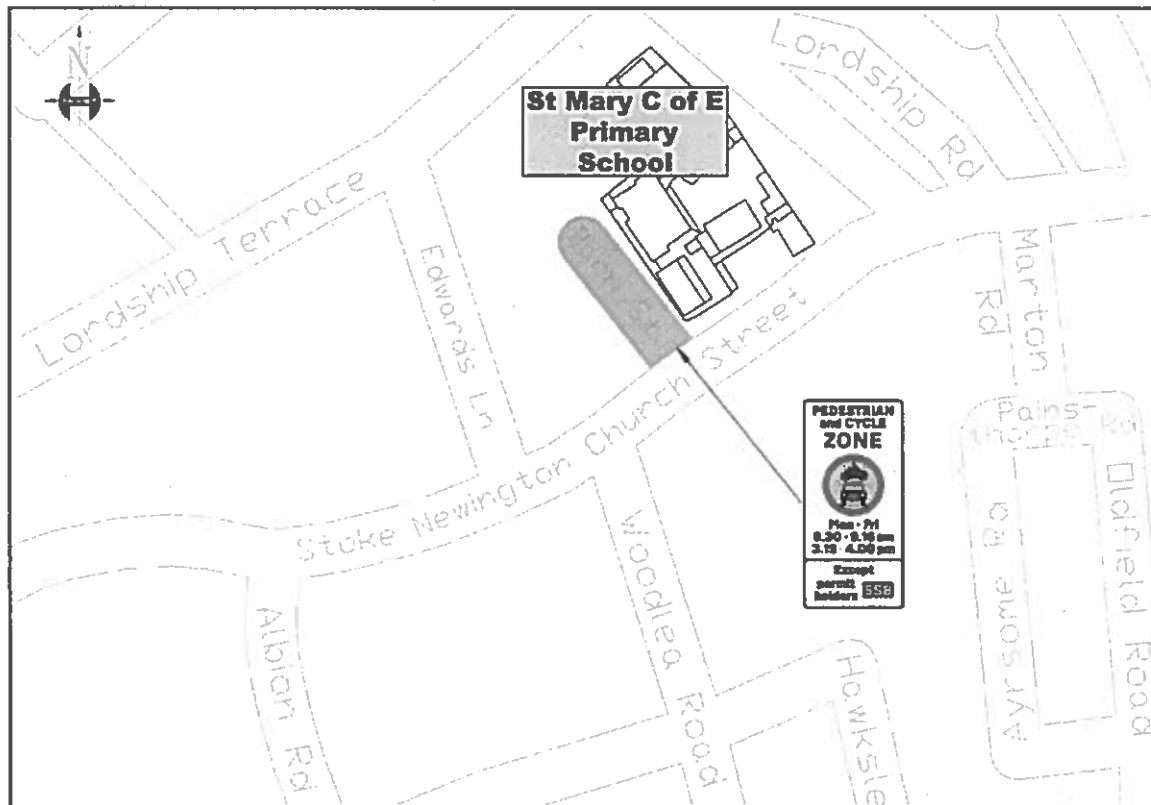
Dated: 17 Sept 19. ....

**Andrew Cunningham – Head of Streetscene**

- cc Councillor Burke – Cabinet Member for Cabinet Member for Energy, Waste, Transport, & Public Realm
- cc Aled Richards – Director of Public Realm
- cc Tyler Linton – Group Manager - Sustainable Transport and Engagement
- cc Kate Hart – Group Manager - Design and Engineering



## Appendix 1 – location plan





## Appendix 3 - Consultation document

### 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.

Barn Street from the junction with Stoke Newington Church Street 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 eight 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 17 new School Streets by 2022.

Barn Street has been selected as a proposed School Street because St Mary's Church of England Primary School experiences road safety problems at the school gates and is 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 Barn 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?

**Barn Street will be made a pedestrian and cycle only zone from 45 minutes 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 Barn Street will be able to register for an exemption if Barn 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.



- 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.

## 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 Sunday 28 July 2019. Alternatively, visit [www.hackney.gov.uk/school-streets](http://www.hackney.gov.uk/school-streets) to complete the questionnaire online.

## 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](http://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](mailto:info@hackney.gov.uk)



## Barn Street

St Mary's Church of England Primary School - School Streets proposal

## Questionnaire

Please return this questionnaire in the FREEPOST envelope provided or complete online by Sunday 28 July 2019 at [www.hackney.gov.uk/school-streets](http://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](mailto:consultation@hackney.gov.uk).*

### Are you a:

- ☐ resident    ☐ business    ☐ visitor    ☐ person who works in the area?  
☐ parent of a child at St Mary's CoE Primary School?  
☐ other, please specify: .....

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

- ☐ Yes    ☐ No    ☐ Don't know

Please tell us why

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

*Continued overleaf*

have  say

 Hackney



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

- ☐ Yes      ☐ No      ☐ Don't know

**Please tell us why**

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

### How to have your say

- Please complete this questionnaire and return using the FREEPOST envelope provided by Sunday 28 July 2019
- Alternatively, complete the questionnaire online at [www.hackney.gov.uk/school-streets](http://www.hackney.gov.uk/school-streets) also by Sunday 28 July 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 can be made available for public inspection although personal details will not be made public.



## Appendix 4 - Consultation postcard



### St Mary's Church of England Primary

We are consulting on proposals to make Barn 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](http://www.hackney.gov.uk/school-streets)  
before Sunday 28 July 2019 or pick up a consultation pack from the school.

### How does Hackney School Streets work?

- > Barn Street (from the junction with Church Street) would be made a pedestrian and cyclist only zone from 8.30am – 9.15am and 3.15pm – 4pm.
- > 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 start in October 2019.

**H Hackney**



**Appendix 5 - Consultation street advert (lamp column wrap)**

