

## DECISION AUDIT FORM

For use by Assistant Directors in Exercising (Category 3) or delegated powers  
– (Protocol for Officer Delegation)

**DEPARTMENT: NEIGHBOURHOODS AND HOUSING, Streetscene**

**DECISION: - Crondall Street, School Streets pilot - Pedestrian and Cyclist Zone**

### Agree to:-

Give approval to proceed with the implementation of a School Streets zone on Crondall Street in the London Borough of Hackney.

### Reason

The decision will:

1. Reduce the congestion in the street at times associated with school opening and closing.
2. Increase road safety and accessibility for non-motorised users.
3. Encourage active travel to school for pupils and parents.
4. Reduce pollution around the school gates.

### **BACKGROUND**

The Council is committed to making Hackney's roads safer and more accessible for everyone living, working or visiting the borough.

The School Streets pilot proposes to close the street directly in front of selected schools to school traffic and through traffic during set hours of operation. This is a safety measure to reduce the risk of accidents arising from inconsiderate parking and driving endangering other motorists, cyclists and pedestrians- especially children. School Streets has been requested by the schools where it will be trialled because they have a history of road danger caused by congestion directly in front of their school entrance.

School Streets has been implemented in Edinburgh and Camden, and we have researched both experiences in designing the scheme.

### **PROPOSALS**

The main elements are to:

- Introduce a 'Pedestrian and Cyclist Zone' on Crondall Street, west of Pitfield St and Crondall Court between 8.30am - 9.15am, and 3.15pm – 4:00pm from 26<sup>th</sup> June 2017.
- The zone will operate Monday – Friday during school term-time only

- Access will be permitted by means of special dispensation for residents/ businesses within the affected zone and for blue badge holders who register
- Access will be permitted for Council vehicles and Dial-a-ride
- Install folding 'Pedestrian and Cyclist Zone' signs at the entry point to the zone from the junction with Pitfield Street. The signs fold to become covered when the zone is not in operation, i.e. during school holidays.
- Install a CCTV camera, if required, to help enforce the zone.
- Access for residents to enter and exit the street will be maintained for vehicles registered for an exemption.
- Two way access for cyclists will be permitted at all times through the zone.
- Non-registered vehicles contravening the traffic order will be automatically issued a PCN (penalty charge notice).

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.

The contravention codes for enforcement of a Pedestrian and Cyclist Zone (Code 53) prohibits entering. The white list would contain vehicle details with a confirmed access entitlement. Should a vehicle with access entitlement be observed entering the Pedestrian and Cyclist Zone of Crondall Street and Crondall Court, then no PCN (penalty charge notice) would be issued.

The making of a Pedestrian and Cyclist Zone in Crondall Street will be by use of an experimental traffic order, valid for up to 18 months. The first 6 months of the experimental period forms part of the statutory consultation process and any objections or representations received during this time must be taken into consideration. The Council will normally look to review any experimental orders approximately 6 - 9 months after introduction and make a decision as to whether the order [pedestrian and cyclist zone] should be retained permanently (with or without modification), removed, or the experimental period extended for a maximum of a further 18 months.

## **PUBLIC CONSULTATION**

The public consultation on the scheme opened on 27 Mar 2017 and was open for 6 weeks with a deadline of 5 May 2017. The consultation was available online through Citizen Space and hard copies of the consultation pack were distributed to 180 addresses in Crondall Court and made available to parents via the school. See Appendix A for consultation documents.

In the questionnaire, respondents were asked: 1) if they agreed to the proposed pedestrian and cyclist zone on Crondall 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.

A consultation drop-in evening was held on the 19 April for parents and residents to attend and was attended by LBH members of staff.

41 questionnaire responses were received, with **80% (33 responses)** of those who responded **in favour of the scheme** and 8 responses (19%) opposed to the scheme.

Of the 180 leaflets distributed to residents, 24 responses were received (for a 13% response rate). Of the responses received from residents, 79% (19 responses) were in support and 21% (5) were opposed.

Also, informal consultation with parents was undertaken by St John the Baptist School. 70 responses were received in support of the proposal and 1 opposed. 2 of the formal consultation responses were from parents in opposition to the scheme.

Letters of support were received from Living Streets, Living Streets Hackney group and Hackney Cycling Campaign in response to the public consultation.

## **IMPACTS**

The success of the School Streets pilot and subsequent expansion to other schools in the borough is dependent on the decision to implement the pilot in Crondall Street.

This scheme should improve safety on Crondall St for children travelling to school.

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.

## **EQUALITIES IMPACT ASSESSMENT**

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.

Provision has been made for blue badge holders who require access to Crondall Street 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 Crondall Street during the times of operation.

## **FINANCIAL IMPLICATIONS**

The total expected cost of this scheme is £38,000 (approximate)

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

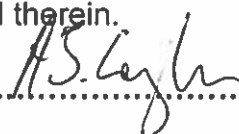
## **RECOMMENDATIONS**

It is recommended that approval is given for the School Street pilot to commence in Crondall Street from 26<sup>th</sup> June 2017, for a period of nine months.

If approval is not given School Streets will not be successful and the Council will not deliver on the Mayoral objectives and the commitment to implement five School Streets pilots this year.

**APPROVAL**

I have noted the contents of this summary and agree with the recommendations contained therein.

Signed.....

Dated ..... *12 June 2017.*

**Andrew Cunningham**  
**Head of Streetscene**

**cc. Cllr Feryal Demirci – Cabinet member for Neighbourhoods, Transport and Parks**

**Aled Richards – Director of Public Realm**

**Maryann Allen – Sustainable Transport Manager**



# Crondall Street School Streets proposal

Public consultation

April 2017



## What is this document about?

This consultation is about gathering views on a proposal to trial a school road safety scheme to make it safer and easier for children to walk and cycle to school.

Crandall Street would temporarily become a pedestrian and bicycles only zone for 45 minutes, twice a day at school opening and closing times to tackle congestion at the school gates and improve the environment for travel to school.

Residents who live on Crandall Street will be able to register for an exemption so they can still get to and leave their homes by car.

## Why are these changes being proposed?

The Council is committed 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.

Primary schools in Hackney were invited to apply to take part in School Streets. Thirteen schools applied

and St John the Baptist Church of England School was shortlisted to undergo public consultation on the proposal.

The school has asked to be part of the trial and has been selected because it experiences road safety issues at the school gates. The aim is to improve local air quality and make it easier and safer for children and parents to walk and cycle to their school.

A key objective is to create a safer, more pleasant environment for everyone using Crandall Street whilst maintaining access for residents, pedestrians and cyclists.

Reducing the use of the private car for journeys to school, should lead to:

- less road danger from traffic
- less anti-social behaviour from inconsiderate parking and dangerous manoeuvres
- more walking, cycling and active lifestyles for pupils and parents
- less pollution around the school gates from vehicles waiting with their engines running.





## What is the proposed scheme?

- Crondall Street will be made a pedestrian and cyclist only zone between 8.30am - 9.15am, and 3.15pm – 4:00pm.
- Access for residents to enter and exit the street will be maintained for vehicles registered for an exemption.
- Signage erected at the entrance to Crondall Street from Pitfield Street will inform drivers of the restrictions.
- Camera enforcement will be used to enforce the restrictions on non-registered vehicles entering Crondall Street during the times of operation.
- Non-registered vehicles contravening the traffic order will be automatically issued a penalty charge notice.
- If approved, it is anticipated that the trial will be implemented in June 2017.
- The trial will run for 9 months.
- After the trial, a decision will be made on whether to make it permanent.

## How to 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 Streetscene** envelope provided before **Friday 5 May 2017**.

Visit [www.hackney.gov.uk/school-streets](http://www.hackney.gov.uk/school-streets) to complete the questionnaire online.

Attend a drop-in session on **Wednesday 19 April, 5.30pm - 7pm** at **St John the Baptist's Church of England Primary School, Crondall Street, N1 6JG**.

## What happens next?

Your feedback will help us to 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 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.

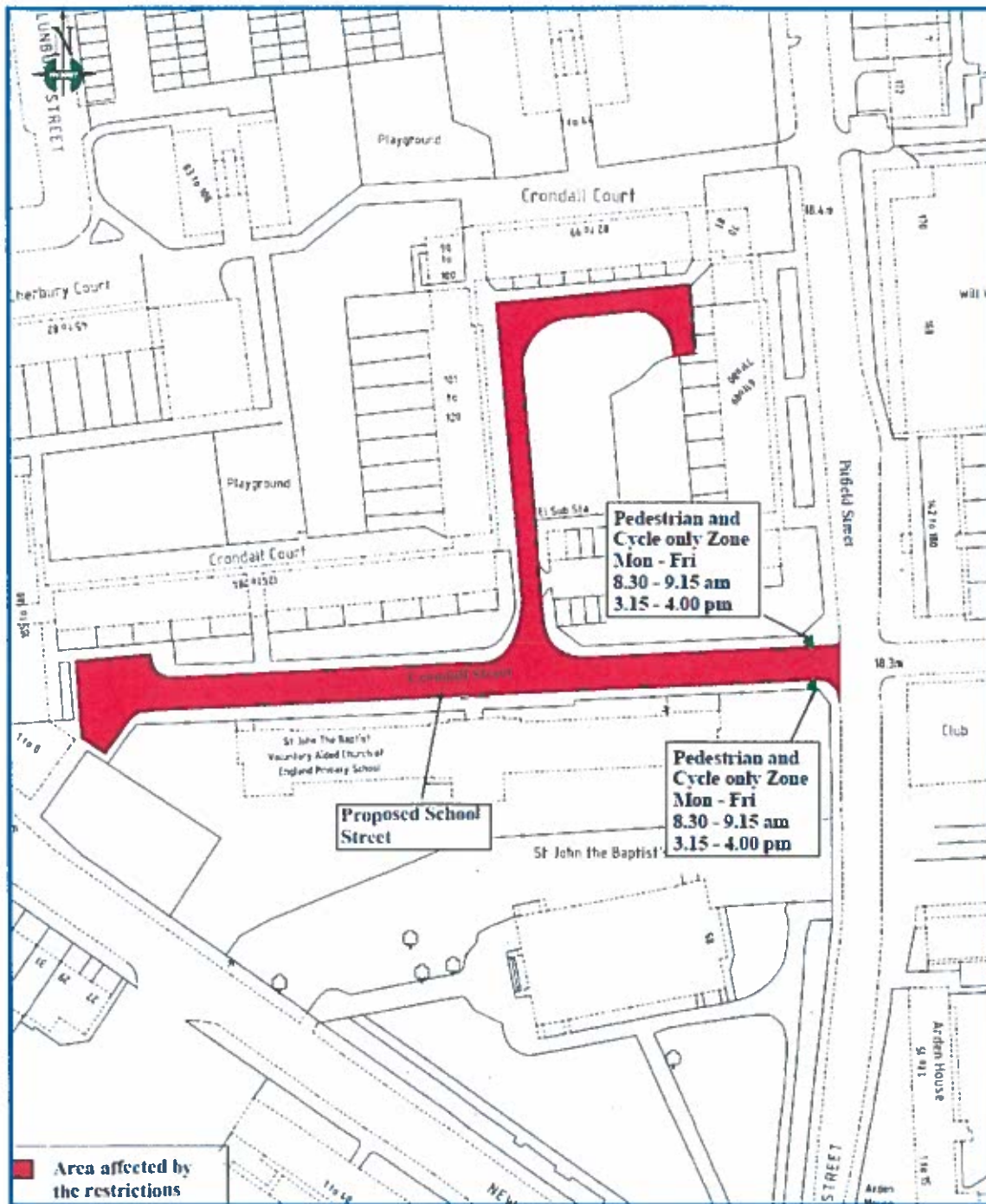
## Information

 For further information on these proposals, please contact us on: Hackney Service Centre by calling: **020 8356 2897** or by emailing: [info@hackney.gov.uk](mailto:info@hackney.gov.uk)



Appendix B: Map of School Street area.

## St John the Baptist's C of E Primary School Crandall Street Map



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