

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: SCHOOL STREET – SOUTHWOLD PRIMARY SCHOOL, DETMOLD ROAD

Agree to:

- i. Give approval to proceed with the implementation of a School Streets zone at Southwold School on Detmold Road (from its junction with Mount Pleasant Hill).
- ii. Give approval to proceed with the 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). 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 Southwold School.

- 1.3 The closing of the street 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. 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.
- 1.4 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.

2.0 PROPOSALS

2.1 The main elements are to:

- Introduce a 'Pedestrian and Cyclist Zone' on Detmold Road (from its junction with Mount Pleasant Hill) 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.
- 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 Mount Pleasant Hill. The signs fold to become covered when the zone is not in operation, i.e. during school holidays.
- Install an ANPR camera 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 May 2019.

2.2 The Council will create and maintain a dispensation 'white' list with registration details of vehicles that have a Zone U parking permit. Residents who do not have a Zone U 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 (Appendix1).

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

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 22 February 2019. The consultation was available online through Citizen Space and hard copies of the consultation pack were distributed to 237 addresses on or accessed from Detmold Road. An additional (400) packs were sent home to Southwold Primary School parents and postcard leaflets advertising the online consultation were sent home with every child. See Appendix 2 for consultation documents.
- 4.2 In the questionnaire, respondents were asked: 1) if they agreed to the proposed pedestrian and cyclist zone on Detmold Road, 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 the 16 January for parents and residents to attend and was attended by LBH members of 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 A summary of the consultation results is shown on the table below

| | |
|-----------------------------|--------------------------|
| Consultation packs sent out | Total responses received |
| 637 | 86 (11%) |

| | | | | |
|--------------------------|------------------------------|-------------------------------|-----------------------------------|-------------------------------|
| 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 |
| 40 (55%) | 46 (45%) | 58 (67%) | 20 (24%) | 8 (9%) |

- 4.6 Of the 237 leaflets distributed to residents, 44 responses were received (for a 19% response rate). From their responses, 52% (23 responses) were in support and 34% (15) were opposed. (The remaining 6 (14%) responses gave 'Don't know' or did not answer the question).

4.7 Main comments made in favour of the proposal:

1. Improve safety of children walking and cycling to school (24 (24%) of responses)
2. Reduce congestion in the area (15 (17%))
3. Improve air quality around the school gate (15 (17%))

4.8 Main objections

4.8.1 There were a total of 20 responses objecting to the scheme (fifteen from residents and five from parents). The main points raised in objection to the proposals, along with Officer's responses are as follows:

4.8.2 Adverse impact on residents' lives. This issue was raised by 8 members of the public, including staff at Alveley Court, who stated that the proposals would detrimentally impact on deliveries, visitors, emergency services, trades people and carers accessing their property. One resident was also concerned that access to his garage on Detmold Road would also be affected.

4.8.3 Officer's response: - Residents are given an exemption for their own vehicles, so they can enter at any time. This will also apply to residents who require access to a garage located on Detmold Road.

4.8.4 If all the above groups were given an exemption from the scheme, a reduction in traffic around the school would not be achieved. The proposed operating hours have been kept as short as possible and will only apply during school term time, so there are sufficient opportunities to arrange deliveries outside the closure times. Any delivery vehicles and visitors arriving during the closure periods would have access to properties on foot from a maximum distance of 3 minute walk if they parked on the periphery. All vehicles already parked within the zone during the closure periods can remain legally, as the prohibition relates to moving vehicles, not parked ones. Contractors needing access for emergency work, such as public utility companies and emergency service vehicles are already exempt from the proposals. Blue badge holders can apply for an exemption; consideration will also be given, on a case by case basis, to granting exemptions to family members caring for residents within the zone.

4.8.5 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 school is relatively low. Southwold School attracts approximately 48 car journeys according to the school's January 2019 mode of travel to school survey. This 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 cause by the concentration of vehicles and people is not transferred elsewhere.

4.8.6 This scheme is the seventh School Street 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. 37 of the car journeys to Southwold are under 1km, meaning close to 80% of car journeys to Southwold are 'switchable' to walking or cycling.

4.8.7 **Makes it more difficult for parents who have to drive to school.** This issue was raised by 3 parents who stated that driving was the only practical way of getting their children to school.

4.8.8 **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.

4.8.9 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.

4.8.10 There were also other objections raised by fewer than 3 respondents concerning the scheme, including that it was just a revenue generator, with no guarantees that this money would be channelled into transport or public realm projects, and scheme will encourage parking at the junctions so creating a hazard for pedestrians.

4.8.11 **Impact on the operations of the sheltered accommodation on Detmold Road.** Two responses came from staff of the sheltered housing on Detmold Road, both opposing the scheme. One of these responses stated that they did not believe there was a problem, while one of the responses mentioned that they believed the scheme would impact the operations of the sheltered housing on Detmold Road by affecting staff, contractors or visitors arriving during the proposed times for the restriction.

4.8.12 **Officer's response:** - Staff of the sheltered accommodation and their business vehicles will be eligible for exemption to the restrictions. Traffic counts suggest there is very low volume of traffic at the proposed times that is not related to Southwold School, suggesting that the volume of deliveries and visitors during those times is low. However, it will be important for delivery drivers and visitors to be made aware of the restrictions and officers will contact management of Aveley Court to support this dissemination. Visitors and deliveries that do arrive during the restricted times will be able to finish their journey by foot, either by parking 200 metres away on Mount Pleasant Hill, or from less than 100 metres away on Southwold Road (which requires knowledge of the pedestrian path through the estate). Where there are regular deliveries or visitors that cannot re-time and cannot re-locate their parking (for example a regular deliver of pharmaceuticals), they may be eligible for an exemption and officers will work with management of Aveley Court to determine where this is necessary.

5.0 IMPACTS

5.1 Traffic counts

- 5.1.2 Traffic on Detmold Road is already low at the times of school opening and closing. However, a relatively low volume of traffic, concentrated at the same time and location as a high volume of pedestrians can create safety concerns and this has been reported outside the school gates.
- 5.1.3 Based on traffic counts taken in November 2018, an average of 26 vehicles enter Detmold Road between 8:30am – 9:15am on a school day. 48 children report regularly travelling to school by car (January 2019), adjusted for siblings, that means there are approximately 35-40 vehicle trips generated to Southwold School for the purpose of delivering children. This means that it is likely that almost every vehicle entering Detmold Road at that time is delivering a child.
- 5.1.4 The traffic counts were placed at the entrance to Detmold Road and therefore vehicles entering and leaving within the period would be counted both on the way in and the way out. 34 vehicles exit Detmold Road during the AM period in question, of which 26 are likely to be parents leaving after delivering children, which means that 8 are for all other purposes (residents leaving home, delivery vehicles etc).
- 5.1.5 In the afternoon, by the same logic, approximately 3 vehicles are for all other purposes.
- 5.1.6 **Table:** Traffic counts at proposed School Streets operational times – 5 day average (19-23 November 2018)

| | | |
|---------------------|-------|----|
| AM (08:30-09:15) | SB | 26 |
| | NB | 34 |
| | Total | 53 |
| PM (15:15-16:00) | SB | 21 |
| | NB | 24 |
| | Total | 46 |

- 5.1.7 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. The school has a pupil population of over 430 children, at opening and closing times, there are approximately 700 pedestrians or cyclists (children plus parent escort) travelling to and from the school gates. This scheme will make the environment safer for these 700 children and parents.
- 5.1.8 Monitoring will need to be done to 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.
- 5.1.9 Of the 48 children who report being driven to school, 22 live within a 10 minute walk for a child (800metres) and it is expected that some of these journeys will switch to either walking or cycling, reducing the impact of displaced traffic.

5.1.10 The number of residents, deliveries or other employees (e.g. of the sheltered accommodation) accessing the road at the proposed School Streets times is very low. Residents and businesses on the street will be exempt from the restriction, but the low number of expected exemptions is promising as that suggests the objective for a low traffic environment is expected.

5.1.11 The impact on ad-hoc deliveries to properties in the area is expected to be low. The traffic counts suggest the number of deliveries in the proposed timed period is low, but also there are alternative locations to park and unload in the periphery of the scheme. Residents expecting heavy deliveries (e.g. construction materials) will be advised to schedule those deliveries outside of the School Street period.

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 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 parking bays on the edge of the zone is either 200 metres away on Mount Pleasant Hill, or less than 100 metres away on Southwold Road.
- 6.2.4 A pedestrian access survey assessing the route from the edge of the zone to the furthest property within the zone finds generally good quality pavement, with few obstructions, however, there is a need for a small number of additional dropped kerbs which have been identified and programmed for installation.
- 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.
- 6.3.2 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.

6.4.2 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 or visitors with 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 200 metres.

6.4.3 A pedestrian access survey assessing the route from the edge of the zone to the furthest property within the zone is described in section 6.2.4.

7.0 LEGAL IMPLICATIONS

7.1 An experimental Traffic Management Order is required to create the ‘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 £35,000.

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 experimental TMO (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 Southwold 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.

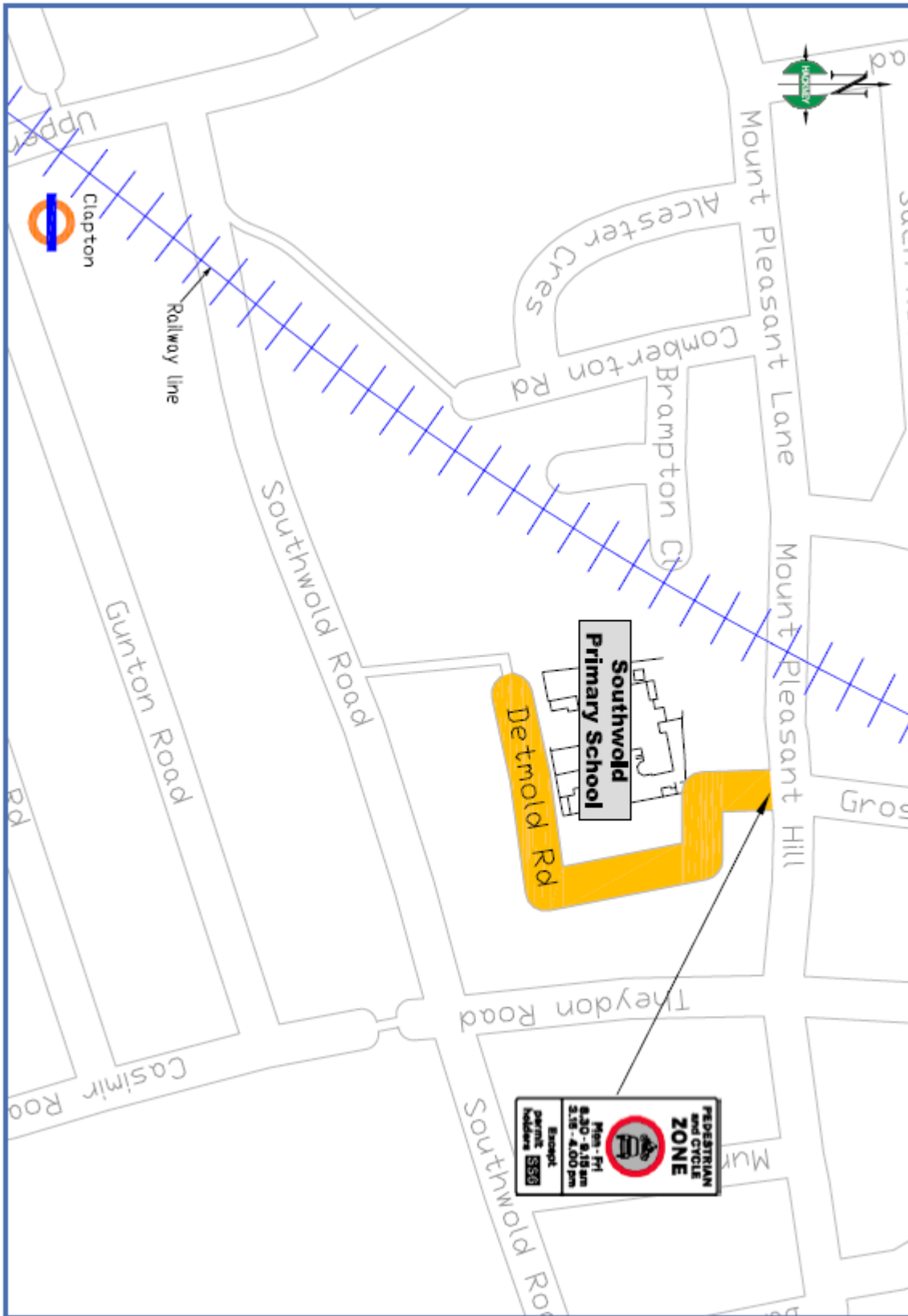
Signed:

Dated:

Andrew Cunningham – Head of Streetscene

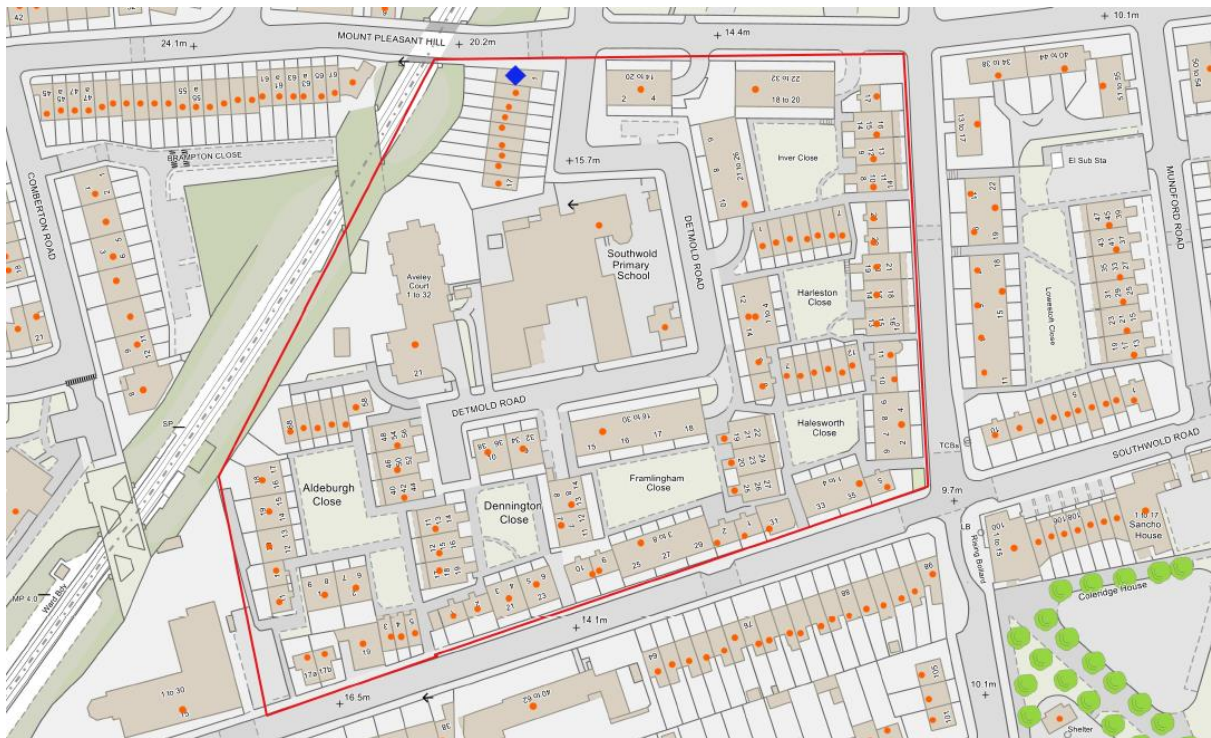
- cc Councillor Demirci – Deputy Mayor and Cabinet Member for Health, Social Care, Transport and Parks
- cc Aled Richards – Director of Public Realm
- cc Kate Hart – Group Engineer, Design and Engineering
- cc Tyler Linton – Group Manager - Sustainable Transport and Engagement

Appendix 1 – Proposed pedestrian and cycle zone



Appendix 2 – Consultation Details

Consultation pack delivery area



Consultation document



Detmold Road

Southwold Primary School -
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.

Detmold Road from the junction of Mount Pleasant Hill would temporarily become a pedestrian and cycle only zone for 45 minutes at school opening 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 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 have reviewed the first School Street, in Crondall Street, against the objectives of the scheme and found it to be a success. Following this, the Council is proposing a School Street on Detmold Road, which has a similar road layout to Crondall Street.

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.

Detmold Road has been selected as a proposed School Street because Southwold Primary School experiences road safety problems at the school gate.

Reducing the use of the private car for journeys to school and reducing the volume of traffic on Detmold Road 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?

Detmold Road will be made a pedestrian and cycle only zone for 45 minutes, twice a day at school opening and closing times.

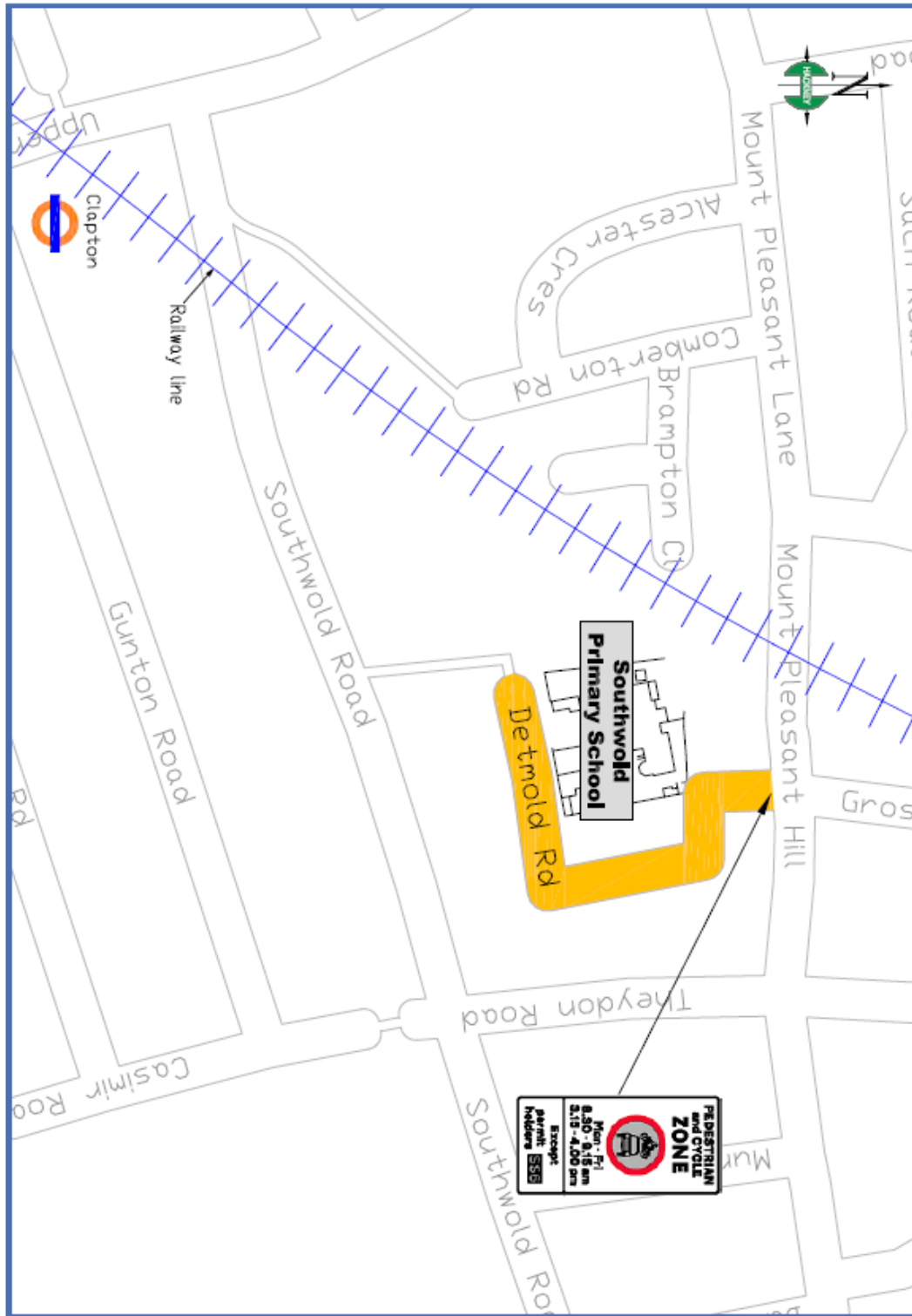
- Vehicles will be banned from entering the street between these times unless they have been given an exemption.
- Residents living in Detmold Road will be able to register for an exemption if Detmold Road is the only access to the property, or if they are a blue badge holder.
- Parents or carers can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



74.2%





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 **Friday 22 February 2019**.

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

You can also attend a drop-in session on **Wednesday 16 January 2019 4pm to 7pm** at Southwold Primary School, Detmold Road, E5 9NL. 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

FAQ

Q. What times would the restrictions be in force?

A. 8:30am – 9:15am and 3:15pm - 4pm during school terms. They won't be in force during school holidays or on weekends.

Q. I'm a parent/carer at the school, can I apply for an exemption?

A. Parents or carers dropping children at school will not be eligible for an exemption. You can only be granted an exemption if you or your child are a blue badge holder.

Q. Which vehicles will not be allowed to enter the street?

A. All vehicles that have not been added to the exemptions list will not be permitted to enter the street during the School Street times. This includes vehicles driven by visitors, tradespeople or couriers.

Q. What if I'm already parked inside the School Street zone when the timings are in force?

A. All vehicles that are already in the zone when the timings are in force will be able to exit the zone.

Q. How will the School Street be enforced?

A. Signage at the entrance to Detmold Road will inform drivers of the restrictions.

The zone will be enforced by camera and non-registered vehicles entering the zone during operating hours will be automatically issued a fixed penalty charge notice.

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 দসিলে কি লেসা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপযুক্ত বাক্সে টিক দিন, এই পাতার নীচে আপনার নাম, ঠিকানা ও কোন নম্বর লিপুন এবং এটি নীচের ঠিকানায় ফেরত পাঠান।

Somali

Hacdiid 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 ponizszy 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 لگائے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھتے 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，請在方格內打鉤，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.

In large print

On Disk

In Braille

On audio tape

In another language, please state:

Name:

Address:

Tel:

Return to: FREEPOST STREETSCENE

Consultation Questionnaire

Detmold Road
Southwold Primary School - 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 Southwold Primary School?
- 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 the proposed scheme.

Continued overleaf

have  say 

2. Do you support the proposals for a School Street scheme on Detmold Road 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.

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.

Consultation Postcard



Southwold Primary School

We are consulting on proposals to make Detmold Road 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?



- > Detmold Road (from the junction with Mount Pleasant Hill) would be made a pedestrian and cyclist only zone from 8.30am – 9.15am and 3.15pm – 4pm on school days only.
- > 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.

H058237

 Hackney

Consultation street advert (lamp column wrap)



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

Have your say on proposals
to make Detmold 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

 Hackney