

## DELEGATED POWERS DECISION

### STREETSCENE SERVICE

#### PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

**SCHEME:** Millfields School, School Streets - Pedestrian and Cyclist Zone

#### AGREE TO

1. Give approval to proceed with a School Streets zone on Hilsea Street, Elmcroft Street and Rushmore Rd (between junctions with Hilsea Street and Mayola Road).
2. Give approval to proceed with the advertisement of statutory notices and Traffic Management Order changes

#### REASONS

1. Reduce the congestion in the streets at school opening and closing times.
2. Improve air quality and reduce emissions around the school gates
3. Improve safety and accessibility for pedestrians and cyclists.
4. Encourage active travel to school for pupils and parents.

#### BACKGROUND

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

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

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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 Millfields School.

The School Streets scheme proposes to close the streets 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.

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 the schemes out at four more primary schools, including Millfields School. The school asked to participate in the pilot scheme, because they have a history of road danger caused by congestion and poor driver behaviour directly in front of their school entrance.

## **PROPOSALS**

The main elements are to:

- Introduce a 'Pedestrian and Cyclist Zone' on Hilsea Street, Elmcroft Street and Rushmore Rd (between junctions with Hilsea Street and Mayola Road) between 8.30am - 9.15am, 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 points to the zone on Rushmore Road. The signs fold to become covered when the zone is not in operation, i.e. during school holidays.
- Install two cameras to help enforce the zone; non-registered vehicles entering the zone will be automatically issued a penalty charge notice.
- If approved, the trial will run for 9 months, starting by February 2018

The Council will create and maintain a dispensation 'white' list with registration details of vehicles that have a Zone N parking permit and are registered to residents who live within the School Street pedestrian and cycle zone. Residents who do not

have a Zone N permit will be given a 2 week period to contact the Council in order to register their vehicle for an exemption.

This '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, then no PCN (penalty charge notice) would be issued.

The making of a Pedestrian and Cyclist Zone will be by use of an experimental traffic order, valid for up to 18 months. The Council will review the experimental orders approximately 6 - 9 months after introduction and make a decision as to whether the order should be retained permanently (with or without modification), removed, or the experimental period extended for a maximum of a further 18 months.

## **POLICY CONTEXT**

### **Council's Transport Strategy**

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.

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.

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;

**LN15: Filtered Streets** - Reducing motor traffic on residential streets by use of temporary road closures or one way systems has the impact of eliminating through traffic on residential roads creating safer walking and cycling conditions.

**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.

## **CONSULTATION**

A total of one hundred and forty (140) copies of the consultation pack were delivered to local residents and businesses around the school. An additional six hundred and

fifty (650) packs were sent home to Millfields School parents. The consultation was also available online through Citizen Space.

The public consultation period started on 14 September 2017 and finished on 20 October 2017. The consultation document is attached to this report for reference.

A consultation drop-in session was held on 28 September for parents and residents and attended by LBH members of staff.

The Cabinet Member for Neighbourhoods, Transport & Parks and the Ward Councillors had approved the consultation document before it was sent out.

A summary of the consultation results is shown on the table below.

Consultation packs sent out	Total responses received
790	87 (11%)

Paper responses received	Web based responses received	Total in favour of the scheme	Total not in favour of the scheme
48 (55%)	39 (45%)	67 (77%)	20 (23%)

Main comments made in favour of the proposal:

1. Improve safety of children walking and cycling to school (36 (41%) of responses)
2. Reduce congestion in the area (24 (26%))
3. Improve air quality around the school gate (16 (18%))
4. Encourage parents not to drive to school (15 (17%))
5. Reduce illegal parking and dangerous manoeuvres at school gate (13 (15%))

#### **Main objections raised by the Public**

The main points raised in objection to the proposals, along with Officer's responses are as follows:

##### **1.0 School does not have any road safety or traffic issues**

This issue was raised by 18 members of the public who stated that there were no significant traffic problems to be addressed around the school and this scheme was not needed.

##### **Officer's response:-**

Although the most popular reason for objecting was that (18) respondents felt there are no traffic issues, overall 79% of respondents stated that they did see a problem. The school themselves have reported issues as far back as 2009 and again at the point of applying for a school street in 2016. Furthermore, Officers have observed traffic issues when visiting the site in preparation of the school streets design.

As part of the school street selection process, schools wishing to participate had to make a case outlining the problems that they were experiencing and actions they had already undertaken to mitigate them. The issues raised by Millfields School, included concerns about pupil safety due to congestion, irresponsible parking, drivers carrying out dangerous manoeuvres at the school gate, and excessive time spent by school staff dealing with parking and road safety issues.

The school has already undertaken a number of education, training and publicity activities to tackle these issues, for which they have achieved a Gold level STARS award. They include pedestrian and cycle training, participation in the Junior Road Safety Officer scheme, road safety curriculum work, and publicity campaigns to curb parking on the School Keep Clear markings, all with limited success. The school feels they have done all that they can and that the school streets proposals are seen as the next and most appropriate step to mitigate these issues.

## **2.0 Makes it more difficult for parents who have to drive to school.**

This issue was raised by 7 members of the public who stated that driving was the only practical way of getting their children to school. The main reasons given were having to take children to different schools, needing to drive on to work and medical issues.

**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.

Parents will still be able to use the shared bays on Rushmore Road as long as they park before the start of the school streets closure at 8.30 and 3.15; they can exit the zone at any time. There are also a number of shared use bays on Atherden Road and Millfields Road on the periphery of the zone, which provide alternative parking spaces. 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.

## **3.0 Adverse impact on residents' lives**

This issue was raised by 6 members of the public who stated that the proposals would detrimentally impact on deliveries, visitors, emergency services, trades people and carers accessing their property.

**Officer's response:** - 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 not have far to access properties on

foot, if they parked on the periphery. Any visitor or trades people already 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 and carers can apply for an exemption.

There were also other objections raised by fewer than 3 respondents concerning scheme just revenue generator, scheme will create pinch-points at zone entrances on Mayola Road and Atherden Road, no statistics provided on accidents or air quality and cameras constitute unwarranted surveillance of a residential area.

A comment was also received from Councillor Rathbone regarding how the scheme will be enforced, apart from cameras, and the level of attendance by enforcement officers during the operating times of the zone.

Legally, the zone can only be enforced by camera, so traffic enforcement camera signs will be erected underneath the entry signs to the zone to remind drivers that enforcement is being carried out and they will be issued with a Penalty Charge Notice if they drive past the sign. There will be a presence of enforcement officers during the initial few weeks, to enforce the existing parking restrictions as well as a strong publicity campaign before the cameras are switched on. A number of lamp post wraps will be installed throughout the zone two weeks prior to the launch date, informing the public of how the scheme operates. The school has already done a good job informing parents, and they continue to put out information via their website and text messages. A postcard will be sent home to parents as a reminder of how the scheme operates and informing of the start date. Residents will also receive this information, including a reminder for them to apply for an exemption, if required.

## **IMPACTS**

### **Permanent**

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.

### **Temporary**

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.

## **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. At each stage of the design process designers have ensured that all opportunities have been taken to provide facilities to, or above the current design best practice.

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 during the times of operation.

### **FINANCIAL IMPLICATIONS**

Funding has been secured for the implementation of these proposals during 2017/18 financial year from our TfL LIP settlement.

The total expected cost of this scheme, including the purchase of two cameras, is approximately £35,000.

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).

### **RECOMMENDATIONS**

It is recommended that the proposals for this scheme as detailed in the report is approved for implementation.

### **CONCLUSION**

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

Signed: - ..... 

Dated: - ..... *19 Dec 17*

**Andrew Cunningham – Head of Streetscene**

- cc Councillor Demirci – Cabinet Member for Neighbourhoods, Transport & Parks
- cc Aled Richards – Director of Public Realm
- cc Kate Hart – Group Engineer, Design and Engineering







