

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: Tyssen School, Oldhill Street – One-way System and School Street - Pedestrian and Cyclist Zone

AGREE TO

1. Give approval to proceed with a One-way System and School Streets zone on Oldhill Street (between its junctions with Feldman Close and Stamford Grove East).
2. Give approval to proceed with the advertisement of statutory notices and Traffic Management Order changes

REASONS

Reducing the volume of traffic on Oldhill Street should lead to:

1. less road danger and accidents
2. less anti-social behaviour from inconsiderate parking and dangerous manoeuvres
3. less pollution around the school gates from vehicles stuck in queueing traffic, waiting to pass
4. achieving a successful balance between pedestrians and other modes of transport, in order to create a more attractive neighbourhood for shopping and travelling to and from the school.

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 year as a result (Kings College London, 2015). Even more disturbing is the direct

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

PROPOSALS

There are two main elements, which will be needed for the scheme to be successful, namely a One-way system and School Street zone:

One-way System –

- In order to reduce congestion and help traffic to move more freely, the flow of traffic on Oldhill Street outside the school, will be made one-way over a 24 hour period at the Stamford Grove East junction.
- Vehicular traffic will be banned in a northerly direction towards Clapton Common.
- 'No-entry' signs will be installed at the junction with Stamford Road East to prevent vehicles travelling the wrong way along the road
- Two way movement will be maintained for cycles.
- The remaining sections of Oldhill Street will remain two way to ensure access to the shops is maintained.
- The zone will be enforced by camera and vehicles entering the zone during operating hours will be automatically issued a Penalty Charge Notice.

School Street

- A short section of Oldhill Street between Feldman Close and Stamford Road East will be made a pedestrian and cycle only zone between 8.30am-9.15am and 3.15pm-4.00pm.
- The zone will operate Monday – Friday during school term-time only

- Access will be maintained for the residents and businesses located within this section to enter during the closure if their vehicles have been registered for an exemption
- Only vehicles registered at the following addresses within the closure will be eligible to apply for an exemption: 43a-47b Oldhill St and 54-70a Oldhill St.
- 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 that are already in the zone during the operational times will be able to exit the zone.
- Install folding 'Pedestrian and Cyclist Zone' signs at the entrance to the scheme on Oldhill Street, at its junction with Feldman Close, informing drivers of the restrictions. The signs fold to become covered when the zone is not in operation, i.e. during school holidays.
- Alternative routes will be signed around the restriction.
- The zone will be enforced by camera and non-registered vehicles entering the zone during operating hours will be automatically issued a Penalty Charge Notice.

If approved, it is expected that the scheme would start by March 2018. Together these two schemes will remove all traffic from outside the school gates at school opening and closing times.

The Council will create and maintain a dispensation 'white' list with registration details of vehicles that are registered to residents who live within the School Street pedestrian and cycle zone. Residents will be given a 2 week notice 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 One-way System and 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.

Mayor of London's Draft Transport Strategy

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. A new way of thinking is required to put this into practice – the new Healthy Streets Approach will put human health and experience at the heart of planning for the city.

The draft strategy includes a number of relevant policies and proposals that are relevant to this scheme. The Mayor, through TfL and the boroughs, and working with other transport providers will:

Policy 1: seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by bike, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.

Proposal 1: improve and manage London's streets to create a high – quality public realm that encourages walking and cycling by:

- a) Creating 'Liveable Neighbourhoods' to improve the public's experience of walking, cycling and using public transport and to increase opportunities to use streets as public spaces and for play, and to encourage fewer trips by car.

Proposal 7: will work with schools, employers and community and user groups to promote walking and cycling, whether for the whole journey or as part of a longer journey. One way of showing Londoners how better walking and cycling environments can improve their lives is by trialling the closure of streets to some or all motorised traffic, as well as including other street changes within carefully considered consultation processes.

CONSULTATION

A total of three hundred and forty (340) copies of the consultation pack were delivered to local residents and businesses around the school. These included properties on Oldhill Street between A107 Clapton Common and Lynmouth Road, Stamford Grove East and West, Feldman Close, Clapton Terrace and Broad Common Estate; all these properties are most directly affected by the scheme. An additional four hundred and fifty (450) packs were sent home to Tyssen School parents. The consultation was also available online through Citizen Space.

The public consultation period started on 3 November 2017 and finished on 1 December 2017. The consultation document is attached to this report for reference.

The Head of Streetscene met with ward members of Cazenove, Headteacher, Tyssen School, and local businesses in June 2017 to discuss the proposals before the draft plans were finalised for consultation. The Cabinet Member for Neighbourhoods, Transport & Parks and the Ward Councillors were sent 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	118 (15%)

Paper responses received	Web based responses received	Total in favour of the scheme	Total not in favour of the scheme
65 (55%)	53(45%)	76 (64%)	42 (36%)

Main comments made in favour of the proposal:

1. Improve safety of children walking and cycling to school - 36 (41% of responses)

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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 The proposed section of one-way street is too short to be effective and likely to be abused by drivers taking a chance and driving through at speed.

This issue was raised by 36 members of the public, including local businesses and residents, as well as parents (31% of all respondents), who stated that they wanted a longer section of Oldhill Street to be made one-way. The proposed scheme was perceived to be not extensive enough to reduce levels of traffic in the area, as well as likely to be flouted by drivers taking a chance and speeding through. Of these responses, 7 were still in support of the proposal, though would prefer it to include a longer section of road.

Three alternative options were put forward:

1. One – way system between Clapton Common and Lynmouth Road with no direction specified (19 respondents).
2. One – way system operating in at Clapton Common and out at Lynmouth Road (11 respondents).
3. Option 2 combined with a contra flow on Osbaldeston Road (6 respondents)

Officer's response:-

The proposed 'one way' section of Oldhill Street should eradicate the conflict between two way traffic trying to navigate this short section of road, especially during school opening and closing times. The two way movements pose an ongoing risk to pedestrians as many vehicles drive along the footway illegally to avoid conflict with oncoming traffic. The proposed measures would also minimise through traffic using the route to cut through residential streets, rather than staying on main routes. The intention would be to enforce these restrictions by means of an enforcement camera, which will ensure vehicles that do not adhere to the 'one way' system are issued with a Penalty Charge Notice (PCN);

2.0 Scheme will have no impact on current parking issues

This issue was raised by 10 objectors to the scheme (24%) who stated that the proposed scheme would not stop drivers parking or driving on the footway or parking on corners and over crossing points.

Officer's response: - As part of the proposals, a number of bollards could be installed at strategic points to prevent vehicles accessing the footway.

Parking Services are currently seeking authorisation from Cabinet to consult the area on the introduction of parking controls. A decision is due to be made by Cabinet at the end of January 18. If authorisation is received from Cabinet, we aim to consult residents in Oldhill Street and surrounding roads on the introduction of parking controls around June 2018.

3.0 There is no space to turn vehicles around at zone entrances at junctions with Stamford Grove East and Feldman Close

This issue was raised by 11 members of the public (26% of objectors) who stated that gridlock would occur at the entrances to the scheme as drivers tried to turn vehicles around, especially large delivery lorries. This would increase congestion and pollution, and pose a danger to pedestrians.

Officer's response: - at present, vehicles do manage to turn around at both Feldman Close and Stamford Grove East junctions with Oldhill Street. These proposals should not hinder these movements, and will maintain two way access to and from the businesses located either side of the school. This should reduce the impact on the day to day operation of the shops. These manoeuvres are not to be encouraged so advanced warning signs will be installed to inform drivers to take an alternative through route rather than using Oldhill Street, thus gradually reducing the number of vehicles needing to turn round and exit the street. Double yellow lines are in place at these junctions to facilitate turning manoeuvres; it is our intention to request additional parking enforcement at these locations, if required. The addition of minor engineering measures to prevent parking on these corners will also improve the situation. We will monitor and can adjust the scheme if these concerns prove true over time.

4.0 Issues could be resolved by installing a school crossing patrol officer outside school gate instead of the School Street proposal.

This issue was raised by 6 members of the public who stated that a school crossing patrol should be located outside the school to cross pupils over the road, as an alternative to making the street into a Pedestrian and Cycle zone at school times.

Officer's response: - A key objective of the School Streets scheme is to create a safer, more pleasant environment for everyone using Oldhill Street whilst maintaining two way access for pedestrians and cyclists. This would not be achieved if one -way traffic was still driving past the school frontage at school times.

Further, this site is unlikely to meet the national criteria for the provision of a school crossing patrol officer and this would therefore not be appropriate.

5.0 Adverse impact on school staff

This issue was raised by 4 members of the public who stated that the proposals would have a detrimental impact on teachers' and classroom assistants' ability to access the school carpark. They want school staff to be issued with exemptions.

Officer's response: - the majority of school staff will have already arrived before the start of the closure period in the morning; in the afternoon, any vehicles parked within the zone, including in the school car park, can legally leave the zone during the closure without getting a PCN. If an extensive number of groups were to be 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, so as to minimise the impact on the operation of the school, local residents and businesses. Blue badge holders and carers can apply for an exemption

There were also other objections raised by 3 or fewer respondents concerning making it more difficult for parents who have to drive to school, impeding school minibuses picking up pupils from other schools, scheme will increase traffic problems on surrounding streets, and scheme just a revenue generator.

Hackney Cycling Campaign (HCC) submitted a response with the comments listed below.

- fully support the introduction of a school street on Oldhill Street in the area indicated on the plans.
- the introduction of the one way street needs to accompany the school street to achieve stated aims
- pleased to see the maintenance of two way movement for cyclists.
- believe that together these interventions should make the street more pleasant, particularly for children arriving at the school on foot, and people using the nearby shops; it should also reduce anti-social driving behaviour.
- would like to see further consideration given to the parking in the area; for example, the removal of any parking bays that currently straddle the footway, and enhanced enforcement of parking restrictions to further reduce anti-social driver behaviour.
- In the longer term, would like to see a permanent modal filter to remove all through-motor traffic from the road, preferably as part of an area wide scheme.

Officer's response: - this scheme will be monitored to see if any additional measures to curb or control illegal or dangerous parking are required in the future.

Objections to the scheme were also received from Councillors Steinberger, Levy, Odze and Papier, who raised concerns about the impact of diverted traffic on their neighbouring wards, disruption to local businesses and residents, the wasting of money on such schemes and possible increases to pollution levels,

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 Oldhill 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 Traffic Management Order (although it is not possible to predict the volume of these). Further it would be hoped that compliance with the restrictions will be high and that therefore the volume of PCNs and the income from them will not be significant.

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: - *AS. Cuyler*

Dated: - *23 Jan 2018*

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



