

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: Garden Walk – Shoreditch Plan

AGREE TO

1. Give approval to proceed with the point closure at Garden Walk junction with Rivington Street.
2. Give approval to proceed with the extension of the existing one way of Rivington Street junction with Garden Walk to Rivington Street junction with Charlotte Road.
3. Give approval to proceed with the advertisement of statutory notices and Traffic Management Order changes.

REASONS

1. Improve air quality and reduce emissions within the local area.
2. Reduce rat-running traffic travelling through this local network and encourage traffic to remain on the main road network.
3. Improve the safety and reduce traffic speeds within the affected area.

BACKGROUND

The Council is committed to making Hackney's roads safer for everyone living, working and visiting the borough. Creating an environment that will encourage more walking and cycling is a key part of Hackney's Transport Strategy and will help towards improving the air quality within the borough.

To work towards achieving these ambitions, Hackney Council is developing a number of schemes and proposals to ensure that Hackney will be a place where residents and visitors will feel welcomed, safe and enjoy neighbourhoods with low volumes and speeds of vehicular traffic.

An effective method of achieving safe, green and thriving neighbourhoods is through restricting the number of through movements or "rat runs" for vehicular traffic entering and exiting the borough, whilst still allowing local residents to access their homes by car. This also helps towards improving air quality and reducing emissions within the local area.

PROPOSALS

The proposed changes as shown on the attached drawings include:

- Install a point road closure at Garden Walk junction with Rivington Street by installing 2 trees either end of the closure.
- Extending the existing no entry on Rivington Street (West) from the junction with Garden Walk to the junction with Charlotte Road.

Tracking has been carried out where the road closure is proposed and sufficient vehicle turning movement is available for vehicles to safely enter and exit the area.

POLICY CONTEXT

Council's Transport Strategy

The Council's Transport Strategy includes a Liveable Neighbourhoods Plan. It recognises that roads and streets in our neighbourhoods are not just places to park vehicles or drive, walk and cycle on; they make up the largest element of the public realm of the city and are the places where we socialise and live our lives. An aspiration of the Transport Strategy 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.

This aspiration can only be achieved by reducing the dominance of the private vehicle. Reducing the amount of parking and reducing traffic flows will also help to improve air quality, reduce traffic casualties and make our neighbourhoods more pleasant places to walk, play and cycle in. 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).

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

LN15: Filtered Streets - Reducing motor traffic on residential streets

Hackney Council will continue to work with local residents and key stakeholders to identify, trial and rollout additional filtered streets schemes across the borough to reduce rat-running and through motor traffic.

C8; Reallocation of road space - Continue to reallocate road space from private motor vehicles to cycle infrastructure provision

C33: Area Based Filtered Permeability Reviews - Undertake area wide traffic reviews to stop rat running and continue rollout of filtered permeability schemes

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 of those people to live in.

It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use. This simple aim of a shift away from the car will help address many of London's health problems, by reducing inactivity and cleaning up the air. It will help to: eliminate the blight of road danger; limit the city's contribution to climate change; help to develop attractive local environments; and reconnect communities by creating places where people are prioritised over cars.

This approach will reduce health and economic inequalities and help support an ageing population by providing low-cost, accessible travel options for Londoners who are currently reliant on cars – or who cannot get around at all. A shift from car use to these more space-efficient means of travel also provides the only long-term solution to the congestion challenges that threaten London's status as an efficient, well-functioning city. Reliable deliveries and servicing, high-quality public services and easy access to workplaces and cultural and leisure attractions are all dependent on the development of an increasingly efficient transport network. Reducing car dependency is the only way to keep London moving. Above all, the shift away from the use of the car will be vital in creating a future London that is not only home to more people, but is a better place for all those people to live in. 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 a city. The Mayor's aim for 2041 is for 80 per cent of Londoners' trips to be on foot, by cycle or by using public transport.

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 all Londoners by: 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 8: work with local communities and cultural organisations to promote one-off, regular and trial closures of streets to some or all motorised traffic so that Londoners can see their streets differently.

CONSULTATION

PUBLIC CONSULTATION

Six hundred and twenty copies of the public consultation document were sent out to local residents and businesses around the Garden Walk area. A web based consultation was also made available for residents as the document was uploaded on the web.

The public consultation period started on 11th September 2017 and finished on 5th October 2017. The consultation document is attached to this report for reference.

Stakeholder Consultation

Prior to sending out the documents to residents, key stakeholder groups were consulted including the Council's Parking Service, Living Streets in Hackney, London Cycling Campaign in Hackney, The London Fire Brigade, Age Concern (representing Disability Backup) and the Police. All the key stakeholder groups were generally supportive of the proposals and where possible their comments and suggestions were taken on board.

The Cabinet Member for Neighbourhoods and the Ward Councillors for Hoxton East and Shoreditch Ward had approved the consultation document before it was sent out.

The proposals were sent to TfL, where we requested that the banned right hand turn from Charlotte Road to Great Eastern Street was removed to allow traffic to exit the area. However, TfL's response was that this movement is banned due to the pedestrian crossing just west of the junction with Charlotte Road and the ban would remain.

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

Paper Leaflets sent out	Total responses received
620	173

Paper responses received	Web based responses received	Total in favour of road closure with cyclists	Total in favour of road closure without cyclists	Total not in favour of road closure
34	139	43 (25%)	116 (67%)	14 (8%)

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 Cyclists should be banned in addition to traffic

This issue was raised by 116 members of the public who stated that they support the road closure, however, they also wanted cyclists to be banned as well.

Officer's response: – The Council analysed the consultation responses and from investigation a large number of responses were similar in nature and no names were usually provided. After, further investigation it was discovered that the majority of these responses were submitted from the same IP address. It is possible that these responses may have been submitted on

behalf of a number of people and this has been noted, it is also highly unusual. A letter will be sent out to residents referring to this issue and has been attached to this report.

2.0 Alternative traffic routes are too long

This issue was raised by 10 members of the public who stated that the alternative routes to exit the area are too long.

Officer's response: – The Council is aware that the journey time to exit the area will increase as a result of the Garden Walk road closure. However, the Council feels that the local neighbourhood will benefit and anecdotal feedback from similar schemes is that residents tend to like these schemes more, once they have been implemented and the overall benefits become clearer.

IMPACTS

Permanent

The proposals will reduce the amount of non-local traffic travelling through this area, which will create an environment which ensures visitors and residents feel safe and welcomed. It is anticipated that traffic speeds in the local neighbourhood will reduce on average.

Temporary

Whilst pavement works are in progress, normal 'Chapter 8' signing and guarding will be in place.

All works will be undertaken during normal working hours of 08:30am to 4:30pm Monday to Saturday.

Subject to statutory consultation, the works will be start in February 2018 and take approximately 2 weeks to complete.

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.

FINANCIAL IMPLICATIONS

Funding has been secured for the implementation of these proposals from S106 development funding, cost code W8801

The total expected cost of this scheme is £10,000.

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. Gh*

Dated: - *22 Jan 18*

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

Date

The owner / occupier

<< Address >>

Hackney

London

<<postcode >>

Garden Walk consultation response

Dear Sir/ Madam,

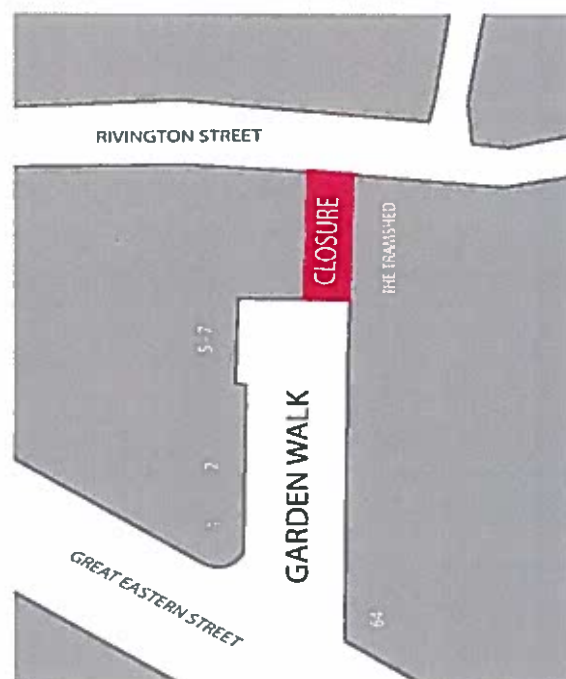
Thank you for responding to our consultation to close a small section of Garden Walk to vehicles. 178 people responded to the consultation. 95% of respondents indicated that they would support closing the road to vehicles. The majority of those (70%) indicated that they would want the road to be closed to bicycles too.

The Council is committed to making Hackney's roads safer for everyone living, working and visiting the borough. This can only be achieved by reducing the dominance of motor vehicles.

Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts, with nearly 10,000 Londoners dying early every year as a result. 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.

Making walking and cycling more attractive has to be encouraged as one of the crucial factors in getting people out of their cars.

In the past five years, 117,628 pedestrians were involved in accidents in the UK. 98.21% of these accidents involved people being struck cars, vans, motorcycles or other vehicles – only 1.79% involved pedal cycles. This shows that the actual risk posed by people on bicycles is far smaller than that posed by motor vehicles.



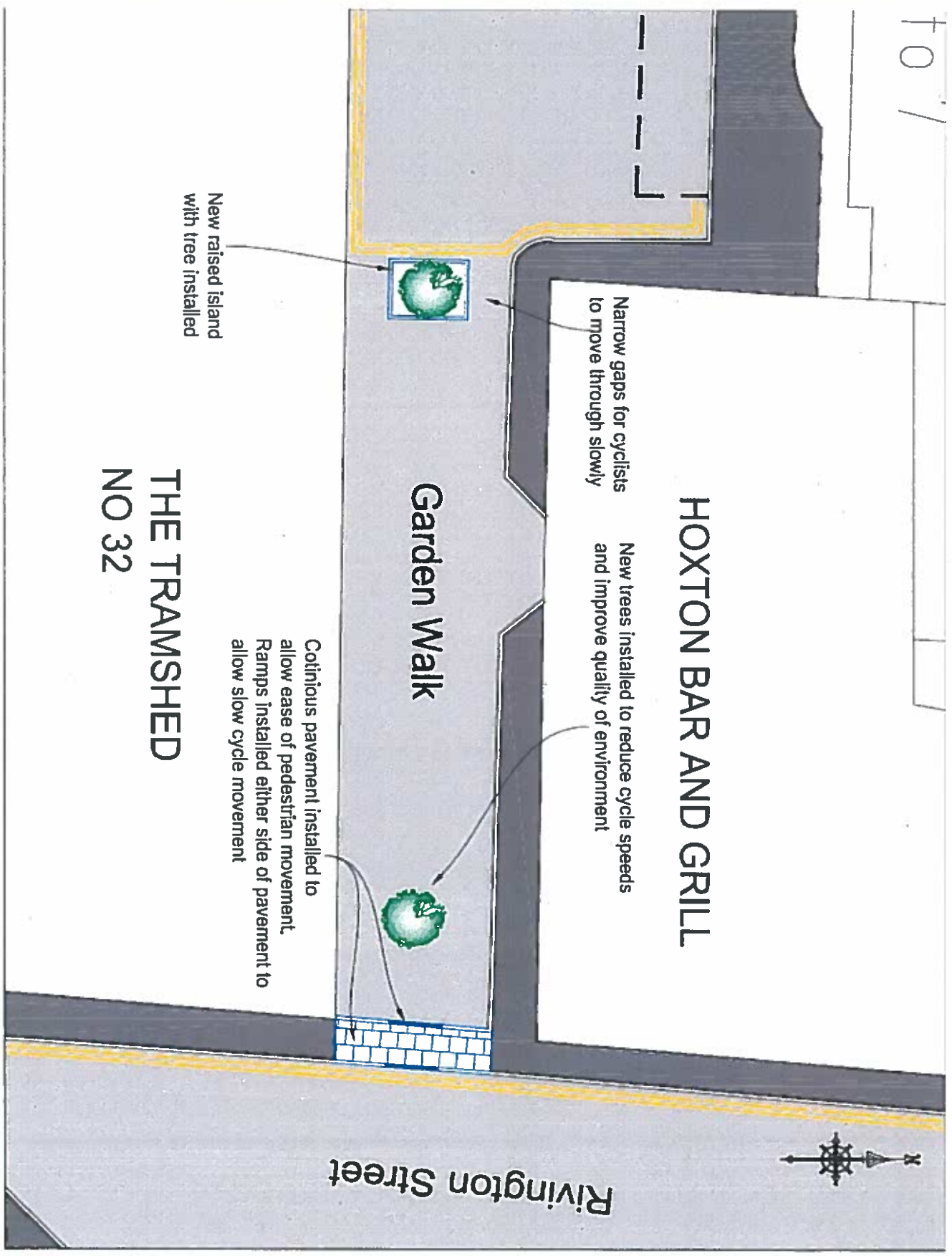
Our survey work undertaken prior to the consultation indicated there were on a 7 day average only 66 cycle movements through this section of Garden Walk, compared to 825 motorcycles, cars, vans and lorries.

We consider the low level of cycle use through Garden Walk already minimises the chances of pedestrian and cycle conflict occurring, so rather than banning cycles from Garden Walk, what we can do instead is reduce further the chances of cyclists and pedestrians colliding. As a result of the feedback from residents' concern about the perceived risk posed by people on bicycles, we have redesigned the scheme to reduce potential conflict (see plan overleaf) but will still allow cyclists to use the closed section of Garden Walk. This involves building two islands at either end of the road closure limiting cycle entry to narrow gaps and the introduction of trees to civilise behaviour as well as act as barriers to faster speeds.

We believe that the new scheme will benefit everyone who lives and works in the area by keeping through traffic on main roads. We will listen to your feedback throughout the construction and operation of this scheme.

Yours faithfully

Andrew Cunningham



(above plan: Proposed changes to make the garden Walk road closure safer for pedestrians and cyclists)

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Rivington Street

HOXTON BAR AND GRILL

Narrow gaps for cyclists to move through slowly

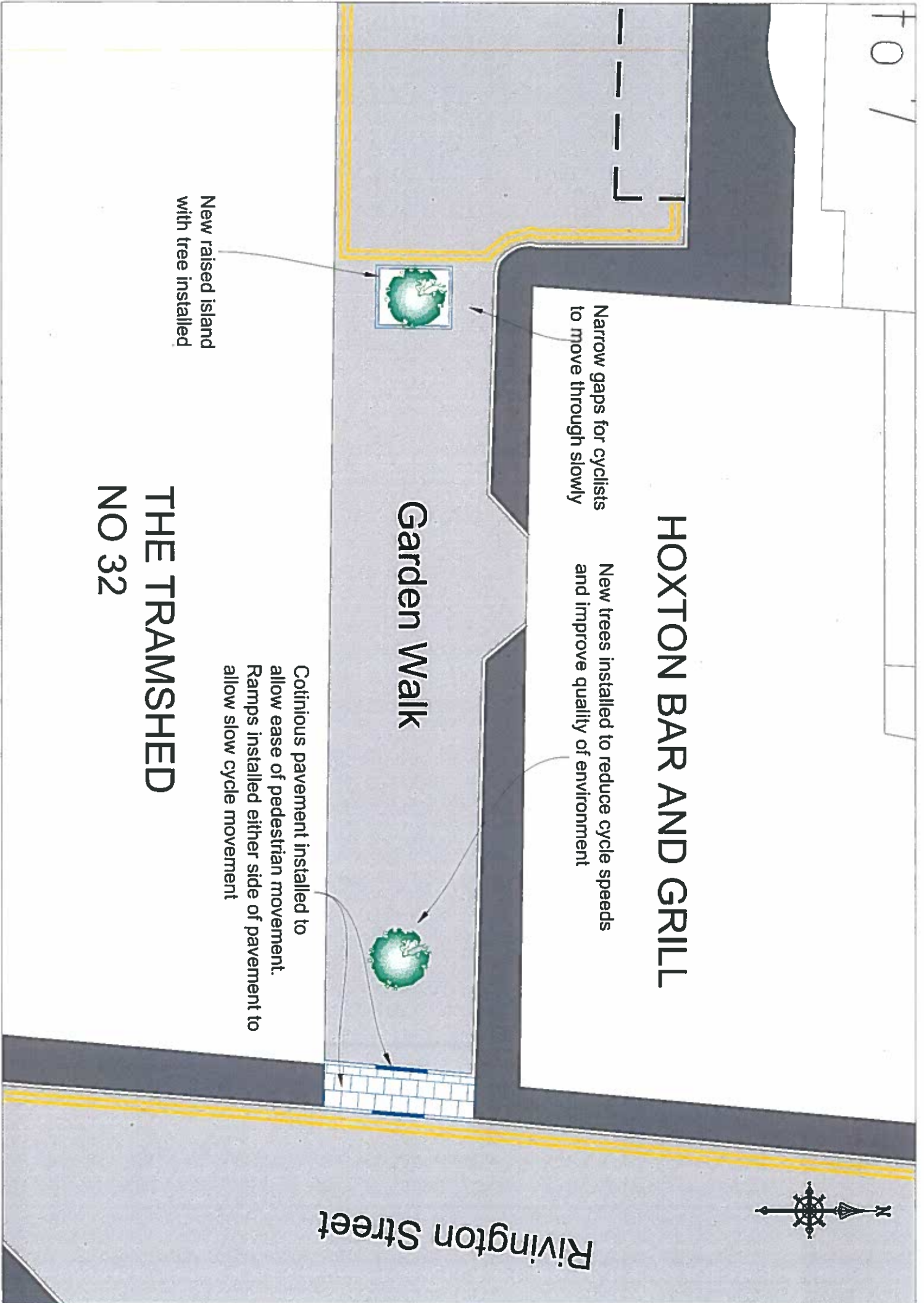
New trees installed to reduce cycle speeds and improve quality of environment

Garden Walk

Continious pavement installed to allow ease of pedestrian movement. Ramps installed either side of pavement to allow slow cycle movement

New raised island with tree installed

THE TRAMSHED NO 32





Neighbourhoods & Housing

Alfred Richards
Director
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London Borough of

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Suffix

Revision details

Date

Job title

Shoreditch Plan

Drawing title

Garden Walk
Location Plan

Chkd. by
KH

Date
Dec-17

Scale
1:250 @A4

Drawn
RL

Drawing No.

TTD/2030/03/A

