

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: Brunswick Place - Public Realm Scheme – Shoreditch Plan

AGREE TO

- Give approval to proceed with the implementation of a new public realm area around the existing Brunswick Place gated closure.
- Give approval to proceed with the exemption of cyclists and emergency vehicles through the closure.
- Give approval to proceed with the installation of new high quality paving blocks and approximately five trees within the vicinity.
- Give approval to proceed with the Traffic Management Order changes.

REASONS

- Improve walking and cycling conditions in the area.
- Improve the public realm area and the introduction of a Sustainable urban Drainage system (SuDs)
- Improve air quality and reduce emissions within the local 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.

This scheme is part of a new approach as to how we want the streets of Shoreditch to work – a long term vision for this thriving and dynamic area of London to create streets that are safe and easy to walk or cycle on, reducing vehicle dependence and improving air quality.

The approach includes a series of schemes intended to improve walking and cycling conditions within Shoreditch, and Brunswick Place is one of several coming forward that will contribute to making Shoreditch a more liveable and healthier place.

1. PROPOSALS

The proposed changes as shown on the attached drawings include:

- Improve the existing closure by decluttering the area and creating an easier passage for pedestrians.
- Installing approximately five trees (subject to the exact location of utility apparatus within the vicinity) and enhancing the public realm in the works area.
- Installing low level planting beds which will incorporate a Sustainable urban Drainage system (SuDs)

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 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 Mayor of London's 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.

CONSULTATION

PUBLIC CONSULTATION

Eight hundred copies of the public consultation document were sent out to local residents and businesses around the Brunswick Place 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 Friday 29th June 2018 and finished on Friday 27th July 2018. 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 Health, Social Care, Transport & Parks and the Ward Councillors for Hoxton West Ward had approved the consultation document before it was sent out.

A summary of the consultation results is shown in the tables below. This consultation contained a feedback form for residents to express their views on what they would like to see happen on the alleyway. The consultation did not consist of a yes or no questionnaire.

Paper Leaflets sent out	Total responses received
800	18

Paper responses received	Web based responses received
6	12

Main points raised by the Public

The main points raised by the public, along with Officer's responses are as follows:

1.0 Concerns about restrictions to emergency vehicles

This point was raised by 1 member of the public who stated that they were concerned that the design will prevent emergency vehicles from using this route.

Officer's response: – The Council is aware that emergency vehicles currently have access to this area via the emergency gate. The Council have discussed this with emergency services and an informal passage has been incorporated into the scheme to still allow access.

2.0 Concerns that the new public realm area will create anti-social problems

This point was raised by 5 members of the public who stated that the public realm area and additional proposed seating will create further anti-social problems in the area.

Officer's response: – The Council is aware that the scheme will attract further footfall in the area. As a result, the Council will no longer be proposing additional seating and additional wardens will be assigned to the area to monitor the situation.

3.0 Concerns that motorcycles will bypass the closure

This point was raised by 3 members of the public who stated that they were concerned that motorcycles bypass the road closure.

Officer's response: – The Council is aware that there is the potential for motorcycles to bypass the road closure. The Council has designed the scheme and positioned the planters and trees in a way to visually deter motorcycles. The Council will also install signage to inform motorcyclists that they are not allowed to use this route. The new enforcement regulations will facilitate action against illegal motorbike movements once the scheme is finished.

4.0 Concerns from local Councillor Williams that existing motorcycle movement across the space was not mitigated by the design and concern that the external seating space for the public house would spill out into the new space.

Officers Response: - A core objective in designing the scheme has been to make motorcycle movements across the new space as obviously unnatural and difficult as possible. With regards to this: the existing gate will be removed as well as the associated road surfacing, this alone should go some way to discouraging motorcyclists from continuing the existing practice of taking short cuts round the gate. This scheme will also introduce a 110mm high kerb edge against the eastern side which will make it quite clear that any access from here is discouraged. In addition to this, the removal of the carriageway on the western side of the scheme and its replacement with a more public realm type

material leading only to the parking area behind Vince Court should also reinforce the point that this is a public space rather than a closed off road. The planters are arranged to avoid an obviously easy straight through route for motorcyclists or indeed cyclists travelling and that two planters have been arranged to protect residents entering/exiting the blocks from any potential passing movements.

The scheme does not envisage or design in any expansion to the existing areas for seating to the Prince Arthur pub.

IMPACTS

Permanent

The proposals will improve walking and cycling conditions, which will create an environment which ensures visitors and residents feel safe and welcomed. It is anticipated that the number of cyclists and pedestrians using this route will increase.

The paving blocks being used for this scheme are not in Hackney's public realm design guide, however, these blocks have been used in a number of schemes across the borough and therefore maintenance can be easily managed.

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 08:00am to 18:00pm Monday to Friday and Saturday 09:00am to 13:00pm.

Subject to statutory consultation, the works will start in October 2018 and take approximately 10 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.

LEGAL IMPLICATIONS

The Traffic Regulation Order required for the exemptions to the road closure will be advertised. The changes amend the existing TRO to exempt cyclists and emergency vehicles from bypassing the road closure.

All the required legal orders will be subject to statutory consultation with key stakeholders and any subsequent objections received during the consultation period will need to be resolved prior to scheme implementation.

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 £200,000.00

RECOMMENDATIONS

It is recommended that the proposals for this scheme as detailed in the report are 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: - *11 Sept 18*

Andrew Cunningham – Head of Streetscene

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