

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: Cassland Road and Terrace Road junction – Road Safety and Bus Priority Scheme

AGREE TO

- 1.0 Proceed with the implementation of amended road safety improvement scheme as outlined in this report and detailed in the plan attached on Appendix A.

REASONS

The proposals will:

- 1.0 Improve safety for pedestrians, cyclists and motorised traffic at the junction of Cassland Road and Terrace Road.
- 2.0 Provide safe crossing facilities for pedestrians and cyclists in order to help promote and support more walking and cycling, which is a key strategic transport objective of the Council.
- 3.0 Improve traffic movement at the junction.
- 4.0 Provide public realm improvements including junction improvements.
- 5.0 Make streets more attractive and convenient for walking, cycling and socialising.
- 6.0 Help Hackney meet its targets to increase the modal share of walking and cycling and reduce road traffic accidents.

SCHEME 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 the Council's transport vision and an essential part of Hackney's Transport Strategy.

Safety: - There have been 5 accidents over a three year period within the proximity of Cassland Road and Terrace Road junction causing 6 casualties. All accidents are slight in nature and one accident involved a pedal cyclist.

In addition over the last few years the Council has received a number of requests from residents and stakeholders to improve pedestrian, cycle facilities and traffic movement at the junction of Cassland Road and Terrace Road.

Encouraging the use of cleaner and greener transport options (particularly walking, cycling and public transport) and reducing non-essential private car journeys are key long-term objectives for the Council due to the wide range of benefits these transport options can bring, including:

- Reducing road accidents.
- Improving personal mobility.
- Creating safer, cleaner, and quieter residential neighbourhoods.
- Creating a successful balance between pedestrians and other modes of transport, in order to improve the pedestrian and cyclist experience.
- Improving air quality.

Existing Layout and Conditions

The Cassland Road and Terrace Road junction is located on the A106 (Cassland Road) route connecting the A107 (Homerton High Street) in the west to the A102 (Wick Road) / A12 (East Cross Route) in the east. Cassland Road is a one-way street serving eastbound traffic only.

The Cassland Road approach eastbound has two lanes, with ahead/left turning traffic in the nearside lane and ahead traffic only in the offside lane. There is also a flare for traffic turning right.

The Terrace Road northbound approach has one lane for right turning traffic and a near-side flare for ahead/right turning traffic.

The Terrace Road southbound approach has one lane for left turning traffic only. This approach is not signal controlled and currently gives way either to ahead travelling vehicles on Cassland Road or right-turning traffic on Terrace Road.

There are no straight-across pedestrian crossing facilities or Advanced Stop Lines (ASL's) for cyclists at this junction.

Bus routes serving the junction and service frequencies (number of buses per hour in both directions) are summarised in Table 1.

Table 1- Bus route frequencies

Bus ID	Bus Route	East Bound
26	Hackney Wick / Waterloo	13
277	Highbury Corner / Nutmeg Lane	18
388	Stratford City / Blackfriars	12
425	Stratford/Clapton	10

SCHEME PROPOSALS

1. Upgrading the traffic signals to include the northern arm of Terrace Road to improve the flow of traffic at the junction and add safe crossing facilities for pedestrians.
2. Providing straight-across signalised pedestrian crossings at the junction to improve accessibility.
3. Removing the existing pedestrian island as it is not required for the new improved signal arrangements.
4. Introducing new advanced stop lines to aid cyclists at the junction.
5. Providing new kerb build-out to reduce crossing width for pedestrians.
6. Maintaining yellow box markings at the junction to improve safety and help keep the traffic flowing.

See Appendix A for scheme layout drawing no TT_160_36_DA_01.

PUBLIC CONSULTATION

215 copies of the consultation documents were sent out to local residents around the Cassland Road and Terrace Road junction area. The consultation document was also made available on the web through the Council's Citizen Space website. Please see Appendix B for a copy of the consultation document.

The public consultation period started on 16 March and finished on 7 April 2017 and a summary of the overall consultation results is shown in the table below. Please see Appendix B for full consultation replies.

Post and Online	Q1-Road Safety improvements		
	Support	Do Not Support	Total
Total	40	9	49
%	81.63%	18.37%	

Post and Online	Q2- Cassland Rd parking bay removal		
	Support	Do Not Support	Total
Total	24	26	50
%	48.00%	52.00%	

Two site meetings were attended by officers on 30 March 2017 as requested by some residents to further understand the proposed scheme.

During these meetings and on consultation replies, residents raised the following issues:

- Reports speeding during off peak hours there is speeding within the proximity of the junction.

Officer's Response

Cassland Road is a 20mph road and the Council has installed 20mph speed signs and road markings along the length of Cassland Road in approximately equal

intervals. Despite the measures the Council has implemented to reduce traffic speeds, any vehicles exceeding the legal speed limit are breaking the law and this is a policing issue. Officers will discuss this issue with the Metropolitan Police during regular liaison meetings. Further physical measures, such as road humps are not being proposed as this is both a bus route and an emergency services route.

The Council has also undertaken speed surveys on Principal Roads in response to similar concerns. Cassland Road has been ranked at number 10. The Council is investigating further measures to slow speeds on these roads and it is anticipated that we will undertake further work on Cassland Road in the next financial year.

- Opposition to the removal of parking bays, as residents want to know the amount of extra saving on bus journey times and they fear that the removal of parking bays will further increase vehicle speeds at the junction mainly during off peak hours.

Officer's Response

As there is no overall support for the removal of 10m parking bay in Cassland Road this will not be implemented as part of this scheme. A new road layout is proposed which will improve the traffic flows. The scheme will be monitored for the impact on bus journey times and further measures will be proposed if deemed necessary.

- Requests to maintain some form of physical measure to keep the lane discipline at the junction. There were numerous fights and use of bad language between drivers. This will continue unless there is some form of measure to keep the lane discipline.

Officer's Response

Agreed and a traffic island in Cassland Road will be implemented to maintain lane discipline.

- Enforcement of the yellow box junction.

Officer's Response

Parking Enforcement will be informed of the reported lack of enforcement of the existing yellow junction box marking.

- Residents would like to see trees planted.

Officer's Response

Agreed that trees will be planted as part of this scheme, subject to available space and underground services.

STAKEHOLDER CONSULTATION

As part of the consultation process the statutory consultees were consulted. These include the emergency services (Police, Ambulance & Fire Service), TfL, Disability Back Up, Hackney Cycle Campaign (HCC), Living Streets, TfL Buses and internal departments.

All the key stakeholder groups and their comments/suggestions have been taken on board, where possible.

Living Streets welcomes the changes to the junction to improve safety and convenience for pedestrians and cyclists. In particular they welcome the new straight-ahead signalised crossings on Cassland Road and Terrace Road and the removal of the traffic island in Cassland Road.

However they are not in agreement with signalling the northern arm of Terrace Road, as they are aware of the proposed Darnley Road area scheme that will reduce the traffic flow in the northern arm of Terrace Road.

Officer's Response

When the Darnley Road area scheme is implemented then the traffic signal timings may need to be recalibrated to accommodate the new traffic flows, but this does not negate the benefit of this part of the scheme for pedestrians and overall traffic flows through the junction.

Living Streets also suggested the removal of the central island on Terrace Road north and the area to be incorporated to the footway.

Officer's Response

This was considered and discounted due to capacity and turning manoeuvre issues.

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

- The promised removal of all rat-run routes for through-traffic in the area bounded by Mare Street, Morning Lane and Well Street.
- The removal of through-traffic except buses, from Cassland Road at the junction of Terrace Road.
- Legal cycling southbound across Cassland Road, from the south to north half of Terrace Road

Officer's Response

The Council consider the scheme to be an improvement along the Sustrans approved National Cycle Network and, on balance, has considered the needs of all road users. Further cycling infrastructure improvement in Terrace Road through the junction would have an impact on junction capacity, which would lead to increased congestion and pollution on all approaches to the junction, subsequently leading to delays on the wider road network.

IMPACTS

Permanent Impacts

The Council consider the scheme to be an improvement and on balance, has considered all road users. The proposals will help improve traffic safety by providing safer crossing facilities which will particularly benefit vulnerable road users such as children and the elderly. The proposals are intended to promote sustainable forms of travel such as walking and cycling and contribute to the wellbeing of Hackney's residents.

Temporary Impacts

Works at the junctions will be carried out under lane closures with three way traffic control signals and may incur a temporary increase in journey times. There are no planned road closures, however temporary footway closures may be necessary during different stages of implementation. Access to all businesses and residential properties will be maintained throughout the implementation stages.

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 of £150K for the proposal has been secured via the Council Capital Developing Borough Infrastructure programme cost code W7324.

RECOMMENDATIONS

It is recommended that the proposals outlined in this decision audit be agreed and taken to implementation stage.

APPROVAL

I have noted the contents of this summary and agree with the recommendations contained therein.

Signed..... 

Dated 31 Oct 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 & Engineering Group

Appendix A
Scheme Layout

Appendix B

Consultation Document and Replies