

DECISION AUDIT FORM

For use by Assistant Directors in Exercising (Category 3) or delegated powers
- (Protocol for Officer Delegation)

HEALTH AND COMMUNITY SERVICES DIRECTORATE – STREETSCENE SERVICE

DECISION: Whiston Road - Central London Cycle Grid.

Agree to:

Note the favourable outcome of the public consultation exercise.

Give approval to proceed with the proposals to replace speed cushions with raised tables to assist in reducing speed along Whiston Road.

Give approval to proceed with the installation of low level traffic signals with early release for cyclists.

Proceed with the statutory consultation and advertisement of the necessary traffic orders associated with the changes to the parking, waiting and loading restrictions and moving traffic orders.

Reason:

The proposals once introduced will have the following benefits:

Provide a safer street environment for residents, businesses, pedestrians and cyclists

Provide provisions to encourage more people to cycle

Scheme Background

In spring 2013 the Mayor of London published his Cycling Vision for London - a 10 year strategy with approximately £1bn in investment to make London the world's most cyclable city. One of the primary objectives of the strategy is to create a "tube network for the bike" - a mixture of fast commuter cycle routes (Cycle Superhighways) offering dedicated cycle facilities on key alignments, complimented by a number of "Quietways" which together will form network of radial and orbital cycle routes throughout London.

London Borough of Hackney (LBH) and seven other central London boroughs, the Royal Parks and the Canal and River Trust are partnering with Transport for London (TfL) to deliver the Central London Grid (CLG). The CLG is a matrix of safe, connected Quietway routes for cyclists across central London and is aimed at new cyclists and people who like to cycle away from heavily trafficked roads.

The CLG network will provide continuous and connected routes for cyclists which will complement other cycling initiatives such as the Cycle Superhighways, Quietways outside

the CLG boundary and Mini-Hollands that make up the wider Cycle Vision for London. The CLG Quietway routes in Hackney identified for delivery by 2016 are as follows:

- Shepherdess Walk, Eagle Wharf Road, Poole Street, Penn Street, Hoxton Street, Nutall Street and Whiston Road
 - Goldsmith's Row, *Columbia Road**, *Virginia Road**, Calvert Avenue, Rivington Street, Tabernacle Street
- * denotes streets in LB Tower Hamlets*

Linking key destinations, the intention of the CLG Quietway routes is that they will follow direct back-street routes, through parks, along waterways or tree-lined streets. The routes will overcome barriers to cycling, targeting less confident cyclists who want to use low-traffic routes, while also providing for existing cyclists who want to travel at a gentler pace.

Early in 2014 Hackney identified the main improvements that were felt to be required in order to address problematic junctions and other key barriers along the routes. TfL have since provided Hackney with funding to take forward the design and delivery of the identified Highway changes.

The CLG will contribute to Hackney's Core Strategy by improving accessibility and safety for cyclists and by improving cycle facilities to encourage cycling in favour of car use thereby decreasing congestion. Higher rates of active travel will play an important role in improving residents' health and wellbeing, as well as tackling obesity levels.

Proposals

To achieve a safer and more pleasant environment for cycling on the section of the CLG along the whole of Whiston Road. A number of improvements have been identified which will be funded by TfL and designed and implemented by Hackney.

The key objective consists of removing some of the existing speed cushions and replacing them with raised tables, some of them with uncontrolled pedestrian crossings. These speed tables will be raised to footway level to provide a traffic calming feature to assist in reducing the speed of traffic along Whiston Road, making it a safer environment for pedestrians, cyclists and drivers.

Removing the speed cushions on Whiston Road adjacent to Bryant Street and installing a new raised zebra crossing with footway build outs to narrow the crossing area outside the playground. This would improve the pedestrian crossing facilities and it would make it safer for children to cross the road from the playground area. The installation of this new zebra crossing will require the removal of 10 resident permit parking spaces.

Providing a raised entry treatment on Thurtle Road to slow down the traffic approaching Whiston Road from the side road.

Installing low level traffic signals with early release for cyclists on Whiston Road at the junctions with Queensbridge Road and Goldsmiths Row. This would provide a green signal to cyclists before vehicular traffic is released, giving cyclists extra time to clear the junction and therefore making it safer for cyclists crossing the junctions.

Reducing the length of the bus stops adjacent to Cester Street, creating a bigger gap between the stops and allowing vehicles to overtake buses while stopped, improving the flow of traffic and reducing congestion.

Relocating and reducing the length of the existing bus stops to the east of Nicholl Street further away from each other to eliminate pinch points and allow a smooth flow of traffic while buses are stopped. (This would be subject to further discussions and approval from TfL buses during the detailed design and implementation stage).

Removing part of the existing resident / permit holders parking bays and introducing new waiting and loading restrictions (double yellow lines) along Whiston Road between Queensbridge Road and Goldsmiths Row. This will facilitate the smooth flow of traffic along this narrow section of road which is often congested. The overall number of resident permit parking in this section of Whiston Road will decrease by 9 spaces.

Creating 8 new inset parking bays on the footway on Hay Street (2 resident permit bays and 6 permit holders only bays) to replace the bays removed from Whiston Road.

Additionally, Section 106 funding will be used for footway improvement works along Whiston Road between Kingsland Road and Queensbridge Road. The timescale for these works are subject to the completion of the new developments along this section of road.

A drawing of the proposed works is attached in Appendix A.

Consultation Process

Residents and businesses – The public consultation period started on 3rd October 2016 and finished on 21st October 2016. One thousand four hundred and thirty nine (1439) copies of the public consultation were sent out to local residents around Whiston Road. A web based consultation was also made available for residents as the documents were uploaded on the Hackney Council website. The consultation documents are attached to this report for reference.

Paper leaflets sent out	Total responses received	Paper responses received	Web based responses received	Total in favour	Total not in favour	Undecided
1439	104 (7%)	78	26	70 (67%)	31 (30%)	3 (3%)

Stakeholder consultation – Prior to sending out the documents to residents, key stakeholders were asked to comment on the proposals. The key stakeholder group includes Hackney Council's parking service, emergency services, TfL buses, Living Streets in Hackney, London Cycling Campaign in Hackney and Age Concern (representing Disability Backup).

Main comments raised by the stakeholders

1. Hackney's parking service

No objections to loss of parking due to raised tables / zebra crossing between the A10 Kingsland Road and Queensbridge Road as considered necessary.

Agree with the removal of 6 permit holder only parking bays outside Northchurch House to facilitate the flow of traffic, given that this parking bay is located very close to the traffic signals at Goldsmiths Row.

Requested to retain the 7 resident parking bays outside Linford House / Pendley House.

Also requested for the new 8 inset parking bays on Hay Street to be all permit holders instead of 6 permit holders and 2 resident permit bays to avoid confusion and signage clutter.

The single yellow line (SYL) outside Whiston House is already in the process of being replaced with double yellow lines (DYL) by the parking service.

Officer comment / response:

Agree to retain the existing 7 resident parking bays outside Linford House / Pendley House as requested.

There will be 8 new inset permit holders bay on Hay Street to replace the ones removed from Whiston Road.

2. London fire brigade

Responded to the consultation and did not raise any objections.

3. TfL buses

Concerned about the length of the raised table plateaus. TfL design guidelines requires a minimum 6m plateau for raised tables on bus routes.

Objected to the entry treatment on Thurtle Road (4.5m flat top) to ensure that buses do not ground or cause damage to the underside. Thurtle Road is used by the 394 bus to access the bus stand on Queensbridge Road.

Officer comment / response:

The Council officers reassured TfL buses that all the proposed raised tables along Whiston road are designed with 6m long plateaus and sinusoidal ramps.

The entry treatment at Thurtle Road has been removed from the scheme. A 6m long raised entry treatment could not be built due to the presence of a cycle hire parking bay on Thurtle Road to the south of the junction with Whiston Road. Hackney Council is dealing with TfL to investigate the feasibility of relocating the cycle hire bay possibly to Swimmers Lane, subject to funding and land ownership on Swimmers Lane.

4. Hackney Cycle Campaign

Welcomed the objectives of a safer environment but considered the scheme to lack ambition.

Welcomed the removal of parking; however wanted to see more in the western side of Whiston Road. Stated that the removal of parking to the west of Queensbridge Road

would allow for suitable protected cycleways. Alternatively, suggested modal filter at the Pritchards Road bridge to reduce traffic volumes to 2000 vehicles per day (Quietway standard).

Stated that the 20mph speed limit needs to be enforced by installing average speed cameras.

Requested removing the cushions at the west end of Whiston Road and replacing them with a raised table.

Expressed their concerns about build outs increasing the risk of conflict between cycles and vehicles. They recommended cycle bypasses.

Welcomed the raised tables but avoiding a hard ridge at the join between top and slope for cycles comfort.

Low level signals with early release were also welcomed but they requested cycle signal phasing to be sufficient for less physically able cyclists.

Officer comment / response:

The demand for parking between Kingsland Road and Queensbridge Road is very high. The Council has received numerous complaints from residents objecting to the removal of parking spaces to build the raised tables/zebra crossing, stating that this is an area with new developments where population and parking demand has increased. The Council will review the feasibility of relocating parking bays within the surrounding area.

The proposed raised tables between the A10 Kingsland Road and Queensbridge Road would allow the introduction of uncontrolled / zebra crossings in this section of Whiston Road where new developments have recently been introduced, increasing the general footfall.

The introduction of a modal filter at the Pritchards Road bridge could be considered as a follow up scheme subject to the changes on Whiston Road due to the current proposals. It is believed that the traffic flows would decrease with the introduction of traffic calming features. Additionally and, as part of another further west scheme also forming part of this CLG route, additional closures are currently being proposed and they will be out for public consultation in November 2016. If these proposals to close Poole Street to motor traffic come into effect, the general flow of traffic would be reduced, with an anticipated positive impact on Whiston Road.

The introduction of physical traffic calming measures (raised tables) would decrease vehicle speeds. These raised tables are proven to be a self enforcing feature as stated in Report 215 - The "Review of Traffic Calming Schemes in 20 mph zones" undertaken by the Transport Research Laboratory (TRL). "The main findings of this report indicated that average speeds reduced by 9 mph, annual accident frequency fell by 60%, the overall reduction in child accidents was 67%, and there was an overall reduction in accidents to cyclists of 29%. Traffic flow in the zones was reduced by 27%, but flows on the surrounding boundary roads increased by 12%. There was generally little accident migration to surrounding roads". Additionally, the installation of average speed cameras would be very costly.

Build outs are proposed to narrow the carriageway and assist pedestrians to cross the road. Existing parking bays are located on the approach to the proposed build outs, therefore cyclists would be in the primary position when approaching these build outs reducing any risk of conflict with traffic following behind.

All the proposed raised tables along Whiston road are designed with 6m flat tops and sinusoidal ramps.

The low level signals will be designed by TfL following their standard guidelines and phase timing.

Main objections raised by the public

- Some residents objected to the general loss of parking bays. In particular, between Kingsland Road and Queensbridge Road, some residents objected to the loss of 10 parking spaces which would allow the installation of a new zebra crossing adjacent to Bryant Street. Some residents suggested replacing the existing uncontrolled crossing by Charlton Court with a zebra crossing instead. Some residents proposed to relocate the existing cycle hire bay on Thurtle Road to Swimmers Lane to create the extra parking spaces.

Officer comment / response:

This zebra crossing is believed to be necessary due to the high increase in population in this section due to the new developments. A new zebra crossing would create an increasingly needed crossing to improve road safety for pedestrians.

Replacing the existing uncontrolled crossing with a zebra crossing would still require the removal of parking bays and the relocation of both bus stops outside Thurtle Road. The Council is in talks to TfL to investigate the feasibility of relocating the cycle hire bay.

- Some residents raised concerns on creating 8 new parking spaces on Hay Street to replace the parking bays removed from Whiston Road (between Queensbridge Road and Goldsmiths Row). They were concerned about noise increase.

Officer comment / response:

The Council agree there may be a slight increase in background noise due to 8 parking spaces. There is an existing 4.2m wide footway on Hay Street and a 2m inset parking bay is proposed, leaving over 2m footway only space. The proposed parking bays would be inset to footway level, therefore the space can be used by pedestrians when vehicles are not using the space.

- Some residents raised concerns about the bus stops being relocated having to walk the extra distance. One resident complained about the proposed relocated bus stop outside Sportsman Place, stating that the footway is not wide enough at this point and also expressing how dangerous it would be for residents entering and exiting the parking area. It was requested to relocate the bus stop to the southern side outside Wistow House instead.

Officer comment / response:

The relocation of the bus stops is considered to be necessary for safety reasons and to facilitate the flow of traffic in this narrow section between Queensbridge Road and Goldsmith Row. With the current arrangement, when two buses are stopped opposite each other, sometimes other vehicles cannot pass through creating congestion along this busy section of Whiston Road. Often vehicles may try to pass through a very small gap between the buses. This situation encourages vehicles in opposite directions rushing to pass through first, increasing the risk of head on collisions. There is also a risk of an eastbound vehicle speeding up using a small gap between buses and approaching the existing zebra crossing at high speed with the risk of hitting a pedestrian crossing the road.

Relocating the bus stops would increase visibility and create a bigger gap for vehicles to pass each other / give way to each other improving the flow of traffic.

The bus shelter outside Sportsman Place would be located opposite the green area, where the footway is as wide as the one where the bus shelter is currently located. The Council do not view this as a major concern given the frequency of buses and the frequency of vehicles entering and exiting the Sportsman Place parking. Officers will review all comments and the final location of these bus stops would be subject to further discussions with TfL buses during the detailed design and implementation stage. The final decision will be based on TfL's recommendation.

- Some residents expressed their concerns about vehicles using Dove Row to avoid Whiston Road putting at risk school children due to the increase of traffic.

Officer comment / response:

An element of traffic displacement is expected and officers will monitor impacts on Dove Row – Nicholl Street.

- Some residents expressed concerns regarding vehicles using Laburnum Street to avoid Whiston Road and proposed the introduction of a one way traffic system and or modal filter at the two new roads through the new developments.

Officer comment / response:

An element of traffic displacement is expected and officers will monitor impacts on Laburnum Street.

- Some residents requested wider footways and resurfacing Whiston Road.

Officer comment / response:

Section 106 funds from the new developments close to Kingsland Road were granted to improve the footways between the A10 and Queensbridge Road. However, the section 106 and CLG programme funds are not enough to widen the footways or resurface the road carriageway.

Main support raised by the public

A number of residents stated that these improvements are excellent and for long needed. They said how dangerous Whiston Road is when cycling and crossing the road, especially with children.

They welcomed the introduction of new crossing facilities for pedestrians. They expressed their agreement to the installation of traffic calming to reduce speeds on Whiston Road which they stated are currently very high. Some residents welcomed the introduction of the entry treatment on Thurtle Road, very necessary with the two secondary schools close by. Some residents welcomed wider strategy to reduce general car usage. Residents also agreed that the proposals would reduce traffic congestion.

Equalities Impact Assessment

In developing these proposals consideration has been given to the impact in terms of Equalities. The Councils 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.

Financial Implications

The scheme is fully funded by LB Hackney's allocation from the Mayor of London's Vision for Cycling in London CLG programme which is administered by Transport for London. A budget of £640,000 for the proposals has been approved which includes costs for Officer/Project/professional costs in addition to physical works.

Maintenance of the scheme will be passed on to the Council's highways maintenance budget.

Recommendations

It is recommended that the proposals outlined in this decision audit be agreed and the scheme proceed to implementation subject to successful statutory consultation.

Approval

I have noted the contents of this decision audit and the associated documents and agree with the recommendations contained therein.

Signed: - 

Dated: - *13 Dec 2016*

Andrew Cunningham
Head of Streetscene

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

