

## DELEGATED POWERS DECISION

### STREETSCENE SERVICE

#### PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

**SCHEME: CLAPTON COMMON and OVERLEA ROAD ONE-WAY IMPLEMENTATION**

#### 1.0 AGREE TO:

- 1.1 Note the favourable outcome of the public consultation exercise for the southbound one-way traffic system at Clapton Common and Overlea Road between Craven Walk and Spring Hill.
- 1.2 Give approval to:
  - 1.2.1 Proceed with the implementation of the one-way traffic system except for pedal cyclists at Clapton Common and Overlea Road following a successful public consultation.
  - 1.2.2 Proceed with statutory consultation and advertising of the necessary traffic orders associated with changes to parking, 'waiting and loading' restrictions and moving traffic orders.
  - 1.2.3 Proceed to seek approval from the Planning Inspectorate to implement a new footpath and tree bed on the common land.

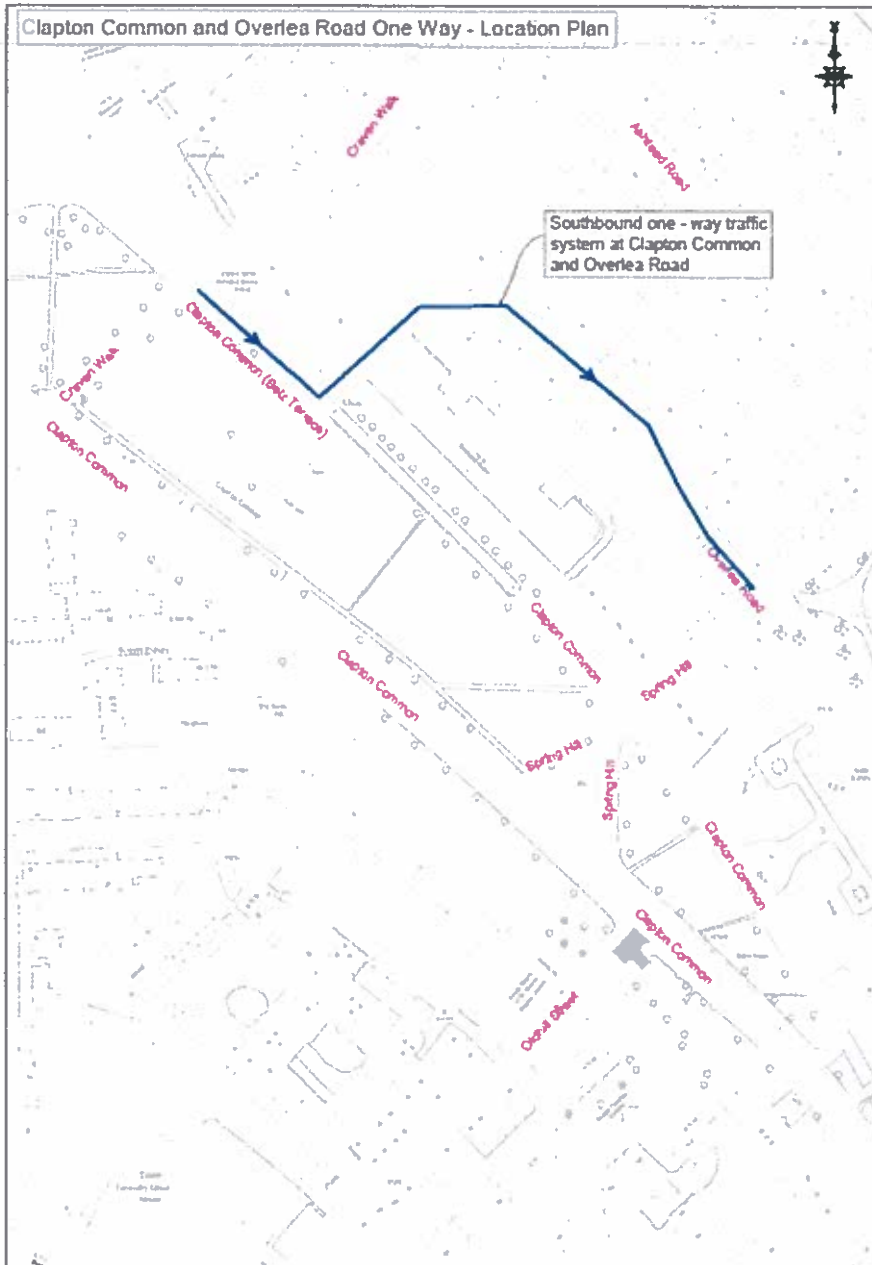
#### 2.0 REASONS

The proposals will:

- 2.1 Improve traffic flows at Clapton Common and Overlea Road where there are constant delays due to high traffic flows, parking and loading activities.
- 2.2 Improve the local streetscape by installing tree beds with more trees and greenery.
- 2.3 Contribute to improving the air quality outside the school by planting trees and greenery and removing unnecessary parking and loading activities.

**3.0 BACKGROUND**

Clapton Common (also known as Belz Terrace) and Overlea Road are residential roads located in the Springfield area between Craven Walk and Spring Hill. Both roads are located outside Talmud Torah Machzikei Hadass School where constant delays are experienced due to parking and loading activities particularly during parents pick up and drop off times.



Map 1- Location map of Clapton Common and Overlea Road proposed one-way in blue

Transport for London recently approved a scheme to install an eastbound one way traffic system at Craven Walk as part of the Wetlands to Wetlands scheme. Local residents together with the Ward Members for Springfield ward, subsequently came up with a request to implement a one way traffic system at Belz Terrace and Overlea Road to compliment the one-way system at Craven Walk.

## **4.0 POLICY**

### **4.1 Hackney Council's Transport Strategy**

The Hackney Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough.

The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration but is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions. In all cases, the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions and through providing sustainable alternatives to meet the aspirations of Hackney's people while improving social inclusion and combating climate change.

This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council's Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents including the Council's emerging Local Plan and Health and Wellbeing Strategy.

In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney's population and employment are amongst the fastest growing in London meaning that future travel patterns and the demand for travel will need to be carefully managed.

Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing this document.

### **4.2 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 improving air quality. 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.

#### **4.3 Mayor's Vision Zero**

The Mayor's Vision Zero aims to make streets in London safer for all. It recognises that minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport. Under this vision, no-one will be killed in an incident involving a London bus, and that by 2041 deaths and serious injuries resulting from road traffic collisions in the city will have been totally eradicated.

### **5.0 PROPOSALS**

The proposals at Clapton Common and Overlea Road include:

- 5.1 Changing Belz Terrace and Overlea Road into one-way roads southbound between Craven Walk and Spring Hill except for pedal cyclists. Making both roads one-way will help clear them of traffic congestion and delays.
- 5.2 Installing raised entry tables at the Craven Walk – Belz Terrace, Belz Terrace – Overlea Road and Overlea Road – Spring Hill junctions. These will help improve the crossing areas for pedestrians and highlight the one way system.
- 5.3 Installing 'SCHOOL KEEP CLEAR' road markings accompanied by double yellow lines outside the school entrances at Belz Terrace and Overlea Road to regulate 'waiting and loading' activities outside the school entrances.
- 5.4 Installing cycle friendly road humps outside 22 / 24 and 25/27 Overlea Road as a speed reducing measure.
- 5.5 Installing a footpath on Clapton Common opposite the school at Belz Terrace for improved pedestrian accessibility between Craven Walk and the school. Mounds of topsoil covered with greenery will be installed at strategic locations next to the footpath to prevent unauthorised vehicular access into the park.
- 5.6 Planting trees in tree beds opposite the school at Belz Terrace to improve the environment and air quality around the school area.
- 5.7 Details of the implementation of the one-way traffic system at Belz Terrace and Overlea Road are shown on the consultation drawing in Appendix I.

Future plans to implement cycle accessibility improvements in the Clapton Common (Belz Terrace) area will be developed on the basis of the successful implementation of this scheme.

### **6.0 CONSULTATION**

#### **6.1 Stakeholder Consultation**

Before the public consultation exercise, Streetscene officers consulted with stakeholders including Living Streets in Hackney (LSiH), London Cycling Campaign in Hackney (LCCiH), The London Fire Brigade (TLFB) and London Ambulances, Parking Services, Age Concern, Talmud Torah Machzikei Hadass School, Hackney Parks and the Police.

The Cabinet Member for Health, Social Care, Transport & Parks and the Ward Members for Springfield had seen the consultation document before it was sent out. All the key stakeholders were supportive of the proposals and where possible their comments / suggestions were taken on board.

## 6.2 Public Consultation

### 6.2.1 Public Consultation Process

One thousand three hundred consultation leaflets were distributed around the Clapton Common / Overlea Road area as shown on the Location Plan in Appendix I. The public consultation started on 28 January 2019 and finished on 24 February 2019 allowing residents four weeks to submit their comments. All late entries were taken into consideration as they came in. The consultation

Type of response	Total received	Support	%age	Don't know	%age	Oppose	%age
Paper	76	59	78%	4	4.2%	14	19%
Online	373	365	97%	2	0.6%	5	2.4%
<b>Combined</b>	<b>449</b>	<b>424</b>	<b>94.4%</b>	<b>6</b>	<b>1.3%</b>	<b>19</b>	<b>4.3%</b>

document was also uploaded on the Council's Citizen Space website. The consultation document is included as Appendix II of this document.

### 6.2.2 Highlights of the public consultation

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

Table 1 - Results of the public consultation.

- Of the four hundred and forty eight responses received, 17% were by post and 83% were via the Council's online Citizen's Space.
- There was one double entry on the online responses. This was discounted and the percentages were calculated on 449 responses.
- The proposals received an overall support of 94%.
- Only one online response was from outside the borough.

## Main comments from people who supported the proposals

Comments in favour of the proposals	No. of responses	Officer's response
Support with 'No comments'	313	The proposals are well supported by 70% of the responses.
Great, excellent, strongly support the proposals	36	The proposals are well supported by the public.
The proposals will improve safety for school children	34	Some of the objectives of the scheme are to keep the area outside school entrances clear of parked cars and to ensure that traffic flows are maintained with minimum delays.
Belz Terrace / Overlea Road are busy and accessibility for emergency and refuse vehicles can be limited. Improvements would help improve traffic flows.	59	One of the main objectives of the scheme is to reduce delays and remove congestion where required.
People ignore yellow lines. Increase enforcement in the area. Introduce a residents parking zone	17	Springfield area is outside the controlled parking zone where enforcement is monitored constantly. Parking services have no immediate plans for a controlled parking zone in the area. Residents will be consulted before any plans are implemented.
Cycle accessibility is poor at Clapton Common and Overlea Road. Introduce physically separated cycle facilities as cycling can be dangerous in this area.	2	The plan is to follow up this scheme with cycle accessibility improvements.
More trees and shrubs to improve the air quality around the area.	1	More trees and greenery will be planted.

Comments not in favour of the proposals	No. of responses	Officer's response
Do not support with 'No comments'	4	This represents less than 1% of the responses. Shows the scheme is widely supported.
The proposals will further reduce the number of parking spaces that are already in short supply	7	Seven responses had concerns on the impact of the proposals on parking. The benefits of the waiting

		restrictions on smooth traffic flows will be greater than the impacts of reduced parking spaces.
There are several schools and synagogues at Ravenswood Road and the rest of the area and the constant use of buses to pick up and drop off kids create delays to traffic	1	This scheme is all about solving such problems however it does not extend to the other areas mentioned.
The Overlea Road – Spring Hill junction is already busy and parking on both sides makes it difficult to pass. Consider one way in the opposite direction of Craven Walk.	6	Waiting and loading restrictions will be installed at the Overlea Road – Spring Hill junction to improve accessibility at junctions however there are no immediate plans to change Spring Hill into a one-way road.
Use double yellow lines instead	4	These would result in the loss of more parking space and not be beneficial for the local residents.
The proposals will create bottlenecks and cause congestion on other roads including the wetlands to wetlands route. Install a one way in the opposite direction to balance the flow of traffic in the opposite direction. The HGVs at Lingwood Road will add to more traffic congestion. Will make things worse	4	The proposals will create a redistribution of traffic onto Spring Hill, Clapton Common and Craven Walk. Traffic could still spill over to Ashted Road and Lingwood Road but this will only be local traffic.

Comments from people who were neither opposing nor in favour of the proposals	No. of responses	Officer's response
No comments	2	
Closure of Overlea Road at Spring Hill will increase journey times to my home	1	Some routes will be affected by the introduction of the one-way system but the benefits will far outweigh the negatives.

## **7.0 IMPACTS**

### **6.1 Permanent Impacts**

- The introduction of a one-way traffic system at Clapton Common and Overlea Road will have a positive impact on the flow of traffic around the Clapton Common - Craven Walk area. The one-way system will enable traffic to flow with minimum delays and help keep entrances to schools clear.
- The new tree beds with trees and greenery will be a continuation of the tree planting that was implemented a few years ago as part of the wetlands to wetlands project.
- A new footpath in the park will improve accessibility for pedestrians around the park

### **6.2 Temporary Impacts**

- While the works are in progress, Clapton Common and Overlea Road will be closed to traffic. Traffic will be diverted to Craven Walk, Ashted Road and Spring Hill.
- All works will be carried out under normal working hours of 08:30am to 4:30pm Monday to Friday. No works will be carried out on Saturdays in line with local practices.
- Implementation of the proposals is scheduled to be carried out during the 2018/19 financial year subject to successful statutory consultation.

## **8.0 EQUALITIES IMPACT ASSESSMENTS**

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.

The proposals outlined in this document contribute to achieving the above policies and careful consideration has been given to the interaction of vehicular traffic with residents, pedestrians, visitors to the park, cyclists and school children who regularly use this area.



**9.0 LEGAL IMPLICATIONS**

Planning Inspectorate approvals are required where it is proposed to construct or improve part of a common. Consent will be required under section 38 of the Commons Act 2006 if the works involve the 'laying of concrete, tarmacadam, coated roadstone or similar material' (other than for the purposes of repair of the same material).

Statutory consultation is required for any changes that affect the function of a road or any waiting and loading restrictions. In this case the new 'waiting and loading' restrictions, the entry treatment tables and the introduction of a one-way traffic system at Clapton Common and Overlea Road will require statutory consultation.

**10.0 FINANCIAL IMPLICATIONS**

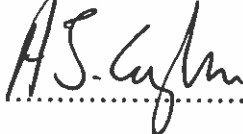
The implementation of the one-way traffic system at Clapton Common and Overlea Road including the tree planting and new footpath at Belz Terrace will be implemented at an estimated budget of £180k funded from the TFL LIP allocation.

**11.0 RECOMMENDATIONS**

It is recommended that the proposals outlined in this Delegated Powers Decision report be agreed and taken to implementation stage subject to successful statutory consultation and adequate financial resources being secured.

**12.0 APPROVAL**

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

Signed: - .....  .....

Dated: - ..... *1<sup>st</sup> March 2019* .....

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

**Appendices**

Appendix I: Clapton Common and Overlea Road Consultation Document and Map

Appendix II: Clapton Common – Overlea Road One-Way - Location Plan

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