

## **DELEGATED POWERS DECISION**

### **STREETSCENE SERVICE**

#### **PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING**

**SCHEME: Darnley Road/Elsdale Street Area – Traffic Reduction Scheme**

##### **AGREE TO**

1. Give approval to proceed with the point closure at Darnley Road junction with Brenthouse Road.
2. Give approval to proceed with the point closure at Loddiges Road junction with Frampton Park Road.
3. Give approval to proceed with the introduction of one way traffic in a westerly direction at Brenthouse Road from the section between the junction with Darnley Road and Frampton Park Road.
4. 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 neighbourhood.
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.

There are a number of areas and neighbourhoods within Hackney that deal with a high number of vehicles travelling at speeds that are at times too high for the local environment.

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 Drawing No. TTD-2100-63-A include:

- Install a point road closure at Darnley Road junction with Brenthouse Road by paving over the existing carriageway with Mistrall blocks.
- Install 4 trees to enhance the public realm and improve air quality.
- Install 2 lockable bollards with 3.2m dropped kerbs in the paving area to allow emergency and cycle access.
- Install 9m of permit holders to the northern side of Brenthouse Road.
- Install new radius kerb on the western arm of Darnley Road junction with Brenthouse Road to allow refuse and emergency vehicles to manoeuvre around the corner.
- Reverting the existing one-way along Brenthouse Road to allow vehicles to travel in a westerly direction. This will allow vehicles to sufficiently exit the area. See also Drawing No. TTD-2100-63-C

The proposed changes as shown on Drawing No. TTD-2100-63-B include:

- Install a point road closure at Loddiges Road junction with Frampton Park Road by using 7 flexible bollards.
- Install junction table to reduce traffic speeds and allow step-free access for pedestrians.
- Install centre line markings on junction table to improve lane discipline when turning the corner.

## **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 thousand (6000) copies of the public consultation document were sent out to local residents around the Darnley Road/Elsdale Street 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 12<sup>th</sup> June 2017 and finished on 21<sup>st</sup> July 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. TFL Buses were also consulted. Local schools were all consulted within the area. All the key stakeholder groups were generally supportive of the proposals and where possible their comments/suggestions were taken on board.

The Cabinet Member for Neighbourhoods and the Ward Councillors for Homerton, Hackney Wick and Victoria had approved the consultation document before it was sent out.

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

Paper Leaflets sent out	Total responses received
6000	268 (4.5%)

Paper responses received	Web based responses received	Total in favour of road closure	Total in favour of additional closures	Total not in favour of road closure	Total not in favour of additional closures
134 (50%)	134 (50%)	176 (66%)	122 (46%)	89 (33%)	113 (42%)

### 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 Increased traffic on Well Street and Morning Lane

This issue was raised by 24 members of the public who stated that the proposals will increase traffic on Well Street and Morning Lane.

**Officer's response:** – As stated within the consultation document the Council is aware that the proposals will change traffic movements travelling through the local neighbourhood and that some vehicles are expected to move onto Well Street and Morning Lane. However, these are designated roads; A106 Well Street, A107 Mare Street and B113 Morning Lane that form the core traffic network within this area and vehicles should be encouraged to use these roads.

#### 2.0 Increased pollution in the area

This issue was raised by 15 members of the public who stated that the proposals will increase pollution in the area.

**Officer's response:** – With regard to air quality, the Council, GLA, other boroughs and Central Government are all seeking methods to improve it. We have installed a number of diffusion tubes to measure nitrogen dioxide (NO<sub>2</sub>), as part of an extensive nitrogen dioxide diffusion tube network across the borough which allows us to model air quality. The Air Quality map is available online via the following link <http://www.map.hackney.gov.uk/lbhackneymap/>. The Council will continue to monitor the air quality after the proposals have been implemented and will evaluate the pre and post pollution levels in the area.

The main cause of air pollution in London is from motor traffic. This scheme will reduce traffic within the area and will therefore improve air quality. It is accepted that traffic will be displaced onto the adjacent main road network but as stated above these are the appropriate roads for this traffic. Further being wider roads should also mean that pollution created by the vehicles has less impact on pedestrians and residents. Finally the scheme should help encourage more journeys to be made by sustainable modes further having a positive impact on air quality.

### **3.0 The proposals will create additional “rat-runs”**

This issue was raised by 10 members of the public who stated that the proposals will create new “rat-runs” in the affected area.

**Officer's response:** – The Council is aware that not all routes have been completely blocked. This is why the question was posed as to whether people would like to see additional closures in the affected area. As always the Council will monitor the situation once the proposals have been implemented and determine if any additional measures need to be designed to mitigate any issues that arise.

### **4.0 Impact on residents getting home**

This issue was raised by 10 members of the public who stated that the proposals will impact the journey times of residents getting home.

**Officer's response:** – The Council is aware that the journey time to access the area will increase as a result of the road closures at some times of the day, depending on local traffic conditions. 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.

The works will be start in November 2017 and take approximately 6 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 during the 2017/18 financial year through the Council's Capital Road Safety programme.

The total expected cost of this scheme is £100,000.

### **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: - .....  .....

Dated: - ..... 11 September 2017. ....

**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

