

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

**SCHEME: CENTRAL LONDON CYCLE GRID – PHASE 2 (CLCG 2)
WEST TO EAST ROUTE
DUNLOE STREET**

Agree to:

- i. Note the outcome of the public consultation exercise for Dunloe Street CLCG Phase 2 (West to East route).
- ii. Give approval to:
 - a. Proceed with the improvements at Dunloe Street / Fellows Court / Appleby Street, implementing a new layout with two lanes of traffic, new pedestrian crossing facilities, traffic calming, parking rearrangement and public realm as detailed on drawing TT-630-05-01-006 (**Appendix I**).
 - b. Proceed with the statutory consultation and advertisement of the necessary permanent traffic management orders associated with the changes.

Reason

The proposals will:

- i. Introduce an improved layout with enough road space for two lanes of traffic.
- ii. Introduce new traffic calming (raised entry treatments).
- iii. Provide improved step-free pedestrian crossing facilities.
- iv. Rearrange the existing parking bays, relocating the northern parking bays on Dunloe Street to the southern side of the road only.
- v. Plant new trees outside St Chard's Church.
- vi. Create a safer, more pleasant environment for walking and cycling on the CLCG 2 in Dunloe Street and encourage more cycling and walking with no adverse impact on air quality

1.0 BACKGROUND

- 1.1 Hackney Council is working with Transport for London (TfL) to make improvements to the Central London Cycle Grid 2 (west to east route) on Dunloe Street.
- 1.2 In June / July 2016 Hackney Council consulted on the first phase of the CLCG which included a range of measures designed to make walking and cycling safer. These included:
- New signalised junction at the Eagle Wharf Road / Poole Street / New North Road junction with raised tables and no entry to Eagle Wharf Road and Poole Street for motorised vehicles (cycles only).
 - Improve the eastbound cycle contraflow facilities on Eagle Wharf Road between Bracklyn Street and New North Road and carry out public realm improvements such as widening and resurfacing footways, raising the carriageway and planting trees
 - Convert Poole Street to two way traffic between Imber St and New North Road and implement changes to parking, waiting and loading restrictions.

A positive response to the consultation was received showing overall support for the above proposals, which were implemented in 2017.

- 1.3 This Council is committed to promoting and encouraging cycling as it is a clean, healthy and efficient way to travel and Hackney has been recognised as a leading cycling borough for the work it has undertaken to make cycling the primary mode of transport. Hackney now has record levels of cycling amongst residents and visitors in the borough.
- 1.4 To achieve this Hackney has been working alongside Transport for London on developing the CLCG that provides a safe, direct, continuous and comfortable way of getting around the Hoxton, Shoreditch and Haggerston areas.
- 1.5 In its Transport Strategy the Council has also committed to making Hackney's roads safer for everyone living, working and visiting the Borough. These changes are aimed at creating an environment that will encourage more walking and cycling, reduce car dominance and, as an aspiration, help to improve air quality and reduce emissions within the local area.
- 1.6 This can only be achieved by reducing the constant presence of the private vehicle. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the people of London. Even more disturbing is the direct impact it is having on children's health with evidence proving that it is directly responsible for asthma and other respiratory illnesses amongst children.

2.0 EXISTING CONDITIONS

- 2.1 Dunloe Street is a predominantly residential 20mph road that connects Geffrye Street to the west with Yorkton Street to the east and runs across Queensbridge Road.
- 2.2 An automatic traffic counter (ATC) was placed on Dunloe Street between Ormsby Street and Crabtree Close. Data was collected over a week period from 8 January 2018 to 14 January 2018. An analysis of this data shows that the eastbound 85th percentile speed is 14.7mph and westbound 85th percentile speed is 16.2mph. TFL's quality criteria for a new cycle quietway states: "the design of new routes should only mix people cycling with motorised traffic where the existing 85th percentile speed is less than 25mph or measures should be put in place to reduce speeds where the existing 85th percentile speed is more than or equal to 25mph".
- 2.3 The data shows a maximum of 18 vehicles per hour at peak time (two way). TFL's quality criteria for a new cycle quietway states: "the design of new cycle routes should only mix people cycling with motorised traffic where there are fewer than 500 motor vehicles per hour (vph – two-way) at peak times, and preferably fewer than 200vph". The volumes at Dunloe Street are well below those figures.
- 2.4 The ATC data for bicycles shows that an average of 88 cyclists travel on Dunloe Street per day (24hrs), over a seven day week on both directions. The peak period for cyclists is between 8:00 am and 9:00 am.
- 2.5 There have been three accidents over a three year period (2015 – 17) along Dunloe Street between the junctions of Geffrye Street and Yorkton Street. No collisions were recorded in 2015. Two slight accidents occurred in 2016, both of them at the Dunloe Street / Queensbridge Road junction. One of them involved a pedal cyclists and the other involved a motorcyclist. The collision in 2017 resulted in a pedestrian seriously injured. It involved several cars and pedestrians.

3.0 POLICY

3.1 Hackney Council's Transport Strategy

- 3.1.1 Hackney Council's 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.
- 3.1.2 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.

- 3.1.3 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.
- 3.1.4 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.
- 3.1.5 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.

3.2 Road Safety Plan

- 3.2.1 Hackney Council is committed to making our highways safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates and will seek to address this through the Road Safety Plan.
- 3.2.2 Achieving further casualty reductions will require greater effort and a coordinated approach with Transport for London, our neighbouring boroughs and engagement with road users persuading them to behave more safely. This Plan outlines some of the more successful initiatives undertaken by the Council to date.

3.3 Mayor of London's Transport Strategy

- 3.3.1 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.
- 3.3.2 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.
- 3.3.3 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.

3.4 Mayor's Vision Zero

- 3.4.1 The Mayor's Vision Zero aims to make streets in London safer for all and it is an aspiration that the Council has committed to.
- 3.4.2 It recognises that minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport.
- 3.4.3 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.
- 3.4.4 The proposals outlined in this document will help contribute to achieving the above policies.

4.0 PROPOSALS

4.1 The proposals include:

- Improving the overall layout by re-profiling the existing kerblines at Dunloe Street / Appleby Street and Fellows Court. This new layout will provide enough carriageway room for two lanes, with cyclists being able to ride with traffic adopting the primary position.
- Building out and refurbishing the footways at the corners of Dunloe Street with Appleby Street, Fellows Court and Weymouth Terrace, improving the pedestrian crossing facilities.
- Introducing additional traffic calming: two raised entry treatments at Dunloe Street at its junctions with Appleby Street and Weymouth Terrace, and an entry treatment on Fellows Court on its approach to Dunloe Street. This would further reduce vehicle speed and introduce step-free pedestrian crossings.
- Renewing the footway and removing the existing concrete bollards on Dunloe Street outside St. Chad's Church.
- Planting new trees along Dunloe Street to improve the environment and air quality
- Relocating parking to the south side of Dunloe Street, with double yellow lines on the north side. This and the new kerb realignment will allow for two lanes of traffic to create a safer and more pleasant environment for cyclists. This will result in the inevitable loss of 13 parking spaces.

4.2 Dunloe Street scheme details are outlined in the Consultation document included as **Appendix II** of this document.

5.0 STAKEHOLDER CONSULTATION

- 5.1 As part of the consultation process, stakeholder consultation was also completed. These include emergency services and all key stakeholders including Living Streets in Hackney (LSiH), London Cycling Campaign in Hackney (LCCiH), The London Fire Brigade (LFCDA), the London Ambulance Service, Parking Services, London Buses, London Travel Watch and the Metropolitan Police Service.
- 5.2 Transport for London and the former Lead Member approved the consultation material before it was distributed.
- 5.3 No objections to these proposals were received from any of the above-mentioned stakeholders. LCCiH shared their comments as part of the online consultation. They are shown below in paragraph 7.0 under the “Comments in favour of the proposals”.
- 5.4 Comments were received by one of the Haggerston Ward Councillors (shown in paragraph 7.0).

6.0 PUBLIC CONSULTATION

- 6.1 535 leaflets were distributed to residents and businesses around the Dunloe Street area, as shown on the distribution map attached as **Appendix II**. The public consultation was started on 25 March 2019 and ended on 21 April 2019.
- 6.2 A copy of this public consultation was also uploaded to the Council’s website which gave an opportunity for others outside the consultation area to respond.
- 6.3 Residents were also able to submit their comments via the Council’s Citizen Space website.
- 6.5 **Analysis of the public consultation**

- 6.5.1 The consultation results are summarised and tabulated below. A total of 55 responses were received to this consultation, of which 21 (38%) supported the measures, 29 (53%) opposed and 5 (9%) said they don’t know.

Freepost Replies - 28

Support	Oppose	Don't know
16 (57%)	9 (32%)	3 (11%)

On-line Replies – 27

Support	Oppose	Don't know
5 (19%)	20 (74%)	2 (7%)

Total Replies (Freepost and Online) 55

Support	Oppose	Don't know
21 (38%)	29 (53%)	5 (9%)

7.0 Main comments raised from those who responded to the proposals:

From all the comments that were received, the following analysis provides a summary of the main comments and concerns that were found within the responses.

Comments in favour of the proposals	Officer's response
<p>London Cycle Campaign in Hackney: While we are not opposed to these changes, and welcome removal of parking which will mean people cycling less frequently have to face oncoming drivers in the middle of the road, we struggle to see that these changes represent a dramatic improvement in the safety or attractiveness of the area. We believe further modal filtering is needed to offer people walking and cycling the high-quality environment they deserve: notably, on Appleby Street and Weymouth Terrace.</p>	<p>The removal of parking and the new layout for Dunloe Street will provide 2 lanes of traffic, therefore cyclists will not have to face oncoming vehicles in the middle of the road. The volume of traffic along Dunloe Street is already very low (as shown in section 2.3 of this report). However, as part of the CLG2 Queensbridge Road scheme, there are proposals to close Dunloe Street at its junction with Queensbridge Road, which will further reduce the traffic volumes. The consultation for this proposal will take place in September 2019.</p>
<p>This will improve the look of the area</p> <p>I think it's great. We need to make London and the world more cycle and pedestrian friendly and more unfriendly for cars and vehicles which use fossil fuels.</p> <p>I'm very much in favour of this. I think the street and area will benefit massively from more trees and community spaces.</p> <p>Anything to improve the usability of the area is a yes.</p> <p>I strongly approve of the removal of parking spaces, and the new trees.</p>	<p>A high number of residents greatly support the proposals.</p>
<p>What I think is that the road is very narrow in addition with cycle Route and it will become smaller, unless you remove parking Bays.</p>	<p>Currently, there is only space for one car to pass at the time. These proposals will introduce two lanes for traffic and parking bays on one side only. The removal of some parking (13 spaces) is inevitable to achieve this.</p>

<p>We think there should be more playgrounds for kids because right now there aren't many things to do in this area. There could be a place to grow plants.</p>	<p>Introducing a place to grow plants could be looked at as part of the detailed design.</p>
<p>I'm very happy to see that there is interest on improving the cycle route as both me and my partner cycle every day. Would be great to have more cycle hangars in the area as I think there is enough space to add few and I believe many people would benefit from it as at the moment is a bit of a struggle for space as well to do two ramps of stairs every day to store the bikes. It's impossible to leave them locked outside because of thieves. Thanks.</p>	<p>The demand for cycle hangars is extremely popular, having outstripped the number of hangars we can provide. Registration of interest needs to be done through the Council's website. The Council selects installation sites depending upon demand from local residents, community support from local residents, distribution of existing hangars across the borough and locations with no access to gardens or barriers to storage such as stairs.</p>
Oppose	Officer's response
<p>Ajay Chauhan - Haggerston Ward Cllr: I would like to make two objections to proposals:</p> <p>1) The loss of car parking spaces. In Haggerston there are proposals to convert garages into commercial spaces and removal of parking spaces along Queensbridge Road. Furthermore many residents tell me of their difficulty in finding car parking spaces.</p> <p>2) I doubt whether this will improve air quality-As proposal does not tackle volume of cars entering Hackney each day.</p> <p>Apart from this happy will everything else being proposed.</p>	<p>Much of Hackney's residential areas are very accessible by frequent and reliable public transport, are within easy walking and cycling distance to local amenities and car ownership levels are amongst the lowest in the country.</p> <p>It is on Hackney's Transport Strategy and the Mayor of London's Transport Plan to try to manage parking as a key tool to minimise car use other than those to meet the needs of disabled people and promote sustainable modes of transport, particularly in areas of high public transport accessibility levels (PTAL).</p> <p>There are a number of Manifesto commitments that support removing parking spaces for a cycle scheme: No. 128: we will make it easier to walk and cycle to school. No. 129: we will continue to reallocate road space from private motor vehicles. No. 138: we want Hackney streets to be the most walking and cycling friendly in London.</p> <p>As part of CLCG 2 Queensbridge Road scheme, parking stress surveys were</p>

	<p>conducted in the vicinity area towards Queensbridge Road. It shows that parking provision is higher than the demand for that section.</p> <p>Also as part of this scheme, there are proposals to close Dunloe Street at its junction with Queensbridge Road, which will further reduce traffic volumes. The consultation for this proposal took place during September 2019.</p>
<p>There are already parking problem and it's not already easy to find parking space around the Fellows Court. Where you want us to park If you remove that parking space for at least 10 cars</p>	<p>As above</p>
<p>As a cyclist, this proposal doesn't do anything to improve cycle access or make it safer for people cycling along Dunloe St. Therefore, it will not increase the number of cyclists and certainly won't improve air quality in this area as a result. I would still have to share the narrow road with cars in both directions, and also watch out for people in parked cars opening their doors into my path.</p>	<p>Currently, there is not enough room for a cyclist and a motor vehicle to pass each other and often cyclists have to face oncoming traffic in the middle of the road. These proposals will improve the current layout, providing 2 lanes of traffic. Parking will only be on the southern side and it will be parallel parking as opposed to perpendicular parking where drivers have very limited visibility driving in/out of the parking bays. The volume of traffic is so low that it is expected that cyclists will position themselves in the middle of the road in most cases, keeping enough distance from opening car doors.</p>
<p>There is a marginal improvement for pedestrians and a significant improvement for car users by resurfacing the roads.</p>	<p>Resurfacing the road carriageway will be of benefit to cyclists also. So will be the removal of the existing road cushions and the installation of cycle friendly raised tables with smoother ramps.</p>
<p>There is a big problem for cyclists on Dunloe Street but it is not there - it is the junction with Queensbridge Road which is used as a rat run between Queensbridge and Hackney Road to avoid the traffic lights. Closing Dunloe Street and Scawfell Street at the junction with Dunloe Street would cost you a few bollards and prevent the rat running, making Dunloe Street much safer and</p>	<p>As part of the CLCG 2 Queensbridge Road scheme, there are proposals to close Dunloe Street at its junction with Queensbridge Road, which will further reduce traffic volumes. The consultation for this proposal took place during September 2019.</p>

<p>clearer for cyclists. It would also improve safety around the school and traffic on the small residential road - it would also prevent the drug dealers using it as their favoured backstreet drop off point.</p>	
<p>There is a long, on-going problem with drug dealing and the hiding of packages of drugs in the front gardens and under bushes in that area and you are proposing adding more planters which will be just great for that. Have you spoken to Hackney Homes, who removed several bushes to try and prevent this and the local safer neighbourhoods' teams? There is no demand from local residents for benches to sit outside St Chads -it will just be a street drinkers/drug user's hotspot and we have plenty of those already. You will not be improving the public realm. Plant some proper trees or something instead.</p>	<p>The Council's Community Safety and Enforcement team, addresses to tackle these issues at problem areas where and when possible. Further talks with Hackney's Enforcement team are taking place. These conversations will help us understand the ongoing problem with drug dealing in the area and the decision to provide or not sitting facilities outside the church will be dependent on this information.</p> <p>The possibility of the Dunloe Street closure at its junction with Queensbridge Road would help deter dealers from using this area as they will not have as easy escape route towards the main road.</p>
<p>It is good that parking is to be removed from the north side of Dunloe Street. Something must be done to prevent people from parking their cars on the north side of the street. I can imagine that people will continue to park there even after the marked parking bays are removed. Perhaps a raised contra-flow cycle track like the one being installed in Nuttall street could be installed on the north side of Dunloe Street.</p>	<p>We will be replacing the existing parking bays with double yellow lines along the northern side. The Traffic Management Order associated with these markings will give us the legal power to enforce it, issuing penalty charge notices (PCNs) to those parking incorrectly.</p>
<p>Whenever the raised tables are placed on the junctions of the local roads they are too high for my car to cross without scraping the underside of my car. As it stands I cannot use the junction of Weymouth Terrace and Hackney Road for this reason. As I park my car on Fellows Court estate I need to use the entry by St Chads Church at the Junction of Dunloe Street and Fellows Court and if the raised table at this junction is as high as the one at Hackney Road I will no longer be able to use my paid for parking permit because of the damage that would be caused to my car.</p>	<p>The traffic calming features proposed for this section (raised tables) will be built to the Department for Transport (DfT) standards. They will have sinusoidal ramps which present a smoother surface while keeping speeds low if driven over at 20mph or below.</p>

Neither support or oppose	Officer's response
We need segregated cycle lanes to encourage more people to cycle (of all ages). So many children are obese in Hackney and this won't change whilst driving and buses are prioritised	See officer's response above related to segregated cycle facilities requests within the section "comments not in favour of the proposals".
Already a lack of parking facilities here, taking more away won't help matters. Hopefully won't encourage people to chain bike on out estate fences as is the case on corner of Weymouth Terrace and Hackney Road.	See officer's response above related to parking facilities within the section "comments not in favour of the proposals".
We / our 'Fellows Court and adjoining residents destiny are in good hands; even if I am in between, reading your Dunloe Street related proposals an overall goal/aim of a street or streets with less traffic congestion. Sounds good to me. Thanks	

8.0 IMPACTS

8.1 Permanent Impacts

- 8.1.1 The new road layout with the introduction of two lanes of traffic along Dunloe Street will improve safety, as cyclists will not be facing vehicles in the middle of the road due to the road being too narrow as the current situation.
- 8.1.2 The safety, accessibility for both pedestrians and cyclists and overall travel experience will be improved on this section of the CLCG 2.
- 8.1.3 The introduction of improved traffic calming measures will result in lower speeds along Dunloe Street while providing step-free access for pedestrians crossing the road. It will make it safer for pedestrian to cross the roads and more accessible for all users regardless of their level of mobility.
- 8.1.4 The provision of trees along Dunloe Street will improve air quality and make the area more attractive.
- 8.1.5 The proposals will affect the current parking provision with a loss of 13 parking bays.

8.2 Temporary Impacts

- 8.2.1 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, unless considered necessary to minimise disruptions along Dunloe Street.
- 8.2.2 Lane and road closures with suitable local diversion routes may be required to undertake the works promptly and safely.
- 8.2.3 Implementation of the proposals are programmed to start during the 2019/20 financial year subject to completing successful statutory consultation.

8.3 Air Quality Impacts

- 8.3.1 Overall we believe the proposals will have a neutral impact on emissions of nitrogen dioxide emitted by traffic using the associated stretch of Dunloe Street. The proposals help to encourage more people switching from private car use to walking or cycling and the tree planting will help achieve cleaner air. This assumption may result in an overall reduction in the exposure of residents to air pollution derived from traffic.

9.0 Equalities Impact Assessment

- 9.1 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. As well as providing improvement for cyclists, the scheme will improve crossing facilities for children, elderly and disabled people.

10.0 FINANCIAL IMPLICATIONS

- 10.1 The Dunloe Street scheme will be funded by Transport for London (TfL) Central London Cycle Grid Phase 2 funding. There is an allocation of £184K for implementation of this scheme.

11.0 LEGAL IMPLICATIONS

- 11.1 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 raised tables and the introduction of double yellow lines to replace the parking bays on the northern side will require statutory consultation.
- 11.2 All the required legal Orders will be subject to a statutory consultation with key stakeholders and any subsequent objections received during the consultation period will need to be resolved prior to scheme implementation.

12.0 RECOMMENDATIONS

- 12.1 38% of people who responded to this consultation supported the proposals. 53% of the respondents did not support the proposals. However, 55% of those who opposed stated that their reasons were based on the proposals not doing enough for cyclists. The changes proposed at Dunloe Street would provide a number of benefits as described in section 8.1 and the officer's responses in section 7. Additionally, further improvements may be introduced as part of the Queensbridge Road proposals, which consultation has taken place during September 2019. Subject to public support for this scheme, modal filter could be introduced on Dunloe Street at its junction with Queensbridge Road, further reducing the volume of traffic along Dunloe Street.
- 12.2 It is recommended that the proposals outlined in this delegated powers decision report be agreed and taken to implementation stage.

13.0 APPROVAL

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

Signed.....

Dated.....

Andrew Cunningham - Head of Streetscene

cc Councillor Jon Burke – Cabinet Member for Energy, Waste, Transport and Public Realm

cc Aled Richards – Director of Public Realm

cc Maryann Allen – Group Engineer – Design & Engineering Group

APPENDICES

Appendix I: Scheme drawing

Appendix II: Copy of Public Consultation Document and Plan of the Consultation Delivery Area

Appendix III: Overview map CLG – CLG 2 – CS1

