

DECISION AUDIT FORM

Delegated Powers Decision

DEPARTMENT: NEIGHBORHOODS AND HOUSING – Design and Engineering Team

DECISION: - To proceed with the implementation of the Harrington Hill primary school traffic calming scheme.

Agree to:-

1. Note the outcome of the public consultation.
2. Give approval to proceed with the implementation of Harrington Hill primary school traffic calming scheme as consulted and shown in Appendix1.

Reasons

1. To improve road safety for all road users, particularly vulnerable road users such as pedestrians, children and cyclists.
2. To reduce the traffic speeds throughout the area.
3. To improve the streetscape and quality of space.

Background

Improving road safety and managing the borough's road network as effectively and efficiently as possible are key transport priorities for Hackney Council. To achieve this, the Council has developed a programme of schemes to provide a safer, more accessible street environment for road users, and to reduce the impact of traffic on local residents.

Reduced vehicle speeds offer the benefit of increased road safety, which will make a positive contribution to encourage more walking and cycling.

There have been 4 personal injury accidents (PIA) over a 5 year period in the immediate vicinity of Harrington Hill primary school These involved 2 child PIA's, 1 pedal cyclist PIA, and 1 vehicle PIA.

As part of the school's expansion works, the Council is proposing to introduce additional traffic calming measures on Mount Pleasant Lane to slow traffic speeds when approaching the school entrance.

Proposals:

- Installation of a new raised flat-top speed hump with an uncontrolled crossing facility on Mount Pleasant Lane by its junction with Harrington Hill.
- New paving and kerb-buildouts at the new raised table.
- Relocating the existing speed hump from outside the Harrington Hill Primary School and repositioning it with a new cycle friendly speed hump closer to Bakers Hill junction.
- Removing the existing redundant "School Keep Clear" road markings on Harrington Hill to create additional parking spaces for residents to park their vehicles.
- On Mount Pleasant Lane, revised waiting restrictions on the existing single yellow lines by the western side kerb from Monday to Friday 7:00 am to 7:00 pm.
- On Mount Pleasant Lane, relocation of the existing "School Keep Clear" road markings closer to the new flat-top hump on the western side kerb to provide better visibility for pedestrians and motorists.
- Installation of two new vehicle activated "SLOW DOWN" signs on the both approaches to the Harrington Hill School on Mount Pleasant Lane.

Public Consultation:

A public consultation with the local community, the emergency services and stakeholders was undertaken from **01 December 2016 to 23 December 2016**.

The consultation question was, "**Do you support the proposals as described in this consultation document? Yes, No, Neither support nor oppose**"

Full consultation documents are attached in Appendix 1

A total of **360** consultation leaflets were delivered to residents and businesses on all the properties in Harrington Hill, Bakers Hill, High Hill Ferry, and few properties within Mount Pleasant Lane and Spring Hill. Electronic copies were emailed to key stakeholders.

A total of **23** responses were received to the public consultation giving a response rate of **6.4%**.

Total responses in favour of proposals	Total not in favour of proposals	Neither support nor oppose
21 (91%)	0 (0%)	2 (9%)

Comments from those 21 responses were favourable to the proposed proposals as presented and 2 responses were neither support nor oppose.

Consultation Feedback Summary:

A selection of the positive comments submitted:

- Looks good to me! Thanks for consulting us in this manner. I am fully in support of the proposals. The consultation document you have provided is comprehensive, accessible and clear – very effective and easy to understand. I am impressed.
- These will reduce the accident caused by the hurry drivers. The proposals are good ones.
- Any measures taken to improve safety especially for the children is a positive the scheme has my full support.

A full summary of all consultation responses is included in Appendix 2

All comment received have been positive. No negative comments were submitted as part of the consultation process.

Stakeholder's consultation

As part of the consultation process the statutory consultees were consulted through email. This includes the emergency services (Police, Ambulance & Fire Service), TfL, Disability Back Up, London Cycling Campaign (LCC), Hackney Cycle Campaign (HCC), Living Streets and internal departments. The statutory consultees were given 3 weeks to comment on the proposed proposals.

TfL's network impact assessment team had only commented on the proposals. No comments were made by other emergency services or other stake holders.

Impacts:

The proposals will help reduce the number of traffic potential accidents on Mount Pleasant Lane and enhance pedestrian crossing facilities at the Harrington Hill Primary School entrance. It would provide better crossing facilities for the school children and parents to access the school area. The improvements would be particularly beneficial to the more vulnerable pedestrians, such as children, the elderly, or those with impaired mobility. The proposals will also provide improvements to the local streetscape.

Equalities Impact Assessment:

In developing these proposals consideration has been given to the impact in terms of Equalities. This scheme does not impose a known negative equality impact on any group of road users. Positive equality includes better pedestrian safety, improvement to visibility at the uncontrolled crossing facility for all road users, and reduction of traffic speed on approach to improve safety. 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

The estimated cost of this scheme is £40,000. The scheme will be funded by Hackney's Learning Trust.

Conclusions

It is recommended that approval is granted for the implementation of the scheme as presented at consultation and attached in Appendix 1.

The statutory consultation of Traffic Management Orders relating to the scheme will take place following the approval of this report. Also if any formal objections are received to the statutory consultation then a further report to the Head of Streetscene will be prepared setting out the objections and Officers' recommendations for further approval.

APPROVAL

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

Signed.....*AS.gh*.....

Dated*2 March 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