

DECISION AUDIT FORM

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

DEPARTMENT: NEIGHBOURHOODS AND HOUSING DESIGN AND ENGINEERING TEAM

DECISION:

CENTRAL LONDON CYCLE GRID – HOXTON AREA CYCLE ROUTE IMPROVEMENTS

1.0 AGREE TO:-

Note the favourable outcome of the public consultation exercise.

Give approval to:

- a) Proceed with implementation of pedestrian and cycle accessibility improvements on the Central London Cycle Grid at:
 - Shepherdess Walk – Murray Grove – Micawber Street junction
 - New North Road – Poole Street – Eagle Wharf Road junction
 - New North Road – East Road – Murray Grove junction.
- b) Proceed with implementation of proposals to change Murray Grove from a 'one way' west bound traffic system to a 'two way' traffic system between Shepherdess Walk and New North Road.
- c) Close Sturt Street at the Shepherdess Walk junction.
- d) Proceed with the making of the necessary traffic orders associated with the changes to the parking, waiting and loading restrictions and moving traffic orders, subject to successful statutory consultation.

2.0 REASON

The proposals once introduced will:

- Provide a safer street environment for residents, pedestrians and cyclists.
- Provide better facilities to encourage more people to take up cycling.
- Improve the local streetscape.

The schemes support the objectives of the Council's Transport strategy to make Hackney pedestrian and cycle friendly.

3.0 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, complemented by a number of "Quietways", which together will form a 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.

4.0 PROPOSALS

The pedestrian and cycle accessibility improvements will include:

4.1 New North Road – Eagle Wharf Road – Poole Street Junction

- Introducing new traffic signals at the New North Road – Eagle Wharf Road – Poole Street junction with signal controlled pedestrian and cycle crossings to improve pedestrian and cycle accessibility. The existing pelican crossing (signalled pedestrian crossing) at New North Road to the south of the junction will be removed.
- Introducing a 'right turn ban' for motorised traffic coming out Eagle Wharf Road.
- Retaining the 'No Entry' point for vehicular traffic at the New North Road – Eagle Wharf Road Junction.
- Implementing public realm improvements such as widening the pavements, raising the road level to pavement level and planting trees at Eagle Wharf Road and Poole Street to create a more attractive environment for local residents.
- Implementing new waiting and loading facilities at Eagle Wharf Road and Poole Street.
- Introducing a 'No Entry' point to restrict vehicular traffic from turning from New North Road into Poole Street.
- Removing the existing contraflow cycle lane between New North Road and Imber Street to return Poole Street to two way.

The improvements will reduce traffic flows at the junction while making it safer for pedestrians and cyclists to cross New North Road.

4.2 Shepherdess Walk - Murray Grove – Micawber Street Junction

- Introducing signal controlled pedestrian crossings on all arms of the Shepherdess Walk - Murray Grove - Micawber Street junction. New junction entry tables will be installed at Murray Grove and Micawber Street for step - free pedestrians crossings.
- Introducing a 'two-way' traffic system in Murray Grove with a lorry ban at the Murray Grove - Shepherdess junction to allow eastbound traffic flows at Murray Grove, but discourage HGVs from this route.

- Introducing new 'waiting and loading' restrictions at Murray Grove to allow the smooth flow of two way traffic between New North Road and Shepherdess Walk. The overall number of resident parking bay spaces on Murray Grove will increase by eight.
- Refurbishing the pavements where required.

4.3 New North Road/East Road/Murray Grove junction

- Upgrading the traffic signals at the New North Road - Murray Grove - East Road junction to allow the smooth flow of traffic through the junction.
- Introducing a new pedestrian crossing with a pedestrian island at New North Road (north).
- Implementing public realm improvements at the junction including raising the road level to pavement level at New North Road (south), planting trees, installing benches and reducing traffic lanes to one exit lane at New North Road (south).

4.4 Sturt Street

- Closing Sturt Street at the Shepherdess Walk junction to prevent rat running by non - local traffic.

5.0 CONSULTATION PROCESS

5.1 Public Consultation

8000 copies of the public consultation document were sent out to local residents around the Hoxton Area. The consultation document was also available on the web through the Council's Citizen Space website.

The public consultation period started on 4 November 2016 and finished on 9 December 2016 after residents of Murray Grove requested an extra week of consultation.

The consultation document is attached to this report for reference. Two drop in sessions were held at Napier Grove Community Centre on 26 and 30 November 2016. A total of 31 people attended the drop in sessions.

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 (LSiH), London Cycling Campaign in Hackney (LCCIH), The London Fire Brigade (TLFB), Age Concern (representing Disability Backup) and the Police. Transport for London (TfL) Buses were also consulted.

The Cabinet Member for Neighbourhoods and Ward Members for Hoxton West had been consulted before the consultation document was distributed.

Streetscene officers met with the Lead Member for Neighbourhoods and the Ward Members for Hoxton West before and during the consultation period. On 9 December, 2016, the ward members submitted a written response with concerns on the impacts of the proposals on local residents. Following the meeting the proposals were amended where possible to address the concerns of the ward members.

5.2 Consultation with the London Borough of Islington

The London Borough of Islington was consulted before the consultation document was distributed.

After the consultation period the Lead Member for LB Islington submitted a formal objection to the proposals at the New North Road – Poole Street – Eagle Wharf Road junction with concerns on the impacts of rerouting traffic from Poole Street to Baring Street.

Several discussions were made between officers from the London Boroughs of Hackney and Islington to discuss the impacts of the New North Road - Baring Street and New North Road - Eagle Wharf Road – Poole Street junctions, which are within 100 metres of each other.

A solution that does not negatively impact the LB Islington road network was reached and will be used as a base model for any future proposals to signalise the Baring Street Junction by LB Islington. A 'right turn' ban will be introduced at Eagle Wharf Road to allow left turning vehicles to gain access onto New North Road while left and right turning vehicular traffic will be able to come out of but not into Poole Street.

Highlights of the public consultation

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

Paper Leaflets sent out	Total responses received	Paper responses received	Web based responses received
8000	480 (6%)	249 (3%)	231 (2.9%)

Total responses received	Total in favour of scheme proposals	Total not in favour of scheme proposals	Do not know or neither support or do not support
480	250 (52.1%)	150 (31.3%)	80 (16.7%)

Broken down as follows:

Type of Response	Question1: New North Road – Eagle Wharf Rd	Question 2: Murray Grove	Question3: Shepherdess Walk – Murray Grove	Question4: New North Road – East Road Junction	Question 5: Sturt Street Closure	Average
Support	265 (55%)	239 (50%)	255 (53%)	266 (56%)	224 (47%)	250 (52%)
Do not Support	156 (33%)	156 (33%)	139 (29%)	137 (29%)	161 (34%)	150 (31%)
Neither Support or oppose	43 (9%)	58 (12%)	58 (12%)	47 (10%)	54 (11%)	52 (11%)
Don't know	16 (3%)	27 (6%)	28 (6%)	29 (6%)	41 (9%)	28 (6%)
Totals	480	480	480	479	480	480

5.5 Summary of comments received from Stakeholders

- Emergency Services - The London Fire Brigade and Ambulances**

The London Fire Brigade were concerned that the barrier at Sturt Street would be an impediment for emergency services. They also thought that the 'two way' traffic system at Murray Grove would cause hold ups.

Streetscene Officers Response

The road closure at Sturt Street will be implemented using fixed and lockable bollards that allow access for emergency vehicles and cyclists when required.

The implementation of the 'two way' traffic system at Murray Grove was proposed after careful study to ensure that no potential congestion would result from its implementation.

Transport for London Buses

Transport for London Buses had concerns on the possible delays to bus services that could arise from the new signals and the two way traffic control system.

Streetscene Officers Response

Extensive modelling approved by Transport for London has been carried out to predict the impact of the new signals on traffic movements at the junctions and TfL have approved these models.

London Cycle Campaign in Hackney

London Cycle Campaign in Hackney were supportive of the proposals however they wanted more physical barriers at Poole Street and Eagle Wharf Road to stop motorised traffic filtering through and as a result the use of traffic signals would not be required. They welcomed the introduction of a two way traffic system at Murray Grove as it opens up new eastbound route for cyclists.

Streetscene Officers Response

The use of physical barriers to stop motorised traffic gaining access onto Poole Street and Eagle Wharf Road is not desirable as it can cause delays for emergency vehicles in the event of an emergency. The use of 'No Entry' signs is legal and widely practised throughout the borough. Wherever they have been used they have been proven to work. Furthermore, the junction will be monitored post completion and additional enforcement will be installed if required.

- **Living Streets in Hackney**

Living Streets in Hackney was supportive of the proposals. They welcomed the improved pedestrian / cycle facilities at critical junctions, the filtering of traffic at the New North Road junction with Eagle Wharf Road and Poole Street, the raised tables to slow down the traffic and the public realm improvements. However, they would like the proposals to address rat running at the Shepherdess Walk, Murray Grove – Micawber Street junction. They were concerned that increasing car parking would endanger cyclists and pedestrians and take away valuable space for public realm improvements.

Streetscene Officers Response

The Shepherdess Walk - Murray Grove – Micawber Street junction has sufficient capacity for the traffic flows that it handles. Any more measures to reduce rat running will start to impact on accessibility for local residents. However, this can be reviewed in the future.

- **Parking Services**

Concerns about the loss of parking around the Murray Gove area were received.

Streetscene Officers Comments

The new 'waiting and loading' restrictions to be introduced will convert the existing single yellow lines into double yellow lines.

Two existing loading areas on single yellow lines at the Provost Street – Murray Grove junction will be replaced by new loading bays in the same locations. In total, eight additional spaces will be created.

5.6 Main objections raised by the public

- **Murray Grove two way system**
Tenants Management Organisation (TMO) (a residential estate management company based at Murray Grove) was not supportive of the proposals as they thought the proposals would increase traffic flows, thereby causing more congestion and air quality pollution. They thought that the road was too narrow for two way traffic system. A petition with 58 signatures was received from the TMO representative urging the Council not to implement two way traffic system at Murray Grove. They were of the understanding that the current north westbound bus route 394 would be removed or rerouted as a result of the proposals.

Streetscene Officers Comments

New waiting and loading restrictions will be implemented at strategic locations to ensure the smooth flow of traffic at Murray Grove. 'Before and after' air quality studies on eleven stations at Shepherdess Walk, East Road and Murray Grove have already been installed to assess the impact of traffic flows on air quality and speed. The studies are being undertaken for a period of one year starting in January 2017.

There is no indication that TfL Buses intends to withdraw Route 394 from the area.

As a result of the consultation feedback, the proposals at Murray Grove have subsequently been amended to not include vehicular traffic over 7.5 tonnes. In addition, the Eagle Wharf Road at the New North Road junction will now remain open to allow left turning traffic into New North Road. This will reduce the amount of traffic flows that will turn into Murray Grove and help address these concerns.

- **Baring Street**
Some residents were concerned that the rerouting of traffic from Poole Street would cause congestion at Baring Street.

Streetscene Officers Comments

Following extensive discussions with officers from LB Islington, a solution that does not negatively impact the LB Islington road network was reached and will be used as a base model for any future proposals to signalise the Baring Street junction by LB Islington. A 'right turn' ban will be introduced at Eagle Wharf Road to allow left turning vehicles to gain access onto New North Road while left and right turning vehicular traffic will be able to come out of but not into Poole Street.

- **Sturt Street**
Some residents were concerned that there will not be access to Shepherdess Walk from Sturt Street other than via the busy City Road.

Streetscene Officers Comments

The closure of Sturt Street will have an overall positive impact on local residents by reducing rat running from City Road and improving road safety for local residents, cyclists and park users.

5.7 Comments from the drop in sessions

- Murray Grove two way traffic system will cause congestion (refer to comments on section 5.6).
- Sturt Street will be an inconvenience to the local residents. (refer to comments on section 5.6).
- City / Bath Road junction improvements by Transport for London need to be coordinated more. This comment will be passed on to Transport for London for coordination.
- Ban right turn from Eagle Wharf Road and Poole Street as an option. This comment has been taken on board.
- Impacts of Crossrail works at Eagle Wharf Road. Proposals for Crossrail works at Eagle Wharf Road are yet to be submitted for consultation. The impact of the proposals will be considered when they have been received.

6.0 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.

7.0 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 the works, project management and other professional services for the scheme.

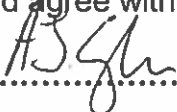
Maintenance of the scheme will be passed on to the Council's highways maintenance budget.

8.0 RECOMMENDATIONS

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

9.0 APPROVAL

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

Signed: - 

Dated: - *30 Jan 17.*

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