

DECISION AUDIT FORM

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

HEALTH AND COMMUNITIES DIRECTORATE – STREETSCENE SERVICE

DECISION: - Hoxton Market - Streetscene Improvement Scheme

Agree to:-

1. Give approval to proceed with the implementation of a Streetscene Improvement Scheme on Hoxton Market (Hoxton Street) subject to the making of the necessary Traffic Management Orders. See scheme details attached to Appendix A.

Reason

1. To regenerate the area for residents, businesses and visitors.
2. To de-clutter the area, improve road safety, reduce vehicle speeds and provide better pedestrian crossing facilities, in order to create an environment that will encourage more walking and cycling.

BACKGROUND

Streetscene Improvement Scheme

The Council recognises that Hoxton Market is a key economic and social centre within the borough. The main aim of the Streetscene Improvement Scheme is to regenerate the area for businesses, residents and provide a safer, more accessible environment for all users. The scheme has been developed in partnership with the Council's Parking and Markets Service.

The main elements of the scheme consulted upon are:

- New raised table together with informal crossing points at the junction of Hoxton Street and Nuttall Street.
- New footway paving along Hoxton Street between Nuttall Street and Ivy Street.
- Banning the left turn into Hoxton Street from Nuttall Street.
- New extended pavement area with raised speed table at the junction of Hoxton Street and Ivy Street.

- New raised speed tables with informal crossing points at the junctions of Hoxton Street and Purcell Street and Hoxton Street and Shenfield Street.
- Increasing cycle parking facilities.
- Planting of new trees. The number of trees planted may be reduced if underground gas pipes or electric cables are present.
- There will be an overall loss of 14 parking bays and market pitches as part of this scheme.

CONSULTATION

The original consultation document (attached in Appendix A) was sent to all residents and businesses in the area on 4 August 2014 with a closing date of 15 September 2014. Responses received up to 22 September were accepted to ensure that every comment was considered.

The Lead Member and ward councillors had been consulted on the documents used in the consultation. A number of walkarounds were also arranged with the Lead Member and senior LBH officers during the design process to inform the development of the scheme and proposals

Residents and businesses were given an opportunity to make comments on the proposals as part of the consultation exercise.

1050 consultation documents were delivered to local residents and businesses. A total of 65 responses have been returned giving a 6.2% response rate.

(This response rate is considered above average reply rate which is 5% to 6% is normally received. All responses received are attached in Appendix B).

Of those who responded 70 % are in favour of the scheme and 30 % against. The majority of those who were not in favour of the scheme did not like the proposal to ban the left turning manoeuvre from Nuttall Street into Hoxton Street.

In addition The Hoxton Business Guild has produced a petition with more than 800 signatures opposing the no left turn from Nuttall Street into Hoxton Street. Officers from Design and Engineering together with the Market Manager met with the Business Guild representatives on 5 September 2014. (Meeting minutes and the petition attached in Appendix C).

In addition it was reported that a large number of residents within the area have been in discussion with their Ward member Councillors Demirci who is also the Lead Member for Neighbourhoods and are supportive of the proposal for no left turn from Nuttall Street into Hoxton Street.

As part of the consultation process statutory consultees were consulted this included the Met Police, London Ambulance, and Fire Brigade. No objections have been made by the emergency services or other statutory bodies. Disability Backup, Hackney's cycling group, Living Streets and LCCIH have

also been consulted and they did not submit a formal response or raised any objections. The Parking Services were asked to provide formal feedback during the consultation period and a meeting with delivery engineers took place on 12th August 2014. No formal objections were received from the Parking Service.

MAMAGEMENT RESPONSE

The majority of responses were in favour of the proposals and those against opposed the proposed banned left turn from Nuttall Street into Hoxton Street. Although there were about 800 petitions against the proposed restriction a large proportion were from outside the consultation area including those from N16, E5, E8, E9 etc. Senior managers have carefully considered the objections and have decided to overrule in favour of the wishes of majority of local residents who are happy with the proposed restriction.

The banned left turn will however be implemented on an experimental basis through an experimental traffic management order. This will allow the impact of the ban to be monitored before any decision is made to make it permanent. The review of this will be included as an element of the proposed Hoxton Area traffic study, funding for which has been included within the 2015/16 LIP funding bid to TfL.

FINANCIAL IMPLICATIONS

The total budge for the scheme is £330,000. The scheme will be funded from the Council's Major Capital Programme schemes.

EQUALITIES IMPACT ASSESMENT

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. At each stage of the design process designers have ensured that all opportunities have been taken to provide facilities to, or above, current design best practice.

CONCLUSIONS

It is recommended that approval be given for the implementation of the amended scheme. This will be subject to obtaining the necessary statutory Traffic Management Orders.

The works are expected to start on January 2015 and completed by the end May 2015. Frontages affected will be given suitable notice prior to start of works and where appropriate the Council will look to liaise with the local business community as part of the construction planning process to ensure disruption is minimised and any concerns are taken into consideration in the works programme.

Approval

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

Signed... 

Dated... 12/12/14

Tom McCourt
Assistant Director – Public Realm

- Cc Councillor Demirci – Lead Member for Neighbourhoods**
- Cc Andrew Cunningham – Head of Streetscene**
- Cc Chris Proctor – Group Engineer – Design and Engineering**

