

## 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: LOWER CLAPTON ROAD BY CLAPTON POND

#### Agree to:-

1. Note the favourable outcome of the public consultation exercise.
2. Give approval to:
  - 2.1 Proceed with the implementation of pedestrian accessibility improvements at Lower Clapton Road by Clapton Pond following a successful public consultation.
  - 2.2 Proceed with statutory consultation and advertisement of the necessary traffic orders associated with the changes to the parking, 'waiting and loading' restrictions and moving traffic orders.
  - 2.3 Proceed to enter into a Section 8 Agreement with Transport for London to enable essential works to be undertaken next to Transport for London infrastructure.

#### Reason

The proposals will help:

- 1.0 Create a greener and more tranquil environment next to Clapton Pond.
- 2.0 Improve the local air quality and encourage more local walking and cycling.
- 3.0 Improve pedestrian accessibility around Clapton Pond and the surrounding areas.
- 4.0 Resolve parking and loading arrangements around at the Lower Clapton Road -Millfields Road junction

#### **BACKGROUND**

Recently the Council secured funding to undertake pedestrian and cycle accessibility improvements at the Lower Clapton Road -Millfields Road junction.

The junction is located next to Clapton Pond, a historical park dating back to the 17th Century with two gardens split in the middle by Newick Road. However, the roads surrounding the park are quite busy which can be discouraging to park users. In addition, the Lower Clapton Road – Millfields Road – Mildenhall Road junction is very wide and can be difficult for pedestrians and cyclists to cross or find their way around parked vehicles.

## PROPOSALS

The proposals at Lower Clapton Road by Clapton Pond include:

- 1.0 Removing the Route 393 bus stand at Lower Clapton Road to the east of the park to leave the road free of buses and coaches. Route 393 buses will still be able to use the bus stand at Newick Road between Lower Clapton Road and Lower Clapton Road (side road).
- 2.0 Slightly extending the bus stand at Newick Road to allow the bus stand to hold two buses and act as a last stop for route 393 passengers. Access to the bus stand will be via Lower Clapton Road to the north of Newick Road.
- 3.0 Installing a new junction entry table at the Newick Road / Lower Clapton Road (south of Newick Road) junction.
- 4.0 Installing a raised junction table at the Lower Clapton Road – Millfields Road – Mildenhall Road junction to tie into the existing entry treatment table at the Lower Clapton Road – Millfields Road junction.
- 5.0 Refurbishing the pavements around the junction and planting trees where possible.
- 6.0 Replacing the existing traffic island with a kerb build out between Millfields Road and Mildenhall Road to widen the pavements.
- 7.0 Refreshing the existing bus stand road markings and 'At any time', 'Waiting and Loading' restrictions at Newick Road to improve accessibility.
- 8.0 Installing tactile paving at strategic locations around the junction to improve accessibility for pedestrians.
- 9.0 Installing cycle stands on pavements at Lower Clapton Road near the existing bus stand to emphasize change of usage of the road space.

All materials will comply with those detailed in the Public Realm Design Guide.

## STAKEHOLDER CONSULTATION

Prior to preparing the consultation document, Streetscene officers consulted with stakeholders including Clapton Pond Users Group, Transport for London Buses, Hackney Parking Services, Living Streets in Hackney (LSiH), London Cycling Campaign in Hackney (LCCiH), The London Fire Brigade (TLFB) and London Ambulances, Age Concern (representing Disability Backup) and the Police.

In addition, Streetscene officers held various meetings with stakeholders including Hackney Parks, the chairman of Clapton Pond Users Group and Transport for London Buses – Asset Management. The meetings were held to discuss the impact of the proposals before sending them out for public consultation.

The Head of Streetscene met with ward members for Lea Bridge to discuss the details of the proposals before the consultation document was finalised

The ward members for Lea Bridge and the Cabinet Member for Neighbourhoods and approved the consultation document before it was sent out.

All the key stakeholder groups were generally supportive of the proposals and where possible their comments/suggestions were taken on board.

Transport for London Buses had reservations on the removal of the bus stand from Lower Clapton Road as it is used frequently by route 393, 55 and 48. The Council addressed this concern by suggesting that the shorter bus stand at Newick Road be used as a bus stand and last drop off point for route 393. Route 48 and 55 will relocate to the larger bus stand just before Lea Bridge Road roundabout.

### **PUBLIC CONSULTATION**

One thousand copies of the public consultation document were sent out to local residents in November 2016. Residents were also able to submit their comments via the Council's Citizen Space website.

The public consultation period started on 25 November 2016 and finished on 17 December 2016.

The consultation document is attached to this report for reference.

### **Highlights of the public consultation**

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

Paper Leaflets sent out	Total responses received	Paper responses received	Web based responses received
1000	59 (5.9%)	50 (85%)	9 (15%)

Total responses in favour of proposals	Total not in favour of proposals	Difference	Neither support nor oppose
43 (73%)	10 (17%)	33 (60%)	6 (10%)

The consultation achieved a 6 % rate of response.

Fifty nine responses were received in total. Of these, fifty were paper copies and nine were submitted on line via the Citizen Space.

Forty three responses were in favour of the proposals and ten were not. Six were neither in support nor against.

**Main comments raised from people who supported the proposals:**

Comments in favour of proposals	Total comments	Officers' Response
Good, excellent, long overdue or highly in favour of proposals	9	16% of proposals overwhelmingly supported the proposals
No comments	11	
Mini cab drivers park on the space opposite the bus stand at Newick Road making it inaccessible for buses and HGVs.	3	Parking Services recently implemented Zone N proposals at this location and this should increase the level of enforcement at Newick Road.
Use the stand at Newick Road to pick up passengers as well.	1	This request will be pursued with Transport for London Buses as bus accessibility improvements may be required.
Move bus stand to Lea Bridge roundabout to make the area quieter	1	More people would want the bus stop retained.
Pedestrian accessibility is poor at this junction. There are no disabled facilities at this junction	4	The proposals aim to improve pedestrian accessibility at the junction
Loading and offloading outside the shops is disruptive.	3	The new restrictions will limit the use of the bay to loading only. The new CPZ will help with enforcement.
Request for a business parking permit by Palm 2 landlord	1	This request was passed on to Parking Services for implementation.
Mildenhall Road 'One Way' proposal	2	Not enough evidence to support the need to turn Mildenhall into a One Way. More studies on traffic flows would be required.
Antisocial behaviour around the park. New CCTV to monitor activities.	1	Comment to be passed on to relevant department for assessment.
Improve Accessibility at South West corner	1	This access is managed by TFL. Comment to be passed on for assessment.
Widen footway in existing bus stand areas for more pedestrian accessibility	1	Proposals will be limited by budgetary constraints.

**Main comments raised from people who did not support the proposals:**

Comments not in favour of the proposals	Total comments	Officers' Response
Parking related issues, disabled parking, loading and offloading, parking disruptions for residents and visitors	6	Most of these issues would have been addressed by the introduction of Zone N in the area.
No comments	1	
Waste of money	1	The majority of residents support the proposals.

**IMPACTS****Permanent Impacts**

The proposals will provide a safer, greener environment for pedestrians and local residents who use the park. The removal of the bus stand will go a long way in providing cleaner, fresher air around Clapton Pond.

**Temporary Impacts**

Whilst pavement works are in progress, normal chapter 8 signing and guarding will be in place. All works will be carried out under normal working hours of 08:30am to 4:30pm Monday to Saturday. Road closures with suitable diversion routes may be required to undertake the works promptly and safely.

Implementation of the proposals will be carried out in two phases. Phase I of the works, to be implemented in February/March 2017, will involve the relocation of the bus stand from Lower Clapton Road to Newick Road, installation of the junction entry table at Lower Clapton Road / Newick Road junction and part implementation of footway refurbishments where required.

Phase II of the proposals, to be implemented after March 2017, will involve the installation of the kerb build out outside the public toilet site at Millfields Road and the installation of the raised junction table.

**FUTURE PROPOSALS**

The ward members were keen to have proposals that will eventually bring together the upper and lower sections of the park. However, without relocating the bus service north of the roundabout, there are no alternatives to this site that will not impact on passengers and connectivity between bus routes. Although officers are in full support of these proposals, careful considerations and discussions with Transport for London Buses are required to ensure that there is no loss of bus services for local residents.

**FINANCIAL IMPLICATIONS**

The proposals at Lower Clapton Road by Clapton Pond will be implemented using the Transport for London LIP Budget during the 2016/17 and 2017/18 years. A budget of £100k has been secured for the 2016/17 financial year.

**RECOMMENDATIONS**

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

**APPROVAL**

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

Signed..... *ASch* .....

Dated *13 Feb 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 Group