

DECISION AUDIT FORM

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

NEIGHBOURHOODS AND REGENERATION DIRECTORATE – STREETSCENE SERVICE

**DECISION: - Quietways Bloomsbury to Walthamstow Lower Clapton
Road parallel zebra and cycle crossing**

Agree to:-

- Note the outcome of the consultation exercise
- Introduce a parallel cycle crossing at the zebra crossing on Lower Clapton Road to create a safer crossing facility for pedestrians and cyclists
- Introduce a new raised junction table at Lower Clapton Road junction with Clapton Square to reduce traffic speed
- Close the eastern arm of Clapton Square at the junction with Lower Clapton Road and extending the pavement across the junction
- Maintain two-way traffic on Clapton Square
- Remove three parking spaces on the eastern arm of Clapton Square by the junction with Lower Clapton Road
- Introduce landscape improvements including decluttering street furniture
- Proceed with the making of the necessary traffic management orders

Reason

- Reducing road danger and accidents along the Quietway 2 route
- Improving personal mobility
- Creating safer, cleaner, and quieter residential neighbourhoods
- Achieving a successful balance between pedestrians and other modes of transport, in order to improve the pedestrian and cyclist experience
- Improving pedestrian and cyclist crossing facilities
- That the scheme is supportive of the objectives and targets within the Council's approved Transport Strategy

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, complimented by a number of "Quietways" which together will form network of radial and orbital cycle routes throughout London.

Linking key destinations, the intention of the Quietways 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.

Each Quietway will provide a continuous route for cyclists and every London borough will benefit from the programme. This network will complement other cycling initiatives such as the Central London Cycling Grid, Cycle Superhighways and Mini-Hollands, that make up the wider Cycle Vision for London. The first 7 Quietway routes identified for delivery by 2016 are as follows:

- Bloomsbury to Walthamstow (Camden, Islington, Hackney, Waltham Forest)
- Waterloo to Greenwich (Lambeth, Southwark, Lewisham, Greenwich)
- Regents Park to Gladstone Park (Westminster, Brent, Camden)
- Elephant & Castle to Crystal Palace (City, Southwark, Lambeth)
- Aldgate to Hainault [first phase Whitechapel to Fulwell Cross] (Tower Hamlets, Newham, Redbridge, Hackney, and the London Legacy Development Corporation)
- Waterloo to Wimbledon [via Clapham Common] (Lambeth, Wandsworth, Merton)
- Clapham Common to Croydon (Lambeth, Wandsworth, Croydon)

The Bloomsbury to Walthamstow Quietway, which starts at the boundary with Islington by Southgate Road and runs eastwards and then north-eastwards through Hackney to Lea Bridge Road and the boundary with Waltham Forest, was selected as one of two initial pilot routes. TfL have provided the London Borough of Hackney with funding to take forward the design and delivery of the identified highway changes.

The Quietways will contribute to Hackney's Transport 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.

Policy Context

The proposals align with the Hackney's Transport Strategy. Hackney is synonymous with cycling in London with many thousands of trips being made every day on the borough's streets, parks and towpaths. Hackney has traditionally the highest levels of cycling in the Capital and has set an ambitious long term target of 15% of mode share journeys to be made by bicycle by 2031.

The proposals also align with the Mayor of London's Cycling Vision for London. Cycling on London's main roads has risen by 173 per cent since 2001. The vision intends to double cycling over the next 10 years. To support this growth, major investments are needed. Analysis shows that more than half of the potentially cycleable trips in the Capital are in Outer London. These total around 2.4 million a day, most of which are made by car.

Further there are also a number of policies that are within the Cycling Plan of the Transport Strategy which are relevant to a decision on this consultation. These are:

C19: Quietways Programme - The Council will work with TfL and neighbouring boroughs to develop and implement a network of Quietways routes along traffic reduced and speed calmed roads. It is considered that option 4 would be a contribution towards the implementation of the Quietway along Middleton Road

C23: Hackney Cycling Campaign Ward Requests - The Council will look to progress and implement the Hackney Cycling Campaign ward asks where possible over the lifetime of the strategy. The London Fields Ward ask is to stop rat running through the area and refers to Lansdowne Drive. Option 4 would not fully deliver this commitment but by removing larger vehicles from the Middleton Road would be a contribution towards it. Delivery of these commitments would always have been subject to consultation with residents and taking their views into account and this has been done for this location.

C33: Area Based Traffic and Filtered Streets Reviews - The Council will undertake area wide traffic reviews in neighbourhoods of the borough that are still subject to rat-running. This will allow the Council to examine options for reducing traffic flows, potentially through the implementation of area wide filtered street proposals. This scheme has delivered on this commitment in undertaking an area wide review and has allowed the Council to examine options for reducing traffic flows. Implementation of option4 would be consistent with this commitment.

Sustainability

Before the end of this decade, London's population will reach nine million. The city's economy continues to grow. Even with unprecedented investment in the Tube and rail network, parts of it will still be under pressure. Most journeys, by both public transport and car, are short and eminently cycleable. If they can be made more easily by bike, significant amounts of that pressure could be eased.

The dangers – and perceived dangers – of cycling are far outweighed by its health and happiness benefits. Regular cyclists have, on average, the fitness of someone at least 10 years younger. They are half as likely than average to suffer from heart disease, 27 per cent less likely to have a stroke, and will live, on average, more than two years longer. Cycling is an effective way of keeping a healthy weight and reducing anxiety and depression. Cycling is cheaper than any form of motorised transport, an important consideration when living costs in London are high. It is the most reliable way to travel any distance beyond walking range: you always know precisely how long your journey will take, avoiding stress. And like any exercise, it creates endorphins, natural highs that lift the mood.

Proposals

- Replacing zebra crossing with a parallel cycle crossing at the zebra crossing on Lower Clapton Road to create a safer crossing facility for pedestrians and cyclists
- New raised junction table at Lower Clapton Road junction with Clapton Square to reduce traffic speed
- Closing the eastern arm of Clapton Square at the junction with Lower Clapton Road and extending the pavement across the junction
- Introducing a road closure at Clarence Place to prevent traffic displacement.
- Maintaining two-way traffic on Clapton Square
- Removing three parking spaces on the eastern arm of Clapton Square by the junction with Lower Clapton Road.
- Landscape improvements including decluttering street furniture.

This crossing will link to a series of proposals along the Quietway 2 Route:

- Churchwell Path footway improvements
- Morning Lane parallel zebra and cycle crossing improvements.
- Chatsworth Road junction improvements

Consultation Process

The public consultation started on the 13th July 2016 and closed on August 12th 2016. The consultation document is attached to this report for reference. The consultation material, with questionnaire, was delivered to 2000 households within the Clapton Square and Clarence Place area, asking for the views of residents, businesses, and visitors to the area. Residents, businesses and members of the public were also be able to reply to the consultation online.

The Lead Member and Ward Councillors in the affected area approved the proposals and consultation material prior to engaging the public.

During the consultation period, a drop in session was held in order to provide the public with an opportunity to meet officers and discuss the objectives of the scheme. This took place at Kings Hall Leisure Centre, 39 Lower Clapton Rd, London E5 0NU.

In the questionnaire return, residents were asked to provide feedback on the Lower Clapton Road parallel Zebra and cycle crossing and the proposed road closure at Clarence Place. The documents were also made available on Hackney Council's online 'Consultation Hub' resource.

During the consultation period, the Council noticed an omission in the consultation documents uploaded on to the consultation hub. The uploaded documents did not contain the question relating to the road closure at Clarence Place. The consultation continued and the second question was added during the consultation period. This led to 18 people being unable to respond to the road closure at Clarence Place. A second online questionnaire was sent out to all of those who were unable to respond a first time around, but of the 18 missed, only 5 responded. Some of those responding via post, for whatever reason did not provide a response to the road closure.

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 or LSiH, London Cycling Campaign in Hackney or LCCIH, The London Fire Brigade or TLFb, Age Concern (representing Disability Backup) and the Police. TfL Buses were also consulted. No objections were received.

Results

A total of 115 responses were received with 52 people online and 63 by post. (See appendix for details of responses received)

Of the 115 returns received, 4 were received after the original consultation deadline and have been included in the response analysis.

Responses to the proposed parallel zebra and cycle crossing on Lower Clapton Road:

- 74 people (~64%) support the proposals
- 22 people (~19%) do not support the proposals
- 1 person did not answer
- 18 people (~16%) supported the proposal but with changes
- Total of 92 people (~80%) support or partially the proposals

Responses to the proposed road closure at Clarence Place:

- 49 people (~43%) support the proposals
- 40 people (~35%) do not support the proposals
- 18 people (~16%) did not answer
- 8 people (~7%) supported the proposals but with changes
- Total 57 people (~50%) support or partially the proposals

Summary of comments received against the proposal

The following are some of the comments that were received from people who were not in support of the proposals.

The proposed road closure at Clarence Place will increase congestion to the surrounding roads and increase travel times

Officer Response

There will be a slight increase in journey times and additional traffic flows added to surrounding roads.

Possible increase of poor cyclist behaviour

Officer Response

The Council is committed to make cycling a normal, safe and attractive choice for travel and recreation for our residents and those that work, visit and pass through the borough. The Council will run a considerate cycling campaign targeted at the low percentage of inconsiderate cyclists.

The scheme will reduce parking spaces for residents.

Officer Response

There will only be a loss of approximately 3 parking spaces. This is necessary to provide sufficient space for vehicle to turn around at the closure.

Summary of comments in support of the proposals and where concerns have been raised.

If the closure was further along - at the top of the park for example, this would enable people to drive down the western side of Clapton square and then turn right. This would save petrol and create less emissions.

Officer comment:

The Closure at the bottom of Clapton Square is required to provide sufficient space to have the parallel zebra crossing. Parallel zebra crossings are wider than the normal zebra crossing as they allow cyclists to cross the road in parallel with pedestrians. The closure is required due to these dimension constraints. A parallel zebra crossing would not be achievable without a closure at this location.

Equality Impact Assessment

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.

Accessibility will be maintained for all users although some modes of transport/routes taken may incur an increase in journey times.

Financial Implications

The budget allocations for this scheme are as follows:

Source: Transport for London

Total = £180,000 (including fees)

Conclusions

Stakeholder feedback was positive and the public feedback from the official consultation indicated favourable community support for the proposed parallel zebra and cycle crossing.

The introduction of a road closure at Clarence Place did not achieve majority support. There are multiple objections for a few common reasons:

- Increased travel times getting in, out and around the area
- Increased congestion to surrounding road
- Possible increase to poor cyclist behaviour
- Fewer parking spaces for residents
- This will reduce passing traffic which small business rely upon

As such, it is recommended that the parallel zebra and cycle crossing part of the scheme is progressed as proposed. The road closure at Clarence Place will not be progressed at this time due to the results attained.

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..... *A.S. Glen*

Dated..... *22 Sept 16*

Andrew Cunningham
Head of Street Scene
Neighbourhoods & Housing, Public Realm

CC. Feryal Demirci Cabinet Member for Neighbourhoods
CC. Kate Hart – Design and Engineering Manager
CC. Aled Richards – Assistant Director

Attachments:

1. Consultation Documents
2. Consultation Responses