

DELEGATED POWERS DECISION
(Decision Audit Form)

NEIGHBOURHOODS AND HOUSING DIRECTORATE – STREETSCENE SERVICE

**DECISION: MARE STREET CYCLE LINK
STATUTORY CONSULTATION – LONDON LANE ROAD CLOSURE**

Further to the objections to the statutory consultation on closing London Lane; agree to:-

- To consider the objections to the draft traffic order to close London Lane at its junction with Mare Street, except for cycles, as set out in Appendix B.
- Amend the scheme to introduce a 'point of no entry' on London Lane and a right turn ban at the junction with Mare Street under a Permanent Traffic Order, with exemptions for cyclists (instead of a road closure). Vehicles would be permitted to turn left when exiting London Lane, but the right turn out will be banned to keep the central refuge clear for cyclists.
- Proceed with the making of the necessary Traffic Management Order and implementation of the proposals

Reasons:-

- Reducing road danger and accidents along the Quietway 2 route.
- Improving personal mobility.
- Creating safer, cleaner, and quieter residential neighbourhoods.
- Improving cycle crossing facilities and achieving a balance between cycling and other modes of transport
- The scheme is supportive of the objectives and targets within the Council's approved Transport Strategy.

Background

(See Appendix A)

Policy Context

(See Appendix A)

Sustainability

(See Appendix A)

Proposals

The report detailing the full scheme proposals and the results of a public consultation are attached to Appendix A. This report considers the objections received to the statutory consultation for the traffic order to close London Lane at its junction with Mare Street, with an exception for cyclists.

The proposal to close London Lane at its junction with Mare Street has been amended following objections and representations during the statutory consultation period for the proposed traffic order. The new proposal will:

- Introduce a 'point of no entry' on London Lane at the junction with Mare Street under a Permanent Traffic Order, with exemptions for cyclists (instead of a road closure). Vehicles will be allowed to turn left from London Lane, but right turns out of London Lane will still be banned to keep the central refuge clear for cyclists.

This amendment takes into account and addresses the concerns expressed in the objections that the original proposed closure of London Lane would increase traffic in Ellingfort Road

Consultation Process

(See Appendix A)

Statutory Consultation Process

The statutory consultation process commenced on 13th February 2017 for a period of 21 days.

Objections to the proposed closure of London Lane were received from MARA (Mapledene Area Residents Association), local residents (particularly those residing on Ellingfort Road) and also from developers constructing new developments in the area bounded by Mare Street, Westgate Street, London Fields and Ellingfort Road. The main theme of objections is listed below and a detailed table is attached in Appendix B:

- Large construction traffic will have difficulties exiting the area and would have to undertake dangerous turning manoeuvres on London Lane, a designated cycle Quietway and a busy route for cyclists.
- Concerns of displaced rat running traffic and construction traffic being rerouted onto residential roads, particularly Ellingfort Road which is considered unsuitable for high volumes of construction traffic.

Officer response to Stakeholder Consultation

Officers met with some of the residents and businesses from the area of Ellingfort Road, London Lane and Mentmore Terrace with Councillor Plouviez, to more fully understand the concerns that the proposed changes would have on traffic volumes on Ellingfort Road. Officers also separately met with developers undertaking works in the area to discuss requirements for construction traffic.

Due consideration has been given to concerns raised regarding impacts of traffic displaced surrounding roads, particularly Ellingfort Road, and difficulties on construction vehicles exiting the area. The proposal has been amended to mitigate the potential impacts.

However, by permitting traffic, especially construction vehicles, to exit London Lane onto Mare Street, it is necessary for safety reasons to ban the right turn manoeuvres in order to keep the central refuge clear for cyclists. It is therefore proposed to only allow a left turn out of London Lane and that the right turn out of London Lane onto Mare Street will be banned.

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 the complete scheme is as follows:

Source: Transport for London

Total = £255,000 (including fees)

Conclusions

The proposed road closure on London Lane at its junction with Mare Street will not be implemented. The Council will proceed with a revised proposal of a 'point of no entry' from Mare Street into London Lane and also a banned right turn from London Lane into Mare Street, for motorised vehicles except cyclists.

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. Cynh*

Dated *3 April 2017*

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

Attachments:

Appendix A: Decision Audit for 'Mare Street Cycle Link, London Lane – St Thomas's Square

Appendix B: Review of objections