

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

**SCHEME: CENTRAL LONDON CYCLE GRID – PHASE 2 (CLCG 2)
WEST TO EAST ROUTE
MICAWBER STREET**

Agree to:

- i. Note the positive outcome of the public consultation exercise for Micawber Street CLCG Phase 2 (west to east route).
- ii. Give approval to:
 - a. Proceed with the implementation of an eastbound cycle contraflow along the Micawber Street one way system between its junctions with Wenlock Road / Windsor Terrace and Shepherdess Walk as detailed on drawing TT-630-05-01-001 (**Appendix I**).
 - b. Proceed with the statutory consultation and advertisement of the necessary permanent traffic management orders associated with the changes.

Reason

The proposals will:

- i. Introduce an eastbound mandatory cycle lane on Micawber Street between the junctions of Wenlock Road / Windsor Terrace and Shepherdess Walk to improve cycle permeability. Maintain the one way working for the main flow of traffic in a westbound direction on the same section of Micawber Street.
- ii. Introduce new cycle only traffic signals on Micawber Street and early cycle release facilities on all four arms at the Micawber Street / Shepherdess Walk / Murray Grove junction.
- iii. Introduce no entry signs on Micawber Street at its junction with Wenlock Road / Windsor Terrace eastbound with an exemption for cyclists.
- iv. Introduce raised entry treatments at the following junctions with Micawber Street: Windsor Terrace / Wenlock Road and Taplow Street.
- v. Create a safer, more pleasant environment for walking and cycling on the CLCG 2 in Micawber Street and encourage more cycling and walking with no adverse impact on air quality

1.0 BACKGROUND

- 1.1 Hackney Council is working with Transport for London (TfL) to make improvements to the Central London Cycle Grid 2 (west to east route) on Micawber Street.
- 1.2 In June / July 2016 Hackney Council consulted on the first phase of the CLCG which included a range of measures designed to make walking and cycling safer. These included:
 - New signalised junction at the Eagle Wharf Road / Poole Street / New North Road junction with raised tables and no entry to Eagle Wharf Road and Poole Street from New North Road for motorised vehicles (cycles only).
 - Improve the eastbound cycle contraflow facilities on Eagle Wharf Road between Bracklyn Street and New North Road and carry out public realm improvements such as widening and resurfacing footways, raising the carriageway and planting trees
 - Convert Poole Street to two way traffic between Imber St and New North Road and implement changes to parking, waiting and loading restrictions.

A positive response to the consultation was received showing overall support for the above proposals, which were implemented in 2017.

- 1.3 This Council is committed to promoting and encouraging cycling as it is a clean, healthy and efficient way to travel and Hackney has been recognised as a leading cycling borough for the work it has undertaken to make cycling the primary mode of transport. Hackney now has record levels of cycling amongst residents and visitors in the borough.
- 1.4 To achieve this Hackney has been working alongside Transport for London on developing the CLCG that provides a safe, direct, continuous and comfortable way of getting around the Hoxton, Shoreditch and Haggerston areas.
- 1.5 In its Transport Strategy the Council has also committed to making Hackney's roads safer for everyone living, working and visiting the Borough. These changes are aimed at creating an environment that will encourage more walking and cycling, reduce car dominance and, as an aspiration, help to improve air quality and reduce emissions within the local area.
- 1.6 This can only be achieved by reducing the constant presence of the private vehicle. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the people of London. Even more disturbing is the direct impact it is having on children's health with evidence proving that it is directly responsible for asthma and other respiratory illnesses amongst children.

2.0 EXISTING CONDITIONS

- 2.1 Micawber Street is a 20mph road and connects Wharf Road with Shepherdess Walk.
- 2.2 Micawber Street is predominantly residential with some businesses at both the Shepherdess Walk and Wharf Road ends.
- 2.3 There is an existing no entry, without cycle permeability, at the Micawber Street / Windsor Terrace junction. Between Windsor Terrace and Shepherdess Walk, Micawber Road is one way westbound. From Windsor Terrace to Wharf Road, Micawber Street is two way.
- 2.4 An automatic traffic counter (ATC) was placed on Micawber Street to the west of its junction with Wenlock Road (two way section). Data was collected over a week period from 8 January 2018 to 14 January 2018. An analysis of this data shows that the eastbound 85th percentile speed is 16.6mph and westbound is 20.4mph. TFL's quality criteria for a new cycle quietway states: "the design of new routes should only mix people cycling with motorised traffic where the existing 85th percentile speed is less than 25mph or measures should be put in place to reduce speeds where the existing 85th percentile speed is more than or equal to 25mph".
- 2.5 The ATC data shows a maximum of 206 vehicles per hour at peak time (two way) and 177 westbound vehicles (we can assume this figure is equivalent to the one way section). TFL's quality criteria for a new cycle quietway states: "the design of new cycle routes should only mix people cycling with motorised traffic where there are fewer than 500 motor vehicles per hour (vph – two-way) at peak times, and preferably fewer than 200vph". The volumes at Micawber Street are below those figures. Volumes on Shepherdess Walk (north of Micawber Street) are 195vph at peak time (two way). 237vph at peak time (two way) along Murray Grove – data from February 2018.
- 2.6 The ATC data for bicycles shows, in the two way section, an average of 381 cyclists travel on Micawber Road per day (24hrs), over a seven day week on both directions. The peak period for cyclists is between 8:00 am and 9:00 am
- 2.7 There have been four accidents over a three year period (2015 – 17) along Micawber Street between the junctions of Wharf Road and Shepherdess Walk. One of these accidents was serious and involved a pedestrian. Two of these collisions were slight and involved a cyclist and also a motorcyclist with a light goods vehicle. The remaining slight collision involved two cars.

3.0 POLICY

3.1 Hackney Council's Transport Strategy

- 3.1.1 Hackney Council's Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough.

- 3.1.2 The Strategy recognises that not only does transport have a critical role to play in Hackney’s continuing physical regeneration but is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions. In all cases, the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions and through providing sustainable alternatives to meet the aspirations of Hackney’s people while improving social inclusion and combating climate change.
- 3.1.3 This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council’s Corporate Plan to 2018 ‘A Place for Everyone’ and other strategic policy documents including the Council’s emerging Local Plan and Health and Wellbeing Strategy.
- 3.1.4 In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney’s population and employment are amongst the fastest growing in London meaning that future travel patterns and the demand for travel will need to be carefully managed.
- 3.1.5 Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing this document.

3.2 Road Safety Plan

- 3.2.1 Hackney Council is committed to making our highways safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates and will seek to address this through the Road Safety Plan.
- 3.2.2 Achieving further casualty reductions will require greater effort and a coordinated approach with Transport for London, our neighbouring boroughs and engagement with road users persuading them to behave more safely. This Plan outlines some of the more successful initiatives undertaken by the Council to date.

3.3 Mayor of London’s Transport Strategy

3.3.1 The central aim of the strategy – the Mayor’s vision – is to create a future London that is not only home to more people, but is a better place for all of those people to live in. It recognises that the success of London’s future transport system relies upon reducing Londoners’ dependency on cars in favour of increased walking, cycling and public transport use.

3.3.2 This simple aim of a shift away from the car will help address many of London’s health problems, by reducing inactivity and cleaning up the air.

3.3.3 It will help to: eliminate the blight of road danger; limit the city’s contribution to climate change; help to develop attractive local environments; and reconnect communities by creating places where people are prioritised over cars.

3.4 Mayor’s Vision Zero

3.4.1 The Mayor’s Vision Zero aims to make streets in London safer for all and it is an aspiration that the Council has committed to.

3.4.2 It recognises that minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport.

3.4.3 Under this vision, no-one will be killed in an incident involving a London bus, and that by 2041 deaths and serious injuries resulting from road traffic collisions in the city will have been totally eradicated.

3.4.4 The proposals outlined in this document will help contribute to achieving the above policies.

4.0 PROPOSALS

4.1 The proposals include:

- Introducing an eastbound mandatory cycle contraflow lane (approx. 2m wide) along the existing westbound traffic system on Micawber Street between Wenlock Road and Shepherdess Walk.
- Providing new cycles only signals head on Micawber Street on its approach to Shepherdess Walk.
- Installing low level traffic signals with early release for cyclists on all four arms at the Micawber Street / Shepherdess Walk / Murray Grove junction subject to modelling results.
- Introducing additional traffic calming at this location: a raised junction at Micawber Street / Wenlock Road / Windsor Terrace and a raised entry treatment on Taplow Street.
- Building out and refurbishing the footways at the corners of Wenlock Road, Windsor Terrace and Taplow Street with Micawber Street to reduce the crossing.

- Introducing new and improving pedestrian crossing facilities at the junctions with Micawber Street with Wenlock Road, Windsor Terrace and Taplow Street.

4.2 Micawber Street scheme details are outlined in the Consultation document included as **Appendix II** to this document.

5.0 STAKEHOLDER CONSULTATION

5.1 As part of the consultation process stakeholder consultation was also completed. These include emergency services and all key stakeholders including Living Streets in Hackney (LSiH), London Cycling Campaign in Hackney (LCCiH), The London Fire Brigade (LFCDA), the London Ambulance Service, Parking Services, London Buses, London Travel Watch and the Metropolitan Police Service.

5.2 Transport for London and the Lead Member approved the consultation document before it was distributed.

5.3 No objections to these proposals were received from any of the above-mentioned stakeholders. LCCiH shared their comments as part of the online consultation. They are shown below in section 7.0.

5.4 No comments were received by the Hoxton West Ward Councillors.

6.0 PUBLIC CONSULTATION

6.1 693 leaflets were distributed to residents and businesses around the Micawber Street area, as shown on the distribution map attached as **Appendix I**. The public consultation was started on 25 March 2019 and ended on 21 April 2019.

6.2 A copy of this public consultation was also uploaded to the Council's website which gave an opportunity for others outside the consultation area to respond.

6.3 Residents were also able to submit their comments via the Council's Citizen Space website.

6.5 Analysis of the public consultation

6.5.1 The consultation results are summarised and tabulated below. A total of 60 responses were received to this consultation, of which 49 (82%) support of the measures, 6 (10%) are opposed and 5 (8%) said they don't know.

Freepost Replies - 45

Support	Oppose	Don't know
36 (80%)	5 (11%)	4 (9%)

On-line Replies – 15

Support	Oppose	Don't know
13 (86%)	1 (7%)	1 (7%)

Total Replies (Freepost and Online) 60

Support	Oppose	Don't know
49 (82%)	6 (10%)	5 (8%)

7.0 Main comments raised from those who responded to the proposals:

From all the comments that were received, the following analysis has broken down the main comments and concerns that were found within the responses.

Comments in favour of the proposals	Officer's response
<p>Hackney Cycle Campaign:</p> <p>We support the introduction of a cycle contraflow to improve cycle permeability in the area. We strongly supported the modal filter on Sturt Street, reducing rat-running, and would prefer to see a complementary modal filter introduced at the junction of Micawber Street and Shepherdess Walk, which would remove all rat-running through several streets to the west of Shepherdess Walk.</p>	<p>The scheme proposals improve cycle permeability with the introduction of the eastbound movement and it will help towards creating and encouraging more walking and cycling. This should result in more sustainable modes of transport use. We believe that, over time, these changes will help reduce personal car use, improving air quality and reducing pollution hence will benefit the whole of London.</p> <p>Traffic volumes on Micawber Street are low enough to require modal filtering at the junction with Shepherdess Walk at this stage (as traffic volume figures show in section 2 of this report). Additionally, the implications of a road closure would need to be supported by the local residents living within the area. Sturt Street closure received a 47% support at the time of consultation. A further closure in the area would make it very difficult for residents to access their homes.</p>
<p>The additional permeability for cyclists is very welcome. However, the painted line affords no protection whatsoever on this fairly busy road. A 2m wide stepped cycle track could be accommodated in the same space as the painted lane and easily tie in with the raised tables at each junction.</p>	<p>The traffic data collected shows that the volume of traffic and speed is already very low (figures shown in section 2). In these circumstances, the provision of a mandatory cycle lane is considered to be sufficient.</p>

<p>Also, given the volume of traffic using this street, some sort of protection should also be considered for the carriageway to the west of Windsor terrace as well.</p> <p>This consultation and the Dunloe St consultation appear to be new parts of the Central London Grid, not shown on the original map. Could any future consultations on this grid route also include a map of the proposed grid route please?</p>	<p>The installation of the new raised junction at Micawber Street / Windsor Terrace will help reduce traffic speed to the west of the junction, as well as a slight reduction in traffic volume.</p> <p>An overview map has been included in Appendix III of this report.</p>
<p>As a resident who often cycles and walks around the area, I fully support all the proposals. Allowing cycling east along Micawber Street makes it a lot more convenient and the width of the road gives you ample space to allow for this while not impacting the moderate westbound traffic flow so I feel this is a no-brainer.</p> <p>This also allows easy access to the already improved cycle lanes that go south onto Shepherdess Walk and East along Murray Grove, improving overall quality of life for cyclists around.</p> <p>I wholeheartedly support expanding the sidewalks around the junctions, restricting the traffic to slow it down and raising the junction as I feel this will improve pedestrian safety significantly.</p> <p>Good idea. I cycle and would use this path. Thanks.</p> <p>This is brilliant, I am glad you are doing this 😊</p> <p>Long needed improvements.</p> <p>Excellent to see as both a driver and cyclist. The proposed changes make much sense and will result in less required use of City Road for cyclists a definite positive.</p>	<p>The proposals are well supported by 82% of responses</p>

<p>This seems a very limited scheme that will have minimal impact on east-west traffic. Micawber Street is a morning (and probably evening but I don't cycle it in the evenings) rat run with high volumes of traffic turning onto city road (presumably from New North Road). This proposal fails to deal with that issue. So, while having a cycle contraflow lane with improve cycle infrastructure what it fails to address is traffic volume. Quietways will only be quiet when you reduce the volume of traffic.</p> <p>I do support this application but I do have concerns regarding the amount of traffic that enters Micawber Street, from Murray Grove and Shepherdess Walk. This is a local Rat Run From New North Road and could result in incidents between cyclists and vehicles particularly in Peak Times.</p>	<p>The TFL's New Cycle Route Quality Criteria document from May 2019 states: The design of new cycle routes should only mix people cycling with motorised traffic where there are fewer than 500 motor vehicles per hour (vph – two way) at peak times, and preferably fewer than 200vph.</p> <p>As shown in section 2 of this report, the number of vehicles at peak time AM on Micawber Street is 206 (vph – two way). This data shows that the section of route along Micawber Street (westbound) where cyclists ride with traffic is adequate and within the Quietway standards set by TFL. The closure of Sturt Street already helped reduce the volume of traffic in the area.</p>
<p>Well Done Hackney. As a cyclist and a pedestrian with children this will directly improve the feel of Micawber St and I am really pleased that new trees will be planted please, please include Taplow street with new trees etc. Taplow is a great northerly route for cyclists and pedestrians but right hand side heading north looks really bleak. Thanks for putting pedestrians and cyclists first.</p>	<p>The planting of more trees will be assessed as part of detailed design. More trees may be planted subject to sufficient funds, space and appropriate conditions (lack of underground services) on the footways.</p>
<p>We need more bike racks in the area, A lot of bikes are being locked against railings or lamp posts</p>	<p>The installation of additional cycle parking will be investigated as part of detailed design.</p>
<p>It is already a quiet street that feels very safe to cycle on. I am a cyclist and do this regularly. Council funds would be much better used elsewhere. 8 weeks of works would be very disruptive for extremely minimal improvements. There is already cycle only access to shepherdess walk via Sturt St. I cycle most days and find this v. v. unnecessary. Work in Old St round about instead, that's terrifying.</p>	<p>The proposals improve cycle accessibility (eastbound) along the new cycle route towards Murray Grove, improving directness.</p> <p>We understand that the works will have some impact / disruption during construction, however, the proposals are deemed necessary to improve cycle and pedestrian facilities and to reduce traffic speeds.</p>

<p>The traffic turning in to Micawber Street, from Murray Grove especially, will not be expecting on coming bicycles and will not necessarily be able to see them until they are in Micawber Street. This seems to be a HAZARD for cyclists with vehicles cutting the corner. I suggest a short solid barrier along the edge of the cycle lane, or some other protective device to avoid head on collisions between vehicles and bikes, as the Shepherdess Walk, Micawber Street corner - going from north to west- is a BLIND corner.</p> <p>I am broadly in Favour of the proposed scheme as it includes both cycle and traffic lanes, both of which are required by those who live and or work here. Furthermore, I like the planting of new trees. However please could the cycle lanes run in the safe direction as traffic lanes? Having them run in the opposite direction only causes confusion (for both cyclists and motorists) and could therefore be counter-productive an lead to accidents</p>	<p>Signage will be provided for traffic entering Micawber Street, warning them of the presence of cyclists riding on the contraflow lane.</p> <p>Additionally, vertical features (e.g. bollards) will be installed on this side to further warn vehicles and deter them from entering the area designated for cyclists.</p>
<p>I have witnessed a few accidents at the crossroads at Buxton Court. Hopefully the new proposals will limit the amount of accidents ststed at the above address between cars, cyclists and motorbikes.</p>	<p>There has been 1 recorded accident in 2017 outside Buxton Court involving a car and a motorcycle. 4 collisions were recorded along Micawber Street between Wharf Road and Shepherdess walk over a three year period (2015 – 2017).</p> <p>The scheme is to make improvements along Micawber Street, making it safer for cyclists and pedestrian and helping reduce vehicle speed and car dominance. This would have a positive impact on road safety.</p>
<p>Please make the no entry signs more visible and install CCTV camera under the signs, as many cars ignore the signs and enter Micawber Street from Windsor terrace.</p> <p>As a cyclist using these streets every day, I am strongly encouraged and fully</p>	<p>The No entry signs except for cycles will be mounted in a position visible from all approaches.</p> <p>There are no plans to install CCTV cameras at this stage. Once the scheme is implemented, the location will be monitored through traffic behaviour</p>

<p>support this improvement to cycle provision. There is an issue with vehicles using the one way part of the street on Micawber street, possible due to current inadequate signage</p> <p>When you sign post cycles only, please be specific to pedal cycles. Our street is used as a moped rat run and they now drive faster due to less cars/risk of hitting a car!</p>	<p>observations and traffic data collection. If the data shows vehicles undertaking the eastbound prohibited movement, the installation of CCTV cameras will be assessed and funding requested.</p>
<p>Could you please do Thorsby Street and Wharf Road they need improvements too.</p>	<p>The scheme is fully funded by Transport for London as part of the CLCG 2 programme. Thorsby Street and Wharf Road fall outside the boundaries of this scheme. The Council will be monitoring the area and, if required, will propose further traffic management measures to address any other issues, subject to available funds.</p>
<p>Comments not in favour of the proposals</p>	<p>Officer's response</p>
<p>Once again this is a cycle lane that is poorly planned and will make more traffic in the area due to road closures for cyclists there is not enough cycling in this area to provide this.</p> <p>Marking a cycle lane in Micawber Street is useful. However, the volume of cyclists and cars does not justify extensive investment to raise pavements at the junctions and making them (and the road) narrower doesn't make cycling necessarily safer. There is also missing a safe pedestrian cross from Micawber Street to Shepherdess Walk/Murray Grove.</p>	<p>The scheme is funded by TFL and promotes more walking and cycling. The proposals aim at attracting more people to cycle as they introduce directness and continuity along the new CLCG 2 towards Murray Grove.</p> <p>No further road closures are planned as part of these proposals.</p> <p>The pavements will be widened to introduce better pedestrian facilities, reduce the pedestrian crossing width and reduce vehicle speeds in conjunction with the proposed traffic calming features.</p> <p>Hackney Council has recently introduced new pedestrian crossing facilities on Micawber Street (at the junction with Shepherdess Walk); also on Shepherdess Walk (to the north and to the south of Murray Grove / Micawber Street) and improved the pedestrian crossing across Murray Grove.</p>

<p>I don't think my views are important as no notice is taken of them. One of the aims is to reduce rat runs. Does this apply to cyclists too? They have been riding the wrong way down Micawber Street for some time and no measures have been taken to deter them. I am not unsympathetic to cyclists but more needs to be done to cycle sensibly and adhere to the Highway Code. They are casually going through red lights oblivious to pedestrians and other road users. What procedures are in place to educate cyclists and to ensure that if they commit offences under the Highway Code that they are persecuted the way vehicular drivers are? In my view this scheme is a complete waste of time and money. More needs to be done about knife crime.</p>	<p>These proposals are fully funded by TFL as part of the CLCG 2 programme. Hackney Council undertakes public consultations to gather the views from residents and business to help decide better solutions to current traffic issues. Unfortunately, Council resources are limited to respond individually to all comments. This document provides an opportunity to address that.</p> <p>The issues described relate to some cyclists' behaviour. To try and address this type of conflict, the Council's Sustainable Transport and Road Safety teams have initiatives where they engage with cyclists in a proactive fashion e.g. through dedicated "pit stops", where we promote and advocate considerate and courteous cycling. Additionally, the Council's Community Safety and Enforcement team, addresses to tackle these issues at problem areas where and when possible.</p> <p>Hackney Council promotes cycle training programmes with schools and residents. As part of this, the programme promotes better cycle behaviour and compliance with the Highway Code.</p>
<p>Comments from people who were neither opposing nor in favour of the proposals</p>	<p>Officer's response</p>
<p>I walk every day between the bus stop at Windsor Terrace and City Road and Shepherdess Walk via Micawber St. This is a high traffic pedestrian route. My observation of the controls introduced so far at Shepherdess Walk and Murray Grove/ Micawber is that they are too slow changing for use by pedestrians (realistically) everyone looks and crosses before the lights change. The lights are welcome in some ways but have also generated some congestion for pedestrians. With the proposed cycle-oriented works for Micawber, I would like</p>	<p>The traffic signal design for the recently introduced pedestrian crossings at the junction was done by TFL. The design of the phases are based on many factors, including the number of pedestrians using them, the volume of traffic, queues generated due to the red times, timing links with adjacent traffic signals etc. The additional phase for cyclists to cross from Micawber Street will be done by TFL. This will take into consideration the capacity of the junction and the green time for pedestrians will be adjusted where necessary.</p>

<p>to ensure that the also green pedestrian experience has as much priority as cycling- we should be moving folks away from cars but also encouraging and providing for walking as well as cycling.</p>	
<p>It seems a lot of work and money for such a short stretch of road!</p>	<p>See officer's response above related to the same concerns within the section "comments not in favour of the proposals".</p>

8.0 IMPACTS

8.1 Permanent Impacts

- 8.1.1 The introduction of a new cycle contraflow mandatory lane will improve cycle accessibility and directness, allowing the eastbound movement towards Murray Grove and the further CLCG 2 route.
- 8.1.2 The safety, accessibility for both pedestrians and cyclists and overall travel experience will be improved on this section of the CLCG 2.
- 8.1.3 Narrower traffic lanes and the introduction of traffic calming measures will result in lower speeds on Wenlock Road, Windsor Terrace and Taplow Street on their approaches to Micawber Street and on Micawber Street itself.
- 8.1.4 Extended footways, raised carriageway and the introduction of new crossing facilities will make it safer for pedestrian to cross the roads and more accessible for all users regardless of their level of mobility.
- 8.1.5 The proposals will not affect the current parking / waiting and loading provision.
- 8.1.6 Transport for London will do the traffic signal's design, adding a new phase for cyclists while maintaining the junction to function within capacity.

8.2 Temporary Impacts

- 8.2.1 All works will be carried out under normal working hours of 08:30am to 4:30pm Monday to Friday. No works will be carried out on Saturdays in line with local practices, unless considered necessary to minimise disruptions along Micawber Street.
- 8.2.2 Lane and road closures with suitable diversion routes may be required to undertake the works promptly and safely.
- 8.2.3 Implementation of the proposals are programmed to start during the 2019/20 financial year subject to completing successful statutory consultation.

8.3 Air Quality Impacts

- 8.3.1 A number of air pollution monitors are located within the area. Overall we believe the proposals will have a neutral impact on emissions of nitrogen dioxide emitted by traffic using the associated stretch of Micawber Street. The proposals help to encourage more people switching from private car use to walking or cycling. This assumption may result in an overall reduction in the exposure of residents to air pollution derived from traffic on Micawber Street.

9.0 Equalities Impact Assessment

- 9.1 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. As well as providing improvement for cyclists, the scheme will improve crossing facilities for children, elderly and disabled people.

10.0 FINANCIAL IMPLICATIONS

- 10.1 The Micawber Street scheme will be funded by Transport for London (TfL) Central London Cycle Grid Phase 2 funding. There is an allocation of £120K for implementation of this scheme.

11.0 LEGAL IMPLICATIONS

- 11.1 Statutory consultation is required for any changes that affect the function of a road or any waiting and loading restrictions. In this case the new raised tables and the adjustment of the existing double yellow lines to the new kerblines will require statutory consultation.
- 11.2 All the required legal Orders will be subject to a statutory consultation with key stakeholders and any subsequent objections received during the consultation period will need to be resolved prior to scheme implementation.

12.0 RECOMMENDATIONS

- 12.1 It is recommended that the proposals outlined in this delegated powers decision report be agreed and taken to implementation stage.

13.0 APPROVAL

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

Signed..... *A.S. Glyn*

Dated *2 Oct 19.*

Andrew Cunningham
Head of Streetscene

- cc Councillor Jon Burke – Cabinet Member for Energy, Waste, Transport and Public Realm
- cc Aled Richards – Director of Public Realm
- cc Maryann Allen – Group Engineer – Design & Engineering Group

APPENDICES

Appendix I: Scheme drawing and Plan of the Consultation Delivery Area

Appendix II: Public Consultation Document

Appendix III: Overview map CLG – CLG 2 – CS1

