

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: - Morning Lane Crossing

Agree to:-

- Note the outcome of the public consultation.
- Introduce a parallel cycle crossing at the zebra crossing on Morning Lane to create a safer crossing facility for pedestrians and cyclists.
- Introduce a new junction table at Morning Lane and Chatham Place to slow vehicular traffic.
- Make Chatham Place a right turn exit only into Morning Lane and No Entry from Morning Lane into Chatham Place. Chatham Place will remain a two way road except for the junction with Morning Lane.
- Provide a kerb buildout and new paving outside the Nike building.
- Provide maintenance 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

- Introducing a parallel cycle crossing at the zebra crossing on Morning Lane to create a safer crossing facility for pedestrians and cyclists
- Introducing a new junction table at Morning Lane and Chatham Place to slow vehicular traffic
- Right turn exit only from Chatham Place into Morning Lane and No Entry from Morning Lane into Chatham Place. Chatham Place will remain a two way road except for the junction with Morning Lane.
- Maintenance improvements including decluttering street furniture.
- Provide a kerb buildout and new paving outside the Nike building (This proposal has been included following a safety audit which raised visibility concerns between vehicle drivers and cyclists exiting Churchwell Path).

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

- Churchwell Path footway improvements
- Lower Clapton Road Parallel Zebra and CycleCrossing 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 Morning Lane 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 Morning Lane Crossing and access changes between Morning Lane and Chatham Place. The documents were also made available on Hackney Council's online 'Consultation Hub' resource.

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. However concerns were raised by the Council's Sustainable Transport and Engagement regarding the positioning of the school crossing patrol person. A full review and risk assessment will be undertaken.

Council officers also met with representatives of the Fashion Hub Development and the proposals were favourably received.

Results

A total of 99 responses were received with 76 people (77%) of those returned in favour of the Morning Lane Proposals and 23 people (23%) not in favour). Of the 76 people in support of the changes, 31 supported the proposals but with changes.

Of the changes suggested, the most common suggestion was to keep access from Morning lane to Chatham Place and to let vehicles turn both ways from Chatham Place into Morning Lane.

Another suggested change was to carry out the proposals minus the raised table as there are concerns over passenger safety on busses.

Of the 99 responses received 91 were from residents around the Morning Lane area. Of these, 78% were in favour of proposed crossing and access changes between Morning Lane and Chatham Place (22% not in favour).

Of the 99 returns received, 5 were received after the original consultation deadline, though all 5 of these are expected to have been posted before the deadline.

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.

1.0 The proposed scheme will cause heavy traffic to come through Belsham Street.

Officer Response

Some traffic displacement onto Belsham Street is expected. The scheme will be reviewed 9 to 12 months post implementation.

Main comments in support of the proposals

The main points can be summarised as follows:

1.0 These changes are welcome / great idea

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 = £130,000 (including fees)

Conclusions

Stakeholder feedback was positive and the public feedback from the official consultation indicated general community support for the proposals. There were a few strong objections to the proposals from a local business. Improvements to road safety, non motorised user accessibility and community safety are all expected on implementation of the scheme. Initially, there will be a visible impact in terms of increased traffic through Belsham Street. However, traffic modelling indicates that the roads will continue to operate within theoretical capacity after the measures are introduced.

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..... 

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

