

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: New Inn Broadway, Shoreditch.

AGREE TO

1. Give approval to proceed with the implementation of a new street layout with resurfacing of New Inn Broadway with high quality surfacing materials, introducing planting beds and trees to create a new pedestrian friendly street. To include approximately 7 new trees, small seats as well as cycle stands.
2. Give approval to proceed with the process for extending the existing restricted parking zone on New Inn Yard to New Inn Broadway.

REASONS

1. The new pedestrian space created will improve walking and pedestrian levels of comfort, this will be done by:
 - Improving walking conditions in the area
 - Improving air quality and reducing emissions within the local area
 - Introducing part of a Sustainable Urban Drainage system (SuDs)
 - Introducing tree planting

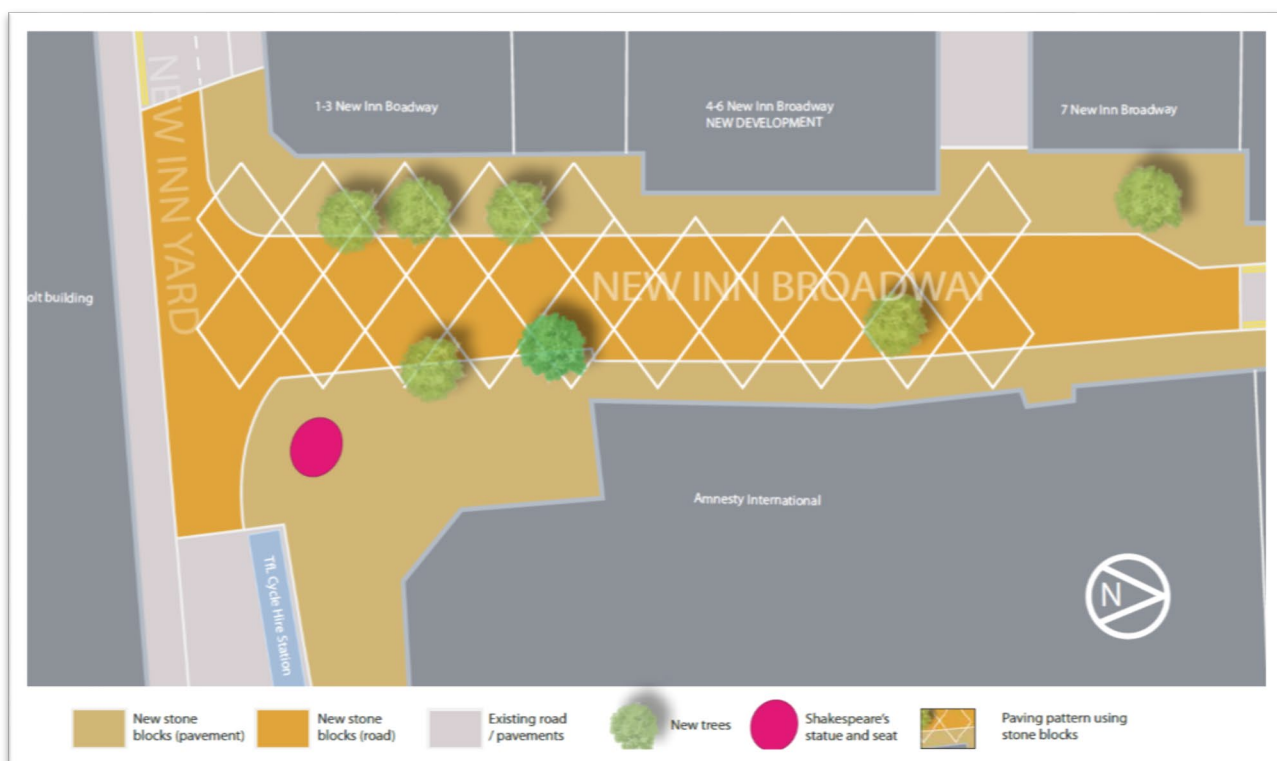
1. BACKGROUND

- 1.1. The Council is committed to making Hackney's roads safer for everyone living, working and visiting the borough. Creating an environment that will encourage more walking and cycling is a key part of Hackney's Transport Strategy and will help towards improving the air quality within the borough.
- 1.2. This scheme is part of a new approach as to how we want the streets of Shoreditch to work – a long term vision for this thriving and dynamic area of London to create streets that are safe and easy to walk or cycle on, reducing vehicle dependency and improving air quality.
- 1.3. The approach includes a series of schemes intended to improve walking and cycling conditions within Shoreditch, and New Inn Broadway is one of several coming forward that will contribute to making Shoreditch a more liveable and healthier place.
- 1.4. This scheme has been funded by the adjoining development at 4-6 New Inn Broadway. The design of the new scheme is the result of a collaboration between the developer and the council.
- 1.5. The development is undertaken by a charity and the ground floor will permanently expose the archaeological remains of a theatre associated with William Shakespeare, the English playwright.

2. PROPOSALS

The proposed changes (as shown on the attached consultation document):

- 2.1. Reconstruction of the carriageway and pavements with high quality natural stone blocks in an x pattern.
- 2.2. Installation of a restricted parking zone along New Inn Broadway and part of New Inn Yard.
- 2.4 Use of trees and a planting bed to create sustainable urban drainage systems (SuDs).
- 2.5 Installing approximately seven trees, subject to the exact location of utility apparatus within the vicinity. This is the maximum number possible due the very extensive amount of below ground utility apparatus in this location, a common and unfortunate occurrence in this part of Hackney. In addition, a large part of the scheme extent will occur on private land (the Amnesty International forecourt area) which precludes tree planting there.
- 2.6 The planning permission this scheme relates and the Traffic Regulation Order that followed have already reduced the number of car parking spaces on New Inn Broadway from 4 to 1.



Proposed Scheme Diagram

3. POLICY CONTEXT

3.1 Council's Transport Strategy

3.1.1 The Council's Transport Strategy includes a Liveable Neighbourhoods Plan. It recognises that roads and streets in our neighbourhoods are not just places to park vehicles or drive, walk and cycle on; they make up the largest element of the public realm of the city and are the places where we socialise and live our lives. An aspiration of the Transport Strategy is to reclaim Hackney's neighbourhoods from parked vehicles and motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London.

3.1.2 This aspiration can only be achieved by reducing the dominance of the private vehicle. Reducing the amount of parking and reducing traffic flows will also help to improve air quality, reduce traffic casualties and make our neighbourhoods more pleasant places to walk, play and cycle in. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the city with nearly 10,000 Londoners dying early every year as a result (Kings College London, 2015). Even more disturbing is the direct impact it is having on our children's health with evidence proving it is directly responsible for alarming rates of asthma and other respiratory illnesses in our schools (GLA, 2008). The Transport Strategy includes a number of actions that are relevant to this scheme:

LN3: Improving air quality - Continue to tackle poor air quality, reducing Nitrogen Oxide and Particulate Matter emissions

LN15: Filtered Streets - Reducing motor traffic on residential streets

3.2 Mayor of London's Transport Strategy

3.2.1 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. 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. 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.

3.2.2 This approach will reduce health and economic inequalities and help support an ageing population by providing low-cost, accessible travel options for Londoners who are currently reliant on cars – or who cannot get around at all. A shift from car use to these more space-efficient means of travel also provides the only long-term solution to the congestion challenges that threaten London's status as an efficient, well-functioning city. Reliable deliveries and servicing, high-quality public services and easy access to workplaces and cultural and leisure attractions are all dependent on the development of an increasingly efficient transport network. Reducing car dependency is the only way to keep London moving. Above all, the shift away from the use of the car will be vital in creating a future London that is not only home to more people, but is a better place for all those people to live in. The Mayor's aim for 2041 is for 80 per cent of Londoners' trips to be on foot, by cycle or by using public transport.

3.2.3 The Mayor of London's strategy includes a number of relevant policies and proposals that are relevant to this scheme. The Mayor, through TfL and the boroughs, and working with other transport providers, will:

Policy 1: seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by bike, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.

Proposal 1: improve and manage London's streets to create a high-quality public realm that encourages walking and cycling by all Londoners by: Creating 'Liveable Neighbourhoods' to improve the public's experience of walking, cycling and using public transport and to increase opportunities to use streets as public spaces and for play, and to encourage fewer trips by car.

4. CONSULTATION

4.1 Public Engagement

4.1.1 360 copies of the public consultation document were sent out to local residents and businesses around the New Inn Broadway area. A web based consultation was also made available as the document was uploaded on the web.

4.1.2 The public consultation period started on Monday 1 April 2019 and finished on Sunday 28 April 2019. The consultation document is attached to this report for reference.

4.2 Stakeholder Consultation

4.2.1 Prior to sending out the documents to residents, key stakeholder groups were consulted including the Council's Parking Service, Living Streets in Hackney, London Cycling Campaign in Hackney, The London Fire Brigade, Age Concern (representing Disability Backup) and the Police. No objections were received.

4.2.2 The Cabinet Member for Health, Social Care, Transport & Parks and the Ward Councillors for Hoxton East and Shoreditch Ward had approved the consultation document before it was sent out.

4.2.3 A summary of the consultation results is shown in the tables below. This consultation contained a feedback form for occupiers to express their views on what they would like to see happen within the space. The consultation did not consist of a yes or no questionnaire.

Paper Leaflets sent out	Total responses received
360	22

Favourable responses received	Unfavourable responses received
17	4

4.3 Main Points Raised During Consultation

The main relevant points raised by the public, along with Officer's responses are as follows:

- 4.3.1 A resident had concerns relating to: noise generated by cars driving on the new stone carriageway and several residents are concerned that a tree directly in front of the windows of their rooms would take some natural light away.

Officers response: As a result of the comments the tree will be relocated a sufficient distance away not to cause a loss of light. The increase in noise from cars travelling on a stone surface is marginal; this is not a heavily used stretch of carriageway.

- 4.3.2 Widespread concerns from responses, both from those in favour and those opposed, that the new public realm seating proposed will create anti-social problems.

- 4.3.3 Officer's response: the steps seating area has been removed from the plans as this did face a residential block of flats where a large number of the negative comments regarding the seating have come from. The smaller seating, away from this block and on the already busy junction of New Inn Yard and New Inn Broadway has been retained. This seating does not allow more than one person to sit on it at a time and as such does not encourage socialising as such. We will monitor how this seating will be used and whether it attracts anti-social activity, and if it does we will reconsider its appropriateness.

- 4.3.4 Other concerns mentioned include: the need for durable protection for the treeguards on the carriageway (we are intending to use more durable versions), the length of time for the works (we will minimise the amount of time the scheme takes to construct), desire for improved lighting (we will look at this), preserving the boundary studs (we will retain the studs in front of the amnesty building), asking for coordinating with utility companies (we do this as a matter of course).

- 4.3.5 Positive comments included that the scheme would reduce pollution, contains trees and its appearance and positive impact upon the street.

5. IMPACTS

5.1 Permanent

The proposals will improve walking and cycling conditions, creating an environment which ensures visitors and residents feel safe and welcomed. It is anticipated that the number of pedestrians using this route will increase as a result of the improvements. The development site itself should draw in substantial numbers of tourists with associated footfall.

5.2 Temporary

Whilst works are in progress, full 'Chapter 8' signing and guarding will be in place at all times.

All works will be undertaken during normal working hours of 08:00am to 18:00pm Monday to Friday and Saturday 09:00am to 13:00pm.

Subject to statutory consultation, the works will be starting in December 2019 and take approximately 24 weeks to complete. We will ensure that the site is clear and safe over the Christmas shutdown.

6. EQUALITIES 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.

The scheme will keep clear paths adjoining buildings to aid visually impaired navigation. As kerb heights are reduced the visually impaired will have a lesser change of level to navigate as a result of this scheme.

7. LEGAL IMPLICATIONS

The Traffic Regulation Order required for the extension of the existing restricted parking and loading zone on New Inn Yard will be advertised. The restricted parking zone will be installed at New Inn Broadway along New Inn yard to junction with Anning Street. Within the zone there will be no loading or parking allowed at all times (except for the designated parking bay on New Inn Broadway).

All the required legal orders will be subject to statutory consultation and any subsequent objections received during the consultation period will need to be resolved prior to scheme implementation.

The proposals have been agreed with the developer.

8. FINANCIAL IMPLICATIONS

Funding has been secured for the implementation of these proposals from S106 development funding, funding to be released.

The total expected cost of this scheme is £851,000.00.

9. RECOMMENDATIONS

It is recommended that the proposals for this scheme as detailed in the report are approved for implementation.

10. CONCLUSION

I have noted the contents of this summary and the associated documents and agree with the recommendation contained therein.

Signed: - 

Dated: -

Andrew Cunningham – Head of Streetscene

- cc Councillor Burke – Cabinet Member for Energy, Waste, Transport and Public Realm.
- cc Aled Richards – Director of Public Realm
- cc Kate Hart – Group Engineer, Design and Engineering