

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: New Inn Yard - Public Realm Scheme – Shoreditch Plan

AGREE TO

- Give approval to proceed with the relocation of four parking bays on New Inn Yard (East) to New Inn Yard (West). Overall loss of one parking bay.
- Give approval to proceed with the introduction of a restricted parking zone from New Inn Yard junction with King John Court to the junction with Anning Street.
- Give approval to proceed with the installation of new high quality paving blocks and approximately five trees within the vicinity.
- Give approval to proceed with the advertisement of statutory notices and Traffic Management Order changes.

REASONS

- Improve air quality and reduce emissions within the local area.
- Improve walking and cycling conditions in the area.
- Improve the safety and reduce traffic speeds within the affected area.

BACKGROUND

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.

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 dependence and improving air quality.

The approach includes a series of schemes intended to improve walking and cycling conditions within Shoreditch, and New Inn Yard is one of several coming forward that will contribute to making Shoreditch a more liveable and healthier place.

PROPOSALS

The proposed changes as shown on the attached drawings include:

- Creating more room for pedestrian movement and removing the dominance of vehicles along the street by visually reducing their space.
- Installing approximately five trees subject to exact location of utility apparatus within the vicinity and enhancing the public realm in the works area.
- Relocating four existing parking bays on New Inn Yard (East) to New Inn Yard (West). Overall loss of one parking bay.

POLICY CONTEXT

Council's Transport Strategy

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.

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 NO2 and PM10 emissions

LN15: Filtered Streets - Reducing motor traffic on residential streets

Hackney Council will continue to work with local residents and key stakeholders to identify, trial and rollout additional filtered streets schemes across the borough to reduce rat-running and through motor traffic.

C8; Reallocation of road space - Continue to reallocate road space from private motor vehicles to cycle infrastructure provision

C33: Area Based Filtered Permeability Reviews - Undertake area wide traffic reviews to stop rat running and continue rollout of filtered permeability schemes

Mayor of London's Transport Strategy

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.

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. A new way of thinking is required to put this into practice – the new Healthy Streets Approach will put human health and experience at the heart of planning a city. 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.

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.

CONSULTATION

PUBLIC CONSULTATION

Three hundred and sixty copies of the public consultation document were sent out to local residents and businesses around the New Inn Yard area. A web based consultation was also made available for residents as the document was uploaded on the web.

The public consultation period started on Friday 26th January 2018 and finished on Friday 23rd February 2018. The consultation document is attached to this report for reference.

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, London Cycling Campaign in Hackney, The London Fire Brigade, Age Concern (representing Disability Backup) and the Police. All the key stakeholder groups were generally supportive of the proposals and where possible their comments and suggestions were taken on board.

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.

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

Paper Leaflets sent out	Total responses received
360	24

Paper responses received	Web based responses received
6	18

Main points raised by the Public

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

1.0 Concerns about restrictions to vehicular access

This point was raised by 2 members of the public who stated that they were concerned about vehicular access to their properties on the northern side of New Inn Yard.

Officer's response: – The Council is aware that the properties on the northern side of New Inn Yard need constant vehicular access and therefore we will take this into consideration when installing any proposed trees, benches, etc and ensure access can be gained sufficiently and safely.

2.0 Concerns regarding partial footway parking relocation to Anning Street

This point was raised by 2 members of the public who stated that relocating the parking to partial footway parking on Anning Street would be unsuitable due to the amount of large vehicles using this route to access the adjacent properties.

Officer's response: – The Council is aware that relocating the parking to partial footway parking on Anning Street would further narrow both the footway and carriageway. As a result, the Council has now decided to relocate the parking to the west of New Inn Yard, with there being an overall loss of 1 permit holder's bay.

3.0 Delivery concerns during construction of the scheme

This point was raised by 1 member of the public who stated that they were concerned that during the construction of the scheme they would have difficulties delivering to their property.

Officer's response: – The Council is aware that during construction the eastern section of New Inn Yard would need to be closed to carry out the works sufficiently and safely. However, the Council will ensure that a designated area just outside the works area will be allocated to safely load/unload to the affected properties and ensure a sufficient diversion route is in place during the closure. The Council will contact businesses closer to the start date of works and agree a way of working that will satisfy all parties where possible.

IMPACTS

Permanent

The proposals will improve walking and cycling conditions, which will create an environment which ensures visitors and residents feel safe and welcomed. It is anticipated that the number of cyclists and pedestrians using this route will increase.

The paving blocks being used for this scheme are not in Hackney's public realm design guide, however, these blocks have been used in a number of schemes across the borough and therefore maintenance can be easily managed.

Temporary

Whilst pavement works are in progress, normal 'Chapter 8' signing and guarding will be in place.

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 start in September 2018 and take approximately 16 weeks to complete.

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.

LEGAL IMPLICATIONS

The Traffic Regulation Order required for the parking changes will be advertised. The changes include the removal of five permit holder bays and installing four new permit holder bays. Plans of these changes have been included with this document.

The Traffic Regulation Order required for the installation of a restricted parking zone will be advertised. The restricted parking zone will be installed at New Inn Yard junction with King John Court and finish at the junction with Anning Street. Within the zone there will be no loading and parking allowed.

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

FINANCIAL IMPLICATIONS

Funding has been secured for the implementation of these proposals from S106 development funding, cost code W8801

The total expected cost of this scheme is £310,000.00

RECOMMENDATIONS

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

CONCLUSION

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

Signed: - *ASG*

Dated: - *16 July 18*

Andrew Cunningham – Head of Streetscene

- cc Councillor Demirci – Cabinet Member for Health, Social Care, Transport & Parks
- cc Aled Richards – Director of Public Realm
- cc Kate Hart – Group Engineer, Design and Engineering