

DECISION AUDIT FORM

For use by Assistant Directors in Exercising (Category 3) or delegated powers
– (Protocol for Officer Delegation)

DEPARTMENT: HEALTH AND COMMUNITY SERVICES DESIGN AND ENGINEERING TEAM

DECISION: Richmond Road Pedestrian and Cycle Improvements

Agree to:

- 1.0 Note the favourable outcome of the public consultation exercise.
- 2.0 Give approval to proceed with the implementation of pedestrian and cycle improvements at the Eleanor Road, Martello Street and Mare Street junctions.
- 3.0 Give approval to advertise the necessary Traffic Orders and Statutory Notices associated with the traffic calming measures and pedestrian crossing.
- 4.0 Note that the regulations associated with the proposed combined pedestrian and cycle zebra crossing are still in draft format and have not formally been approved by the Department for Transport. The Regulations are expected to come into effect in Spring 2015 as part of the new TSRGD.
- 5.0 Update the traffic calming measures in Eleanor Road to bring them in line with current legal specifications

Reason:-

The proposals will:

- 1.0 Improve accessibility for cyclists and pedestrians by providing better and clearer crossing facilities for both user groups.
- 2.0 Improve safety for pedestrians by providing safe crossing facilities for both pedestrians and cyclists at signalled junctions.
- 3.0 Improve safety for pedestrians and cyclists by installing traffic calming measures that will reduce vehicle speeds along Richmond Road and provide greater crossing opportunity by Eleanor Road

BACKGROUND

Richmond Road is subject to a 20mph speed limit between Kingsland High Street and Mare Street but average and 85%ile speeds remain high, particularly between Greenwood Road and Mare Street where large distances between traffic calming features exist. The most recent speed surveys were undertaken in summer 2013 in response to representations from local residents and members of the public

regarding the speed of traffic using this section of Richmond Road, the results of which showed 85%ile speeds of approximately 29mph – significantly above the threshold the Council normally deems acceptable for a 20mph zone/limit.

The Council has also received a substantial number of requests in the last 2-3 years, more than any other single location in the borough, to review and if possible improve the existing pedestrian/cycle crossing by Martello Street, which is used by a significant number of people each day. The council has also received a number of request to provide additional/improved pedestrian crossing opportunities elsewhere in this section of Richmond Road – most notably by Eleanor Road as one of the key pedestrian access points to London Fields.

This collision history for this section of Richmond Road shows there have been three slight and two serious accidents in the last 3/5 years (excluding the Mare Street junction)

PROPOSALS

The proposals include:

- Installing a raised junction table at the Eleanor Road junction. The raised junction will help provide a step free informal crossing for pedestrians and help reduce traffic speeds by reducing the gap between traffic calming features.
- Installing clearer 20mph zone signs
- Replacing the existing informal pedestrian /cycle crossing at the Martello Street / Hackney Grove junction with a new combined pedestrian /cycle zebra crossing where vehicles will legally have to give way to both pedestrians and cyclists. Implementation of this proposal will be subject to the necessary regulatory changes being approved as part of the updated TSRGD in Spring 2015
- Extending the raised junction table by Hackney Grove / Martello Street and moving the east bound bus stop slightly in order to accommodate the combined pedestrian / cycle crossing.
- Refurbishing the pavements and planting small trees at the Eleanor Road junction.
- Introducing a 'Green Man' pedestrian crossing on the Richmond Road arm of the Mare Street junction. Implementation of this proposal will be subject to further design/ modelling work and approval by TfL, and so it is envisaged that this will be delivered at some late stage, subject to additional funds being identified
- Replacing the existing road humps in Eleanor Road with cycle friendly sinusoidal road humps. The existing speed humps are significantly greater than maximum height specified under current legislation and have attracted a number of insurance claims against the Council

PUBLIC CONSULTATION

Seven hundred and fifty (750) copies of the public consultation document were sent out to local residents around the Richmond Road 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 31st October 2014 and finished on 28th November 2014. 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 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. All the key stakeholder groups were generally supportive of the proposals and where possible their comments/suggestions were taken on board.

Main points raised by the stakeholders:

Concerns regarding the use of tactile paving were raised by members of Living Streets In Hackney. London Cycling Campaign in Hackney were in support of a wider crossing aligned with the kerb and not the cycle lane.

The Cabinet Member for Neighbourhoods and the ward councillors for Hackney Central had approved the consultation document before it was sent out.

A summary of the consultation results is shown on the table below.

Paper Leaflets sent out	Total responses received	Paper responses received	Web based responses received	Total in favour	Total not in favour	Undecided
750	109 (14.5%)	90 (12%)	19 (2.5%)	98 (89.9%)	11 (10.1%)	0

Yes responses without any comments	Yes responses with comments	No responses with no comments	No responses with comments
28	52	1	10

Main objections raised by the public

The main points raised in objection to the proposals along with Officers' response are as follows:

1.0 New crossing might not be understood

This comment was received from one resident who wrote that cyclists and motorists would not understand how the crossing works. The main reason for objecting was that widening the junction would reduce the road width and cause congestion.

Officers' response: – The crossing will function as a zebra crossing and both cyclists and motorists know the basic functions of a zebra crossing.

2.0 Not sufficient and safe enough for all. Cyclists will continue to speed and become more aggressive and pedestrian and cycle collisions will increase

This comment was received from three residents who thought there are many cyclists who use this junction and giving them priority would just not make it safe for all.

Officers' response: - The crossing will function as a controlled crossing and cyclists will be urged to slow down as they approach the junction.

3.0 Raised tables unnecessary and expensive, use borough wide 20mph zone

This comment was received from one person.

Officers' response: The proposals are part of a 20mph zone scheme and this scheme is being extended to more roads across the borough.

4.0 Proposals will increase delays at peak times and during the summer

This comment was received from one person.

Officers' response: This comment was received from one resident. It is noted that where pedestrian traffic is high zebra crossings can have a negative impact on traffic delay, however, this is a strategic pedestrian and cycle route and the proposed crossing is felt to be the appropriate solution given the number of users.

Main comments in support of the proposals

1.0 Good, excellent idea, strongly in favour of proposals

This comment was received from 22 people.

Officers response:

Shows the proposals are strongly supported by the public

2.0 Yes but also install similar facilities at the Eleanor Road junction

This comment was received from 5 people including one for the Broadway Market end

Officer's Response:

Traffic surveys carried out at the Martello Street junction and Eleanor Road junction show that the Martello Street junction handles up to seven times more pedestrian traffic as the Eleanor Road junction. A zebra crossing at the Eleanor Road junction is not being considered as a suitable option for now.

3.0 The junction is currently very confusing for both pedestrians and drivers. The proposals will help improve safety for vulnerable road users particularly kids and wheelchair users.

This comment was received from ten people

Officers response:

Although the current set up has worked in the past as the reluctance to proceed in view of traffic or pedestrians has worked in favour for both sides, there has always been the uncertainty of whether this give and take arrangement works. The proposed crossing will take away this uncertainty.

4.0 Yes but also consider cyclists speeds as they can be dangerous to pedestrians particularly the vulnerable road users in buggies and wheel chairs

This comment was received from three people

Officers response:

Signing and road markings will be used on the approaches to the junction to encourage the cyclist to slow down.

5.0 Miscellaneous comments regarding parking, bus stop relocation, routine maintenance, lighting etc were received from seven people.

Officers response:

Where possible the comments will be taken on board.

IMPACTS

Permanent Impacts

The proposals will help increase accessibility for pedestrian and cyclists when crossing the junctions. The raised junction tables will help reduce traffic speeds by reducing the distances between traffic calming features. The signs will help highlight the presence of a 20mph zone at Richmond Road.

Temporary Impacts

Whilst pavement works are in progress, normal chapter 8 signing and guarding will be in place. A road closure will be in place for up to a week when the installation of junction tables will be taking place. The works could be carried out at night or weekends to minimise the impact on week day traffic.

The works are scheduled for implementation during the 2014 / 15 financial year however the start of works will depend on when the new TSRGD 2015 is released as it the legality of the combined pedestrian /cycle crossing depends on its release.

FINANCIAL IMPLICATIONS

Funding has been secured for the introduction of these proposals during the 2014 / 15 financial year through the Developing Borough Infrastructure.

The total budget for these works is £120,000.00

RECOMMENDATIONS

It is recommended that the proposals outlined in this decision audit be agreed and taken to implementation stage.

CONCLUSIONS

I have noted the contents of this decision audit and the associated documents and agree with the recommendations contained therein.

Signed: - 

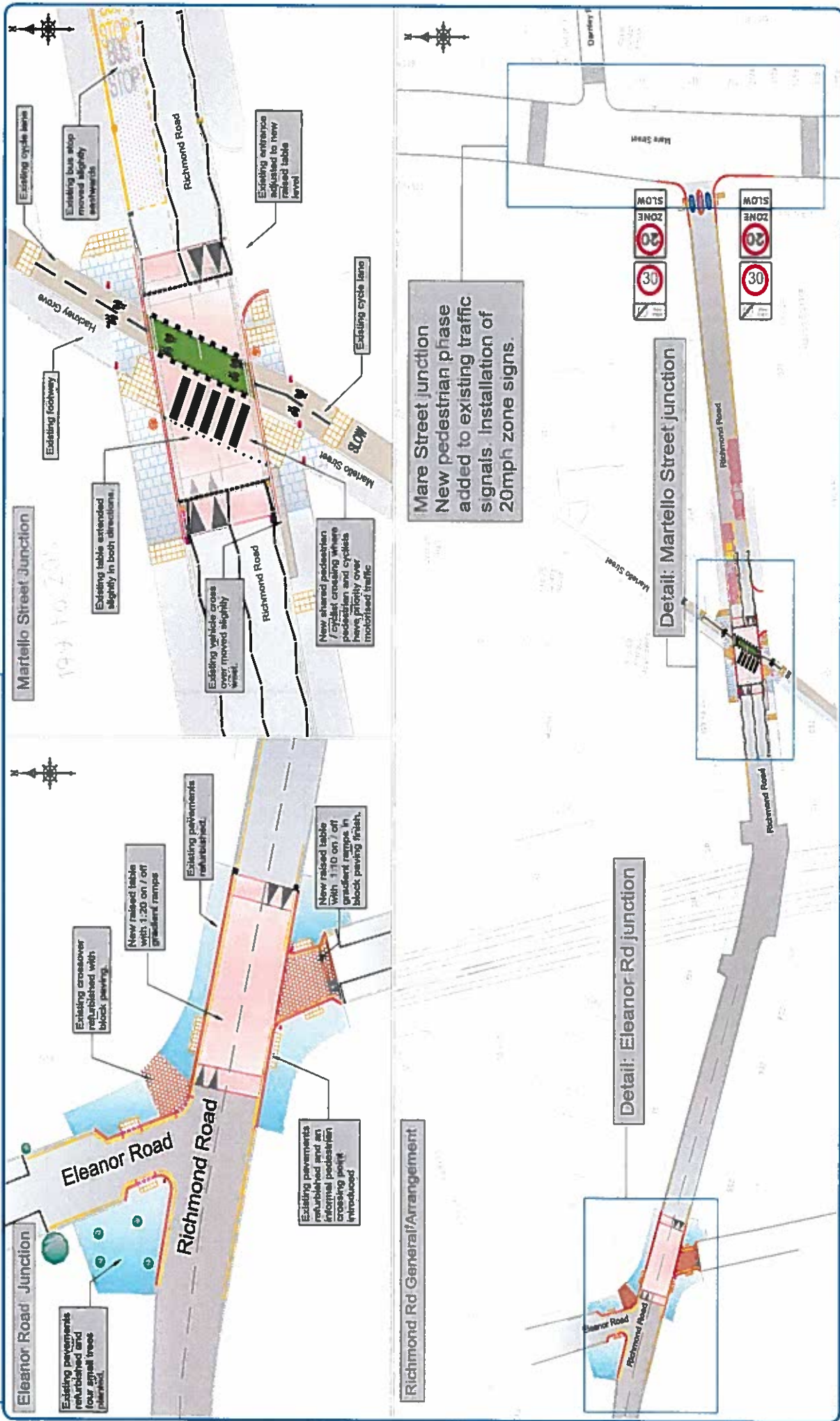
Dated: - 13/1/15

Tom McCourt
Assistant Director - Public Realm

cc Andrew Cunningham – Head of Streetscene

cc Councillor Demirci – Cabinet Member for Neighbourhoods

Richmond Road pedestrian and cycle improvements



Mare Street junction
 New pedestrian phase added to existing traffic signals. Installation of 20mph zone signs.

Detail: Martello Street junction

Detail: Eleanor Rd junction

Richmond Rd General Arrangement

