

## 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: - Rivington Street JW Charlotte Road – Central London Cycle Grid**

### Agree to:-

1. Give approval to proceed with the installation of a restricted zone at Rivington Street junction with Charlotte Road.
2. Give approval to proceed with the relocation of the existing motorcycle bay on the northern side of Charlotte Road.
3. Give approval to proceed with the installation of a raised junction table at Rivington Street junction with Charlotte Road.
4. Give approval to proceed with installation of a levelled surface at Rivington Street junction with Charlotte Road.
5. Give approval to relocate the existing parking bays on Rivington Street (west) to the opposite side of the road to allow for westbound cycle contraflow.
6. Give approval to proceed with the advertisement of statutory notices and Traffic Management Order changes.

### Reason

The proposals will:

1. Encourage more people to take up cycling as a sustainable mode of travel by improving accessibility and removing obstacles that tend to discourage cycling.
2. Reduce the speed of motor traffic approaching and entering the junction.
3. Increase the amount of footfall in the proposed 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 the Council's Transport Vision and an essential part of Hackney's Transport Strategy.

Hackney Council has partnered with other London authorities and Transport for London (TfL) to deliver the Central London Cycle Grid (CLG). The CLG is a network of cycle routes in Central London Zone 1, containing a mixture of Cycle Superhighway and Quietways routes. Quietways are well sign posted, connected cycle routes that provide an attractive and accessible environment for cyclists on low-traffic roads.

The Mayor of London awarded Mayors Air Quality Funding to create a Low Emission Neighbourhood (LEN) in the City Fringe. The LEN is a tri-borough initiative between Hackney, Islington and Tower Hamlets Councils and will include a package of measures focussed on reducing emissions and promoting sustainable travel to improve the local air quality. An integral part of this focusses on public realm improvements to encourage more walking, cycling and low emission vehicles. This scheme forms part of the LEN and wider public realm vision to improve walking and cycling links across Shoreditch and Hoxton

## **PROPOSALS**

The proposed changes include

- Raising the junction and the approaches and using different materials to encourage drivers to slow down, making it safer for people walking and cycling at the junction
- Introducing a shared space area at the junction with a kerb-free flat surface with no barriers, allowing pedestrians, cyclists and vehicles to occupy the same space, with more freedom of movement.
- Removing kerbs to allow easier movement around for wheelchair users, the elderly and those with pushchairs.
- Enhancing the public realm to improve the overall value of the junction, including high quality materials to improve aesthetics and recognise the architectural quality of adjoining buildings.
- Relocating the motorcycle parking bay on Charlotte Road (north) to the other side of the road to create deflection and reduce vehicle speeds on the southbound approach to the junction.
- Relocate the existing parking bays on Rivington Street (west) to the opposite side of the road to allow for westbound cycle contraflow and continuation of the CLG Quietway 13 (Q13).

## PUBLIC CONSULTATION

572 copies of the public consultation document were sent out to local residents and businesses around the Rivington Street 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 13<sup>th</sup> December 2016 and finished on 20<sup>th</sup> January 2016. 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 (LSiH), London Cycling Campaign in Hackney (LCCIH), The London Fire Brigade (TLFB), Age Concern (representing Disability Backup) and the Police were all consulted.

All the key stakeholder groups were generally supportive of the proposals and where possible their comments/suggestions were taken on board.

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 of scheme proposals	Total not in favour of scheme proposals
572	36 (6.3%)	22 (61%)	14 (39%)	30 (83%)	4 (11%)

### Main comments in support of the proposals

- 1.0 Proposals will reduce vehicle speeds in the area
- 2.0 Proposals will improve safety for cyclists and pedestrians
- 3.0 Proposals will improve air quality
- 4.0 Proposals for parking rearrangement on the western side of Rivington Street will improve cycle facilities.

## **Main objections to the proposals**

- 1.0** New motorcycle bay on Rivington Street (West) will restrict turning movements for light goods vehicles into Garden Walk

Officer's response: – The proposed new motorcycle bay on the western side of Rivington Street has been tracked on AUTOCAD and there is sufficient space for light goods vehicles to safely turn into Garden Walk.

- 2.0** The flat surface could create flooding

Officer's response: – The proposals have taken into account drainage issues and the scheme will be constructed in a way to ensure that water will drain into the newly proposed gullies within the scheme vicinity.

## **IMPACTS**

- The proposals will provide an easier and safer route for pedestrians and cyclists, whilst reducing the speed of traffic in the area.
- Whilst pavement works are in progress, normal chapter 8 signing and guarding will be in place.
- All works will be carried out under normal working hours of 08:30am to 4:30pm Monday to Saturday.
- The works will be implemented between February and May 2017.

## **FINANCIAL IMPLICATIONS**

- Funding has been secured for the introduction of these proposals during the 2016/17 financial year.
- The estimated total cost of this scheme is £229,000 (inclusive of fees and contingency). £79,000 will be funded from the Central London Cycle Grid stream and £150,000 from the Low Emissions Network stream.

## RECOMMENDATIONS

It is recommended that the scheme is to be installed as requested subject to satisfactory statutory consultation.

### APPROVAL

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

Signed.....

Dated ..... *20 Feb 2017.*

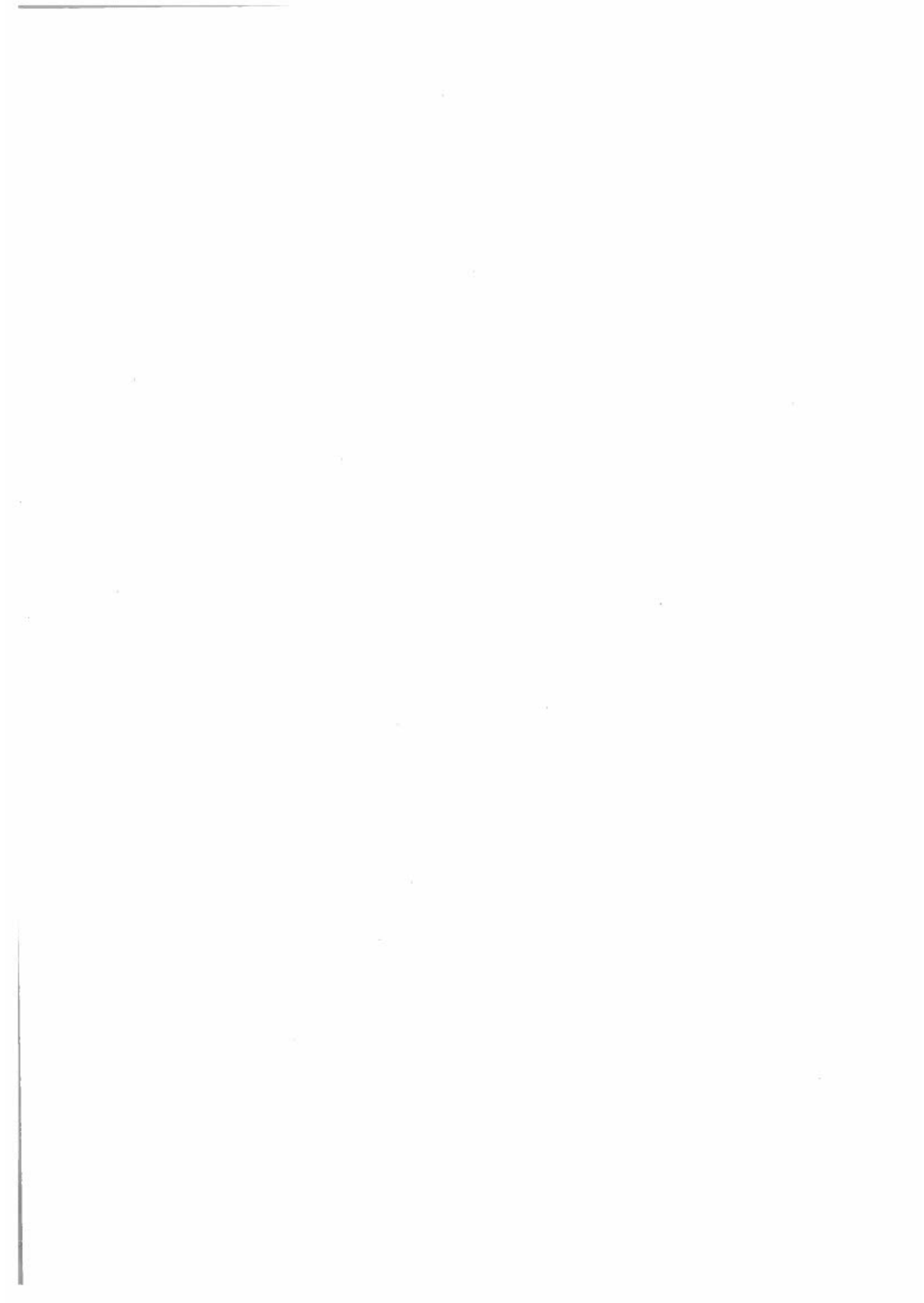
**Andrew Cunningham**  
**Head of Streetscene**

**Cc**

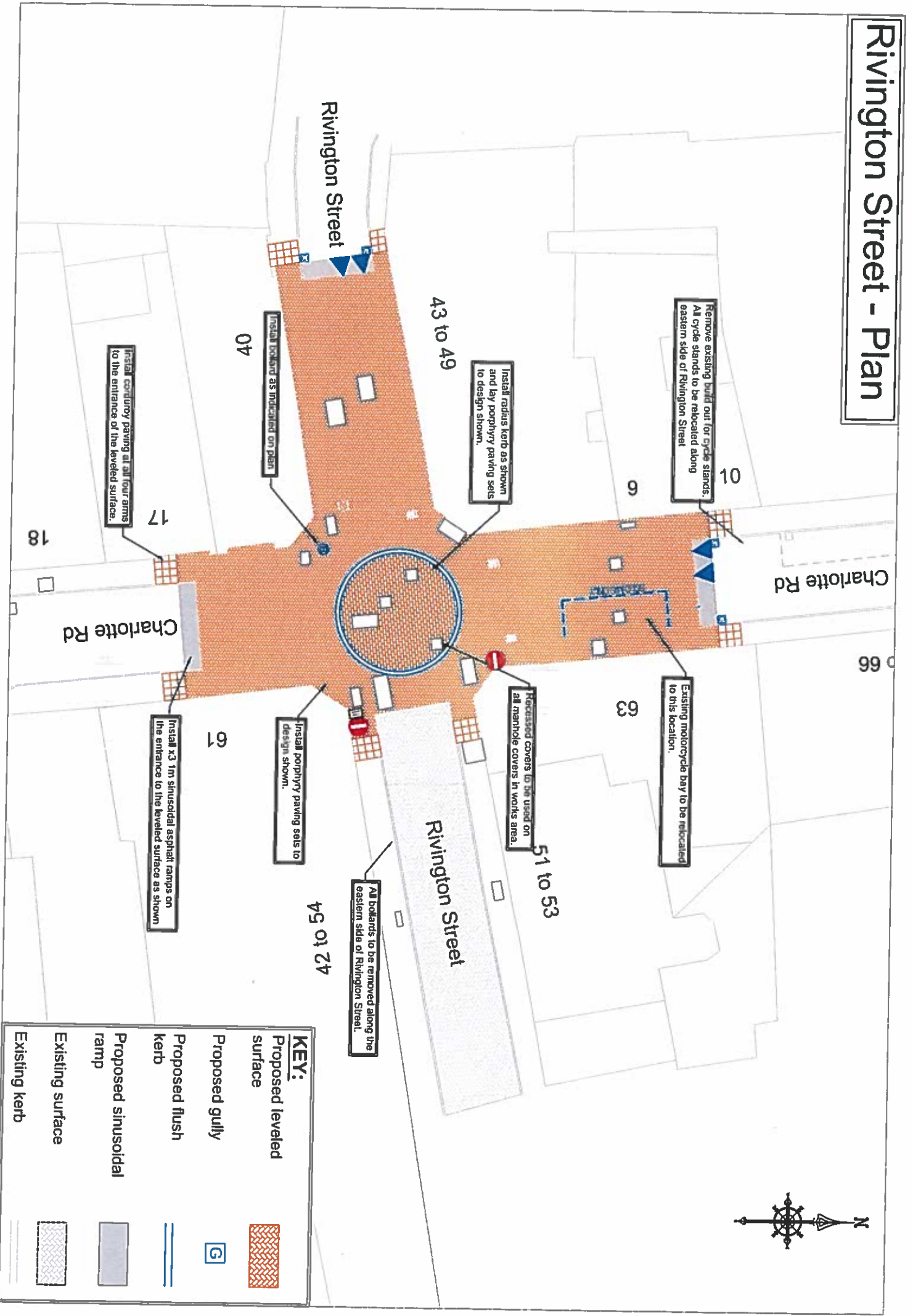
**Councillor Demirci – Cabinet Member for Neighbourhoods, Transport & Parks**

**Aled Richards – Director of Public Realm**

**Kate Hart – Group Engineer, Design & Engineering Group**



# Rivington Street - Plan



Remove existing build out for cycle stands. All cycle stands to be relocated along eastern side of Rivington Street

Install radius kerb as shown and lay porphyry paving sets to design shown.

Install kerb as indicated on plan

Install concrete paving at all four arms to the entrance of the levelled surface.

Existing motorcycle bay to be relocated to this location.







Recessed covers to be used on all manhole covers in works area.

All bollards to be removed along the eastern side of Rivington Street.

Install x.3 1m sinusoidal asphalt ramps on the entrance to the levelled surface as shown

Install porphyry paving sets to design shown.

**KEY:**

-  Proposed levelled surface
-  Proposed flush kerb
-  Proposed sinusoidal ramp
-  Proposed gully
-  Existing surface
-  Existing kerb



