

DECISION AUDIT FORM

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

HEALTH & COMMUNITY SERVICES DIRECTORATE – Design and Engineering Section

DECISION: - To proceed with the implementation of the Rookwood Road bus routes 318 & 349 extension scheme.

Agree to:-

Give approval to proceed with the implementation of Rookwood Road bus routes 318 & 349 extension (bus stop accessibility improvements) scheme shown in the attached consultation drawings in appendix 1.

Reason

1. To facilitate the operational extension of bus routes 318 & 349 so that passengers can board and alight these services in Rookwood Road, increasing local accessibility to bus services for residents in this area
2. Ensure that the new "live" bus stops conform to the necessary accessibility guidance and good practice

Background

Transport for London (TfL) has received customer requests for routes 318 and 349 to be extended in public service along a route they already take to and from their stand on Rookwood Road. At present both routes terminate their public route at the 'Egerton Road' stop on Stamford Hill, and then proceed "out of service" along Egerton Road to the Rookwood Road stand. They then return to public service via Clapton Common, first calling near Stamford Hill Broadway for the 318 and opposite Egerton Road for the 349.

In response to customer requests, Transport for London (TfL) consulted stakeholders and residents in August/September 2013 on proposals to change the first and last bus stops on routes 318 and 349. The proposed changes are intended to allow passengers to get off and on the 318 and 349 in Rookwood Road, rather than having to walk a long way to/from Clapton Common or Stamford Hill, where the current first and last stops are located. The outcome of TfL's consultation was very positive and TfL subsequently agreed to go ahead with the changes.

To facilitate the operational extension of routes 318 & 349 a number of highway layout and kerbside control changes have been identified in the area, primarily in Rookwood Road by the existing Bus Garage. In broad terms, two new combined pick-up/drop-off bus stop/stands are required in Rookwood Road to serve the two routes and TfL/Bus operator has requested the retention of a contingency stand for network resilience and garage management purposes. The proposals primarily involve a re-organisation/rationalisation of existing kerbside space, most of which is already allocated to bus usage, rather than reallocating space from other functions such as parking, waiting and loading. In order to make the new stops/stands compliant with accessibility guidance some pavement upgrade works are also required.

A detailed description of the proposals are included below;

The proposed measures included in the initial design and consultation process:

A major aim of the work is to help passengers get on and off the bus more easily, particularly those with mobility difficulties. Raising the kerb and the footway within the boarding/alighting area will help when the ramps on the bus need to be used. This will make getting on/off the bus easier for people in wheelchairs and those with pushchairs, shopping trolleys etc. Each of the proposals below has been numbered and are shown on the accompanying plan for ease of reference.

1. The existing bus stand on Rookwood Road outside the Stamford Hill bus garage will be shortened and will serve as a new bus stand for bus operational purposes.
2. The introduction of new combined bus stop and bus stand in Rookwood Road adjacent to the Gregorian Orthodox Cathedral, will serve as a new bus stop and bus stand for bus route 318.
3. The introduction of new combined bus stop and bus stand on Rookwood Road near the junction with Castlewood Road will serve as a new bus stop and bus stand for bus route 349.
4. Removal of the existing northbound bus stand on Rookwood Road at the junction with Castlewood Road and also removal of existing 9 metres of double yellow line to provide six additional car parking spaces.
5. Relaying the eastern pavement in Rookwood Road using new paving slabs and raising the kerb height so that passengers can get on and off the bus more easily.
6. Installing 18 metres of new double yellow line waiting restriction across the church vehicle crossover entrance and the private car parking area.
7. Installing double yellow line waiting restriction across both the entrances to the Stamford Hill bus garage.
8. Installing new "Keep Clear" road markings outside the entrance of New Synagogue, outside Joel Emanuel house and outside Yesodey Hatorah school car park to reduce congestion and improve the free flow of traffic.
9. Installing new dropped kerbs in Egerton Road outside the New Synagogue and at the junction with Rookwood Road for better pedestrian accessibility.
10. Providing one additional vehicle parking space in Rookwood Road at its junction with Clapton Common.
11. Taking out 4.5 metres space of the existing private car park driveway and 2 metres of the existing bus garage driveway for new bus stop accessibility.

The overall impact of these proposals is residents will not lose any car parking spaces and will gain a new pick up and drop off bus stops for bus route 318 & 349 as part of these scheme proposals.

Public Consultation:

A public consultation with the local community, the emergency services and stakeholders was undertaken from **15 June 2015 to 10 July 2015**.

The consultation question was, **“Do you have any comments on the proposed measures?”**

Full consultation documents are attached in appendix 1

A total of **310** consultation leaflets were delivered to residents on all the properties in Rookwood Road, Leabourne Road and few properties within Castlewood Road, Ravensdale Road and Egerton Road. Electronic copies were emailed to key stakeholders.

A total of **87** responses were received to the public consultation giving a response rate of **28%**. Out of those **87** responses **67** were hand delivered by local Ward Councillors on the final day of the consultation

Consultation Feedback Summary:

Excluding the responses submitted by Ward Councillors on the last day of the consultation the response rate was very low but generally positive with **13** out of **17** responses received from the public via post and email in favour of the scheme

Ward Councillors then hand delivered a further **67** responses in opposition to the changes on Friday 10th July 2015

Hand Delivered Consultation Responses by Councillor Steinberger:

On the final day of the scheme consultation (10/07/15) Ward Councillors hand delivered **67** consultation feedback forms.

All hand delivered 67 consultation feedback responses were in opposition to the proposed scheme for three main reasons. The three reasons were;

- the impact of new scheme will be dangerous for children to cross the road,
- the impact of the scheme will have parking loss on Rookwood Road and more parking stress on Leaboure Road
- increased noise and pollution.

Out of those **67** hand delivered forms **26** appeared to be photocopied responses and **3** responses appeared to be duplicate responses from the same address. Officers have also identified two instances where the Council received responses directly by royal mail post with no objection to scheme, but subsequently received further responses on the last day from the same addresses opposing the scheme, citing concerns over parking and child safety.

3 of the **67** responses received on the last day were from Springfield Ward members and all **3** responses were in opposition to the proposed scheme.

The Springfield Ward Councillors responses are detailed below

Councillor Harvey Odze : I strongly object to the extra bus stops / stands due to the increase in noise and pollution outside a block of residential flats, the increased danger of accidents due to the proximity of these stands to the junctions and the increased danger to children crossing the road from the several close by schools. I also object to the increased pressure on parking in the area due to loss of parking space in Rookwood Road.

Councillor Simche Steinberger: As a local councillor and local resident I tried whatever I could to explain that it is not right and fair in such a small road to have so many bus stand and bus stops. The road which is one of the smallest in Hackney suffer enough from the buses already besides putting the stop of 349 so close to the junction is not safe and will also disturb the residents of Rookwood Court. So I am strongly against this proposals.

Councillor Michael Levy: I have been on 4 site visits with officers and given much time and thought to reach a solution that will have the least impact on this very busy residential area. I am saddened that these proposals will considerably increase bus congestion. It is therefore with regret that I object to this scheme in its current form.

Officer responses to the above objections:

Adverse impact of new scheme on children to cross the road: Rookwood road is already a bus route for buses 318 & 349 and no new additional risks affecting children's safety is being introduced by the proposals.

Adverse impact of scheme on parking in Rookwood Road: The proposal provides additional one vehicle parking space on Rookwood Road. The provision of a new pick up and drop off bus stops for bus route 318 & 349 will give residents better access to and from the public transport in support of their demand for route 318 and 349 to be extended.

Increased noise and pollution: Rookwood Road is currently a major bus stands including bus routes 318 and 349. The buses constantly stop and start from the stands throughout the day and the creation of a new bus stop and removing similar size bus stand will not cause additional noise and pollution in the area.

Engagement with Ward members: As detailed in Councillor Levy's comments, Council Officers have met Ward Councillors on 4 separate occasions over the course of approximately a year to listen to their concerns regarding the proposed scheme, and have made a series of design amendments to try and resolve these concerns as far as possible. The original scheme proposal included the retention of 4 separate bus stop/stand areas in Rookwood Road (a combined alighting stop and stand for R318, a combined alighting stop and stand for R349, a combined boarding stop for R318 and R349, and a contingency stand for resilience/operational purposes). The proposals also included a range of junction protection proposals at the Castlewood Road/Rookwood Road, Egerton Road/Rookwood Road and Rookwood Road/Ravensdale Road junctions, aimed at ensuring adequate turning space for vehicles and to provide suitable visibility and accessibility for pedestrians in-line with standard good practice as set out in the Highway Code. The net impact of these proposals was a total reduction in current unrestricted parking provision of approximately 10-11 car spaces in the area.

At the initial meeting with Councillors a number of concerns were raised over the resultant reduction in parking provision and the ensuing increase in stress this would cause in an already subject to high demand area. Concerns were also raised as to whether the proposals took into consideration the forthcoming Tower Court development and the highway changes required to facilitate the development access road and Hatzola facility. In response to these concerns Council Officers reviewed the proposed junction protection measures and removed/reduced these to reduce the impact on kerbside space. Officers also reviewed the proposed contingency stand located on the Tower Court side of Rookwood Road and amended the cage length to future proof the layout against the planned Tower Court development proposals. The net impact of these changes meant the proposed parking impact was reduced to a loss of 5 car spaces.

The revised proposals were sent to Ward councillors for further comment and a second meeting was arranged to discuss ongoing concerns. Despite the reduction in parking impact

concerns remained over the net parking loss and so Officers agreed to review the scheme again to see whether any further changes could be made. In partnership with TfL Bus Operations and the Met Police, Officers reviewed the proposed bus stop/stand requirements associated with the extension of the two routes and sought agreement to reduce the number of stops/stands from 4 to 3, as per the arrangement set out in the consultation material. This, alongside a further review of waiting and loading restrictions in the area, resulted in the scheme having a neutral parking impact.

Ward councillors were sent the revised proposals for further comment and additional concerns were subsequently raised over the impacts of the scheme. At a further site meeting concerns were discussed and these included the removal of 11m of double yellow line on Castlewood Road which had been proposed as part of one of the aforementioned waiting and loading reviews to try and make the scheme parking neutral. The concerns related to whether the removal of the double yellow line would result in the road becoming blocked when used by larger vehicles. In addition, concerns were raised over the general impact of buses using Rookwood Road and over pedestrian visibility/safety at the Castlewood Road junction due to the layout of the proposed stop closest to the junction

Officers' view is that the R318 and R349 already use Rookwood Road out of service and so no additional bus trips will be generated as a result of the changes. As such noise and pollution is not expected to increase over current levels. The stop closest to castlewood Road is proposed in place of currently unrestricted kerbside space where parked vehicles are generally present. While it is understood that buses are larger vehicles when compared to the private cars and vans that are generally parked in this area, the proposed bus cage terminates approximately 10m from the junction, and given the planned location of the bus flag and passenger alighting points, buses would be actually be situated a further 8-9m away from the junction when stationary at the stop. As such Officers' view was that the proposals did not present a safety problem.

Following a 4th site meeting attended by the Head of Streetscene, the layout of the stop closest to Castlewood Road was reviewed again and shortened so that it terminated 17m away from the junction. This change was made to provide reassurance that any stationary buses would be sited as far away from the junction as possible.

Based on the various meetings and design amendments detailed above Officers believe that a significant effort has been made to understand and mitigate the concerns of Councillors as far as possible, while delivering changes that will benefit the local community

Some of the positive comments mentioned by the residents about the proposed scheme proposals

- All of the proposed drawing looks great! It will make a big difference to be able to pick up and drop off on Rookwood Road.
- The proposal will be much helpful due to some of us not using a car. It's a long walk form the main roads to the 349 and 318 bus stands. We have been waiting for this for so so long.
- The idea is a long time coming and I presently am very happy for it to use.
- I am delighted with this extended route it will help me to get to my destination much more efficiently. Thanks a lot

A full summary of all consultation responses is included in Appendix 2.

Stakeholder's consultation

As part of the consultation process the statutory consultees were consulted through email. This includes the emergency services (police, ambulance & fire Service), TfL, disability back up, London cycling Campaign (LCC), Living Streets and internal departments. The statutory consultees were given 4 weeks to comment on the proposed proposals.

No comments were made by the emergency services. However, Living Streets made positive comments on the new bus route extension and new bus stop accessibility works but they have objected to the provision of any additional parking spaces to residents within the area.

Impacts:

The proposals will improve in saving the time of bus commuter's journey time and also enhance the bus stop accessibility for passengers to get on and off the bus more easily, particularly those with mobility difficulties. Raising the kerb and the footway within the boarding/alighting area will help when the ramps on the bus need to be used. This will make getting on/off the bus easier for people in wheelchairs and those pushing pushchairs. The proposals will also provide improvements to the local streetscape.

Equalities Impact Assessment:

In developing these proposals consideration has been given to the impact in terms of Equalities. This scheme does not impose a known negative equality impact on any group of road users. Positive equality includes better pedestrian/bus accessibility, improvement to visibility at the junction for all road users, and reduction of traffic speed on approach to improve safety. 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.

Financial Implications

The estimated cost of this scheme is £68,000. The scheme is funded by the

Transport for London (TfL) – enabling works - £ 68,000

Conclusions

It is recommended that approval be given for the implementation of the scheme as shown in the plan - appendix 1.

The statutory consultation of Traffic Management Orders relating to the scheme will take place following the approval of this report. Should any objections be made, a separate report will be prepared for Assistant Director's consideration prior to any works starting on site outlining the objections and the Council's recommendations, for further approval.

Approval

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

Signed.....

Dated.....19/10/15

Tom McCourt
Assistant Director
Public Realm
CC. Councillor Feryal Demirci - Cabinet Member for Neighbourhoods
CC. Christopher Proctor – Design & Engineering Manager
CC. Andrew Cunningham – Head of Streetscene

Appendix 1

CONSULTATION DOCUMENTS ALONG WITH PLAN DRAWING

Appendix 2

CONSULTATION RESPONSE SUMMARY

Decision Audit Index Page

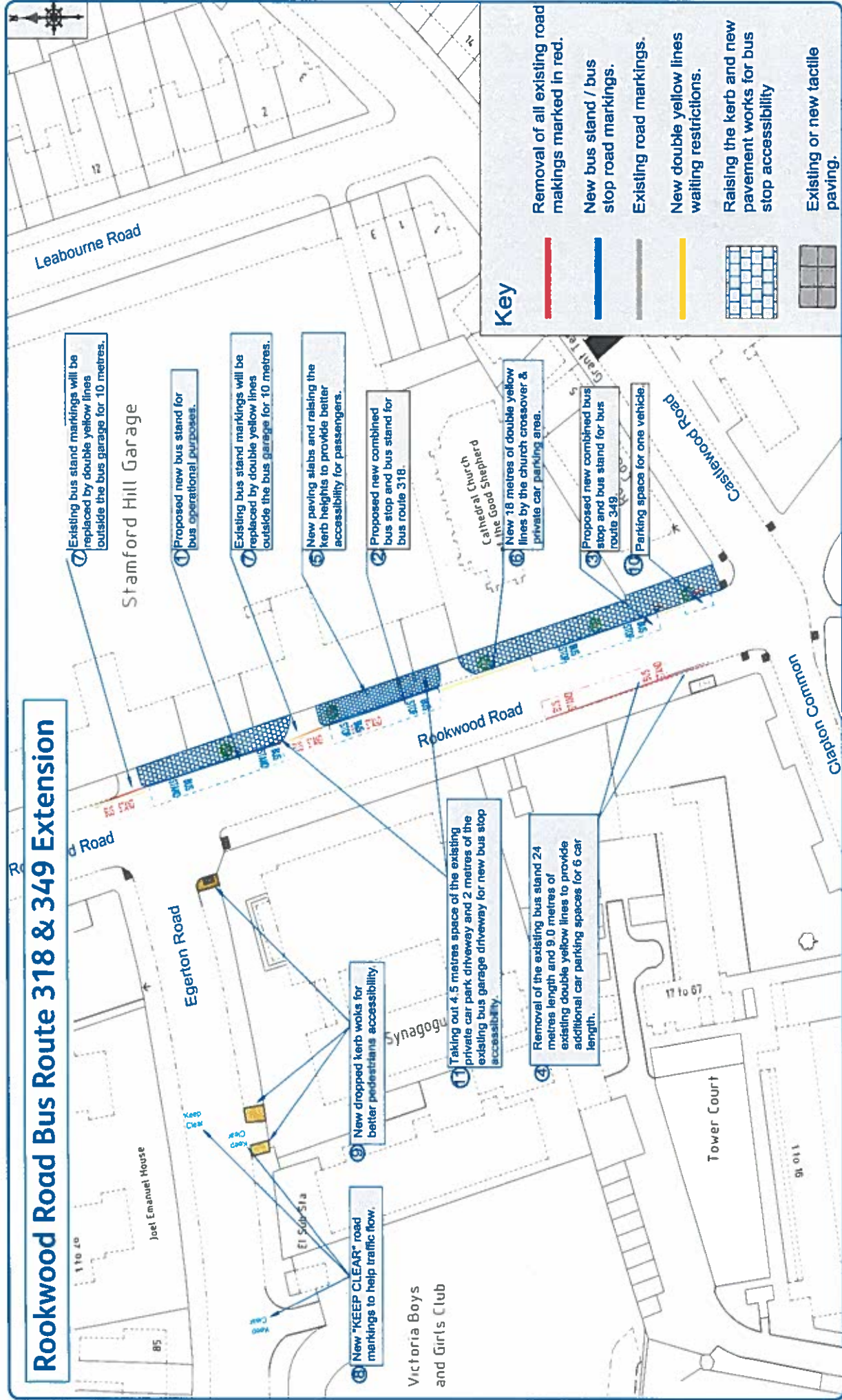
Rookwood Road bus routes 318 & 349 extension scheme

List of Appendices

Appendix 1 - Copy of Rookwood Road bus routes 318 & 349 extension scheme consultation documents and plan.

Appendix 2 – Consultation response summary

Rookwood Road Bus Route 318 & 349 Extension



Key

- Removal of all existing road markings marked in red.
- New bus stand / bus stop road markings.
- Existing road markings.
- New double yellow lines waiting restrictions.
- Raising the kerb and new pavement works for bus stop accessibility
- Existing or new tactile paving.

Existing bus stand markings will be replaced by double yellow lines outside the bus garage for 10 metres.

Proposed new bus stand for bus operational purposes.

Existing bus stand markings will be replaced by double yellow lines outside the bus garage for 10 metres.

New paving slabs and raising the kerb heights to provide better accessibility for passengers.

Proposed new combined bus stop and bus stand for bus route 318.

New 18 metres of double yellow lines by the church crossover & private car parking area.

Proposed new combined bus stop and bus stand for bus route 349.

Parking space for one vehicle.

New dropped kerb works for better pedestrian accessibility.

Taking out 4.5 metres space of the existing private car park, driveway and 2 metres of the existing bus garage driveway for new bus stop accessibility.

Removal of the existing bus stand 24 metres length and 9.0 metres of existing double yellow lines to provide additional car parking spaces for 6 car length.

New "KEEP CLEAR" road markings to help traffic flow.



Public Consultation

Rookwood Road Bus Routes 318 & 349 Extension
Streetscene Bus Stop Accessibility Improvements
Scheme

May 2015

have  say

 **Hackney**

This consultation document outlines Hackney Council's proposals for bus stop improvement measures in Rookwood Road to allow the extension of bus routes 318 & 349.

Background

Transport for London (TfL) has received customer requests for routes 318 and 349 to be extended in public service along a route they already take to and from their stand on Rookwood Road. At present both routes terminate their public route at the 'Egerton Road' stop on Stamford Hill, and then proceed "out of service" along Egerton Road to the Rookwood Road stand. They then return to public service via Clapton Common, first calling near Stamford Hill Broadway for the 318 and opposite Egerton Road for the 349.

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The outcome of TfL's consultation was very positive and TfL has planned to go ahead with the changes. A new combined pick-up bus stop and bus stand would be installed in Rookwood Road, adjacent to the Gregorian Orthodox Cathedral and a new bus stand for bus operational purposes would be installed in Rookwood Road outside the Stamford Hill bus garage.

In order for the bus service extensions to work a number of on-street highway changes are required, which Hackney Council are proposing as set out below;

The Proposals include:

A major aim of the work is to help passengers get on and off the bus more easily, particularly those with mobility difficulties. Raising the kerb and the footway within the boarding/alighting area will help when the ramps on the bus need to be used. This will make getting on/off the bus easier for people in wheelchairs and those with pushchairs, shopping trolleys etc. Each of the proposals below has been numbered and are shown on the accompanying plan for ease of reference.

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9. Installing new dropped kerbs in Egerton Road outside the New Synagogue and at the junction with Rookwood Road for better pedestrian accessibility.
10. Providing one additional vehicle parking space in Rookwood Road at its junction with Clapton Common.
11. Taking out 4.5 metres space of the existing private car park driveway and 2 metres of the existing bus garage driveway for new bus stop accessibility.

The overall impact of these proposals is residents will not lose any car parking spaces and will gain a new pick up and drop off bus stops for bus route 318 & 349 as part of these scheme proposals.

Consultation

This consultation document lays out Hackney Council's proposals for new bus stop improvement measures in Rookwood Road to allow the extension of bus routes 318 and 349. Your views are a very important factor in the Council's decision making process. Please read through the information in this document and return the questionnaire by **10 July 2015**.

What happens next?

Your views will be taken into account as part of the detailed design. Works are programmed to commence in **September / October 2015** should we get a positive response. May we take this opportunity to thank you for replying to this consultation.

How to give your views

Please complete the questionnaire, place it in the addressed freepost envelope provided and post it. Please return by **10 July 2015**. The proposal may change subject to feedback from residents and stakeholders. The consultation results are used to help reach a decision on whether to go ahead with the proposals.



For more information contact Hackney Service Centre on **020 8356 2897**.

Alternatively email: info@hackney.gov.uk or visit Hackney.gov.uk

If you would like to find out what this document says please tick the appropriate box, put your name, address and phone number at the bottom of this page and return it to the address below.

Bengali

এই দলিলে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপযুক্ত বাক্সে টিক দিন, এই পাতার নীচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নীচের ঠিকানায় ফেরত পাঠান।

Somali

Haddii aad jeclaan lahayd in aad ogaato waxa dokumeentigani sheegayo fadlan calaamadi godka ku haboon, ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi cinwaanka hoose.

French

Si vous désirez connaître le contenu de ce document, veuillez cocher la case appropriée et indiquer votre nom, adresse et numéro de téléphone au bas de cette page et la renvoyer à l'adresse indiquée ci-dessous.

Spanish

Si desea saber de lo que trata este documento, marque la casilla correspondiente, escriba su nombre, dirección y número de teléfono al final de esta página y envíela a la siguiente dirección.

Kurdish

Ger hun dixwazin bizanibin ku ev dokument çi dibêje, ji kerema xwe qutika minasib îşaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpel binivîsin û wê ji navnîşana jêrîn re bişînin.

Turkish

Bu dökümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfanın alt kısmına yazıp, aşağıdaki adrese gönderin.

Polish

Jeśli chcesz dowiedzieć się, jaka jest treść tego dokumentu, zaznacz odpowiednie pole, wpisz swoje nazwisko, adres i nr telefonu w dolnej części niniejszej strony i przeslij na poniższy adres.

Vietnamese

Nếu bạn muốn biết tài liệu này nói gì hãy đánh dấu vào hộp thích hợp, điền tên, địa chỉ và số điện thoại của bạn vào cuối trang này và gửi lại theo địa chỉ dưới đây.

Urdu

اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو ازراہ کرم مناسب باکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھئے اور اسے نیچے دیئے گئے پتہ پر واپس بھیج دیجئے۔

Chinese

如果你想知道這分文件的詳細內容，請在方框內打鉤，在本頁下面寫下你的名字、地址和電話號碼並寄到下面的地址。

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Return to: Design & Engineering Team, 1st Floor Kelton house, 89 -115 Mare Street, Hackney, London E8 4RU