

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: WEST BANK – ENVIRONMENTAL & CYCLE IMPROVEMENTS

Agree to:

- i. Note the favourable outcome of the public consultation exercise for the West Bank environmental and cycle improvements
- ii. Give approval to:
 - a. Proceed with the implementation of the West Bank environmental and cycle improvements;
 - b. Proceed with the statutory consultation and advertisement of the necessary traffic orders associated with the changes.

Reason

The proposals will:

- i. Introduce a 'protected' cycle track along the east side of West Bank by removing parking along this side of the road.
- ii. Promote the use of the existing Cycle Superhighway Route 1.
- iii. Contribute to improving air quality for all local residents along West Bank by reducing the number of motor vehicles using this road.

1.0 BACKGROUND

- 1.1 This Council is committed to promoting and encouraging cycling as a clean, healthy and efficient way to travel and Hackney has been recognised as a leading cycling borough for the work it has undertaken in this respect to date. Hackney now has record levels of cycling amongst residents and visitors in the borough and the Council's intention is to continue to promote and encourage cycling as a sustainable transport alternative to private motor vehicle use, due to the wide range of benefits it provides, both at an individual level and to the wider transport network and environment.
- 1.2 In order to achieve this Hackney has been working alongside neighbouring boroughs on developing the Cycle Superhighway Route 1 (CS1) that provides a safe, direct, continuous and comfortable way of getting between Wilson Street in the south and Holmdale Terrace in the north of this borough.
- 1.3 This Council is also committed in its Transport Strategy to making Hackney's roads safer for everyone living, working and visiting the Borough. These changes are aimed at creating an environment that will encourage more walking and cycling, improving air quality and reducing emissions within the local area.
- 1.4 The Strategy includes a Liveable Neighbourhoods Plan, which recognises that streets, like West Bank, are not just places to park vehicles or drive, walk and cycle on. They are also the places where we socialise and live our lives. An aspiration 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.
- 1.5 This can only be achieved by reducing the dominance of the private vehicle. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the city. Even more disturbing is the direct impact it is having on children's health with evidence proving it is directly responsible for alarming rates of asthma and other respiratory illnesses in our schools.

2.0 EXISTING CONDITIONS

- 2.1 West Bank is a two-way road approximately 7.7 metres wide. However, it effectively acts as a one-way road as it has a no-entry point for vehicles at the northern junction with Amhurst Park. Currently vehicles park on both sides of West Bank that narrows the road space down to 3.5 metres and results in queuing, mostly northbound towards Amhurst Park, during peak hours.
- 2.2 Cyclists have raised concerns with the Council about the volume of vehicular traffic and the difficulty to negotiate West Bank (in both directions) when using the CS1 route through West Bank. Cyclists travelling northbound are often tailgated aggressively by drivers trying to pass where there is not enough space. Cyclists travelling southbound have to avoid oncoming vehicles travelling towards them in the middle of the road raising the danger of them being hit.

- 2.3 Automatic traffic count (ATC) data was collected during a typical week in February 2017. An analysis of this data shows that, with the No Entry point at Amhurst Park, there is a higher volume of vehicular traffic travelling northbound along West Bank than there is travelling southbound.
- 2.4 The average northbound volume of traffic (that excludes cycles & motorcycles) is 1597 vehicles per day (24hrs), and average southbound volume of traffic (excluding cycles & motorcycles) is 31 vehicles per day (24hrs). The peak periods for vehicles during the day are between 9 – 10am, and 4 -5pm, which are mostly attributed to the majority northbound direction.
- 2.5 The ATC data for bicycles shows, on average, 118 cyclists travelling northbound per day (24hrs), and 117 cyclists travelling southbound per day (24hrs), throughout a seven day week. The peak periods for cyclists are 8 – 9am southbound, and 5 – 6pm northbound.
- 2.6 The surveys also show that the 85th percentile speeds for vehicles northbound is 20mph over a typical seven day week, and similarly southbound 85th percentile speeds for vehicles are 16mph or less over seven days. These low speeds could be attributed to the presence of existing speed humps along the length of West Bank.
- 2.7 This data confirms that, whilst southbound traffic levels are low, there is a potential conflict between the number of cyclists using West Bank and northbound traffic, particularly for those cycling southbound being confronted by on-coming northbound vehicles. This conflict is exacerbated during peak periods when there is a high volume of vehicles & cyclists both using West Bank.
- 2.8 Parking along both sides of West Bank is currently uncontrolled, and parking stress surveys, taken in January 2017, show that, with both sides of West Bank currently being available for parking, 70% of this kerb side space is currently used.
- 2.9 With the proposed removal of parking along the east side of West Bank, as part of this scheme, the parking surveys show that space would still be available for these displaced vehicles to park in neighbouring roads.
- 2.10 Abandoned vehicles have also been identified as an existing issue along West Bank, particularly along the east side. These will be removed as part of this scheme.
- 2.11 One key aspect of West Bank, together with East Bank, is the wildlife sanctuary located within the railway cutting between these two roads, known as the East and West Bank Nature Reserve. This scheme will open up access to this reserve for all local residents by the removal of all vehicles along this side of West Bank.

3.0 POLICY

3.1 Hackney Council's Transport Strategy

3.1.1 Hackney Council's Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough.

3.1.2 The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration but is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions. In all cases, the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions and through providing sustainable alternatives to meet the aspirations of Hackney's people while improving social inclusion and combating climate change.

3.1.3 This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council's Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents including the Council's emerging Local Plan and Health and Wellbeing Strategy.

3.1.4 In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney's population and employment are amongst the fastest growing in London meaning that future travel patterns and the demand for travel will need to be carefully managed.

3.1.5 Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing this document.

3.2 Road Safety Plan

3.2.1 Hackney Council is committed to making our highways safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates and will seek to address this through the Road Safety Plan.

3.2.2 Achieving further casualty reductions will require greater effort and a coordinated approach with Transport for London, our neighbouring boroughs and engagement with road users persuading them to behave more safely. This Plan outlines some of the more successful initiatives undertaken by the Council to date.

3.2.3 A check on the available accident data shows that there have been no recorded personal injury accidents along West Bank between July 2014 and June 2017. The records do show that six incidents occurred on Amhurst Park. An analysis of the type and causes of these incidents indicates that none were attributed to the junction with West Bank.

3.3 **Mayor of London's Transport Strategy**

3.3.1 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.

3.3.2 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.

3.3.3 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.

3.4 **Mayor's Vision Zero**

3.4.1 The Mayor's Vision Zero aims to make streets in London safer for all.

3.4.2 It recognises that minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport.

3.4.3 Under this vision, no-one will be killed in an incident involving a London bus, and that by 2041 deaths and serious injuries resulting from road traffic collisions in the city will have been totally eradicated.

3.4.4 The proposals outlined in this document will help contribute to achieving the above policies.

4.0 PROPOSALS

4.1 The proposals include:

- The installation of a 'protected cycle track' along the whole length of the eastern side of West Bank for cyclists using the CS1 route through West Bank.
- Creating a safer, more pleasant environment for residents and pedestrians, by increasing the access and visibility to the adjacent Nature Reserve alongside the railway embankment along the east side of West Bank.
- Parking facilities along the eastern side of West Bank to be removed to allow the new cycle track to be introduced. Parking stress surveys indicate that displaced vehicles will be able to use other unrestricted parking spaces in neighbouring roads around West Bank.
- Overhanging tree branches and other vegetation alongside the embankment of the railway line to be trimmed in order to clear the space for the new cycle track. This will vastly improve the environment for residents and pedestrians, and increases the visual amenity of the nature reserve along the embankment.
- Changes to the existing buildout at West Bank junction with Dunsmure Road.
- Road markings and cycle infrastructure such as 'armadillos' installed to protect the cycle track from motor vehicles.

4.2 Details of the West Bank area improvements are outlined in the Consultation document included as Appendix I to this document.

5.0 STAKEHOLDER CONSULTATION

5.1 Prior to preparing the consultation document, Streetscene officers consulted with key stakeholders including Living Streets in Hackney (LSiH), London Cycling Campaign in Hackney (LCCiH), The London Fire Brigade (LFCDA), the London Ambulance Service, Parking Services, and the Metropolitan Police Service.

5.2 The Cabinet Member for Health, Social Care, Transport & Parks and the Ward Councillors for Woodberry Down, Stamford Hill West, and Springfield had seen the consultation document before it was sent out. Some concerns were received from several Ward members on the impact of the scheme on local residents. These were noted and the public consultation carried out to ascertain feedback from residents in the area directly via this consultation.

5.3 No objections to these proposals were recorded from any of the other key stakeholders.

6.0 PUBLIC CONSULTATION

- 6.1 Approximately 923 leaflets were distributed to residents and businesses around the West Bank area, as shown on the distribution map attached as Appendix II. The public consultation had a deadline of Friday 26th January 2018.
- 6.2 A copy of this public consultation was also put onto the Council's public website which gave an opportunity for others outside the consultation area to respond. This was particularly aimed at users of CS1 who may not be residents of Hackney Council.
- 6.3 Residents were also able to submit their comments via the Council's Citizen Space website.
- 6.4 A copy of the consultation document is included as Appendix I of this document.
- 6.5 **Analysis of the public consultation**
- 6.5.1 The consultation results are summarised here and detailed on the tables below. An overall total of 661 responses were received to this consultation, of which 392 (59%) support the measures, and 257 (39%) are opposed.
- 6.6 **Postal returns**
- 6.6.1 Of the 923 postal addresses within the catchment area that received the consultation leaflet a total of 97 completed questionnaires were returned within the consultation deadline. This represents an 11% return rate. These show 36% in support of the measures and 61% opposed.
- 6.7 **Online returns**
- 6.7.1 A total of 478 responses were received via the Council's online consultation website. These responses are made up of residents & businesses within the consultation area, people who are residents or businesses outside the consultation area but live within the borough, and from users of CS1, or visitors from outside of Hackney Council.
- 6.7.2 This total number reflects the removal of any duplicate responses i.e. a check on names & addresses has removed any that came from the same person at the same address.
- 6.7.3 Of these on-line returns, 75% support the measures, with 23% opposed. This breakdown shows that 60% live within the borough with only 34% responding from outside the borough.
- 6.7.4 Both the postal & online returns combined shows overall support of 68% (392 total), with 30% (171) opposed to the scheme. The majority of these are residents within the borough (67%).

6.8 Envelope returns

- 6.8.1 During the consultation period an envelope was hand delivered that contained 87 questionnaire responses. Two of these were the original consultation questionnaires with the remainder being a single sided colour photocopy of the questionnaire front page.
- 6.8.2 All of these responses were in opposition to the proposals, with a large percentage of these being outside of the consultation area but within the borough of Hackney. No comments were included within these responses.
- 6.8.3 Upon scrutiny of these envelope returns, one was found to be an exact duplicate of another i.e. that the same person from the same address had completed two of these copied questionnaires. Therefore this total has been adjusted to reflect 86 returns.
- 6.8.4 With these returns also included as part of the analysis, the overall outcome still gives support of 59% and opposed at 39% for the scheme.

7.0 Table I: Responses received by type and location

Postal returns			IA (inside consultation area)	IH (outside consultation area but within LBH)	OH (outside of LBH)	No address or postcode given
Support	35	36%	35	0	0	0
Oppose	59	61%	59	0	0	2
Neither	2	2%	2	0	0	0
Not indicated	1	1%	1	0	0	0
Total	97	100%	97	0	0	2
			98%	0	0%	2%

Online returns			IA (inside consultation area)	IH (outside consultation area but within LBH)	OH (outside of LBH)	No address or postcode given
Support	357	75%	12	193	152	0
Oppose	112	23%	17	89	6	0
Neither	9	2%	1	4	4	0
Total	478	100%	30	286	162	0
			6%	60%	34%	0%

ENVELOPE returns			IA (inside consultation area)	IH (outside consultation area but within LBH)	OH (outside of LBH)	No address or postcode given
Support	0	0%	0	0	0	0
Oppose	86	100%	18	66	2	0
Neither	0	0%	0	0	0	0
Not indicated	0	0%	0	0	0	0
Total	86	100%	21%	77%	2%	0%

8.0 Table II: Responses received by individual

ALL TOTALS (online + postal + ENV returns)					
	IA	IH	OH	Total	%
Resident	132	272	54	458	69%
Councillor	0	1	0	1	0%
other, please tell us	1	20	11	32	5%
works in the area	3	14	17	34	5%
Business	7	8	0	15	2%
visitor to the area	0	37	81	118	18%
Not indicated	2	0	1	3	0%
TOTALS	145	352	164	661	100%

ALL TOTALS (online + postal + ENV returns)					
	IA	IH	OH	Total	%
Support	47	193	152	392	59%
Oppose	94	155	8	257	39%
Neither	3	4	4	11	2%
Not indicated	1	0	0	1	0%
TOTALS	145	352	164	661	100%

9.0 Table III: Responses received by individual

The tables below show the overall outcome that *excludes* the envelope returns for analysis purposes.

TOTALS (online + postal)					
	IA	IH	OH	Total	
Support	47	193	152	392	68.2%
Oppose	76	89	6	171	29.7%
Neither	3	4	4	11	1.9%
Not indicated	1	0	0	1	0.2%
TOTALS	127	286	162	575	100.0%

TOTALS (online + postal)					
	IA	IH	OH	Total	
Resident	118	217	54	389	67%
other, please tell us	1	20	11	32	6%
works in the area	3	11	16	30	5%
Business	3	4	0	7	1%
visitor to the area	0	34	80	114	20%
Not indicated	2	0	1	3	1%
TOTALS	127	286	162	575	100.0%

10.0 Main comments raised from those who responded to the proposals:

From all the comments that were provided with the consultation returns, the following analysis has broken down the main concerns that were common within the responses. See also Tables IV & V

COMMENTS	Explanatory note	Officer's response
Abandoned vehicles	Acknowledges that the scheme will remove the abandoned vehicles along the eastern side of West Bank or that the respondent has concerns about the amount of abandoned vehicles along this section of West Bank	Any vehicle parked on the highway that is deemed to be abandoned will be removed by the Council. This scheme will help identify and remove unwanted vehicles along West Bank.
Aggressive driving	This is where the respondents feel that there is a lot of indiscriminate driving in and around the area, some particularly directed at pedestrians and cyclists; also the need to address the dangerous driving in the area	Whilst the Council has no powers to control individual driver behaviour this scheme will help improve the area for both pedestrians and cyclists by improving the streetscape and reducing the amount of vehicles using West Bank.
Air quality improvements	Respondents feel that the proposals will bring improvements to the air quality in the area by reducing the amount of vehicles using West Bank	The removal of parking along one side of West Bank will reduce the amount of vehicles needing to use the road and this in turn will help reduce the level of air pollution.
Armadillo concerns	Comments made by those who have experienced these in other areas. Concerns are raised about the use of Armadillo's, particularly where vehicles may still be able to run over them or park over them	This scheme is looking to introduce these as a soft approach that will have minimal construction. Their effectiveness will be monitored with the consideration for a more robust design in the longer term.
Controlled Parking Zone (CPZ)	Respondents requesting that, due to the removal of parking in West Bank, a CPZ will be needed to help control the commuter parking, or help deal with the displaced parking	The Parking Team have confirmed that a Stage 1 'expression of interest' consultation is to be carried out in the area for more formal parking controls. This is planned to be undertaken between July & September 2018.
Cyclist conduct	This is where the respondents say that the issues are with the cyclists and how they behave when riding in the area.	Any specific comments are passed on to the Council's Community & Enforcement Team for action.

COMMENTS	Explanatory note	Officer's response
Dunsmure Road	This is where the respondent has mentioned the road by name with concerns over inadequate space for parking, lack of parking enforcement, or that a scheme needs to consider the existing situation	Issues along Dunsmure Road have been acknowledged and a separate scheme to address the issues of parking and enforcement in the area of the shopping parade is being developed separately from this scheme.
Extend to other roads	Respondent requesting that this scheme should be extended to other roads in the area to create a more effective network rather than an isolated cycle lane.	At this time, the proposals are focussed on introducing a cycle track along West Bank as part of the CS1 route. This will help the continuity of the CS1 route.
Improves cycling	Respondents acknowledging that the scheme will help encourage cycling or will improve the existing situation for cyclists	This accords with the aim of the scheme.
Local Business	Respondents are local businesses in the area who have raised concerns about any loss of parking.	All businesses in the area, together with residents will be consulted separately on parking proposals later in the year by the Parking Team.
Make one way	Respondents recognising that West Bank is not a one-way road or that it should be made one-way to help traffic flow and avoid conflict between cars and cyclists travelling in opposite directions	Consideration for making West Bank one-way is outside the scope of this scheme. If a more robust design such as a stepped track is proposed in the future, then making West Bank one-way working could be part of those proposals
Make wider	Request that the proposed cycle lane is made wider	The design of the cycle track will follow the guidance laid out in the London Cycling Design Standards document
Not needed	Do not support the scheme	Noted
Parking	Responses where the main concerns are: the lack of parking currently available; where the displaced parking will go; already a lack of space to park outside one's house; need to deal with the current parking situation particularly during school drop-off & pick-up times, and the indiscriminate parking (double parking etc.)	Parking stress surveys show there will be space in other roads for the displaced vehicles. However, it is recognised that commuter parking contributes to the parking pressures and therefore a Parking Zone consultation is to be carried out separately from these proposals, as stated under CPZ comments above.

COMMENTS	Explanatory note	Officer's response
Pedestrian Safety	The main concern is pedestrian safety particularly for young children because there are two schools in the area	The Council runs Road Safety education programmes for all local schools which helps promote road safety for all vulnerable road users. The appropriate Officer has been advised of the local schools in this area and will follow this up accordingly.
Pollution	Where the respondents feel that the scheme will either bring about more air pollution, or will not help solve the current pollution levels	One of the aims of the scheme is to help reduce the level of air pollution in the road by removing the amount of vehicles using the road to park.
Road concerns	Vehicular traffic is a concern	The removal of parking along one side of West Bank will help reduce the amount of vehicular traffic using West Bank for free parking.
Road safety	Additional measures should be considered in the area such as more safe crossing points	The entry treatments at the junctions of Amhurst Park and Dunsmure Road will be altered to suit pedestrians. Consideration can be given for other road safety measures that address pedestrian concerns but will be subject to future funding becoming available to look at this in the area.
Support further measures	The proposals should be expanded to create more of an extensive cycle network such as "cycle streets" together with more signals that help cyclists at busy junctions	This scheme will help the continuity of the existing CS1 route. Future funding would need to be sought for any other measures that may be required in the area such as additional crossing points.
Traffic	Concerns over the existing level of vehicular traffic and general congestion in the area	It is anticipated that the level of vehicular traffic travelling through West Bank will be reduced by restricting the available free parking.
Use East Bank	Consideration to be given to either the existing cycle route along East Bank or that East Bank should be incorporated alongside this scheme in West Bank.	West Bank is on the designated CS1 route. Future funding would need to be sought for proposals to come forward along East Bank.

11.0 Table IV: Summary of main concerns raised

COMMENTS (primary)	Post (consultation document)	Online - OPPOSE	Online - SUPPORT	Online - NEITHER	Totals
Abandoned vehicles	-	-	-	-	0
Aggressive driving	-	-	26	-	26
Air quality improvements	1	-	10	-	11
Armadillo concerns	2	-	12	1	15
CPZ	13	1	6	-	20
Cyclist conduct	-	3	-	-	3
Dunsmure Road	3	-	6	-	9
Extend to other roads	-	-	1	-	1
Improves cycling	1	-	98	2	101
Local Business	-	-	-	-	0
Make one way	2	3	-	1	6
Make wider	-	-	2	-	2
Not needed	2	9	-	-	11
Parking	26	62	5	4	97
Pedestrian Safety	-	3	-	-	3
Pollution	1	1	1	-	3
Road concerns	-	1	5	-	6
Road safety	1	-	-	-	1
Support further measures	-	2	-	-	2
Traffic	1	2	3	-	6
Use east bank	-	1	-	-	1

12.0 Table V: Summary of secondary concerns raised

COMMENTS (secondary)	Post (consultation doc)	Online - OPPOSE	Online - SUPPORT	Online - NEITHER	Totals
Abandoned vehicles	1	-	-	-	1
Aggressive driving	1	-	-	-	1
Air quality improvements	-	-	4	-	4
Armadillo concerns	2	2	6	1	11
CPZ	2	4	1	1	8
Cyclist conduct	-	2	-	-	2
Dunsmure Road	3	9	4	-	16
Extend to other roads	-	-	-	-	0
Improves cycling	-	1	8	-	9
Local Business	-	7	-	-	7
Make one way	3	4	1	-	8
Make wider	-	-	-	-	0
Not needed	-	2	-	-	2
Parking	3	6	1	-	10
Pedestrian Safety	-	4	-	-	4
Pollution	-	1	-	-	1
Road concerns	-	-	-	-	0
Road safety	-	-	-	-	0
Support further measures	-	-	3	-	3
Traffic	-	-	-	-	0
Use east bank	-	3	-	-	3

13.0 Table VI: Combined totals of comments sorted by popularity

COMMENTS sorted by popularity	COMBINED TOTALS
Improves cycling	19%
Parking	19%
CPZ	5%
Aggressive driving	5%
Armadillo concerns	5%
Dunsmure Road	4%
Air quality improvements	3%
Make one way	2%
Not needed	2%
Local Business	1%
Pedestrian Safety	1%
Road concerns	1%
Traffic	1%
Cyclist conduct	1%
Support further measures	1%
Pollution	1%
Use east bank	1%
Make wider	0%
Abandoned vehicles	0%
Extend to other roads	0%
Road safety	0%

14.0 Outcome of public consultation

- 14.1 From the above table it can be seen that the most popular concern is the existing parking situation and the need for a CPZ to help minimise the displaced parking and address the abandoned vehicles, commuter parking, and other long term indiscriminate parking in the area.
- 14.2 The recommendations put forward are based upon the consultation responses, an analysis of comments made, and takes into account:
- 14.2.1 The Council's Parking Team preparing a public consultation that considers a parking zone in the area. This will be an initial "expression of interest" consultation that is programmed to take place between July & September 2018;
 - 14.2.2 The Public Realm initiative in Dunsmore Road by the shopping parade that is currently being developed;
 - 14.2.3 Amhurst Park has been included in Transport for London's 'future routes' programme for development. No further details are available at the time of writing but any proposals in this area will be subject to a full & extensive public consultation in the near future.
- 14.3 Once implemented, consideration could be given to a more permanent design that introduces a stepped cycle track and at the same time making West Bank one-way working along its whole length. This would require securing future funding and would be subject to a further public consultation at that time.

15.0 IMPACTS

15.1 Permanent Impacts

- 15.1.1 The safety, accessibility, overall travelling experience, and the environment for cyclists will be improved on this section of CS1.
- 15.1.2 The scheme will give an opportunity to tidy up the over-growing foliage along the eastern side of West Bank, and with the removal of the parking and introduction of a dedicated cycle lane, will open up this side of West Bank that will have a positive impact on the local environment.
- 15.1.3 Narrower traffic lanes will result in slower speeds within the traffic calmed road of West Bank.
- 15.1.4 The proposals will result in the removal of parking along the eastern side of West Bank, alongside the nature reserve. This will open up access and improve the views of the wildlife sanctuary, and create a less car dominated streetscape.

15.2 Temporary Impacts

15.2.1 While works are in progress, normal chapter 8 signing and guarding will be in place.

15.2.2 All works will be carried out under normal working hours of 8am to 6pm Monday to Friday, and 9am to 1pm on Saturdays.

15.2.3 Lane and road closures with suitable diversion routes may be required to undertake the works promptly and safely.

15.2.4 Implementation of the proposals is scheduled to be carried out during the 2018/19 financial year subject to successful statutory consultation.

16.0 FINANCIAL IMPLICATIONS

16.1 The West Bank environmental & cycle improvements has an initial budget allocation for implementing a scheme of £20k. This will allow the installation of the Armadillo's as an initial 'soft' approach together with preparing the necessary Traffic Management Orders that restrict the parking and introduce the cycle track along the east side of West Bank.

17.0 LEGAL IMPLICATIONS

17.1 Traffic Regulation Orders will be required for the changes to kerbside controls along the east side of West Bank that will remove the parking and introduce double yellow line waiting restrictions along this whole length.

17.2 Traffic Regulation Orders will also be made for the mandatory cycle track along the east side of West Bank that will be supported by the double yellow line waiting restrictions.

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

18.0 RECOMMENDATIONS

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

APPROVAL

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

Signed..... 

Dated *5 July 2018*

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 & Engineering Group

APPENDICES

Appendix I: copy of Public Consultation Document

Appendix II: Plan of the Consultation Delivery Area

APPENDIX I



West Bank

Environmental and cycle
improvements

Public consultation

January 2018

What is this document about?

This document seeks to gather your views on Hackney Council's proposals to improve the environment for cycling as part of the Cycle Superhighway Route 1 (CS1) on West Bank between Amhurst Park and Dunsmure Road.

The proposals will create a protected cycle track by removing the parking spaces on the eastern side of West Bank.

Why are these changes being proposed?

The Council is committed to making Hackney's roads safer for everyone living, working and visiting the borough. These changes aim to create an environment that will encourage more walking and cycling, improve air quality and reduce emissions within the local area.

Our Transport Strategy includes a Liveable Neighbourhoods Plan, which recognises that streets like West Bank are not just places to park vehicles or drive, walk and cycle on. They are also the places where we socialise and live our lives. An aspiration is to reclaim Hackney's streets from parked vehicles and motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London.

This can only be achieved by reducing the dominance of the private vehicle. 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** – Tackles poor air quality, reducing NO2 and PM10 emissions

- **LN15: Filtered Streets** – Reduces motor traffic on residential streets by use of temporary road closures or one-way systems to create safer walking and cycling conditions
- **C8: Reallocation of road space** – Continues to reallocate road space from private motor vehicles to cycle infrastructure provision
- **C33: Area Based Filtered Permeability Reviews** – Undertakes area wide traffic reviews to stop rat running and continue the rollout of filtered permeability schemes

People have raised concerns with the Council about the volume of vehicular traffic and the difficulty to negotiate this particular road in both directions.

West Bank is a busy, narrow road with vehicles parked on both sides and queuing, mostly northbound, during peak hours. People cycling northbound are often tailgated aggressively by drivers trying to pass where there is no space. People cycling southbound have to avoid oncoming vehicles travelling at relatively high speeds for the road and are in danger of being hit.

Taking these concerns on board, we are proposing to install a protected cycle track along the whole length of West Bank.

A key objective is to create a safer, more pleasant environment for cycling on the CS1 route along West Bank.

Introducing a cycle track along West Bank should lead to:

- less road danger and accidents
- less anti-social behaviour from inconsiderate parking and dangerous manoeuvres
- reduction of noise due to fewer drivers trying to find parking spaces
- improvement of air quality due to fewer vehicles being able to park on the road
- a quieter road for residents and pedestrians, contributing to the objective of a 'liveable neighbourhood'

- a safer route for cycling
- less congestion, fewer conflicts between drivers and cyclists and less driver aggression.

What is the proposed scheme?

Please refer to the attached drawing for details.

In order to improve cycle facilities for cyclists using the CS1 route a protected cycle track at carriageway level will be implemented.

- Road markings and cycle infrastructure such as 'armadillos' (see image below) will be installed to protect the cycle track from motor vehicles.



- Parking facilities along the eastern side of West Bank will be removed to allow for the new cycle track. Analysis of parking stress surveys indicates that vehicles will be able to use other unrestricted parking spaces in the close vicinity of West Bank.
- Overhanging tree branches and other vegetation next to the rail track will be trimmed in order to clear the space for the new cycle track and to improve the visual amenity of the nature reserve along the embankment.

- Removing the existing kerb extension at West Bank junction with Dunsmure Road.

Have your say

Your views are important to us and will help us make a decision. Please complete and return the enclosed questionnaire using the **FREEPOST Streetscene** envelope provided by **Friday 26 January 2018**.

Visit hackney.gov.uk/street-consultations to complete the questionnaire online.

What happens next?

Your feedback will help us to reach a decision on whether to proceed with these proposals. The results will be available at hackney.gov.uk/street-consultations

Should the Council agree to proceed with one of these options, a statutory consultation will be carried out and subject to the results residents will receive a letter to inform them about the start date for the scheme. Public notices advising the changes will be displayed in the street.

Information

To find out more about the scheme, please visit: www.hackney.gov.uk/west-bank. Or email the Streetscene Team at streetscene.consultation@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 çî dibêje, ji kerema xwe qutîka 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。

If you would like this document in any of the following formats or in another language not listed above, please complete and send the form to the address below.

In large print

In Braille

On Disk

On audio tape

In another language, please state:

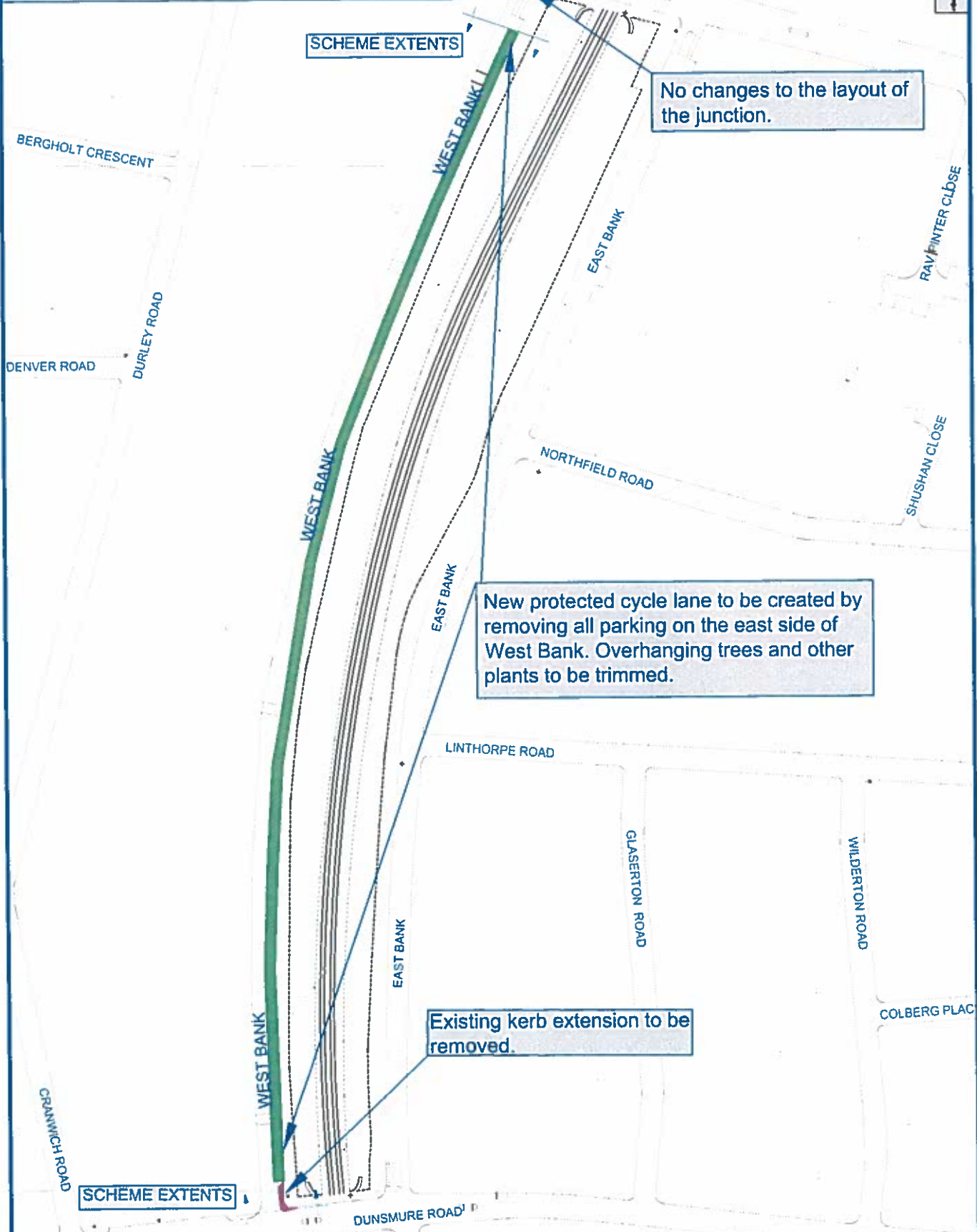
Name:

Address:

Tel:

Return to: **FREEPOST STREETSCENE**

West Bank - Environmental and cycle improvements



KEY:



Removal of existing kerb extension.



Removal of existing parking facilities.

West Bank

Environmental and cycle improvements

Questionnaire

Please return this questionnaire by **Friday 26 January 2018** in the **FREEPOST** envelope provided.
Alternatively, to complete this questionnaire online please visit hackney.gov.uk/street-consultations

Please review all the information in the consultation document and accompanying plan before completing the questionnaire.

About you:

Name (optional):

House/flat number (required):

Postcode (required):

Email address (optional):

Are you a:

- resident at this address
- business at this address
- visitor to the area
- person who works in the area
- other, please tell us:

1. Do you support or oppose the West Bank environmental and cycle improvement proposals as outlined in the consultation document?

- Support Oppose Neither

Continued overleaf

Please tell us why

Please use this space for any comments you may have on the proposed scheme.

How to have your say

- Please complete this questionnaire and return to **FREEPOST STREETSCENE** in the envelope provided by **Friday 26 January 2018**.
- Alternatively, complete the questionnaire online at hackney.gov.uk/street-consultations

How we use your feedback

Due to the high volume of consultation form returns expected, it may not be possible to provide an individual reply to all responses received, however we will consider your comments together with road safety research and statistics to help us make a decision about the proposals.

APPENDIX II

WEST BANK CONSULTATION AREA

