

## DELEGATED POWERS DECISION

### STREETSCENE SERVICE

#### PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

**SCHEME: Worship Square (Worship Street junction with Clifton Street)  
– Shoreditch Plan**

#### AGREE TO

1. Give approval to proceed with the implementation of a new pedestrian space with continuous raised table and resurfacing of the junction of Worship Street with Clifton Street. With high quality surfacing materials, introducing planting beds and trees to create the new public realm area. To include:
  - The removal of the existing traffic island.
  - Approximately 12 new trees
  - A water drinking point
  
2. Give approval to proceed with the closure (and with the advertisement of statutory notices and Traffic Management Order changes) of a section of Clifton Street before and up to the junction with Worship Street. To include:
  - The removal of 6 car parking spaces in two separate bays.
  - The removal of 40 motorcycle spaces in three separate bays.
  - A ban on motor traffic moving across the junction of Worship Street with Clifton Street.
  - The exemption of cyclists and emergency vehicles through the closure.

## **REASONS**

1. The new pedestrian space created will improve walking and pedestrian levels of comfort on an important pedestrian route, this will be done by:
  - Improving walking conditions in the area
  - Introducing substantial seating
  - Improving air quality and reducing emissions within the local area
  - Introducing an Sustainable urban Drainage system (SuDs)
  - Introducing tree planting
  - Introducing a water drinking/refill point

## **1. BACKGROUND**

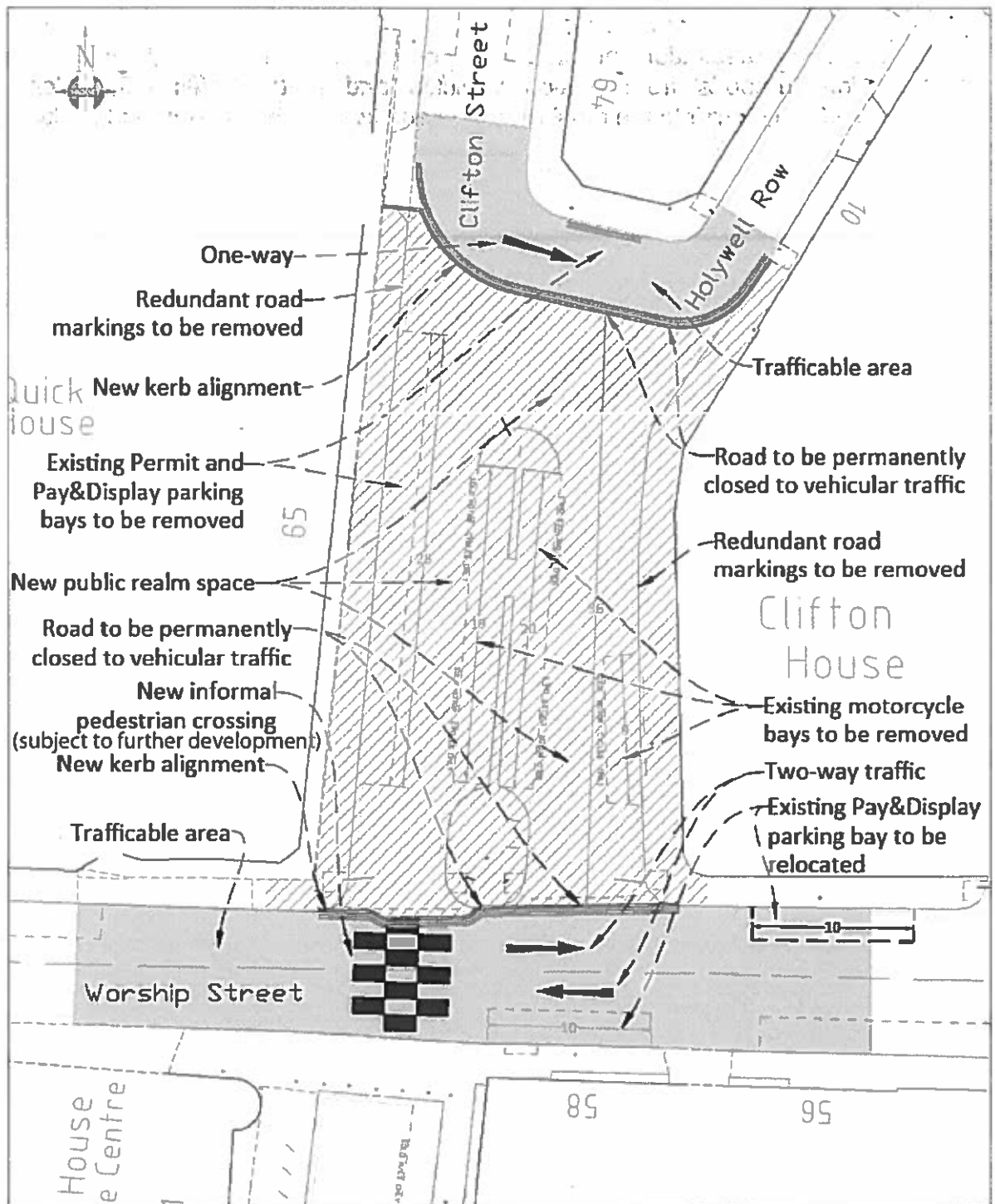
- 1.1. The Council is committed to making Hackney's roads safer for everyone living, working and visiting the borough. Creating an environment that will encourage more walking and cycling is a key part of Hackney's Transport Strategy and will help towards improving the air quality within the borough.
- 1.2. 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.
- 1.3. The approach includes a series of schemes intended to improve walking and cycling conditions within Shoreditch, and Worship Square is one of several coming forward that will contribute to making Shoreditch a more liveable and healthier place.
- 1.4. This scheme has been funded by development funding from completed developments in Shoreditch and Hoxton.
- 1.5. The scheme area currently houses 6 car parking spaces and 40 motorcycle spaces.

## 2. PROPOSALS

The proposed changes (as shown on the attached consultation document):

- 2.1. Construction of a raised table, surfaced with high quality natural stone blocks, at the junction of Worship Street with Clifton Street.
- 2.2. Removal of the 40 motorcycle parking bays located on either side of the central traffic island and the eastern side of Clifton Street.
- 2.3. Removal of 5 parking bays on the western side of the scheme.
- 2.4. Removal of the parking bay at the junction of Clifton Street and Holywell Row.
- 2.5. Introduction of an informal crossing consisting of a painted black and white section of roadway on Worship Street adjacent to the scheme. This is subject to further development including a road safety audit before it could be implemented.
- 2.6. Installation of a pedestrian zone restricting access only to pedestrians, emergency vehicles and cyclists only:
- 2.7. Prohibition of the following manoeuvres for motor traffic (see diagram overleaf):
  - Westbound right-turn from Worship Street to Clifton Street;
  - Eastbound left-turn from Worship Street to Clifton Street
  - Southbound from Clifton Street to Worship Street;
  - Westbound from Holywell Row to Clifton Street
- 2.8. Relocation of two parking spaces from Worship Street from outside 40 Clifton Street to outside 70 Clifton Street.
- 2.9. Introducing Low Emissions Neighbourhood prism structure in raised planter at the junction of Worship Street and Clifton Street south of the scheme adjacent to the existing motorcycle parking (see image on right).
- 2.10. Introducing a publicly accessible water point within the scheme, suitable for both bottle filling and drinking directly.
- 2.11. Use of construction materials, below ground works and two low level planting beds to facilitate an Sustainable urban Drainage system (SuDs).
- 2.12. Installing approximately twelve trees subject to exact location of utility apparatus within the vicinity.





Proposed scheme diagram (also see attached consultation package for further design details)

### 3. POLICY CONTEXT

#### 3.1 Council's Transport Strategy

3.1.1 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.

3.1.2 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 Nitrogen Oxide and Particulate Matter emissions

LN15: Filtered Streets - Reducing motor traffic on residential streets

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

### **3.1. Mayor of London's Transport Strategy**

3.2.1 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. 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.

3.2.2 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.

3.2.3 The Scheme has been measured against the Healthy Streets assessment criteria and measures very well against all the metrics provided (see diagrams below).

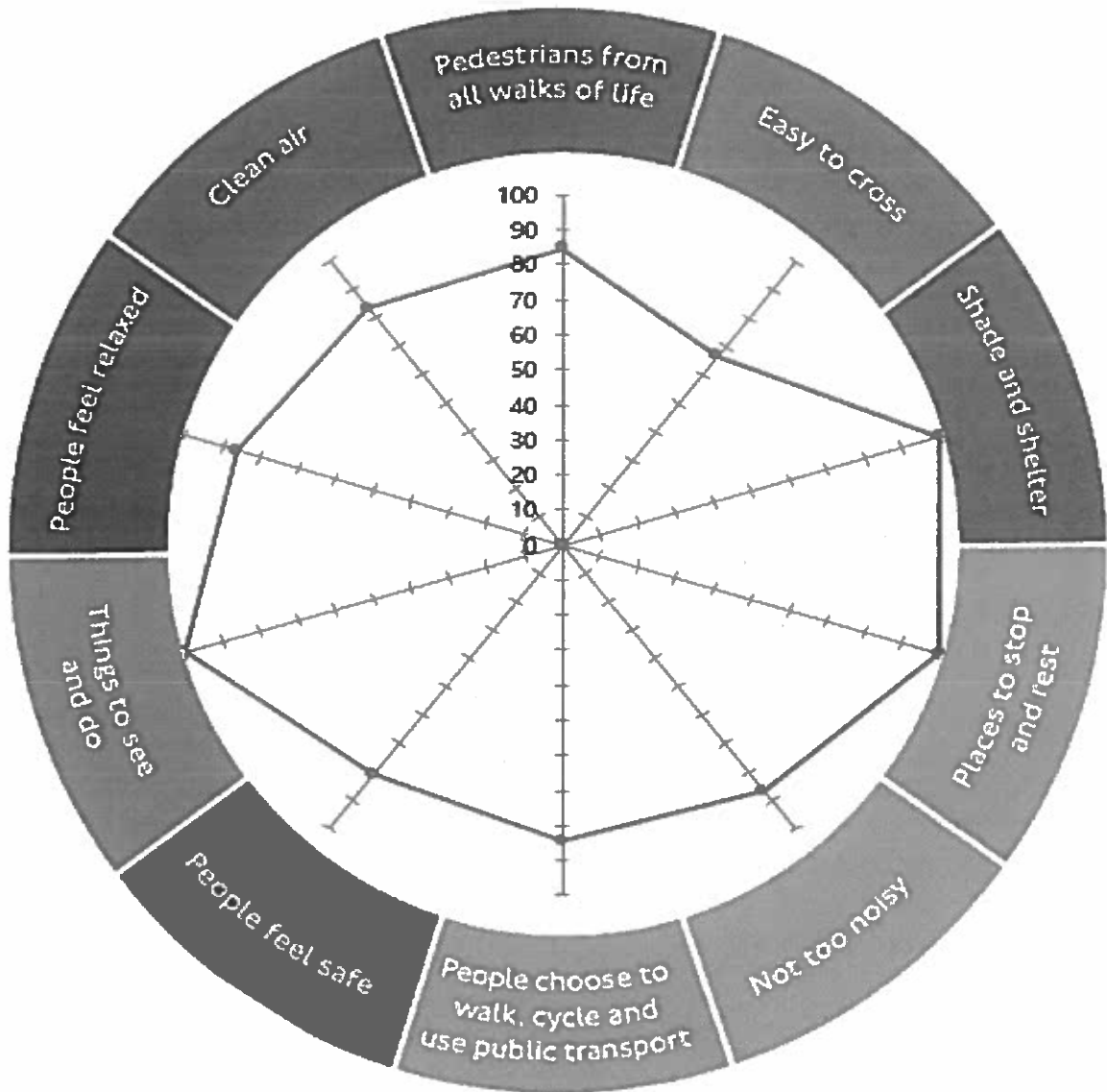


Image 1: Healthy Streets Score (After)

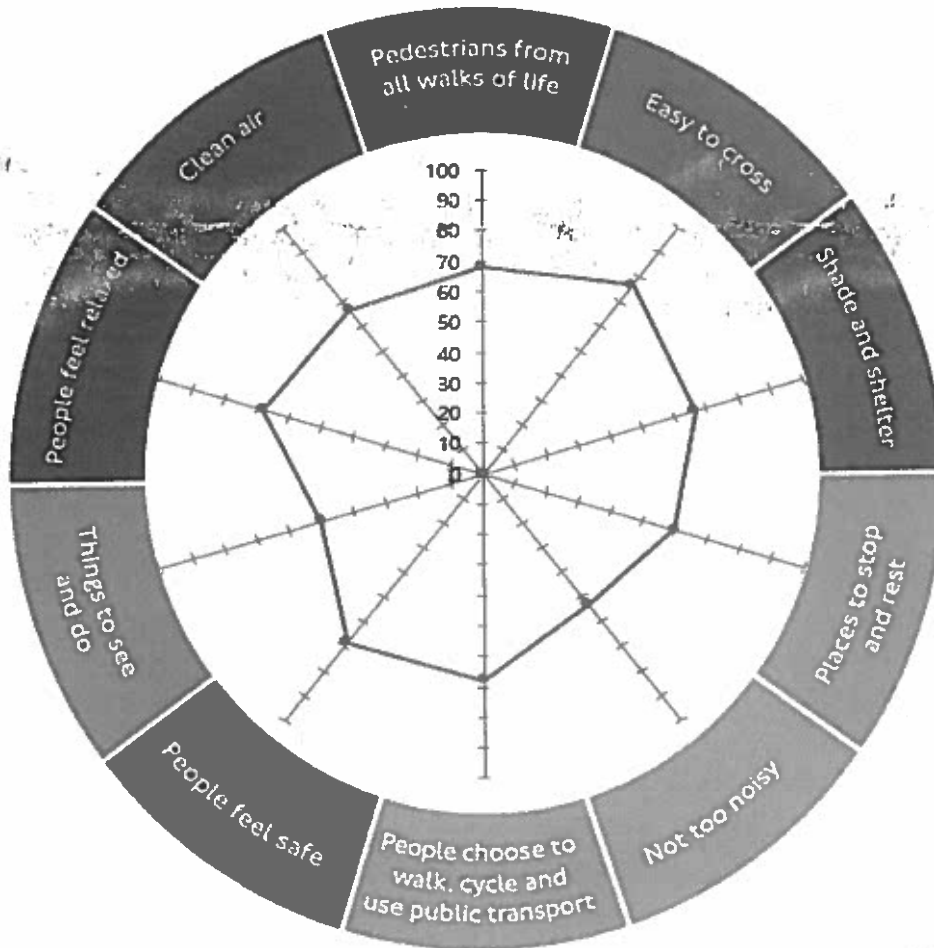


Image 2: Healthy Streets Score (Before)

3.2.4 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.

## 4. CONSULTATION

### 4.1 Public Engagement

4.1.1 950 copies of the public consultation document were sent out to local residents and businesses around the Worship Street area. A web based consultation was also made available as the document was uploaded on the web.

4.1.2 The public consultation period started on Monday 15th October 2018 and finished on Sunday 11th November 2018. The consultation document is attached to this report for reference.

### 4.2 Stakeholder Consultation

4.2.1 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. No objections were received.

4.2.2 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.

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

Paper Leaflets sent out	Total responses received	Paper responses received	Web based responses received
950	52	32	20

Favourable responses received	Unfavourable responses received
44 (4.6%)	5 (0.4%)

### 4.3 Main Points Raised During Consultation

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

4.3.1 Concerns about impact on car and delivery accessibility



Officer's response: – Neither of the properties sitting astride the new pedestrianised public space take deliveries from the proposed to be closed section. All other surrounding properties will still be accessible by vehicles.

#### 4.3.2 Concerns that the new public realm area will create anti-social problems

Officer's response: – it will be ensured there are no dark blind spots following the implementation of the scheme, which will mitigate any potential anti social behaviour.

#### 4.3.3 Concerns that there was a reduction in motorcycle and business parking capacity

Officer's response: Large levels of motorcycle and business parking still exist within the vicinity.

#### 4.3.4 Positive comments, related to the proposed scheme: satisfying a need for green areas, reducing pollution, mitigating a shortage of open spaces and that generally the proposals looked great.

## 5. IMPACTS

### 5.1 Permanent

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

### 5.2 Temporary

Whilst works are in progress, full 'Chapter 8' signing and guarding will be in place at all times.

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 starting in March 2018 and take approximately 24 weeks to complete.

## 6. 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.

The visually impaired will have several less changes of level to navigate as a result of this scheme. The scheme will also keep clear paths adjoining buildings to aid clear visually impaired navigation.

## **7. LEGAL IMPLICATIONS**

The Traffic Regulation Order required for the parking changes will be advertised. The changes include.

- The closure of a section of Clifton Street before and up to the junction with Worship Street.
- A ban on motor traffic moving across the junction of Worship Street with Clifton Street.
- The exemption of cyclists and emergency vehicles moving across the junction of Worship Street with Clifton Street.
- The removal of 6 car parking spaces in two separate bays.
- The removal of 40 motorcycle spaces in three separate bays.

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

## **8. FINANCIAL IMPLICATIONS**

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

The total expected cost of this scheme is £640,000.00

**9. RECOMMENDATIONS**

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

**10. CONCLUSION**

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

Signed: - .....  .....

Dated: - ..... 18/12/18 .....

**Andrew Cunningham – Head of Streetscene**

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

