

DELEGATED REPORT OF**THE GROUP DIRECTOR OF NEIGHBOURHOODS AND HOUSING****DATE (2015/16)****16 March 2016****CLASSIFICATION:****Open****If exempt, the reason will be listed in the main body of this report.****WARD(S) AFFECTED****De Beauvoir, Dalston, Shacklewell, Clissold**

1. SUMMARY

- 1.1 This report sets out the results of the second phase of consultation for the Cycle Super Highway (CS1) schemes in De Beauvoir and Wordsworth Road areas. This second consultation followed initial wider support for the CS1 proposals along the whole route, including these locations, but where additional considerations and measures were requested.
- 1.2 The report highlights that on balance this second consultation supports the proposals and recommends approval is given to proceed to implementation.
- 1.3 This report seeks authorisation for the Cycle Superhighway 1 (CS1) proposals in the De Beauvoir and Wordsworth Road areas only as the rest of proposals were approved last year - see Appendix 2.

2. RECOMMENDATION(S)

The Group Director for Neighbourhoods and Housing is recommended to:

- 2.1 Give approval for the Council to proceed with the implementation of road closure/traffic management proposals in the De Beauvoir area described in section 2 of Appendix 5, which have been proposed as a supplementary scheme within the overall Cycle Superhighway 1 project previously approved for implementation.
- 2.2 Give approval for the Council to proceed with the implementation of road closure proposals in the Wordsworth Road area described in section 2 of Appendix 4, which have been proposed as a supplementary scheme within the overall Cycle Superhighway 1 project previously approved for implementation.
- 2.3 Give approval for the making of the experimental traffic orders to implement the road closure/traffic management proposals referred to paragraphs 2.1 and 2.2 above and the advertisement of the making such orders.
- 2.4 Where the implementation of the road closure/traffic management proposals in paragraphs 2.1 and 2.2 of this report are approved, authorise the Head of Streetscene to make the necessary traffic order to make such closure/proposals permanent, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 being complied with and all objections/responses received in respect of the continuation of the experimental traffic order being considered before reaching a decision. Any decision to make a traffic order to ensure the road closure/traffic management proposals in paragraphs 2.1 and 2.2 of this report continue permanently shall be recorded in writing and signed by the Head of Streetscene.

3. REASONS FOR DECISION

- 3.1 In spring 2013 the Mayor of London published his Cycling Vision for London – a 10 year strategy with approximately £1bn investment to increase the levels of cycling in London. One of the primary objectives of the strategy is to create a “tube network for the bike” – a mixture of fast commuter cycle routes offering dedicated cycle facilities on key main routes “Superhighways”, complemented by a number of

"Quietways", which together will form a network of direct, joined-up cycle routes throughout London. CS1 will provide a safe, direct, continuous and comfortable way of getting from outer London into central London by bicycle.

- 3.2 TfL has been working with the London boroughs of Hackney, Haringey and Islington, in developing a major new cycle route between Tottenham and the City of London. Cycle Superhighway Route 1 (CS1) would run from White Hart Lane to Liverpool Street station, forming part of the London-wide network of Cycle Superhighways.
- 3.3 CS1 aims to provide safe and convenient journeys along its 11km north-south route, improving conditions for existing cyclists and making cycling attractive to more people. For much of its length, CS1 would run along residential streets, away from the majority of car, freight and bus traffic. Within the borough the CSI runs from Wilson St in the south to Holmdale Terrace in the north.
- 3.4 The proposals will help improve road safety for all road users, particularly cyclists and pedestrians. The proposals will also help encourage and promote cycling, and walking, as sustainable modes of travel, which in turn has a number of significant benefits in terms of public health, air quality and reducing the volume/impact of motorised traffic within the boroughs residential roads

4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 4.1 Between November 2013 and January 2015 Hackney Council, in partnership with TfL, designed and developed a range of highway improvements as part of the CS1 project in order to substantially improve conditions for cyclists on approximately 7km of borough road network along the route. The proposals included a mixture of carriageway resurfacing and traffic calming upgrades, junction improvements, new pedestrian and cycle crossings, road closures and parking layout changes.
- 4.2 These original proposals were publicly consulted upon between 16 February and 29 March 2015, with over 55000 leaflets being delivered to properties within a 0.25 mile radius of the affected roads. A full analysis of consultation feedback/responses received is included within the attached CS1 DA report (Appendix 2).
- 4.3 After considering all responses the scheme was recommended for approval, and subsequently agreed, with a number of changes and further investigations to be undertaken. The measures in the De Beauvoir and Wordsworth Road areas that were included within the initial consultation could have been taken forward as proposed as there was overall support for them. However, taking all responses into consideration, a further consultation has been carried out on alternative proposals so that the Council could better respond to the initial consultation outcome.

5. CONSULTATION

- 5.1 Over 55000 leaflets were delivered to properties within a 0.25 mile radius of the affected roads between 16 February and 29 March 2015.

- 5.3 Overall, 1,036 responses were received to the consultation, of which 77% supported or partially supported the proposals. Of those that responded to the consultation, 650 (63%) provided specific comments about different aspects of the overall scheme.
- 5.4 The two main areas where it was agreed to consider alternative measures and to consult further were within the De Beauvoir area and the Wordsworth Road area. While the consultation feedback showed overall support for the proposed changes in De Beauvoir area one of the key themes raised by residents related to the proposed closure of Ardleigh Road to through traffic at the Englefield Road/Culford Road/Ardleigh Road junction. In the Wordsworth Road area while the consultation feedback showed support from local residents for removing through motor traffic, concerns were also raised about traffic displacement to nearby roads and access to properties. In both cases amended schemes were agreed with TfL to take forward to further consultation.
- 5.5 This consultation ran from 19 October to 16 November 2015, with information on the consultation and an opportunity to respond published at tfl.gov.uk/cs1-wordsworth-road and tfl.gov.uk/cs1-de-beauvoir.
- 5.6 The Council and TfL held three public drop-in events for the three CS1 consultations taking place concurrently, one was outside the borough and is not part of this report. The events were:
- St Matthias Church Hall, Wordsworth Road, London, N16 8DD
3pm-7pm, Friday 23 October 2015
 - Dalston CLR James Library, Dalston Lane, London, E8 3BQ
1pm-5pm, Saturday 24 October 2015
 - Miller Memorial Methodist Church, The Avenue, London, N17 6TG
6.30pm-8.30pm, Wednesday 21 October 2015

Wordsworth Area

- 5.7 Feedback to the original consultation and specific to the Wordsworth area is shown in the table below (Table extracted from CS1 report in Appendix 2). Of the 807 responses received relating specifically to the section of the route that included Wordsworth Road, 557 (69%) indicated support or partial support to the changes proposed in this area.

Section	Total responses	Support	Partial support	Support or partial support	Not sure	No opinion	Don't Support
Section 10-14	807	452 (56%)	105 (13%)	557 (69%)	28 (3%)	118 (15%)	104 (13%)

- 5.8 In light of the feedback received to the proposals in this area – both for and against – the Council and TfL felt that the closure of Wordsworth Road, in its original format, could not be recommended for approval and that a supplementary scheme would be investigated and developed. This scheme would seek to take on board

comments received, and would be taken through a further public consultation process.

5.9 The following additional proposals were developed for the closure of the following junctions within the Wordsworth Road area to through traffic:

- Wordsworth Road / Matthias Road / Boleyn Road junction
- Wordsworth Road / Bennett Road junction
- Salcombe Road / Truman's Road junction

5.10 The proposed closures would restrict through motor traffic to roads better suited to larger volumes of motor traffic. Existing motor traffic access to properties in the Wordsworth Road area would be retained. There would be minor changes to parking. The proposals would help achieve the motor vehicle volume reduction in Wordsworth Road as per the original scheme, but would also prevent displacement onto adjacent residential streets. The proposals include significant improvements for pedestrians, such as wider footways, measures to slow traffic, and new pedestrian crossings.

5.11 Hackney Council and TfL met a number of stakeholder groups before and during consultation to explain our proposals and gather feedback. These were:

- GP Surgery, Barrett's Grove
- St Matthias Church, Wordsworth Road
- St Matthias Primary School, Wordsworth Road
- The Garden School, Wordsworth Road

5.12 486 responses were received to the consultation, all of which responded to the mandatory closed question asking them to indicate their level of support for the proposal. Below is an overview of the level of support for all responses.

Table 1: Support for proposal for all responses

Responses	Support or partial support	Support	Partial support	Don't support	Not sure	No opinion
486	239 (49%)	208 (43%)	31 (6%)	232 (48%)	7 (1%)	8 (2%)

Table 2: Support for proposal for responses not collected by GP's surgery

Responses	Support or partial support	Support	Partial support	Don't support	Not sure	No opinion
338	227 (72%)	201 (64%)	26 (8%)	77 (25%)	4 (1%)	4 (1%)

5.13 There were 122 respondents who provided postcodes in the minor roads near the scheme: Wordsworth Road, Pellerin Road, Barrett's Grove, Prince George Road, Belgrade Road, Princess May Road and Palatine Road. The support from these responses was as follows:

Table 3: Support for proposal from respondents in minor roads near the scheme

Responses	Support or partial support	Support	Partial support	Don't support	Not sure	No opinion
122	77 (63%)	68 (56%)	9 (7%)	41 (34%)	3 (2%)	1 (1%)

Support from respondents with N16 8xx postcodes

5.14 There were 179 respondents who provided N16 8xx postcodes, which is the area that surrounds the proposal. Support from these responses was as follows:

Table 5: Support for proposal from 191 respondents in N16 8xx postcodes

Responses	Support or partial support	Support	Partial support	Don't support	Not sure	No opinion
179	93 (52%)	80 (45%)	13 (7%)	81 (45%)	4 (2%)	1 (<1%)

5.15 A more detailed summary of the consultation results for this location is attached as Appendix 4.

Responses collected by GP's surgery

5.16 Below is a summary the level of the responses collected and submitted by the GP's surgery below.

Table 6: Support for proposal from responses collected by GP's surgery

Responses	Support or partial support	Support	Partial support	Don't support	Not sure	No opinion
173	12 (7%)	7 (4%)	5 (3%)	155 (90%)	3 (2%)	3 (2%)

5.17 There were 173 responses submitted via the GP's surgery, with 140 (79%) of those leaving comments. The main theme of the comments submitted related to the potential impact on local people and the viability of the surgery. Of the 173 responses, 155 (90%) did not support the proposals of which 88 (50%) provided comments on how the proposals might affect local people:

- 74 respondents (42%) said the proposals would harm the GP's surgery at Barrett's Grove
- 27 respondents (15%) expressed concern the GP's surgery would close if the scheme were implemented
- 18 respondents (10%) said elderly/disabled people would be most affected

5.18 The Barrett's Grove GP's surgery also organised a petition during the consultation and encouraged patients to fill in paper consultation responses in the surgery. The petition was signed by 248 people, and the wording said:

"Please sign this petition if you are against TfL proposals to close Wordsworth Road to all motor vehicles. If closed this would prevent access to Barrett's Grove Surgery."

- 5.19 The surgery told patients that if the scheme went ahead, patients would not be able to access the surgery and the surgery might close.
- 5.20 In recognition of the concerns raised by the surgery to the original consultation, and that there may have been some misinterpretation of the proposals, TfL and the Council met with representatives of the surgery on 2 October 2015 to discuss the updated scheme proposals in advance of the latest consultation. At the meeting concerns were raised over the specific locations of the proposed closures, and particularly the restriction on motor vehicle access to/from the surgery from Matthias Road/Boleyn Road, but that the surgery was not against the principle of closures in the area. To this effect an alternative closure arrangement was discussed, which involved relocating several closures and introducing an additional closure in Barrett's Grove to the east of the surgery (between the surgery and the A10). Hackney Council and TfL Officers suggested that they would look into this as part of the consultation feedback process to understand the viability of alternative closure locations and the associated impacts.
- 5.21 Having reviewed the suggestions discussed at the meeting Officers believe that repositioning the closures and adding an additional closure, as per the Surgery's request, would create a number of operational issues as well as increasing the number unnecessarily. The closure locations suggested by the surgery are mid-way along several roads within the area, including Barrett's Grove, reducing possible circulation routes and creating cul-de-sacs with very limited space to accommodate vehicle turning movements/manoeuvres. The proposals as consulted upon include the minimum number of closure locations to prevent through traffic using the area and locations have been chosen to try and accommodate vehicle turning movements, particularly for larger vehicles, as far as practical. The Council and TfL have explored an alternative option as discussed with the surgery to address these concerns but feel that this results in a number of additional dis-benefits in terms of traffic management within the area, as well as introducing the need for a further closure location.
- 5.22 In summary in responses generated by the surgery and based on the above it would appear that:
- The surgery is not opposed to the overall proposal of restricting through traffic within the area and is primarily concerned with the specific reduction in accessibility from Boleyn Road/Matthias Road.
 - Should the proposals go ahead the Surgery will still be accessible from the A10 via a number of roads in the area. The scheme will not prevent vehicle traffic accessing the surgery.
 - The additional journey time for vehicles travelling from the Matthias Road/Boleyn Road/Wordsworth Road junction via Boleyn Road, Crossway and the A10 to the surgery is estimated to be in the region of 3 minutes. This not an excessive increase.
 - Vehicles on Emergency hold keys for all gated/bollard closures in the borough, which is how the closures would be installed, and so the proposals would have

minimal impact on attendance times in an emergency (estimated to be 1 minute additional time based on discussions with London fire Service).

Wordsworth Road Conclusion

- 5.23 Considering all responses received to the consultation (486), 49% supported the/partially supported the proposals and 48% did not support the proposals.
- 5.24 However, taking the responses from the minor roads directly affect by the proposals the support or partial support increase to 63%. Looking at slightly wider area those that responded from the N16 8xx postcode gives a 52% support of partial support. Both of these include those from the surgery within these specific areas.
- 5.25 Given the position with the responses from the surgery it is considered that greater weight should be given to those living within the immediate area and the slightly wider N16 8xx area which both show a majority in support for the proposals. It is therefore recommend that the proposals are implemented.

De Beauvoir Area

- 5.26 Feedback to the original consultation and specific to the De Beauvoir Area is shown in the table below (table extracted from CS1 report in Appendix 2). Of the 812 responses received relating specifically to the section of the route that included the De Beauvoir area, 590 (73%) indicated support or partial support to the changes proposed in this area.

Section	Total responses	Support	Partial support	Support or partial support	Not sure	No opinion	Don't Support
Section 7-8	812	499 (62%)	91 (11%)	590 (73%)	18 (2%)	76 (9%)	128 (16%)

- 5.27 While the consultation feedback showed overall support for the proposed changes in this area one of the key themes raised by residents related to the proposed closure of Ardleigh Road to through traffic at the Englefield Road/Culford Road/Ardleigh Road junction. Residents expressed support for the principle of filtering motor traffic from residential streets, but concerns over traffic displacement impact onto nearby roads such as Culford Road, Culford Mews and Buckingham Road.
- 5.28 In response to feedback from residents during the Cycle Superhighway Route 1 (CS1) consultation in early 2015, the Council and TfL have put forward proposals to close the following 5 junctions to through traffic:
- Ardleigh Road / Culford Road / Englefield Road junction
 - Culford Road / Culford Grove junction
 - De Beauvoir Road / Stamford Road / Englefield Road junction
 - De Beauvoir Road / Buckingham Road junction
 - De Beauvoir Road / Tottenham Road junction

- 5.29 The proposals to close the five junctions to motor traffic is aimed at reducing non-local motor traffic using some residential streets, making the De Beauvoir area a safer and more pleasant place in which to live, walk and cycle. Complementing existing junction closures in this area, the proposed closures would restrict through motor traffic to roads better suited to larger volumes of motor traffic, such as Balls Pond Road, Englefield Road, Kingsland Road and Southgate Road. Existing motor traffic access to properties in the De Beauvoir area would be retained, and there would be minor changes to parking restrictions. Some parking bays would be added and some removed. There would be no overall reduction in parking.
- 5.30 The proposals include significant improvements for pedestrians, such as wider footways, safer junctions, and new pedestrian crossings. This proposal would also complement an existing TfL proposal (consulted on summer 2015 and now agreed) to close the junctions of Stamford Road and Tottenham Road at the A10 to motor traffic.
- 5.31 The Council and TfL engaged with the following groups before and during consultation to explain the proposals and gather feedback:
- Hackney refuse and recycling
 - Emergency services
 - De Beauvoir ward councillors
 - De Beauvoir Road petition organisers
 - Culford Road petition organisers
 - Northchurch Road petition organisers
 - Hackney Living Streets
 - London Cycling Campaign in Hackney
 - Hackney People on Bikes
 - St Matthias Church
 - Our Lady & St Joseph Primary School

Businesses:

- E & E Lusardi Motors
- Gullaksen Architects
- Healthy Bag Company
- Leyland SDM
- Mick's Body Shop
- N1 Garden Centre
- Scooterden
- The Talbot Public House
- Yummy's Café.

Consultation feedback analysis

- 5.32 1182 responses were received to the consultation. Below is an overview of the level of support for all responses.

Table 7: Summary of all responses to consultation

Responses	Support or partial support	Support	Partial support	Don't support	Not sure	No opinion
1182	673 (57%)	609 (52%)	64 (5%)	496 (42%)	5 (<1%)	8 (1%)

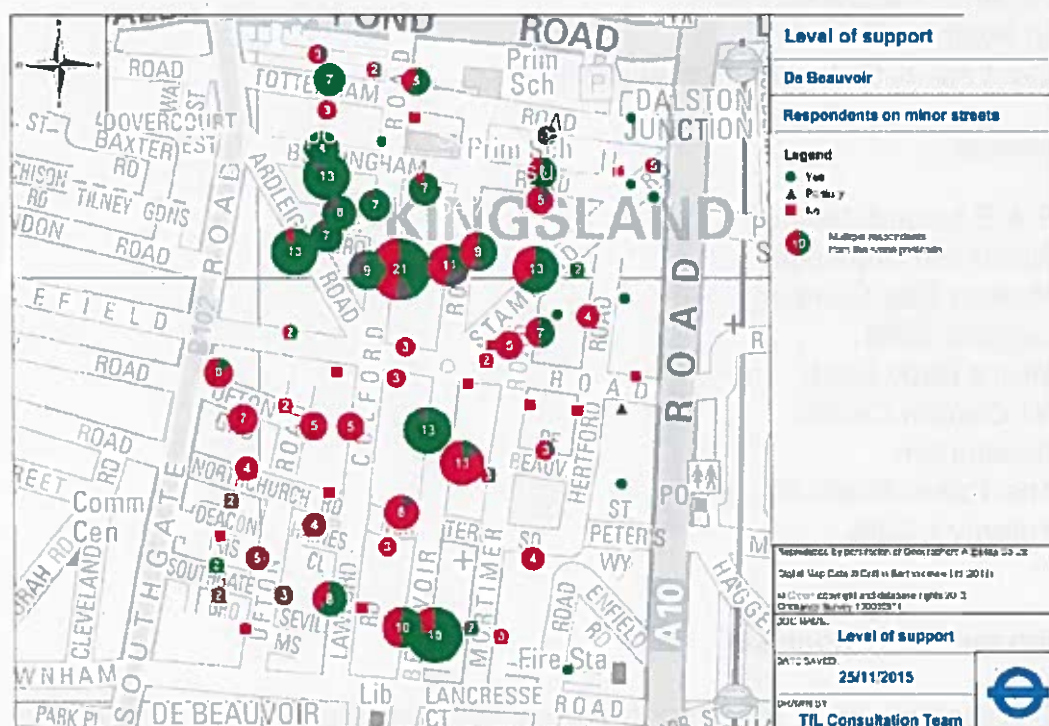
5.33 There were 349 respondents from roads within the De Beauvoir area, excluding those on the boundary of the area (Southgate Road, Downham Road, Balls Pond Road and Kingsland Road). Below is an overview of support for the proposal:

Table 8: Summary of De Beauvoir area responses – excluding boundary roads

Responses	Support or partial support	Support	Partial support	Don't support	Not sure	No opinion
349	189 (54%)	161 (46%)	28 (8%)	151 (43%)	4 (1%)	5 (1%)

5.34 Both of these tables evidence support for the scheme. Although the support from the respondents within the De Beauvoir area is more marginal it can be seen from the map below that a significant number of the 'Don't Support' responses come from roads not directly affected or already closed to general through traffic, such as around Ufton Road, Northchurch Road and around De Beauvoir Square.

Map 1: Responses within De Beauvoir



- 5.35 There were 114 responses to the consultation from Southgate Road, Balls Pond Road, Downham Road and Kingsland Road. Almost all were from Southgate Road.

Table 9: Responses on main roads outside De Beauvoir

Responses	Support or partial support	Support	Partial support	Don't support	Not sure	No opinion
114	20 (18%)	11 (10%)	9 (8%)	94 (82%)	0 (0%)	0 (0%)

- 5.36 A petition of 900 names and covering letter was received from Helene Gullaksen, resident of De Beauvoir Road. The petition opposed the closures to motor traffic and called for future decisions to be evidence-driven. The petition cited a number of concerns about the impact of the proposals based on a number of previous questions asked to the Council and TfL, which were duly responded to. A more detailed summary of the consultation results for this location with details of the response to the petition is attached as Appendix 5.

De Beauvoir Area Conclusion

- 5.37 Considering all responses received to the consultation (1182), 52% supported the proposals, 5% partially supported the proposals and 42% did not support the proposals and that for those roads within the immediate area also supported the proposals 46% supported the proposals, 8% partially supported the proposals and 42% did not support the proposals. The support from within De Beauvoir area would have been greater if only the roads directly impacted by the closures were considered.
- 5.38 In these circumstances it is considered that there is support for the scheme and that it is recommended that approval is given to proceed with its implementation.
- 5.39 However, of the 1182 responses received, 463 (349 from within the De Beauvoir area and 114 from boundary roads) were from roads that could be considered most affected, or potentially most affected, by the proposals.

Experimental Traffic Orders

- 5.40 It is recommended that the road closures would be introduced using an Experimental Traffic Management Order, these are valid up to a maximum period of 18 months. The introduction of these road closures would be monitored by the Council for a minimum of 6 months to assess the impact of the changes and allow submission of representations from affected stakeholders. The Council will consider any comments and will make a recommendation on the proposed road closures being removed or made permanent before the expiry of the 18 month period.

6. POLICY CONTEXT

- 6.1 The proposals align with the Hackney's Transport Strategy. Hackney is synonymous with cycling in London with many thousands of trips being made every day on the borough's streets, parks and towpaths. Hackney has traditionally the highest levels of cycling in the Capital and has set an ambitious long term target of 15% of mode share journeys to be made by bicycle by 2031.

- 6.2 The proposals also align with the Mayor of London's Cycling Vision for London. Cycling on London's main roads has risen by 173 per cent since 2001. The vision intends to double cycling over the next 10 years. To support this growth, major investments are needed. Analysis shows that more than half of the potentially cycleable trips in the Capital are in Outer London. These total around 2.4 million a day, most of which are made by car.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 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.
- 7.2 Accessibility will be maintained for all users although some modes of transport/routes taken may incur an increase in journey times.

8. SUSTAINABILITY

- 8.1 Before the end of this decade, London's population will reach nine million. The city's economy continues to grow. Even with unprecedented investment in the Tube and rail network, parts of it will still be under pressure. Most journeys, by both public transport and car, are short and eminently cycleable. If they can be made more easily by bike, significant amounts of that pressure could be eased.
- 8.2 The dangers – and perceived dangers – of cycling are far outweighed by its health and happiness benefits. Regular cyclists have, on average, the fitness of someone at least 10 years younger. They are half as likely than average to suffer from heart disease, 27 per cent less likely to have a stroke, and will live, on average, more than two years longer. Cycling is an effective way of keeping a healthy weight and reducing anxiety and depression. Cycling is cheaper than any form of motorised transport, an important consideration when living costs in London are high. It is the most reliable way to travel any distance beyond walking range: you always know precisely how long your journey will take, avoiding stress. And like any exercise, it creates endorphins, natural highs that lift the mood.

9. COMMENTS OF THE CORPORATE DIRECTOR OF FINANCE AND RESOURCES

- 9.1 The works for the Wordsworth Road area are currently estimated to cost approximately £300,000. It should however be noted that a large proportion of this cost is associated with works at the Boleyn Road/Wordsworth Road junction which were proposed as part of the original CS1 scheme. The cost of the additional

measures developed as part of this supplementary scheme is estimated to be £135,000.

- 9.2 The works for the De Beauvoir area are currently estimated to cost approximately £400,000. It should however be noted that a large proportion of this cost is associated with works at the Englefield Road/Culford Road/Ardleigh Road junction, which were proposed as part of the original CS1 scheme. The cost of the additional measures developed as part of this supplementary scheme is estimated to be £175,000.
- 9.3 The cost of the Highway Works will be met by Transport for London as part of the Cycle Superhighways Programme, and will be provided via the s278 agreement currently in place.
- 9.4 The s278 agreement is for £5.3m and as at end of 2015/16 financial year expenditure of £4.6m has been incurred. The total additional measures of c£310k will be met from existing allocations.

10. COMMENTS OF THE DIRECTOR OF LEGAL

Experimental Traffic Orders

- 10.1 The Council may under section 9 of the Road Traffic Regulation Act 1984 (the "1984 Act") make an experimental traffic order imposing traffic restrictions including road closures for no longer than 18 months.
- 10.2 No traffic restrictions contained within an experimental traffic order shall have effect until seven days after notice of the making of such order is published.
- 10.3 Before an experimental traffic order is made the Council must consult with the Police in accordance with paragraph 20 of Schedule 9 to the 1984 Act.
- 10.4 Where the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 regarding notice of the making of an experimental traffic order, deposit and inspection of documents relating to such order have been complied with, the usual requirements in the Regulations regarding consultation, notification and objection to a traffic order shall not apply to a traffic order being made to make the road closure/traffic management proposals in an experimental traffic order permanent.
- 10.5 In determining whether traffic restrictions should be imposed under section 9 of the 1984 Act, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to:
- 10.5.1 the need for maintaining the free movement of traffic; and
 - 10.5.2 the need for maintaining reasonable access to the premises.
- 10.6 In addition, the Council shall secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

Consultation

10.7 Case law provides that:

- 10.7.1 a consultation must be at a time when proposals are still at a formative stage;
- 10.7.2 sufficient reasons must be given for any proposal to enable intelligent consideration and response;
- 10.7.3 adequate time must be given for such consideration and response; and
- 10.7.4 the product of the consultation must be conscientiously taken into account in finalising any proposals.

10.8 Any person may challenge the making of an experimental traffic order in the Courts on grounds that the Council did not have power to make such order or follow all necessary requirements relating to the making of the same.

Power to authorise the road closures on an experimental basis

10.9 The exercise of the power contained in section 9 of the Road Traffic Regulation Act 1984 to make an experimental traffic order is an executive function which has not been reserved to the Mayor or Cabinet and so can be exercised by the Group Director for Neighbourhoods and Housing in accordance with the Council's Constitution.

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Authorisation of ^{Group}~~Corporate~~ Director – Neighbourhoods and Housing

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Kim Wright

Date:

20.5.16

Authorisation of Director – Public Realm

Name: Aled Richards

Signature:

Aled Richards

Date: 18 May 2016

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APPENDIX 1

History of the CS1 Consultation

The 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 we have 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. To help achieve these objectives the Council is committed to delivering a range of projects and programmes that will enhance the road environment for cycling, through measures aimed at improving safety, accessibility, permeability and rideability.

Transport for London is the strategic Traffic Authority for London. In spring 2013, The Mayor of London published a policy document setting out his Vision for Cycling in London. In response to this policy, Transport for London have developed a number of programmes that are intended to deliver the objectives and ambitions set out in the Policy in terms of making London the worlds' most cycleable city.

The Cycle Superhighways programme was initiated in 2010 with the intention of providing a set of ten strategic routes that will provide a safe, direct, continuous and comfortable way of getting from outer London into central London by bicycle along recognised commuter routes. The Superhighways programme was initiated prior to the 2013 policy document but the policy has resulted in some changes to TfL's objectives for the Cycle Superhighways routes and the required "level of service" that should be provided. All routes to be delivered after spring 2013 should therefore conform to the new objectives and "levels of service" arising from the 2013 policy.

The alignment of Cycle Superhighway 1 was originally proposed along the A10 corridor between Stamford Hill and Shoreditch, aligned along roads where Transport for London is the Highway and Traffic Authority. As such, Transport for London were due to lead on the feasibility assessment, design, consultation and delivery of highway improvements/interventions associated with the project. In response to the 2013 Policy and taking into consideration a number of significant challenges associated with providing a Cycle Superhighways Route to the required level of service along the A10 corridor, Transport for London approached the Council to discuss potential alternative alignments along primarily Borough controlled roads.

Following discussions at both Officer level and between the Mayor's Cycling Commissioner and Hackney's Cabinet Member of Neighbourhoods, it was agreed that a new alignment for CS1 would be along a parallel, existing London Cycle Network + route located just to the west of the A10 corridor, aligned primarily along borough roads.

As any proposed improvements/interventions associated with CS1 would now take place on borough controlled roads, both Authorities agreed that London Borough of Hackney should take on a number of roles and responsibilities in respect to the development and delivery of Highway improvement proposals for CS1, with TfL acting as the Client and project sponsor.

Between November 2013 and January 2015 Hackney Council, in partnership with TfL, designed and developed a range of highway improvements as part of the CS1 project in order to substantially improve conditions for cyclists on approximately 7km of borough road network along the route. The proposals included a mixture of carriageway resurfacing and traffic calming upgrades, junction improvements, new pedestrian and cycle crossings, road closures and parking layout changes.

These original proposals were publicly consulted upon between 16 February and 29 March 2015, with over 55000 leaflets being delivered to properties within a 0.25 mile radius of the affected roads. Because of the length of the route, the proposals were broken down into 19 sections as follows:

- Section 1: Paul Street (south) – Sun Street
- Section 2: Paul Street (Blackall Street to Scrutton Street)
- Section 3: Paul Street (north)
- Section 4: Old Street / Great Eastern Street
- Section 5: Pitfield Street (south)
- Section 6: Pitfield Street (junction with New North Road)
- Section 7: Pitfield Street (north) – De Beauvoir Road
- Section 8: De Beauvoir Road – Culford Road
- Section 9: Balls Pond Road: Options A and B
- Section 10: Wordsworth Road - Kingsbury Road
- Section 11: Defoe Road - Wordsworth Road
- Section 12: Heathland Road – Defoe Road
- Section 13: Holmdale Terrace - Heathland Road
- Section 14: Ermine Road - Holmdale Terrace
- Section 15: Ermine Road - West Green Road
- Section 16: Broad Lane - Town Hall Approach Road
- Section 17: Philip Lane
- Section 18: Napier Road - Broadwater Road
- Section 19: Broadwater Road - White Hart Lane

Overall, 1,036 responses were received to the consultation, of which 77% supported or partially supported the proposals.

Of the 1,036 respondents who responded to the consultation, 650 (63%) provided specific comments about different aspects of the overall scheme.

A full analysis of consultation feedback/responses received is included within the attached CS1 DA report (Appendix 2).

After considering all responses the scheme was recommended for approval, and subsequently agreed, with a number of changes and further investigations to be undertaken. Those which affect London Borough of Hackney are detailed below the most significant of which are (Hackney specific issues highlighted in italics):

1. Hillside Road/East Bank Alignment: TfL plan to deliver CS1 to the alignment consulted on, via St Ann's Road, with a view to launching the route in spring 2016. However, TfL will also work with the London Boroughs of Hackney and Haringey to develop

proposals for improvements along alternative roads via East Bank/Hillside Road. TfL will consult on these proposals in due course.

2. Balls Pond Road: TfL and the Council will continue progressing with Option B (two-way segregated cycle track), subject to technical and operational feasibility.
3. Junction of Wordsworth Road/Boleyn Road: A simplified design for the junction of Wordsworth Road/Boleyn Road will be prepared and taken forward as part of CS1, omitting the closure/banned movements for motor traffic proposed during consultation. The Council will investigate a supplementary scheme to reduce the impact of motor traffic from Wordsworth Road and surrounding roads. Any revised proposal would be subject to further local consultation to ensure it meets local needs.
4. Junction of Ardleigh Road/Culford Road/Englefield Road: The Council is currently assessing the merits of the design proposed during consultation against alternative suggestions to ensure the final scheme provides as many benefits as possible for different roads users.

The Council will determine the best way to engage with local people based on the outcome of our further investigation.

- Emergency access via Pitfield Street: To accommodate the needs of emergency vehicles, particularly those using Old Street Fire Station, TfL and the Council will design the Pitfield Street closure to allow access to emergency vehicles.
- Butterfield Green/Allen Road: The Council will investigate further measures to improve safety for all road users, such as additional traffic-calming on both Nevill Road and Wordsworth Road and/or changes to parking restrictions.
- Charles Square loading bay: The proposed loading bay in Charles Square, at the junction with Pitfield Street, has been removed from the proposal.
- Junction of Paul Street and Tabernacle Street: The shared space scheme linking these two streets to Tabernacle Square will no longer be implemented, with the road configuration staying largely as it is with minor adjustments.
- Resurfacing: We are reviewing requirements on a site-by-site basis, and resurfacing will only take place where necessary.