

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: Minor works to alter Parking on Manor Road, Stoke Newington in order to improve bus journey times.

AGREE TO:

To advertise the Traffic Management Order and undertake statutory consultation to:

- a) introduce double yellow lines, on Manor Road, from opposite No. 14e to outside No. 39 and from outside No. 20 to outside No. 20a.
- b) To relocate a parking space designated Ambulance Only from opposite No. 16a to 16c to outside No. 16a to 16c.
- c) To install a new disabled parking bay outside No. 16d to 16f.

Undertake the work subject to a successful outcome of the statutory consultation and the making of the traffic order

REASONS

Removing the parking on Manor Road will help reduce delays to buses at a location identified as being a constriction.

The ambulance and disabled parking spaces are currently on the side of the road identified as being most suitable for restrictions so must be relocated opposite.

BACKGROUND

Public transport plays a critical role in facilitating movement for residents of the London Borough of Hackney and to support wider growth and regeneration in the borough. The Transport for London 2012 London Travel Demand Survey results show that 36% of Hackney's population use public transport for the majority of their trips, almost twice the levels of car use, and Hackney residents have the highest levels of bus usage in London. Public transport's importance as a means of commuting to and from work is even more prevalent with almost 57% of the borough's resident population using bus, rail, Tube or Overground as a means to get to work or study.

Buses are by far the most used form of public transport in London with almost 2 billion bus journeys each year. Almost half of Londoners use buses on at least two days a week

compared to around a quarter that use the Underground and the 13% who use National Rail services.

Bus services are particularly important to those Londoners on low incomes whereas car, rail and Underground trips are more likely to be made by those on higher incomes

These trends are of particular relevance to Hackney which has some of the highest levels of deprivation in the country. As outlined in the Transport Strategy supporting document, bus travel is the most popular form of transport in Hackney and we have the highest level of bus usage in London.

High numbers of Hackney commuters use the bus to travel to work (about a quarter) typically travelling between 2km and 5km. Commuting patterns for Hackney residents travelling to work by bus are similar to commuting patterns by bicycle representing an opportunity for the borough to convert some of these bus trips to cycling trips. High numbers of bus commuter's work in Westminster, City of London, Shoreditch and the south of Islington and Camden (see Hackney Transport Strategy supporting document).

The Transport Strategy includes the following policy:

PT18: Improving journey times through bus priority measures, completing missing gaps in the network and reviewing bus lane hours Hackney Council will aim to improve bus journey times and reliability by implementing additional bus priority measures such as new bus lanes on roads that will complete the missing gaps in the bus priority network, as well as reviewing the hours of bus lanes and parking restrictions in order to reflect the growth in the night time economy and the increasing levels of congestion on our roads at the weekends and evenings.

Concerns about bus delays on Manor Road have existed for some time due to the existing road width at places being too narrow for large vehicles to easily pass where there is parking on both sides of the roads. This is exacerbated by the bend in the road.

The proposed scheme seeks to address this issue whilst minimising the loss of parking.

A parking space used by a private ambulance service Ezra Umarpeh occupied the side of the road best suited to double yellow lines

PROPOSALS

These are as shown on the attached plan

IMPACTS

There will be a reduction of 23 parking spaces.

Bus delays are predicted to reduce and this should also aid general movement of traffic. The 106 bus passes about 6 times per hour in both directions. The proposals will also provide additional space for cyclists.

CONSULTATION

Statutory consultation will be undertaken for the traffic management order alterations

Direct contact has been made to the Ezra Umarpeh operators of the ambulance who have agreed that their reserved ambulance parking space could be relocated to the other side of the road.

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.

In this particular case the needs of the ambulance serving a protected community have been given particular attention. There may be disadvantages to a small number of car owners, but this does not represent a protected characteristic.

FINANCIAL IMPLICATIONS

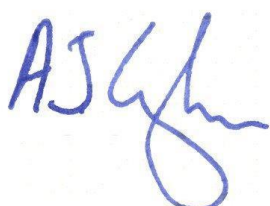
The expected cost of this scheme is £4800.

RECOMMENDATIONS

It is recommended that the alteration be agreed.

CONCLUSION

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



Signed: - Andrew Cunningham

Dated: - 14 July 2021

Andrew Cunningham – Head of Streetscene

CC: Councillor Mete Coban – Cabinet Member for Energy, Waste, Transport and Public Realm

CC: Aled Richards – Director of Public Realm

CC: Maryann Allen Group Engineer Design and Engineering



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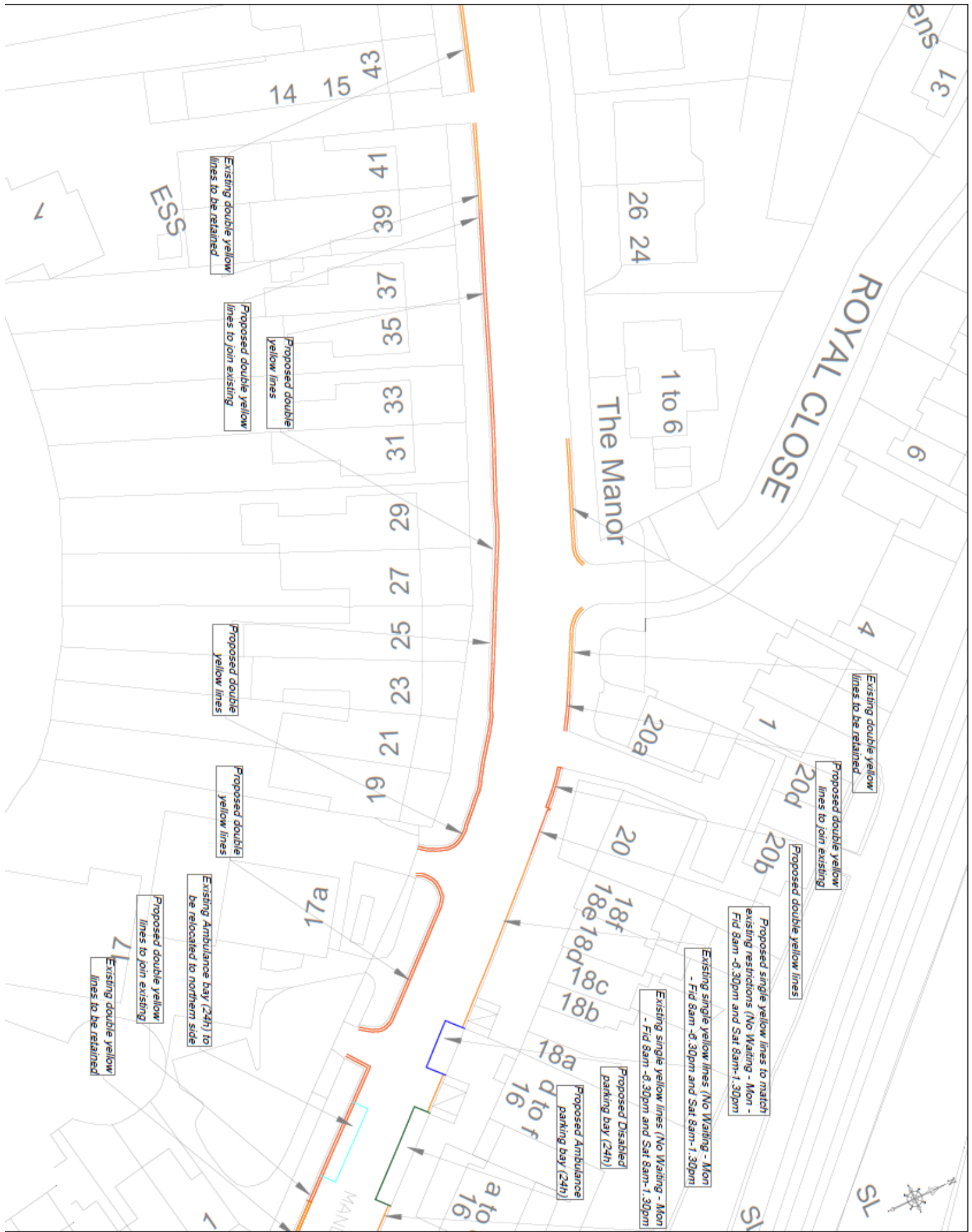
- Existing Yellow
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Hatch
 London Borough of
 Neighbourhood
 Road Services
 Public Rights
 1 Clement Close
 London SE 26

This drawing is subject to the terms and conditions of the contract for the works. It is not to be used for any other purpose without the written consent of the contractor.

Job Title: MANOR
 Drawing Title: MANOR PARKING
 Date: 11/11/2023
 Drawing No: 11/11/2023



Existing double yellow lines to be retained

Proposed double yellow lines to join existing

Proposed double yellow lines

Proposed single yellow lines to match existing restrictions (No Waiting - Mon - Fri 8am - 6:30pm and Sat 8am - 1:30pm)

Existing single yellow lines (No Waiting - Mon - Fri 8am - 6:30pm and Sat 8am - 1:30pm)

Existing single yellow lines (No Waiting - Mon - Fri 8am - 6:30pm and Sat 8am - 1:30pm)

Proposed Disabled parking bay (24h)

Proposed Ambulance parking bay (24h)

Existing double yellow lines to be retained

Proposed double yellow lines to join existing

Proposed double yellow lines

Proposed double yellow lines

Proposed double yellow lines

Existing Ambulance bay (24h) to be relocated to northern side

Proposed double yellow lines to join existing

Existing double yellow lines to be retained