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Mr John Thornton
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Dear Mr Thornton

Transport for London Cycle Stands Outside Graeae Theatre and the Local Implementation Plan 2

Thank you for email regarding the above matter, which was forwarded to me by Cllr Jonathan McShane. I am sorry to hear of your concerns.

You correctly point out in your letter that the cycle stands outside the Graeae Theatre were put in position by Transport for London (TfL). Hackney's Streetscene officers have contacted their colleagues at TfL to raise your concerns, and have been assured that TfL will respond to you directly on this matter.

Thank you for providing me with a copy of Hackney Disability BackUp's response to the draft Local Implementation Plan 2 (LIP2). I have passed this on to the officers working on the plan. I have been assured that as a result of your response, a number of significant amendments have been made to the final LIP2 in order to reflect your concerns and increase the Council's commitment to improving the accessibility of the public realm and public transport network for residents and visitors with restricted mobility.

I was sorry to read in your LIP2 response that a member of Disability BackUp felt they were mocked and dismissed at a consultation meeting. I asked the Head of Streetscene to look into this, and I have been advised that officers in attendance all deny this occurred, and both independent observers and the transcript of the workshop concur with their recollection of events. I have attached a copy of the transcript for your reference. Officers have agreed that the discussion at that point was contentious and provoked a lively discussion and response from Hackney Cyclists and Council officers, but that there was no mockery from officers. However, the officers concerned have asked me to pass on their apologies to the member of Disability BackUp involved for any offence caused.

I appreciate you taking the time to meet with me this week. Following our meeting, I have asked officers to arrange to meet you in order to discuss cycle parking, bus stop accessibility, and other issues raised in your response to the draft LIP2 consultation. Please do not hesitate to contact Andrew Cunningham, Head of Streetscene, on 020 8356 8456, or at andy.cunningham@hackney.gov.uk, in order to arrange a convenient appointment.

Yours sincerely

A handwritten signature in blue ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Cllr Feryal Demirci
Cabinet Member for Neighbourhoods

CC: Cllr Jonathan McShane, Cabinet Member for Health & Community Services

Local Implementation Plan 2 Consultation

Stakeholder Workshop Notes

Questions, suggestions and information raised by participants

Q. What are the plans for smarter travel initiatives?

A. The Council has seen good results with School Travel Plans and will continue these. Other measures include "Ways into Work" programme and using backlog of S106 funds available to deliver small grants to schools and organisations. We will also continue cycle training programme and events. We haven't cut this area and going forward it is expected to increase.

I. Responsible cycling behaviour has been identified as a priority in consultation done by LB Tower Hamlets for their LIP. This will mean considering including educational programmes for cyclists on how to use roads and reduce risks to cyclists and pedestrians.

A. Hackney could consider this and how to do it together with other boroughs. At present we offer cycle training and will be delivering training for lorry drivers. There is a useful example from LB Greenwich which requires that in all new major developments all HGV drivers undergo training.

S. Supporting and growing the visitor economy in Hackney is a key part of the Economic Development Strategy and was not mentioned in the LIP. This could be done by supporting the Legible London Wayfinding programme at new Overground stations.

A. Legible London Wayfinding is being launched on Kingsland/Dalston stations with TfL scheme funding and will be tried out in the town centre. The LIP schemes don't include marketing because this is more TfL's remit. We can only invest in infrastructure and we indirectly support visitor economy by delivering improvements to the public realm in key places in the borough such as Broadway Market, Stoke Newington Church Street and others.

Q. Due to recent changes things have gotten worse for disabled people and in the future will be even more difficult because of the Kingsland scheme. Main issues include placing cycling stands on footways rather than pavements which affect blind and partially sighted people, shared spaces for walking and cycling and a crossover where desire lines are not followed and additional clutter put on. There will be an increase in parking density and no allowance of dropped kerbs for long distances.

Q. What is the evidence that car club schemes like Streetcar discourage use of private cars?

A. Research from Streetcar indicates that 1 out of 26 members sells their car after joining the scheme. Users use each car less than normal users. Hackney still has significant gaps in public transport networks so cars are needed in some cases but not car ownership.

Q. Is there funding allocated for maintenance of pavements as a safety issue? Please consider including a local targets for pavements needing maintenance.

A. There is money available from major developments that could be worth investigating if they could be use to measure conditions of pavements. There is funding allocated to principal road maintenance only.

Q. What is the position with regards to car free developments?

A. We almost always support or are committed to car free developments if they are located very near public transport facilities.

Q. What are the plans for electric vehicle charging points?

A. The Council has signed agreements to install 3 electric vehicle charging points by April and 5 points more in 2012.

Q. What is the position with regards to Cycle Superhighways scheme on A10?

A. The Council is committed to extending the Cycle Superhighways scheme on the A10 to Dalston and through the southern part of the borough. TfL don't have funding and have asked if Hackney could use S106 funding for this.

Q. Will the new Overground stations impact on targets set for bus and cycling modal share?

A. Maybe, will depend on price difference between train and bus fares. They are both going to increase so it will mean people choose buses more. However, it must be noted that use of the whole East London Line is already well ahead of the train, 15% increase month by month and TfL are recognising that an upgrade is going to need more capacity. The long term trend is that new capacity will be needed and might have marginal impact on other modes. The policy is to cater for growth.

Q. Crossrail 2, is there any steer from TfL on future review?

A. Latest information from TfL is to identify Crossrail 2 as far as Hackney Central. Issue is that after that we don't know where it will go and when as there are two options but none would happen before 2028. By then, the network will probably be at capacity and needing this infrastructure.

Q. There are two cycling targets shown on the presentation, how are they different? How were these arrived at?

A. One target is cycling as a percentage of all trips in the borough, the other one is cycling as a main mode to work. The levels for both targets were agreed to what was considered achievable using TfL guidance.

Q. Walking to shops is a very important activity for older people. There seems to be major investment allocated to town centres, but I'd like to see investment in small local service areas where post offices and small shops are and reflects the current trend in planning for localism.

A. Agree in principle but the issue is the Council needs to establish priorities based on scarce resources. First priority is assigned to town centres but through S106 funds the Council is able to invest in local neighbourhood areas.

Two recent examples include Albion Road and roundabout scheme. We could consider including an indicator that expresses support for local improvement schemes.

Q. How is modal share computed in the LIP? We have witnessed some “wobbles” in the figures. We would like Hackney to assess cycling modal share locally in some way and perhaps the Census 2011 information could help.

A. We recognised modal share figures for cycling need to be treated with caution as they are based on a very small sample size and we have suggested to TfL to do new counts with bigger samples. The Council would like to roll out counts but there is no money available at present.

C. London Cycling Campaign has a policy to strengthen local centres for walking and cycling. Transport investment has usually led the way for planning policy to then promote regeneration. Collaboration between transport and planning has seen positive developments, for example in Hoxton Street. However, there are concerns about Lea Bridge Roundabout area which has potential to become a thriving local centre and we’d like to see it developed.

Q. Is there a local accessibility of transport target or indicator in the LIP2?

A. No as this is funded separately.

Q. Should the LIP2 also be aiming to reduce the need to travel or desire to travel? This is achieved in part by having good and accessible local centres. For example, Chatsworth Road and Lower Clapton area where market traders and residents have been working together to get new bus stops and produce a neighbourhood plan. Can we improve all modes of transport and the public realm in a joined up way? Is the approach of the Council to put all investment in one basket or to spread investment around?

A. We recognise the value of good local centres but the problem is the finite amount of money available which means we need to prioritise growth areas. However, the Council is now working in a more joined up way and an example is the so called “Silicon Roundabout” in Old Street where the joining up has been done not in terms of spending but identifying opportunities where transport infrastructure is key to growth.

C. One of the principles of this plan should be choice for all, this includes the most vulnerable users including older people, disabled people and parents with small children. We think these users won’t be able to enjoy most of the proposed schemes (public transport, cycling) but they will use the shops down the road so we should prioritise these areas and these users should be considered.

Q. There is a £3M budget for road maintenance in the draft LIP2. Is the maintenance budget reactive or proactive?

A. We can provide a breakdown of figures for reactive and proactive maintenance budget.

Q. With regards to safety improvements to reduce number of Killed and Seriously Injured figures, we would suggest that the figures are reviewed to allocate more money for safety measures, especially with Olympic Games happening next year. Also need to consider that KSI figures are going down everywhere, partly due to the recession and people driving less.

A. The Council recognises that the reduction in KSI indicators is attributable to different factors and also it recognises that it includes the TfL road network and most of the KSI incidents happen in those roads. In Hackney we're ahead of the target but it has been difficult to reduce the KSI related to cycling. Therefore, a considerable amount of money is being spent in cycle training. We also have a Road Safety Plan and forum where it would be more appropriate to discuss these issues.

C. LB Islington is investing in smarter travel initiatives in schools which helps to reduce casualties. Statistics show most KSI happen in areas of high deprivation so the investment is also focusing there.

C. Statistics also show a very high number of KSI within the Black and African Caribbean youth population.

Q. For decades Hackney has been perceived as poorly connected. Is Crossrail 2 really in the cards? It is needed for employment growth mostly. The recently opened Dalston line is wonderful but benefits mostly the west of the borough.

A. TfL expect to open CR2 in 2028. The Council hopes that once High Speed II is built we'll be able to use it. However, initial estimates have shown that first tranche doesn't need to go through Hackney.

S. London Cycling Campaign-Hackney considers that the LIP2 is very good and is happy with the priorities and general policy framework established in the document. However, we would like to raise the additional issue of filtered permeability to move up the hierarchy and whether a pilot could be included in the LIP2 if not too costly and then expanded if successful. By filtered permeability we mean a network defined by cells with boundary roads. For example, De Beauvoir has applied this approach and has helped to reinvigorate the local area. Other areas that have partly done this include Lower Clapton, Hasbrook Road, Brownswood.

Q. Why is the Parking and Enforcement Plan separate from the LIP2? Parking probably has a bigger impact on take up of cycling and walking than any other policy. Can they be integrated strategically and

operationally by the Council? It seems it never does in most local authorities.

A. Organisationally both parking and transport are integrated. Policy wise the Parking and Enforcement Plan (PEP) was recently updated and the overall borough Transport Strategy might be reviewed this year so this could be the opportunity to ensure a better strategic integration of both areas.

C. Hackney is in a position to do things with the LIP2 and other policies that are advocacy for other agencies/organisations to do things, including TfL and other Local Authorities. The questions to ask during review of this document should be to what extent the budget allows the Council to reach the targets and to what extent it is up to others to help us achieve them? For example with bus services they are slower due to timetables being slower and some bus-rail interchanges are appalling (eg Hackney Central, Hackney Downs, Dalston). These issues need to be addressed in partnership with TfL to make it faster, easier and more attractive to travel by public transport.

A. Dalston has bus stops on the back of the new Overground station to allow a good interchange.

C. The Dalston/A10 scheme as proposed is bad in relation to emergency plans for evacuation and by locating bicycle parking stands on footways.

A. We have an extensive decluttering programme and it considers the need to balance different users when locating bicycle stands. All of our proposals are subject to public consultation and in making decisions we have to carefully take the public with us and convince people of why schemes are of benefit to them.

C. London Cycling Campaign-Hackney recognises that the Kingsland/Dalston scheme will deliver significant benefits in quality of footways, crossing points, removing guard railings. The key is to distribute bicycle stands well so they are well spaced in between. We consider that the loss of accessibility will be minimal.

A. We recommend that these comments are discussed with TfL. The Council has recently planned cycle stands on carriageways in Charlotte Street and King John court.