



## Shadwell Liveable Streets

### Appendix E – Alternatives Considered

16/09/2021

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## Alternatives considered

At each stage of the engagement process we have taken on board the feedback and views of residents and businesses. The council has developed and amended the proposals at every stage to represent the feedback and views.

This report considers the suggestions, recommendations and alternative proposals received during public consultation. There were 115 suggestions received during the public consultation.

## Scheme 1 – School Streets

There was overall support for Scheme 1 for each proposal from those responding both inside and outside of the area. There were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

### Planting and Cycle Parking

There were 13 requests for planting and cycle parking to be added to the school street. Space is very constrained in this area, but there is scope to:

- add a tree, just east of Pace Place by building the kerb out in line with the parking.

### School Street Operation Hours

- The operational hours of the school street on Bigland Street should be 8.30am-9.30am and 3pm – 4pm instead of the consulted hours of 8.15am-9.15am and 3pm – 4pm.

This matches the existing hours of the temporary school street that is in operation at the moment, which is the intention. These times differ slightly from what was stated in the consultation document during the morning period (8.15am to 9.15am).

There was a request for the hours to be extended, however this is not felt to be necessary and does not match what has been done elsewhere in Tower Hamlets. Being consistent with other school streets provides clarity and simplicity to users.

### Bigland Street One-way

There were four requests for Bigland Street to be made one way.

It is recognised that the pavements on Bigland Street are narrow and that making the street one way will enable the pavements to be widened and more trees to be planted. At this stage it is not recommended to make Bigland Street one-way due to the potential impact on vehicle movements in the area that should be consulted on first. In addition, vehicle tracking would need to be undertaken to ensure that those vehicles that need to access the area can leave through the narrow point at the east end of Bigland Street.

### Other School Streets

There were three suggestions that other schools in the area should also get school streets, however these are already being dealt with through separate interventions or cannot occur.

Blue Gate Field will benefit from the proposed turn restrictions for vehicles coming off the Highway in the morning period.

St Mary and St Michael Catholic Primary School will also benefit from the reduced traffic because of the turning restrictions coming from the Highway, but is needed to stay open to provide access to many residents in the Shadwell area.

## Scheme 2 – Watney Street

There was overall support for Scheme 2. The results show that a large majority of visitors, residents and workers in the area are in favour of these proposals.

There were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

### More Planting

- There was a request for more planting on Chapman Street, which can be accommodated at its western end.
- There is also a request for a green wall on Watney St, which we recommend investigating at the next stage in the design process to determine land ownership and feasibility.

### Rationalise Bollards

- There was a suggestion that the bollards on Watney Street could be rationalised as there are duplicate rows which have been implemented by different landowners. It is recommended that this is undertaken as part of the detailed design stage in consultation with TfL.

### Paving on Watney Street

- It is recommended that York stone paving be used on Watney Street up to Martha Street.

The area between Cable Street and Martha Street was stated as the place many people enter the area and that it should have better paving to welcome people. York stone paving has been used on the recent work on Cable Street / Watney Street / Dellow Street improvements. Continuing the paving part way up Watney Street will provide a welcoming feel.

A suggestion of small block paving on the carriageway between the stations was also presented to further add to a more welcoming feel to the Shadwell area. This would add to improve the area, but it is likely that funding cannot stretch to include this at this time.

- Paving on Watney Street, north of Chapman Street, should be re-laid so that it is smooth to walk on.

The uneven surface in this area, along with the location of the bollards, limit the area of pavement that is easy to walk on. In addition, the base around the three trees should be lowered by approximately 10cm to that it is level with the pavement to make it easier to walk through the area.

### Pedestrianise Watney Street

There were 20 people that said the southern section of Watney Street should be pedestrianised, the most of any suggestion put forward. Their recommended area was referred to in a variety of ways with almost all of them specifying the space from Cable Street to Chapman Street as the best area that could benefit from pedestrianisation.

Although they are feasible, changes of this nature should be consulted on if they are to be taken forward. It is feasible to make such a change in the area between Cornwall Street and Chapman Street. That is, between the two stations. Such an arrangement would still allow businesses to receive deliveries and residents of Shadwell Gardens to access their estate.

### **Watney Street One Way**

Further to the question in the survey asking about Watney Street becoming one way up to Chapman Street there were two suggestions to have the full length of Watney Street become one-way. Changes of this significant nature should be consulted on if they are to be taken forward as they would require quite comprehensive changes for vehicles such as those making deliveries to the local businesses. The benefits of such changes would be in the ability to widen the very narrow pavements on the road in the that is the most used by pedestrians.

### **Diagonal Crossing**

A suggestion for the zebra crossing to be made diagonal was put forward. With a reduced carriageway width this is not considered feasible, and the wider crossing will allow pedestrians to cross the road in a diagonal direction anyway.

### **Position of Wider Pavements on Watney Street**

It was noted by one resident that a particularly narrow area of pavement exists under the rail lines on the west side of Watney Street. They suggested that this side should be widened by moving the loading to the east side. This has been reviewed and found that such a change would prevent vehicles from turning left from Watney Street into Chapman Street, which is already a tight turn. However, the existing loading can be amended so that it can be more safely used by pedestrians when it isn't in use.

## **Scheme 3 – Enhancing the neighbourhood**

There was overall support for Scheme 3. The results show that a large majority of visitors, residents and workers in the area are in favour of these proposals. There were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

### **More Planting on Cannon Street Road**

- More planting on Cannon Street Road has been included. This followed nine suggestions for more.

### **One way on Rampart Street**

- The northern end of Rampart Street is proposed to become one-way northbound to prevent through traffic.

There were nine responses stating that traffic from Commercial Road cuts through Rampart Street in a southbound direction to avoid the traffic signals. Rampart Street is a small narrow cobbled road that is parallel to Cannon Street Road and residents will be unreasonably affected by noise of the through traffic on the cobbles.

## **Remove bollards on Cannon Street Road**

- It is proposed to remove the bollards and unnecessary street furniture on Cannon Street Road south of Cable Street.

It is believed that the bollards are in place to prevent vehicles from parking on the footway, however they restrict the pavement width so much that there this stretch of road has an effective pavement width of less than one metre. Further to this, any day that waste is placed on the pavements results in the pavement becoming blocked.

## **Tarling Street Improvements**

A variety of suggestions to improve the pedestrian environment on Tarling Street were presented. These included a raised table at Deancross Street, which could be implemented if funding can accommodate it. In addition, the pavement on the north side should be improved through the entrance to the loading area that is used by delivery vehicles to Watney Market. This area is a wide-open space that creates a feeling of vulnerability for those walking through it. This can be improved by introducing flush kerbing to indicate the continuity of the pavement while still facilitating the necessary deliveries.

## **Traffic Calming on Cable Street**

A number of suggestions for traffic calming on Cable Street were received. The location that was pointed out was to the west of the overground station.

- A raised table at St Georges Town Hall has been added to the proposals. This will align with the bus routes design considerations.

## **Improvements for cycling on Cannon Street Road**

Requests to improve the cycling conditions on Cannon Street Road, such as by introducing segregated cycle lanes, were submitted. Unfortunately, the competing demands and narrow carriageway on this road prevent these from being feasible.

## **Speed Cameras on Cable Street**

Speed cameras were suggested for Cable Street. It is expected that the introduction of traffic calming will be sufficient to keep traffic speeds on Cable Street to appropriate levels.

## **Cycle Parking**

There was a full mix of responses in relation to additional cycle parking. Some stated that existing spaces were not fully utilised, so more was not necessary, while others asked for more. In addition, secure cycle parking (such as cycle hangars) was also requested. As such, no further cycle parking is proposed to be added in addition to what was consulted on. However, any resident of Tower Hamlets can request a cycle hangar/locker on residential estates, as is currently the case.

## Cycle Track Cross-Over

There was a request to move part of the cycle track on Cable Street to be on the north side, at its eastern end. The track crosses from the north to the south as it heads east as this is the safest location for it. Although track will stay on the same side, the crossing of Cable Street will be improved, as proposed in the consultation.

## Scheme 4 – Cable Street

There was overall support for Scheme 4. The results show that a large majority of visitors, residents and workers in the area are in favour of these proposals. There were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

### Camera Enforcement of One Way Roads

There are two parts of Cable Street where motor vehicles regularly drive the wrong way. The sections between Sutton Street and King David Lane as well as Devonport Street and Brodlove Lane have more than 100 vehicles a day illegally driving in the wrong direction.

- Enforcement cameras should be introduced to these two locations.

### Bus Gate on Cable Street

Two people suggested that a bus gate should be introduced on Cable Street. This has not been included as such a significant change to the area would need to be consulted on first.

### Turn Restrictions Timing

There were 16 people that asked the operational hours of the turn restrictions to cover the evening peak or be all day (24 hours). Traffic from the Highway that access Cable Street is very much dominant in the morning. Although 24-hour restrictions would further limit non-local traffic in the area, the benefits are not as clear and may unnecessarily impact on local residents returning to their homes.

### Local Access Exemptions of Turning Restrictions

A request to exempt local residents from the turning restrictions was included in a response. Given that the extra journey distance that any locals may have to take because of the proposed turning restrictions is small and all properties are able to be reached at any time, there does not appear to be a need for exemptions.

### Allow the right turn from Cable Street to Butcher Row

A request to allow the right turn from vehicles from Cable Street into Butcher Row was included in a response. This does not meet the objectives of the scheme. This banned right turn was introduced in 2020 following a public consultation.

### Close Pitsea Place

A request to close Pitsea Place was received. This is not a priority improvement for the area.

## **Scheme 5 – 339 bus route**

There was overall support for Scheme 5. The results show that a large majority of visitors, residents and workers in the area are in favour of these proposals. There were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below, none of which are recommended.

### **Improvements for cycling on Sutton Street**

Suggestions to improve cycle conditions on Sutton Street were put forward that included segregated cycle lanes. It is noted that Tower Hamlets are looking at an entire cycle route from Cable Street to Bethnal Green which is expected to consider this item.

### **Traffic Lights instead of a Zebra crossing**

Traffic lights instead of a zebra crossing outside St Mary and St Michael Catholic Primary School were suggested by one response. Traffic lights at this location would unnecessarily delay both pedestrians and motor vehicle drivers given that the number of each are not so significant. A zebra crossing will allow pedestrians to safely cross without impacting on traffic and more than needs be.

### **Remove bus stand on Martha Street**

A suggestion to remove the bus stand on Martha Street was received. Transport for London operate the bus services. They have stated that the bus stop outside the DLR on Martha Street also serves as a route terminus. It provides direct access to the nearby stations including to the lift facilities for those people that need it. They have stated that the route terminus needs to remain in this location so as to ensure passengers can be sure of a reliable service from this important destination.

### **Move bus stop to other side of road (and make Marth St one way**

A suggestion to move the bus stop to the other side of Martha Street, to improve visibility and traffic flow, was received. The doors of the bus are on the left side, so the bus stop needs to move on the existing side of the road. In addition, the footway width on the north side is even narrower than the south side.

### **Cameras to enforce school zig zags**

A suggestion that all school zig-zags need to have enforcement cameras introduced was received. Cameras will enforce the school street on Bigland Street. The introduction of the new zebra crossing on Sutton Street will remove the school zig-zags outside of St Mary and St Michael Catholic Primary School. The entrance to Blue Gate Fields Primary School is on Cable Street, well away from the school zig-zags on King David Lane and is not considered to be of concern.

### **No left from Martha Street into Watney St**

A suggestion to remove much through traffic from the centre of Shadwell by banning the left turn out of Martha Street into Watney Street was received. This would have a significant impact on the area and would need to be consulted before it can be considered to be taken forward.