

Brick Lane Liveable Streets

Appendix E – Alternatives Considered

29/03/2021



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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. Throughout the fifteen-month engagement process we have received and responded to over 250 emails from community members. The council has developed and amended the proposals at every stage to represent the feedback and views of residents.

This report considers the most common suggestions, recommendations and alternative proposals received during public consultation.

Scheme 1 – Enhancing the Neighbourhood

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

Dropped kerbs

A number of suggestions location for dropped kerbs were put forward to the team:

- On the western end of Dray Walk
- Corbet Place
- Junction of Calvin Street and Jerome Street
- Hanbury Street, west of the junction with Spital Street, southern footway
- Grey Eagle street and Quaker Street junction
- Fashion Street at the junction with Commercial Street, northern footway

It is recognised that the above locations are poor for accessibility and therefore it is recommended to take forward the above locations for dropped kerb.

Junction improvements

Requests to improve the junction of Greatorex Street and Old Montague Street were raised during the consultation. This was due to the volume of traffic and also vehicle speeds. Respondents raised the issue of crossing at this location, the uneven footways and lack of green space.

It is recognised that this is a busy junction and there is a need for improvement, therefore it is recommended to take forward junction improvements.

Traffic calming

A number of traffic calming measures were also suggested by respondents, in the following locations:

- Old Montague
- Deal Street
- Wentworth Street
- Greatorex Street

It is recognised that there is a need to reduce the speed of vehicles on these streets as they are key routes through the area for those who walk and cycle. It is recommended to take forward the above locations for traffic calming.

Cycle Parking

Requests were shared for additional cycle parking at the northern end of Brick Lane. It is recommended to take this forward.

This includes the introduction of ten cycle hangars across the area. In locations where one parking bay may be replaced by a cycle hangar to accommodate six cycles, a localised consultation will take place.

Scheme 2 – Brick Lane

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. However, it should be noted that the opinions of businesses on Brick Lane itself were mixed. There were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

Brick Lane restriction of motor vehicle timings

There were multiple times put forward in the consultation document. The responses were split in their preference. Further emails and comments were received to suggest there should be third option considered with restrictions in place Thursday to Sunday.

Taking on board both the responses received and the comments from the businesses, it is recommended that the hours of operation are balanced and restrictions are in place Thursday to Sunday. The timings recommended are Thursday and Friday, 5.30pm to 11pm and Saturday and Sunday, 11am to 11pm.

Public toilets

A number of comments mentioned the introduction of public toilets in the Brick Lane area.

It is recommended not to take this forward as part of the project as it is outside the scope. However, the feedback will be shared with the appropriate council team to review, and if possible, action.

Princelet Street

A number of comments mentioned the proposed reversed one-way on Princelet Street would create issues for large vehicles turning into Wilkes Street. Swept path analysis has been carried out and the relocation of five parking spaces is required to ensure refuse vehicles can do the turning movement safely.

It is recommended that Princelet Street is reversed to ensure access is provided to the properties either side of Brick Lane. Additional bollards will be placed on the corner and opposite the junction to ensure vehicles do not override the footway.

Chicksand Street

A number of comments mentioned the southernmost proposed timed closure on Brick Lane will have a negative impact on Chicksand Street residents, leading to traffic currently using Brick Lane being diverted to residential streets. Residents suggested the southernmost proposed timed closure should be moved to the junction with Old Montague Street to avoid through traffic using residential streets.

This option has been considered but there is a need for access to the health care centre and car park on Hopetown Street to remain accessible by motor vehicle.

It is recommended to monitor the volume of traffic using Chicksand Street once the scheme has been implemented. Any changes should be considered as part of the scheme review.

Disabled parking bays within closed sections of Brick Lane

A comment was shared relating to the allowance of parking for those who are disabled during the closure hours of operation.

Additional provision has been included for disabled parking provision as part of the project. The closed sections are to reduce the number of vehicles and the conflict they bring between pedestrians using Brick Lane.

Therefore, on balance due to the reduced safety and benefits it is recommended not to take this forward.

Woodseer Street

A request was received to make Woodseer Street one-way, because of the conflict with two-way vehicle movements.

It is recommended to monitor the situation on Woodseer Street and review as part of the project, if necessary, any amendments can be made.

We received representation from local residents regarding the suspension of parking on Woodseer Street.

Therefore, it is recommended that the parking is suspended during the time of the closure on Brick Lane.

Scheme 3 – School streets

There was overall support for Scheme 3. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

Osmani School guardrailing

It was suggested to remove the excess guard railing on Vallance Road.

It is recommended that the guard railing outside the school gates remain for safety reasons, but an additional independent formal safety review will be carried out to ensure the location is fit for purpose.