

HACKNEY Responses to

CS1 – Solution & Ideas from Residents (Wordsworth Road area)

August 2017

Introduction

This Note provides responses to ideas presented by residents to the Council, from the Wordsworth Road area, following the implementation of the measures to improve the CS1 through that area. The ideas were put forward at a local meeting in April and a subsequent meeting was held on 26 June to discuss some of the issues and concerns further. Both meetings were attended by residents and Officers only.

The text in black is copied from the presentation and the text in blue contains the responses.

Solutions / Suggestions CS1 Wordsworth Rd closures

Cyclist & Pedestrian Improvements

- Re-design shared cycle / pedestrian path between Palatine Road and Nevill Road. Introduce proper demarcation between cyclists & pedestrians through raised (or lowered) lane. Speed limiters such as chicanes etc which also prevent motorcycles from using lane.
- Re-design junction of Allen & Nevill Road to improve cyclist and car visibility for all road user.
- Cycle specific crossing on Matthias Road & vehicle speed limiting to make cyclist entry / exit into Cowper and Wordsworth Rd safer, eg: cyclist filtered lights as featured elsewhere in London.

Hackney Response:

- The Council is aware of the conflicts between pedestrians and cyclists along Butterfield Green. More signage, designed by local children, was installed along the Green fence in May, highlighting the presence of pedestrians to cyclists. However, the Council will investigate further proposals in the area (including the Allen Road junction with Nevill Road) in order to further mitigate against these conflicts. It is anticipated that a workshop with local residents could be arranged, which may bring forward some innovative ideas.
- The redesign of this would be in conjunction with the item above, as the whole area needs to be considered holistically.
- The Matthias Road junction with Cowper Road was outside the original scope of works and therefore the only intervention made at this junction was the installation of 'No Through Road' signs to indicate the modal filter located at the Bennett Road junction with Wordsworth Road. No further proposals are planned for this location at present. With regard to the junction of Matthias Road with Wordsworth Road, there are recorded casualties here for vehicles,

but not cyclists. We have also sought feedback from the Cycling Campaign in Hackney and the junction has not been raised as an ongoing concern for cyclists. As a consequence no further action is therefore proposed at this time, although it should be noted that if the 'Travis Perkins' site comes forward for redevelopment then both junctions would be considered as part of the planning discussions.

➤ **Response to Hackney comments:**

- The signage at present is insufficient and not fit for purpose. The claim that a workshop 'could' be held with local residents is hollow – why? Because residents have already provided a significant amount of feedback and ideas to Hackney which has either been ignored or dismissed to due issues with funding. For example, this feedback was provided by the Shakespeare Residents Association in 2016 and also during the CS1 road closure objection process. Hackney have already visited the junction on several occasions (dates & attendees can be provided). The feedback from council officials has been “a significant accident needs to occur before funding can be found”. Disgraceful.
- The Travis Perkins redevelopment has already started. Hackney should be thinking about this now rather than playing catch-up
- Additionally, the cycling community HAS been critical of CS1 design – claiming otherwise would be naïve. A leading cycling blogger and member of LCC wrote about CS1, and mention of the poor Matthias / Boleyn Rd design is made in Section 10 - <http://hacknecyclist.blogspot.co.uk/2016/09/a-look-at-completed-cycle-superhighway-1.html?m=1>

Option 1

- Separate cycle lane installed on Wordsworth Road section of CS1 route, alongside road users who can only travel in one direction - outbound to Matthias Road. NB: Road will be narrowed / speed limited for calming purposes.
- Re-open Cowper and introduce road narrowing / speed limiting. Vehicles able to reach Wordsworth Rd from Matthias Road on one direction. Vehicles must give way to cyclists on new segregated lanes.
- Narrow entrances to Barrett's Grove Road, Belgrade, Prince George Road to calm traffic further

Notes:

- Absolute clarity - cycle only paths safer for cyclists
- Slowed traffic on Wordsworth Rd
- Cycle segregation reinforces distinction cycle space and pedestrian space at Butterfield Green
- Narrowing slows traffic, while maintaining two-way access

- Limits scope for vehicles to short cut through Barrett's grove = reduction in traffic flow
- Residents on affected streets maintain some form of vehicle access to Matthias / Boleyn via Cowper Rd.

Hackney Response:

- If the Wordsworth Road junction with Matthias Road were to be reopened, it would negate the safety benefits of removing turning vehicles at this location, which was a consequence of the proposals although not the main 'driver'.
- If it is assumed that the flows would increase to pre-implementation levels then, for example, Barretts' grove would have an additional 1386 vehicles per day (both direction combined) *as compared to the current situation*, and Cowper Road an additional 1073. See attached 'Option 1 Flows' pdf where we have marked the flows on there, as taken from the survey data previously provided. Increases would also occur on Palantine Road (293), Belgrade Road (259), Princess May Road (312) and Pellerin Road (676). Increasing traffic flows through the area would be contrary to the Council policy of trying to reduce it.
- Wordsworth Road is a narrow road which in some locations has parking on both sides. Introducing a separate / segregated cycle lane or track would involve removing approximately 25-30 parking spaces for permit holders along Wordsworth Road, where the majority of properties do not have parking and crossovers serving their properties.
- Introducing a one way system would encourage vehicles to speed in a residential, quiet area where St Matthias Primary School is located. This would introduce conflicts between vehicles and children and contribute to add more pollution to the area. In addition to this, introducing a one way system would require the installation of new signs in each of the junctions along the road, increasing street clutter.
- The side roads along Wordsworth Road are already narrow and further narrowing would present difficulties for vehicles such as refuse vehicles to negotiate tight junctions, potentially forcing them to overrun the footways, introducing safety concerns for pedestrians.
- The Council can confirm that since the introduction of the modal filters at both Bennett Road & Matthias Road, the reduction in vehicular traffic along Wordsworth Road is been more than 95% in each direction. In terms of the number of vehicles, the reduction has been significant, from 1743 to 43 vehicles in the northbound direction and from 1429 to 18 vehicles in the opposite direction. This is taking into account 24 hours of a week day for data analysed before and after the implementation of the scheme.
- The Council acknowledges that the time for some residents to reach their homes or get out of the area has increased, depending on the time of travel. However, it is believed that the benefits outweigh the disadvantages for the majority of the residents and local road users. This belief is based on

feedback from residents on similar schemes implemented elsewhere in the borough.

➤ **Response to Hackney comments:**

- With reference to the benefits of removing turning vehicles, no analysis was conducted by Hackney or TfL about the benefits of turning vehicles in calming traffic travelling down Matthias Rd from Newington Green (a road which features dangerous reverse camber). It's as if the zealous focus on road closure blinded Hackney and TfL from considering that cyclists and cars can co-exist and calm each other. From a cyclists perspective, turning into Wordsworth Road post closure is arguably more dangerous as traffic coming towards you in unchallenged and not speed controlled (there are no significant speed humps).
- Councillor Richard Lufkin has admitted that a proper cycle crossing at the Matthias / Wordsworth junction would be the best option, so why was it not considered? The whole set up has been rushed and poorly thought through – Hackney worried residents would organise and object and / or desperately short on funding to do things properly.
- The assumption above that traffic would return to its pre-closure levels is bogus. The whole point of the suggestions we made was the deter cars from using the streets – make it difficult but not impossible. As a result, flow would be lower than pre closure levels. Instead, Hackney has created a situation where the displaced traffic has been forced onto Nevill, Brighton and Walford Rd to the north. It's a piecemeal mess.
- We don't understand Hackney's concern about removing permit parking spaces – aren't the council trying to reduce the number of cars on our streets? Less places to park is a deterrent to ownership surely?
- The objection to narrowing is weak and misses the point. The narrowing is at the entry and exit points of the road, and would be enforced by bollards etc – something you see all over the borough. If Hackney are concerned about traffic in narrow roads, the closures have led to considerably more U-turns in these roads, arguably an even bigger issue.
- Justifying the scheme in Wordsworth road by citing feedback from elsewhere in the borough beggars belief and proves Hackney are applying a cookie-cutter approach, rather than looking at the subtle differences between areas in the borough. Of course traffic has reduced – that was the point of the closures. What Hackney have repeatedly ignored is the fact that Wordsworth did not have a significant traffic or speeding issue beforehand – the stats prove this, particular speed which averaged less than 13mph pre-closure.

Option 2

- Allow exit only via Wordsworth or Cowper to Matthias Road.

- Still no entry into Wordsworth or Bennett Rd from Matthias Road
- Narrow entrances to Barrett's Grove Road, Belgrade, Prince George Road to calm traffic further

Notes:

- Provides vehicles with an additional exit point and alleviates current funnelling of traffic onto A10
- Still provides calming for cyclists on Wordsworth Rd and residents of Barretts Grove.

Hackney Response:

- Similar to option 1, introducing a one way system would encourage vehicles to increase speeds in a residential, quiet area where St Matthias Primary School is located. This would introduce conflicts between vehicles and children and contribute to add more pollution to the area. In addition to this, introducing a one way system would require the installation of new signs in each of the junctions along this section of Wordsworth Road, increasing the street clutter.
- In this case (and again, based on the flow data as compared to the existing situation – see 'Option 2 Flows' pdf) local flows could increase in an eastbound direction as follows: Palantine Road (62), Belgrade Road (180), princess May Road (136) Barrett's Grove (277) and Pellerin Road (676). It is also unclear how these changes would assist with alleviating the problems experience in Brighton Road and Walford Road.
- The side roads along Wordsworth Road are already narrow, narrowing these roads more would present difficulties for vehicles as refuse vehicles to negotiate tight junctions.

➤ Response to Hackney comments:

- With regards to the point about encouraging speeding. Does Hackney realise it's contradicting itself here? How? One way road systems already exist in the borough, but more pertinently, Hackney Streetscene are proposing making roads such as Brighton and Walford Rd one way in order to deal with the overspill created by the Wordsworth Rd closures. Baffling.
- Hackney worrying about installing more signs yet they've installed several ineffective ones along the shared path outside Butterfield Green. Signage was added at the top of Palatine Rd, etc to indicate no through route – it wasn't an issue then was it? Not a strong enough reason.
- You state that it's 'unclear how creating a one way system would assist with alleviating the problems in Brighton and Walford Rd'. It's simple – you're providing local road users with a means to reach the north without having to roads you mention. Traffic along Walford Rd has doubled since the closures – Hackney know full well this is displacement from Barrett's Grove etc. Allowing

some flow to Matthias rebalances across the entire area while maintaining a high degree of cyclist safety.

Option 3

- CS1 re-routed - cyclists would turn into Cowper Road from Matthias, then take a left into Howard Rd, which is already marked as a cycle route. They would follow Shakespeare Walk - quieter than Wordsworth Road and already calmed - onto Allen Road, Clonbrock then back onto Nevill Road (CS1)
- Keep Wordsworth Rd closure in place
- Re-open Cowper but add a clear cycle lane (necessitating removal of parking spaces)

Notes:

- Takes cycles away from dangerous pinch points at junction of Allen & Nevill and Nevill & Brighton / Walford.
- Uses a 'true' quietway for cyclists, while maintaining calming on Wordsworth

Hackney Response:

- London Cycling Design Standards by TfL (2014) guidance is to follow the six core design outcomes Safety, Directness, Comfort, Coherence, Attractiveness and Adaptability, when designing cycle lanes in London. These design outcomes were followed for the CS1. Changing the established CS1 route would not be consistent with these guidelines and cyclists would still use Wordsworth Road as this route is the most direct route.
- The CS1 Route was launched back in April 2016 and cyclists are already accustomed to using it.
- **Response to Hackney comments:**
- Suggesting the outcome of directness, coherence and attractiveness have been adhered to right along CS1 is simply untrue. Discussions with councillors, streetscene and cycling groups have all concluded that CS1 is less than ideal. Our proposal isn't doing anything to make it worse.
- We've already shared the critical cyclist blog post above, but we'll draw your attention to 2 sections of CS1 that diminish the objection here:
- 1) Crossing from Culford Road (De Beauvoir) and rejoining CS1 on Kingsbury Road involves crossing Balls Pond Road. Zero provision has been made for cyclist safety here, as cyclists are forced to cross 4 lanes of traffic (regular and buslane) to continue on CS1 again. This is not direct nor is it attractive.
- 2) More importantly, CS1 is routed via a local authority housing estate (Ermine Road) in the Seven Sisters Area – specifically St Ann's Road. The

route is poorly lit and cyclists are then forced back onto the busy A10. This could never be called direct or attractive and it certainly isn't safe.

- What we're proposing along Shakespeare Walk leverages existing quiet, speed controlled (via bumps) roads would add seconds onto a cyclists journey rather than minutes. We doubt whether Streetscene have actually even tried the route proposed.

Option 4

- Time-based access to Wordsworth Road. No access into Wordsworth Rd from Matthias Rd between 7am and 10am on weekdays for example. Timings would be set based on Hackney road data.
- Camera operated - fines issued, money generated for Hackney Council to fund road safety schemes.
- No entry into Barrett's Grove from Wordsworth Rd at all times
- No access to Wordsworth Rd from Cowper Rd at any time

Notes:

- Permit vehicle access at certain times to calm effectively

Hackney Response:

- Hackney does not yet have the experience of implementing a time based access scheme in an area such as this and it is noted that in the past, enforcement organisations such as the Police have not supported this type of scheme. Issues include enforcement and drivers (not) understanding the hours of operation. However, Hackney is currently trialling 'School Streets' at selected schools and, following those trials, it may be a possible scheme for the future. Another issues is with the cost of enforcement assuming CCTV cameras would be used, as the costs would be extremely high for the Council. This is because once drivers know that the cameras are in place, compliance would be high, which means the capital outlay would not be recovered and there would also be an ongoing maintenance cost for both the equipment and operator's costs. It may be however, that some of these issues will be resolved through the current trials.
- The permit vehicle access would also increase the cost of the scheme for the Council, as this could only be enforced by cameras, with similar problems as above.
- **Response to Hackney comments:**
- Streetscene are contradicting themselves again. In August 2017, cameras were installed on Wordsworth Road – without prior notifications to local residents – for reasons unknown. We can only assume it was to monitor traffic

trying to get through the closures. To suggest Hackney doesn't want the cost of cameras is clearly untrue

- Ultimately, if the will is there, Hackney can implement these ideas but bizarrely choose not to

Option 5

- Partial re-opening of Wordsworth/Matthias through route in one direction only (east to west):
- Allow vehicles to exit FROM Wordsworth Road onto Matthias via EITHER Bennett/Cowper OR Wordsworth.
- Entry INTO Wordsworth FROM Matthias or Cowper still prohibited.
- This reduces attractiveness as a cut through to non-local rat-runners but still allows some through traffic between Wordsworth and Matthias for local residents wishing to access Newington Green and points west, thus easing burden on Brighton/Walford.
- Exit point at Cowper may be the safer one from a cyclist's point of view. And also would put less pressure on Barretts Grove.

Hackney Response:

- The benefits of a scheme as described above would be relatively minimal but would create a rat-run for drivers travelling westbound. It is also not clear how much this would benefit Brighton or Walford Road.
- More vehicles in Wordsworth Road area would make the CS1 route less safe for cyclists, which is against the objectives of the CS1.

➤ **Response to Hackney comments:**

- Our response to option 2 above could be applied here as well. The benefits are clear – its redistribution of traffic and reinstating basic access to the north, with minimal risk of rat-running resuming if the appropriate controls are put in place.
- In terms of CS1 becoming less safe with cars. Streetscene have never quantified how unsafe Wordsworth Rd was prior to the closures. Not once have clear statistics about collisions, injuries or deaths been produced to back up the assertion that Wordsworth Rd was ever unsafe. If Hackney/TfL had consulted properly and asked local residents – as we have – they would have learned that Wordsworth Rd is fundamentally safe with few issues to resolve. Hackney are desperate to apply policy in a heavy handed way that ignores area-by-area nuances.

Walford Road Specific Ideas - Traffic Reduction

Idea A

- **a)** Make Barbauld and Albion grove **exit only** onto Albion, combined with the equivalent in Wordsworth where one road is re-opened **entry/exit** in the opposite direction. Would need to also stop cut-through from church st to walford (e.g. make neville road (the part north of barbauld) and oldfield one-way in the north direction of travel).
- **b)** Make Barbauld and Albion grove **entry only** onto Albion, combined with the equivalent in Wordsworth where one road is re-opened for **entry/exit** in the opposite direction. Would need to also stop cut-through from church st to walford (e.g. make neville road (the part north of barbauld) and oldfield one-way in the north direction of travel).
- Will help to reduce traffic flow of cars cutting through west to east (or vv) along these streets.
- However, drivers travelling west to east will need to go the long way round via A10/crossway or via the wordsworth road opening

Hackney Response:

- **a)** Making Barbauld Road & Albion Grove **exit only**: Vehicles travelling westbound would either use Nevill Road to reach Barbauld Road coming from Walford Road and Brighton Road or would use Allen Road, Milton Grove and Albion Grove to reach Albion Road. Conflicts between vehicles and cyclists would continue along Nevill Road. **Reopening Wordsworth Road to northbound** vehicular traffic at its junction with Matthias Road would increase conflicts along Wordsworth Road between vehicles and cyclists.
- **b)** Making Barbauld Road & Albion Grove **entry only**: Vehicles travelling eastbound would either use Nevill Road to reach Walford Road and Brighton Road or would use Albion Grove, Shakspeare Walk and Allen Road. Potential increase in traffic at Sandbrook Road and Harcombe Road due to vehicles turning around due to the No Entry at Barbauld Road / Sandbrook Road. Conflicts between vehicles and cyclists would continue along Nevill Road. **Reopening Wordsworth Road to southbound** vehicular traffic at its junction with Matthias Road would increase conflicts along Wordsworth Road between vehicles and cyclists and potentially increase the vehicle casualties.

Idea B

- No through access via walford/brighton/beatty at certain times of the day (eg weekdays during peak times/cycling rush hour 7-9.30am/4-9pm and weekends after 12pm as this is when traffic on walford is at its worst?)
- Reduction in traffic/congestion/road rage at times where through access is blocked (these are times when traffic is at its worst on our road). Quieter for cyclists on neville CS1. Some through access remains outside of these times.
- However difficult to implement

Hackney Response:

- This could confuse drivers and they would become angry and frustrated due to the complexity of the proposals (different timings on both weekdays and weekends). However, please see the earlier comments with regard to the School Streets trials.
- Expensive due to the number of CCTV cameras required to be installed and due to enforcement and maintenance.

Idea C

- Banned turns - need council's help to consider where these might be placed (Reduction)
- Advantages - can be used to reduce traffic flow to and from A10 to Albion road (eg stop cars using these roads as a cut through to get to central London)
- Disadvantages - risk of U-Turns on A10 as cars seek to head in originally intended direction.

Hackney Response:

- This would need to be carefully thought as the proposals could confuse drivers and cause similar 'road rage' to that experienced as a consequence of opposing vehicles in narrow roads such as Brighton and Walford Roads. It would also be detrimental to the CS1 safety objectives if vehicles are encouraged to U-turn along the route.

Other views submitted by local residents:

- Block off Walford and Brighton at one end (Reduction)
- Advantages – will reduce the standoffs which currently occur, reduce damage to parked cars, congestion and air pollution on road
- Disadvantages – displace traffic elsewhere, difficult access for local residents

Hackney Response:

- This is a similar variation to the Council's 'Option 1' as discussed during the July meeting.

Walford Road Specific Ideas - Calming Measures

- All the below must be used in combination with traffic reduction measures.
- **Make Walford & Brighton one way.** Could be part of a wider one way system with Allen & Barbould (Calming). However, may encourage speeding.
- **Residents only parking 24/7 (Calming)** - Limits usage by customers of local kebab shop. However, imposes higher costs on residents (parking permits).

- **Ban on large vans/lorries using road (Calming)** - Reduce stand-offs and safer for cyclists. Keeps higher polluting vehicles off road. However, majority of standoffs involve normal size cars.
- **Blockage across Nevill Road**, (EG: Barbauld and Osterley or Osterley and Walford) and no entry to Walford, Barbauld etc weekdays at peak times except for residents (zones E and M).
 - Cameras differentiate b/w residents/non-residents (number plate recognition) which can be policed by cameras (similar to those installed at the junction of St Paul's Place and Albion Rd by Islington Council).
 - Advantages - Cut off the route up down from Church St (addressing rat running) but still allow residents to reach their homes if they are driving and to get through to both the High St and Albion Road. Opportunity for council to make money from fines

Hackney Response:

- The Council is considering different proposals and making Walford Road and Brighton Road effectively one-way (but not fully) is one of the options being considered.
- The Council will review parking in the area when analysing the different proposals.
- The ATC's analysis carried out for Walford Road and Brighton Road indicate that the majority of HGVs use Brighton Road. The difference is significant. The Council will review if a 7.5t ban can be introduced in the area to mitigate the use of the roads by HGVs.
- This is similar to the Council's 'Option 2' as discussed during the July meeting, although please note the earlier comments regarding the use of different times on different days.
- Regarding the cameras to differentiate residents and non-residents. This would be expensive and an ongoing cost to the Council due to the number of CCTV cameras required to be installed and enforcement and maintenance. Unlike the Congestion Charge, there is currently no opportunity to raise revenue to subsidise a measure such as this, as fines would fall as compliance increases.
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OTHERS: Signage highlighting narrow roads, more passing places

Hackney Response:

- The Council will review signage, parking and waiting restrictions as part of the proposals considered in Wordsworth Road area.