

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: **Wordsworth Road Closures – Cycle Superhighway 1 (CS1)**

AGREE TO

1. Make permanent the measures implemented in Section 4 of the CS1 in Hackney (From Wordsworth Road at its junction with Matthias Road, to Stoke Newington Church Street and including the Salcombe Road junction with Truman's Road), referred to as the Wordsworth Road Section, subject to the mitigation measures below being taken forward for investigation and implementation.

All permanent measures to be designed in accordance with the Council's Liveable Neighbourhoods Plan, regarding the objectives of improving air quality and 'greening' the environment with the use of trees and other forms of planting.

- a) Brighton Road and Walford Road - consult on options to mitigate congestion and pollution; consultation proposed autumn 2017
- b) Butterfield Green - hold a 'Design Workshop' with local residents to review the layout of this section of CS1, to minimise conflicts between pedestrians and cyclists and also conflicts between cyclists and other vehicles on the approaches to Butterfield Green from both directions
- c) Wordsworth Road junction with Matthias Road - implement a permanent scheme, together with environmental improvements such as tree planting and the removal of bollards
- d) Wordsworth Road near junction with Barrett's Grove - provide build-outs at the School Crossing Patrol location to highlight the site and reduce conflicts with school children (and parents) and cyclists
- e) Wordsworth Road junction with Bennett Road - implement a permanent scheme, together with environmental improvements such as tree planting and the removal of bollards
- f) Nevill Road and Defoe Road – install cycle logos to highlight the presence of cyclists to drivers. Review parking to determine whether the overall road layout can be improved for safety; proposals (if any) would be subject to a further consultation
- g) Wordsworth Road area - undertake a safety campaign involving the whole community

REASONS

1. Maintain reduction in rat-running traffic travelling through this section of the CS1 and make conditions safer for cyclists by encouraging traffic to remain on the main road network.
2. Improve air quality and reduce emissions within the local neighbourhood.
3. Improve safety and reduce traffic speeds within the affected area.
4. To address issues, such as those experienced in Brighton Road and Walford Road, that have seen increases in traffic displaced due to the closures in the Wordsworth Road area.
5. To address other safety concerns regarding conflicts between pedestrian and cyclists in particular.

BACKGROUND

The Council is committed to promoting and encouraging cycling as a clean, healthy and efficient way to travel and Hackney has been recognised as a leading cycling borough for the work we have undertaken in this respect to date. Hackney now has record levels of cycling amongst residents and visitors in the borough and the Council's intention is to continue to promote and encourage cycling as a sustainable transport alternative to private motor vehicle use, due to the wide range of benefits it provides, both at an individual level and to the wider transport network and environment.

In spring 2013 the Mayor of London published his Cycling Vision for London – a 10 year strategy with approximately £1bn investment to increase the levels of cycling in London. One of the primary objectives of the strategy is to create a “tube network for the bike” – a mixture of fast commuter cycle route offering dedicated cycle facilities on key main routes, “Superhighways”, complemented by a number of “Quietways”, which will together form a network of direct, joined-up cycle routes throughout London.

Transport for London (TfL) has been working with the London Boroughs of Hackney, Haringey and Islington, in developing a major new cycle route between Tottenham and the City of London. Cycle Superhighway Route 1 (CS1) runs from White Hart Lane to Liverpool Street Station, forming part of the London-wide network of Cycle Superhighways and will provide a safe, direct, continuous and comfortable way of getting from outer London into central London by bicycle.

Within the borough CS1 runs from Wilson Street in the south, to Holmdale Terrace in the north.

The implementation of the CS1 in Hackney was approved on 17/06/2015.

The implementation of the CS1 schemes in De Beauvoir and Wordsworth Road areas was approved on 20/05/2016, following a second consultation which ran from 19 October until 16 November 2015. This Delegated Powers Decision deals with those schemes that affect the Wordsworth Road area only.

WORDSWORTH ROAD ADDITIONAL MEASURES

In response to feedback from residents during the CS1 consultation in early 2015, the Council and TfL put forward proposals to close the following 3 junctions to through traffic:

1. Wordsworth Road / Matthias Road / Boleyn Road junction
2. Wordsworth Road / Bennett Road junction
3. Salcombe Road / Truman's Road junction

The proposals to close the three junctions to motor traffic were aimed at reducing non-local motor traffic using some residential streets, making the Wordsworth Road area a safer and more pleasant place in which to live, walk and cycle.

Complementing existing junction closures in this area, the proposed closures restrict through motor traffic to roads better suited to larger volumes of motor traffic, such as the A10 Stoke Newington High Street and the B104 Stoke Newington Church Street.

Motor traffic access to properties in the Wordsworth area was retained, although some routes for access and egress have changed. No changes to parking restrictions were made as part of this scheme.

The changes to the Wordsworth Road area were carefully developed in response to the feedback to the consultation and the decision to go ahead on an experimental basis was taken after closely considering the issues raised. See Appendix A for a copy of the Decision Audit dated 16th March 2016.

The Experimental Traffic Management Order allowed for the Council to monitor the effects of the changes under real-world conditions and give residents an opportunity to provide feedback for a period of 6 months.

Works in the area commenced in October 2016 and the review period, allowing for comments, was open until 17th March 2017.

PROPOSALS

This Delegated Powers Decision is seeking approval for the scheme to be made permanent in terms of the specific measures identified in the table below, either without change, or amended (see below) following the experimental period. See Appendix C for more detailed information on the responses.

Measure	Make Permanent / Amendments Proposed
Wordsworth Road / Matthias Road junction road closure	Implement the permanent scheme with environmental improvements to improve air quality i.e. make Wordsworth Road appear less like a side road by reducing the 'mouth' of the junction; minimise the street furniture (bollards) in the area, investigate tree and other planting opportunities and install a CCTV camera (movable, as and when needed) to deter vehicles from over running the flexible bollards
Wordsworth Road / Bennett Road junction road closure	Implement the permanent closure with environmental improvements to improve air quality i.e. investigate extending the footway on the west side of Wordsworth Road to provide a continuous footway, with new planting in the eastern end of Bennett Road
Salcombe Road / Truman's Road junction road closure	Scheme to remain as implemented. CCTV enforcement to be used as and when required

POLICY CONTEXT

Council's Transport Strategy

The Council's Transport Strategy includes a Liveable Neighbourhoods Plan. It recognises that roads and streets in our neighbourhoods are not just places to park vehicles or drive, walk and cycle on; they make up the largest element of the public realm of the city and are the places where we socialise and live our lives. An aspiration of the Transport Strategy is to reclaim Hackney's neighbourhoods from parked vehicles and motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London.

This aspiration can only be achieved by reducing the dominance of the private vehicle. Reducing the amount of parking and reducing traffic flows will also help to improve air quality, reduce traffic casualties and make our neighbourhoods more pleasant places to walk, play and cycle in. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the

city with nearly 10,000 Londoners dying early every year as a result (Kings College London, 2015). Even more disturbing is the direct impact it is having on our children's health with evidence proving it is directly responsible for alarming rates of asthma and other respiratory illnesses in our schools (GLA, 2008).

The Transport Strategy includes a number of actions that are relevant to this scheme:

LN3: Improving air quality - Continue to tackle poor air quality, reducing NO2 and PM10 emissions.

LN10: School Clean Air Zones - Hackney Council will aim to develop and secure funding for projects to improve air quality in and around the borough's schools.

LN15: Filtered Streets - Reducing motor traffic on residential streets. Hackney Council will continue to work with local residents and key stakeholders to identify, trial and rollout additional filtered streets schemes across the borough to reduce rat-running and through motor traffic.

LN20: School Streets - Hackney will look to develop and trial School Streets proposals where roads upon which schools are situated are closed during certain times of the day.

C8: Reallocation of road space - Continue to reallocate road space from private motor vehicles to cycle infrastructure provision.

C33: Area Based Filtered Permeability Reviews - Undertake area wide traffic reviews to stop rat running and continue rollout of filtered permeability schemes.

Mayor of London's Draft Transport Strategy

The central aim of the strategy – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all of those people to live in.

It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use. This simple aim of a shift away from the car will help address many of London's health problems, by reducing inactivity and cleaning up the air. It will help to: eliminate the blight of road danger; limit the city's contribution to climate change; help to develop attractive local environments; and reconnect communities by creating places where people are prioritised over cars.

This approach will reduce health and economic inequalities and help support an ageing population by providing low-cost, accessible travel options for Londoners who are currently reliant on cars – or who cannot get around at all. A shift from car use to these more space-efficient means of travel also provides the only long-term solution to the congestion challenges that threaten London's status as an efficient, well-functioning city. Reliable deliveries and servicing, high-quality public services and easy access to workplaces and cultural and leisure attractions are all dependent on the development of an increasingly efficient transport network. Reducing car dependency is the only way to keep London moving. Above all, the shift away from the use of the car will be vital in creating a future London that is not only home to more people, but is a better place for all those people to live in. A new way of

thinking is required to put this into practice – the new Healthy Streets Approach will put human health and experience at the heart of planning a city. The Mayor's aim for 2041 is for 80 per cent of Londoners' trips to be on foot, by cycle or by using public transport.

The draft strategy includes a number of relevant policies and proposals that are relevant to this scheme. The Mayor, through TfL and the boroughs, and working with other transport providers, will:

Policy 1: seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by bike, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.

Proposal 1: improve and manage London's streets to create a high-quality public realm that encourages walking and cycling by all Londoners by:

a) Creating 'Liveable Neighbourhoods' to improve the public's experience of walking, cycling and using public transport and to increase opportunities to use streets as public spaces and for play, and to encourage fewer trips by car.

Proposal 8: work with local communities and cultural organisations to promote one-off, regular and trial closures of streets to some or all motorised traffic so that Londoners can see their streets differently.

CONSULTATION

The initial consultation for the CS1 was carried out by TfL and ran from 16 February 2015 to 29 March 2015. This included one closure to through traffic for this section of route, for the Wordsworth Road junction with Matthias Road.

A second consultation, also carried out by TfL, ran from 19 October until 16 November 2015. This included three closures to through traffic, the junctions of Wordsworth Road with Bennett Road and also Salcombe Road with Truman's Road.

The changes discussed in this document were introduced following the second consultation referred to above. The decision to proceed with the changes on an Experimental Traffic Management Order was made on 20 May 2016 and the Decision Audit is attached for reference (Appendix A).

It was agreed that the road closures would be monitored by the Council for a minimum of 6 months to assess the impact of the changes and allow submission of representations from affected stakeholders.

There has been considerable criticism from some residents regarding the way this consultation was carried out. The Council has accepted some of this and lessons learnt from these consultations (by both TfL and the Council) are being, and will continue to be, taken into account for future scheme consultations. This has also been considered by the Council's Living in Hackney Scrutiny Commission, which has

made some recommendations. However, a decision was made to implement the scheme, ensuring that comments could be made whilst the scheme was in operation and that any feedback would be fully considered before the final decision on the scheme is taken.

Works in the area commenced in October 2016 and the review period, allowing for comments, was open until 17th March 2017. The Works Notice (see Appendix B) invited comment from residents and provided a deadline of 17th March 2017 to provide their comments. Residents have highlighted that the Works Notice did not include a postal address for written submissions; the Council accepts this was an oversight and will ensure that one is included whenever comments are invited in the future.

FEEDBACK

Feedback received during this period is shown in the table below and in Appendix C. Of the 158 email responses received 83 (52.5%) raised concerns (see also 'Petitions' below). Although this is a relatively high number taken as a whole, once the issues are broken down, the majority either have not actually come about or will be dealt with by the proposed amendments as detailed in this report.

Direct Responses	158	
Negative	83	52.5%
Positive	75	47.5%

In addition to this feedback, comments regarding solutions and ideas from a resident group called "Palatine People" were received and the Council responded to the suggestions and met the residents on different occasions to discuss these suggestions and their ideas. Please refer to Appendix D for the document with the solution and ideas and the Council's responses.

Petitions

In March 2017 the Council also received 4 petitions, 2 from the "Palatine People" against the scheme, 1 from the Barrett's Grove Surgery (with the same wording as 'Petition 1' and another from residents of Barrett's Grove in support of one of the closures.

Petitions	4 No.
Negative	
Petition 1;	299 signatories + 280 letters
Petition from Surgery (same wording as above)	37
Petition 2;	508 online signatories
Positive	
Petition 3 from residents of Barrett's Grove	51

The first petition ("Petition 1") was from received local residents, organisations and businesses, objecting to the road closures. This was signed by 299 people with the majority indicating that they were residents of either Brighton, Walford Road or Allen Road. When delivered to the Council, the email containing the petition contained 233 scanned letters and the package containing the petition contained 200 copies of the objection letters. At that time, as the wording was similar and they were all the same copies, it was believed that the letters supported the petition; a subsequent check of 56 (28%) of the letters showed that 53 of the signatories had also signed the petition. These letters have therefore been treated as part of the petition as a whole. The letter included in the petition raised points which have been addressed within the report.

An additional 37 signatories were all received in a separate petition, with the same wording, via the Surgery on Barrett's Grove. The text for this petition and the letters follows:

--- Wordsworth Road Closures --- PETITION

We, the undersigned, request that London Borough of Hackney and Transport for London:

- 1) Review the experimental road closures on Wordsworth Road, N16.
- 2) Work with local residents, schools, religious institutions & businesses to develop a better solution for all road users - cyclists, pedestrians & motorists.
- 3) Ensure all road users & residents are proactively asked to register their views during the Experimental Traffic Order period. This process should be clear & transparent

Since the closures have been implemented, locals have noted: traffic overspill into already congested neighbouring roads, longer journey times for cars, delivery vehicles, taxis & buses, faster cyclist speeds along Wordsworth Rd endangering pedestrians and dangerous U-turns in narrow roads by vehicles seeking to exit the area. However, longstanding cyclist safety issues in the area have not been addressed.

Text from accompanying letters:

December 2016

RE: Objection to CS1 Wordsworth Road Closures

Dear Mr Cunningham

We are writing to you in order to raise our concerns about the road closures introduced on Wordsworth, Bennett and Salcombe Road during October & November 2016.

Hackney Council believe the closures will improve the area for cyclists, however, the benefits are minimal and other problems have been created for residents, schools, churches, emergency services, doctors & businesses:

- Traffic overspill, congestion & road rage incidents on Walford, Brighton, Allen & Nevill Road.
- Longer journey times for cars & buses on local roads. Forcing cars onto a busy Stoke Newington High St worsens pollution there and increases risk of collisions with cyclists, pedestrians & vehicles.
- Reckless cycling on Wordsworth Rd - a child has been involved in a incident with a speeding cyclist.
- Dangerous U-turns in narrow roads - a cyclist has been hit by a reversing van on Nevill Road.
- Safety & crime concerns due to quieter streets at night due to less traffic flow.
- Entry & exit points of Wordsworth Rd - the most dangerous sections for cyclists - remain an issue.

We support the promotion of cycling & calming of traffic in the area. However, the plans were not consulted fully or transparently, are poorly structured & can be improved.

I would ask Hackney to work with local residents on other options that deliver cyclist safety improvements and properly incorporate local needs.

Yours sincerely

A Deputation was made to Council on 25th January 2107 regarding the scheme, where it was agreed that "An investigation reviewing the impact of the A10 and a full traffic survey would be carried out in February. Residents were also informed that once the feedback had been received in relation to the survey, the Council would work for solutions to try and remove heavy traffic from residential roads to ensure less impact on residents and pollution." See Appendix G for the Minutes with further details of the discussions held.

Officer's response:

- 1) This Delegated Powers Decision details the outcome of the review of the scheme
- 2) Meetings with some local residents have taken place and further measures to mitigate against the impacts of the current scheme are to be consulted on in the autumn. In addition a 'design workshop' will be held with residents in the Butterfield Green area, to agree measures to reduce conflicts in that area
- 3) This report analyses the feedback from the views received by the Council

The second petition ("Petition 2") received from the "Palatine People" group, who represent residents from various roads in the area, was an online petition which

collected 508 signatures. This can be found at: <https://www.change.org/p/hackney-council-tfl-reconsider-cs1-wordsworth-road-closures> and the text follows:

"Hackney Council & TfL have recently implemented experimental road closures in 3 places - (1) where Wordsworth Road meets Matthias Rd, (2) where Cowper Road meets Wordsworth Rd & (3) Pellerin Rd. Wordsworth Road forms part of the CS1 'Cycle Superhighway'

The consultation background and report can be found here (contains diagrams, etc): <https://consultations.tfl.gov.uk/cycling/cs1-wordsworth-road>

Hackney & TfL believe the closures will improve the area for cyclists, however, the benefits are minimal, with other problems being created for local residents, schools, churches, doctors surgeries & businesses: longer journey times (for cars & buses), potentially faster cyclist speeds along Wordsworth Rd, dangerous U-turns in narrow roads, safety concerns around quieter streets at night, more pollution on Stoke Newington Road. Traffic will overspill into roads such as Brighton, Walford, Allen & Nevill Road.

Most residents support the promotion of cycling & calming of traffic in the area. However, the plans are were not consulted properly, are poorly structured & can be improved.

If you are not satisfied with these changes please write to the council - EVERY email, letter & petition signature counts. You have a rare opportunity to influence council policy.

Please send an objection email to: info@hackney.gov.uk and consultations@tfl.gov.uk - CC in palatinepeople@gmail.com

Use the subject - 'CS1 Wordsworth Road Closures'. If you'd like help / a template, contact palatinepeople@gmail.com"

Officer's response: As this petition was presented shortly after the Deputation referred to above took place, and is of a similar nature, it was not formally considered at Full Council at that stage. It is understood that it is provisionally on the agenda to be considered at the Full Council meeting on 25 October. The petition has though been considered as part of this decision report.

Any recommendations or agreements arising from the Council meeting, relating to the scheme, will be taken into account in any future proposals.

No check has been undertaken to identify whether any of those signing this petition also signed one of the other petitions or the letters.

Barrett's Grove Petition

On the 17th March 2017 a petition was received from the "People of Barrett's Grove" as below. This petition was signed by 51 people, with the overwhelming majority indicating that they are residents of Barrett's Grove.

Petition to the London Borough of Hackney Council

Subject:

Permanent closure of Wordsworth Road, N16

We the residents of Barretts Grove, N16 8AR petition the Council to:

Make permanent the closure of Wordsworth Road at the junction of Mathias Road and Boleyn Road to maintain the long term improved environmental, community and individual safety since closure.

Officer's response: This report seeks approval to make this closure permanent, with environmental improvements and is therefore in accordance with this petition.

The main areas of concern from the individual feedback responses are shown below:

Traffic

The Council received 68 (43%) responses from residents who had concerns regarding increased traffic levels following the closures. Of these the main areas of concern were Walford Road, Brighton Road and Stoke Newington Road, which were mentioned in 22, 21, and 14 of these responses respectively.

Conversely we also received 47 responses from residents who advised that the closures had reduced traffic in their area. These were received mainly from Wordsworth Road and Barrett's Grove.

A summary of the analysis of the 24 hours weekday data from before and after the implementation of the Wordsworth Road schemes is detailed below. For the entire analysis refer to Appendix E, which also contains a plan illustrating the percentage changes in traffic flow since the schemes were implemented.

Traffic flows have decreased on the roads south of Butterfield Green.

There have however been increases as detailed overleaf:

Eastbound movement:

- Allen Road: 255 vehicles more (37.06%)
- Barbaud Road, west of Nevill Road: 116 vehicles more (9.07%)
- Brighton Road: 293 vehicles more (33.95%)
- Crossway: 997 vehicles more (19.66%)
- Dynevor Road: 200 vehicles more (107.53%)
- Walford Road, East of Nevill Road: 685 vehicles more (65.18%)

Westbound movement:

- Allen Road: 14 vehicles more (2.07%)
- Barbaud Road, West of Nevill Road: 164 vehicles more (15.09%)
- Brighton Road: 144 vehicles more (21.36%)
- Crossway: 1108 vehicles more (20.20%)
- Mildway Road: 338 vehicles more (9.00%)
- Osterley Road: 133 vehicles more (71.89%)
- Walford Road, East of Nevill Road: 788 vehicles more (79.52%)

Northbound movement:

- Milton Grove: 211 vehicles more (39.00%).
- Nevill Road: 225 vehicles more (15.55%). (see comment below)

Southbound movement:

- Nevill Road: 222 vehicles more (13.96%). (see comment below)

Officer's response: The increase in traffic that occurred to some of the roads north of Butterfield Green has been investigated by the Council and proposals to mitigate the impact of the modal filters installed on the south of Butterfield Green will be presented to the public in a consultation document in autumn 2017. From discussions with local residents, it became clear that the increased flows, particularly in relation to Brighton Road and Walford Road, resulted in aggressive and conflicting behaviour from some drivers travelling from opposing directions, owing to the relative narrowness of the roads and a reluctance from some drivers to back up or give way. These issues have been taken into account in the development of the proposals that will be presented.

Residents have expressed concerns that the increase in vehicular traffic recorded on Nevill Road of 15.55% (westbound) and 13.96% (eastbound) does not represent the true impact on this road and that therefore the figure is wrong. It is accepted that this figure does give the full impact on the additional traffic on this road. The traffic counter in Nevill Road was situated just north of Osterley Road. It recorded similar flows in surveys carried out in February and March 2017 so officers believe that the figures provided at this point of the road are correct. However, by summing the additional recorded flows in Brighton Road, Walford Road and Dynevor Road it clearly suggests that the total impact on Nevill Road is much greater and that this equates to 2110 extra vehicles, or a total of 5875 vehicles per day for both directions (combined) i.e. an increase of 56%.

The decrease in traffic on the roads south of Butterfield Green was as expected and this area is now quieter and more pleasant to live, walk and cycle.

On most of the roads highlighted above, whilst the percentage changes appear large these are relatively small traffic flows over a 24 hour period. For example an increase of 240 vehicles in the 24 hour period equates to an additional 10 vehicles per hour or one every 3 minutes averaged across a 12 hour period (assuming the majority of additional vehicles will be travelling broadly in the 'daytime').

Whilst delays have been noted on roads such as Crossway, we understand that these were primarily related to TfL's upgrading of the signal junction and reports do suggest that these have eased somewhat; TfL has not reported any additional delay on the A10. It is expected that this junction should operate more effectively now that the upgrading works have been completed.

Cycle flows of approximately 972 per day were recorded on Nevill Road section of the CS1 route. As the data was collected in February 2017 this number is expected to increase and is likely to be much higher during the summer months, and clearly there are a significant number of cyclists that have benefited from the scheme.

Quieter & Safer Streets

The Council received 62 mentions from residents who state that the road closures have resulted in either quieter or safer streets. 31 of these responses were from residents of Barrett's Grove.

Officer's response: – It is to be expected that accidents would reduce where traffic flows and volumes are reduced. As casualties are compared over longer periods (and the data for 2017 is not yet available) it is difficult to assess the impact at this stage; however casualties are continually monitored by the Council and this will be the case for this area also.

Some concerns in this category also related to personal safety and security of local properties. At the time of writing there is no evidence available that related crimes have increased in this area; the Council will continue to monitor the area in line with usual practice and will investigate further and take appropriate action if unusual crime patterns start to emerge.

Comments have also been received for issues considered outside the scope of the CS1 scheme. These have been identified in Appendix C for completeness.

Increased Air and Noise Pollution

39 responses were received where concerns regarding noise or air pollution were raised. Again the main area of concern were Walford Road, Brighton Road and Stoke Newington Road which were mentioned in 16, 12 and 11 of these responses respectively.

The Council has an extensive nitrogen dioxide diffusion tube network across the borough, as well as some tubes in the Wordsworth Road area – see Appendix F. The wider network allows the Council to model air quality in areas not directly monitored.

The national air quality objective for NO₂ is commonly failed along strategic Transport for London routes which the local authority have little control over. When addressing pollution across London on a strategic level it is schemes such as the expansion of the Ultra-Low Emission Zone to cover more of London (it would incorporate all of Hackney) that is anticipated to have a real impact on reducing air pollution. Air Quality is an issue which concerns a number of teams in the council and as such Pollution Control (Land, Air & Water) work closely with Transport and Planning to ensure that every opportunity is taken to improve air quality across the borough. The Transport team have produced a transport strategy <https://www.hackney.gov.uk/transport-strategy> which specifically deals with road network and vehicle improvements.

An overarching document which defines the actions being taken by the council as a whole to improve air quality is our Air Quality Action Plan (AQAP). The AQAP is approved and monitored by the Greater London Authority (GLA) and in April an Annual Status Report (ASR) is produced which evaluates the progress made in delivering actions to improve air quality in line with the borough's AQAP. Air quality documents are available via the following link <https://www.hackney.gov.uk/air-pollution> and the current AQAP 2015-2019 is attached. Following the submission of the 2015 ASR the GLA awarded Hackney 'Cleaner Air Borough Status' in acknowledgement of the work undertaken.

The following table summarises the sites monitored in Wordsworth Road area:

Monthly nitrogen dioxide diffusion tube data 2017 (within area of interest)

Site name	Nitrogen dioxide concentration ($\mu\text{g m}^{-3}$)						
	Jan	Feb	Mar	Apr	May	June	July
Princess May Primary School Princess May Road	65.2	50.7	49.8	38.0	33.8	33.7	27.1
Princess May Primary School Stoke Newington Road	73.0	64.4	70.6	60.2	66.1	63.4	52.3
Cowper Road	61.0	47.2	36.9	28.7	25.9	23.3	20.9
Wordsworth Road	75.1	52.8	44.3	29.4	32.7	28.8	24.9

Officer's response: – Provisionally it appears there has been a net improvement in air quality (reduction in nitrogen dioxide NO₂) at the locations monitored, although this may not be the case throughout the entire area. A fuller picture will emerge in time, as factors such as seasonal fluctuations are taken into account; see Appendix F for more information.

Air quality will continue to be monitored. The Council's Air Quality map is available online via the following link <http://www.map.hackney.gov.uk/lbhackneymap/> and the air quality layer is 'switched on' via Environment & Planning → Pollution → Air Quality.

Monitoring started in 2016 so there isn't enough data yet to identify a trend. The estimated 'adjusted' NO₂ value should be viewed with caution as the true bias adjustment factor for 2017 diffusion tube data will not be known until April/May next

year. An overall annual reduction does seem likely however the scale is as yet undetermined.

All permanent measures will also be designed in accordance with the Council's Liveable Neighbourhoods Plan, regarding the objectives of improving air quality and 'greening' the environment with the use of trees and other forms of planting.

Increased Journey Times

39 responses were received regarding increased in journey times. The reported roads within the area were: 16 mentions of Wordsworth Road, 12 of Stoke Newington, 11 of Brighton Road and 10 of Walford Road.

Officer's response: – Journey time surveys were not carried out as part of the pre-scheme data collection. As a consequence of the concerns, some surveys have been carried out which can be used as 'base data' as part of the scheme's overall monitoring process and as a comparison (if needed) as and when further measures are implemented.

Morning (AM) journey time surveys were carried out in March 2017 and late afternoon (PM) in February 2017. The speed of the vehicle used for the surveys was approximately 20mph.

The results for the AM surveys (8:40am – 9:40 am) indicate that vehicles travelling from Matthias Road / Boleyn Road to Prince George Road (for example) using the A10 – Stoke Newington Road, take between 2:40 & 3:50 minutes to reach their destination. In the opposite direction, vehicles take between 2:35 & 3:45 minutes.

The results for the PM surveys (15:30 – 16:30 pm) indicate that vehicles travelling from Matthias Road / Boleyn Road to Prince George Road (for example) using the A10 – Stoke Newington Road, take between 3:10 & 6:15 minutes to reach their destination. In the opposite direction, vehicles take between 3:50 & 6:10 minutes.

PROPOSALS – Next Steps and how they contribute to addressing the feedback received

All permanent measures will be designed in accordance with the Council's Liveable Neighbourhoods Plan, regarding the objectives of improving air quality and 'greening' the environment with the use of trees and other forms of planting.

- a) Brighton Road and Walford Road - consult on options to mitigate congestion and pollution; consultation proposed autumn 2017 :-

This would contribute to addressing the 68 (43%) responses from residents, along with the petitioners against the scheme, who had concerns regarding increased traffic levels following the closures. Of these the main areas of concern were Walford Road, Brighton Road and Stoke Newington Road, which were mentioned in 22, 21, and 14 of these responses respectively.

It would also contribute to addressing the 39 responses received where concerns regarding noise or air pollution were raised. Again the main area of concern were Walford Road, Brighton Road and Stoke Newington Road which were mentioned in 16, 12 and 11 of these responses respectively.

- b) Butterfield Green - hold a 'Design Workshop' with local residents to review the layout of this section of CS1, to minimise conflicts between pedestrians and cyclists and also conflicts between cyclists and other vehicles on the approaches to Butterfield Green from both directions :-

This would contribute locally to addressing the responses (40) citing a potential risk to pedestrians due to some cyclists' speeds and general behaviour.

- c) Wordsworth Road junction with Matthias Road - implement a permanent scheme, together with environmental improvements :-

This would address the concerns of the petitioners from 'The People of Barrett's Grove', improve the public realm and help prevent drivers ignoring the closures - which is a danger to driver, pedestrians and cyclists.

In addition, since implementation we have repaired the posts at this junction on a number of occasions following reports from local residents.

- d) Wordsworth Road near junction with Barrett's Grove - provide build-outs at the School Crossing Patrol location to highlight the site and reduce conflicts with school children (and parents) and cyclists :-

This would locally address the concerns raised by supported by the School Crossing Patrol Officer and a number of responses (40) citing a potential risk to pedestrians due to some cyclists speeds and general behaviour.

- e) Wordsworth Road junction with Bennett Road - implement a permanent scheme, together with environmental improvements :-

This would improve the public realm and help prevent drivers ignoring the closures, which is a danger to driver, pedestrians and cyclists.

In addition, since implementation we have repaired the posts at this junction on a number of occasions following numerous reports from local residents.

- f) Nevill Road and Defoe Road – install cycle logos to highlight the presence of cyclists to drivers. Review parking to determine whether the overall road layout can be improved for safety; proposals (if any) would be subject to a further consultation :-

This would address the 11 individual responses raising concerns about cycling safety following the closures, as well as those raised by the London Cycling Campaign, in particular in relation to increased traffic along this part of CS1.

- g) Wordsworth Road area - undertake a safety campaign involving the whole community :-

This would contribute to addressing the concerns (40 responses) citing a potential risk to pedestrians owing to some cyclists' speeds and general behaviour.

IMPACTS

The Council believes that the proposed changes have and will continue to:

- Reduce through motor traffic –the Council undertook pre scheme and post traffic counts and have observed that the road closures were successful in reducing through motor traffic through the Wordsworth Road area overall. However, the Council recognises an increase in traffic in roads north of Palatine Road and are in the process of developing measures to mitigate this change
- Improve air quality – the Council has observed a reduction in Nitrogen Dioxide concentration ($\mu\text{g m}^{-3}$) in the area since the road closures. Caution should be used when interpreting this data, as the full effects will only become known over time. 4 monitoring sites are located within the area for continuous monitoring
- Improve road safety – it is believed that there will be a reduction of risk of collisions between vehicular traffic and vulnerable road users following a reduction in traffic in the area. The Council is however aware of remaining conflicts between pedestrians and cyclists and is seeking to reduce those conflicts
- Improve cycling provision – both through this area and also contribute to the wider CS1 scheme as part of the cycling network across London
- Contribute to behavioral changes - with a likely shift to more sustainable transport options and the health benefits that this also brings

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. At each stage of the design process designers have ensured that all opportunities have been taken to provide facilities to, or above the current design best practice.

FINANCIAL IMPLICATIONS

Funding is being secured for the implementation of these proposals during the 2017/18 financial year from TfL.

Issues raised, which may form part of other programmes and funding streams, are identified in Appendix C.

RECOMMENDATIONS

It is recommended that the proposals for the sites detailed in the report are approved to remain as permanent measures (or to be implemented or amended as detailed in the report).

CONCLUSION

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

The Council considers that the implementation of the road closures are a success in terms of improving the area in relation to reducing traffic, improving air quality and road safety near the schools and in its contribution to the cycle route.

This decision takes into consideration changes to traffic patterns, air quality, feedback from residents and is consistent with the Council's Transport Strategy, improving air quality, creating liveable neighbourhoods, promoting cycling, stopping rat running and also implementing filtered permeability schemes.

It is accepted that the Council needs to act to address some remaining issues within the closed area and also address the traffic issues in roads such as Brighton Road, Walford Road and Neville Road as detailed in this report. The Council has developed proposals and the aim is to consult in the early autumn.

This scheme supports a number of actions within the Council's Transport Strategy:

- **LN3:** Improving air quality - Continue to tackle poor air quality, reducing NO2 and PM10 emissions
- **LN10:** School Clean Air Zones - Hackney Council will aim to develop and secure funding for projects to improve air quality in and around the borough's schools.
- **LN15:** Filtered Streets - Reducing motor traffic on residential streets. Hackney Council will continue to work with local residents and key stakeholders to identify, trial and rollout additional filtered streets schemes across the borough to reduce rat-running and through motor traffic.
- **LN20:** School Streets - Hackney will look to develop and trial School Streets proposals where roads upon which schools are situated are closed during certain times of the day.
- **C8:** Reallocation of road space - Continue to reallocate road space from private motor vehicles to cycle infrastructure provision
- **C33:** Area Based Filtered Permeability Reviews - Undertake area wide traffic reviews to stop rat running and continue rollout of filtered permeability schemes

Signed: - Andrew Cunningham

Dated: - 2 October 2017

Reported amended and corrected following discussions with residents

Signed: - 

Dated: - 12 October 2017

Andrew Cunningham – Head of Streetscene

- cc Councillor Demirci – Cabinet Member for Neighbourhoods, Transport & Parks
- cc Aled Richards – Director of Public Realm
- cc Kate Hart – Group Engineer, Design and Engineering

