

DELEGATED POWERS DECISION

STREETSCENE SERVICE

SUSTAINABILITY AND PUBLIC REALM, HOUSING, CLIMATE AND ECONOMY

Stoke Newington Church Street / Clissold Road Improved access to Clissold Park Proposed parallel walking and cycling crossing

AGREE TO:

1. Proceed with the statutory consultation and advertisement of the necessary permanent traffic management orders associated with the changes.
2. Subject to statutory consultation, to proceed with the improvements at the Stoke Newington Church Street / Clissold Road junction, which will include:
 - Replacing the existing pedestrian zebra crossing with a parallel crossing for both pedestrians and cyclists at the park entrance, helping people move safely between Clissold Park and the surrounding streets. This would provide a clearer, more inclusive layout for all users.
 - Extending the pavement at the Clissold Park's entrance to improve visibility for pedestrians and cyclists crossing Stoke Newington Church Street, enhancing sightlines for drivers and creating a safer waiting zone. Additionally, the wider pavement would narrow the road, acting as a traffic calming measure that encourages slower vehicle speeds near the crossing.
 - Introducing a pedestrian and cycle shared surface treatment on the pavement area to the south of Stoke Newington Church Street, using red block paving for colour contrast and carrying out concrete paving repairs in the surrounding area.
 - Introducing tactile or granite block paving along the full edge of the shared surface, providing both colour and texture contrast to support visually impaired users. This subtle feature would help delineate the beginning of the shared space, reinforcing pedestrian priority and encouraging slower cycling speeds.
 - Installing pedestrian and cycle symbols and signage to reinforce pedestrian priority along the shared surface and entrance to the park, encouraging safe and considerate behaviour.

- Introducing 9m of no loading at any time restrictions at the cycle access point on Clissold Road.
- Reducing the eastbound bus stop cage to increase the distance between the bus stop and the proposed crossing, improving visibility for pedestrians and cyclists exiting Clissold Park.
- Introducing a rain garden to the south of the crossing with low-level planting to support climate resilience, reduce the risk of local flooding and enhance the street environment.
- Extending the raised road carriageway across Stoke Newington Church Street and Clissold Road to improve accessibility and help reduce vehicle speeds on the approach to the crossing points.
- Relocating lighting columns to align with the new crossing layout and accommodate the introduction of the rain garden, helping maintain safe and well lit conditions for pedestrians and cyclists, especially during evening hours.

REASONS

The proposals will create a safer, more inclusive environment for walking and cycling, improve access to Clissold Park, and support Hackney's wider goals for active travel and climate resilience.

Three collisions were recorded at this location in the three years up to December 2024, two involving cyclists. The scheme will separate cyclists and pedestrians crossing the road reducing the current pedestrian–cyclist conflict. The scheme will also encourage cleaner transport options.

1.0 Background

- 1.1 The Council is committed to making our roads safer for everyone living, working and visiting the borough.
- 1.2 We are proposing these changes, primarily to improve road safety and accessibility to Clissold Park at this junction and encourage residents and visitors to switch to cleaner and greener transport options, particularly walking, cycling and public transport.
- 1.3 This location is a key gateway into Clissold Park, used daily by large numbers of pedestrians and cyclists, including families and people commuting or travelling for leisure. The area also forms part of a vibrant local hub, with independent shops, cafés and community spaces along Stoke Newington Church Street, making it a popular destination and a busy walking route.
- 1.4 For cyclists, this junction sits on an important alignment connecting Islington, Finsbury Park and Green Lanes to Hackney and Cycleway 1 towards Central London. However, the current layout does not provide a safe or formalised crossing for cyclists, who often use the existing pedestrian zebra crossing, leading to potential conflict and discomfort

for both cyclists and pedestrians. The only legal alternatives currently available involve cyclists carrying out dangerous right-turn manoeuvres against oncoming traffic, either into Clissold Road or directly into the park from Stoke Newington Church Street. At the same time, Clissold Park is heavily used by less experienced cyclists, children and families for leisure and cycle training, making it especially important to provide a safe and predictable way for them to enter and exit. The proposed formalised crossing will reduce risks at this busy junction, improve comfort for pedestrians and ensure that young and less experienced cyclists have a safer, more controlled route to and from the park.

- 1.5 The proposed parallel crossing will provide a clear and safe route for cyclists while maintaining pedestrian priority. It aims to support Hackney's wider goals for active travel and inclusive street design.
- 1.6 Encouraging the use of cleaner transport options and reducing non-essential private car journeys are key long-term objectives for the Council due to the wide range of benefits these transport options can bring, including:
 - Reducing potential road accidents
 - Creating safer, cleaner and quieter streets
 - Improving personal mobility and health through the use of sustainable transport.

Figure 1: Stoke Newington Church Street - Existing zebra crossing outside Clissold Park

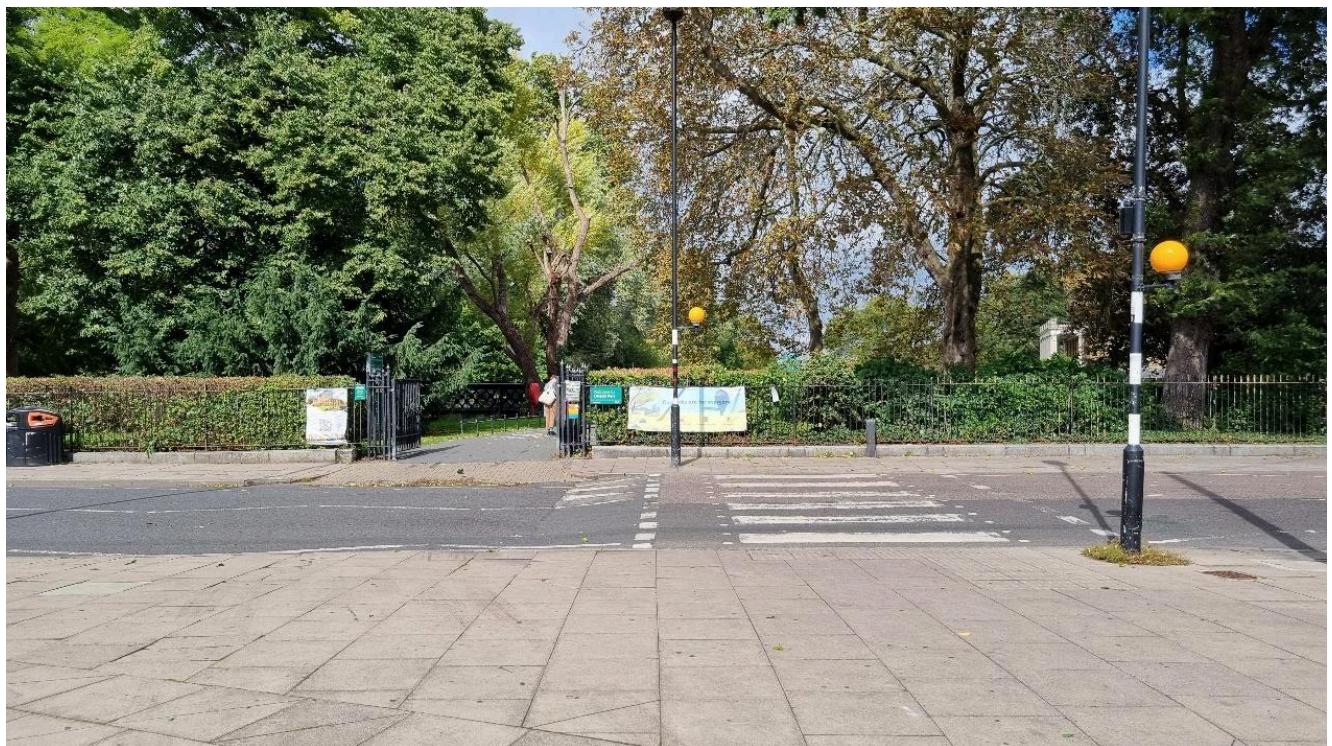


Figure 2: Pedestrian priority reminder inside Clissold Park looking from the entrance at Stoke Newington Church Street / Clissold Road



2.0 Policy Context

Hackney Transport Strategy

- 2.1 Hackney Council's Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough.
- 2.2 The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration, but is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions. In all cases the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions, and through providing sustainable alternatives to meet the aspirations of Hackney's people while improving social inclusion and combating climate change.
- 2.3 This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council's Strategic Plan 2022 to 2026, titled "Working Together for a Better Hackney" and other strategic policy documents, including the Council's Local Plan LP33 and the Health and Wellbeing Strategy.

- 2.4 In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney's population and employment are amongst the fastest growing in London, meaning that future travel patterns and the demand for travel will need to be carefully managed.
- 2.5 Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing the Transport Strategy.

Road Safety Plan

- 2.6 Hackney Council is committed to making our streets safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates, and will seek to address this through the Road Safety Plan. Achieving further casualty reductions will require greater effort and a coordinated approach with TfL, our neighbouring boroughs and engagement with road users, persuading them to behave more safely. This [Road Safety Plan](#) 2015-2025 outlines some of the more successful initiatives undertaken by the Council to date.

Cycling Plan

- 2.7 The Scheme should help to encourage cycling, which would align generally with Hackney's Transport Strategy. Hackney is synonymous with cycling in London, with many thousands of trips being made every day on the borough's streets, parks and towpaths. Hackney has the highest levels of cycling in the capital and has set an ambitious long-term target of 15% of all journeys to be made by bicycle by 2025. Reducing the dominance of the private vehicle will contribute to achieving this aspiration.
- 2.8 It is considered that the Scheme would accord with a number of relevant policies set out in the Council's supporting plans to the Transport Strategy i.e. Walking Plan / Cycling Plan / Public Transport Plan / Liveable Neighbourhoods Plan / Road Safety Plan / Sustainable Transport Supplementary Planning Document, which form part of the Council's Transport Strategy:
 - LN15/C33: Filtered Streets - reducing motor traffic on residential streets. Hackney Council will continue to work with local residents and key stakeholders to identify,

trial and roll out additional filtered streets schemes across the borough to reduce rat-running and through motor traffic.

- C08: Reallocation of Road Space - the Council will continue to reallocate carriageway road space from private motor vehicles to cycle infrastructure provision, whether it be cycle parking or route provision.
- LN3: Improving air quality - Hackney will continue to tackle poor air quality, seeking to reduce NO₂ emissions to achieve the National Air Quality objective of 40 mg/m³.

Hackney Mayoral Priorities

2.9 The Scheme also aligns with Mayoral Priorities as set out in the Strategic Plan:

- “We will create safe, vibrant, and successful town centres and neighbourhoods”
- “We will continue to lead the way in the fight against climate change, working towards a net zero Hackney, with cleaner air, less motor traffic, and more liveable neighbourhoods.”

Mayor of London’s Policies

2.10 It is also considered that the Scheme would accord with a number of the Mayor of London’s policies. The central aim of the Mayor of London’s Transport Strategy (2018) and its 2022 update 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, and that this will bring with it other benefits.

2.11 The Mayor of London’s aim for 2041 is for 80 percent of Londoners’ trips to be on foot, by cycle or by using public transport. Further, the Mayor of London’s Vision Zero (2018) sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London’s transport network. One of the ways to achieve this goal is to facilitate and prioritise walking and cycling, which was one of the main objectives of the Scheme.

Climate Emergency Declaration

2.12 Hackney Council is committed to doing everything within its power to deliver net zero emissions across Council functions by 2040. That’s ten years earlier than the target set by the government.

2.13 When we made [our commitment](#), the Council’s resolutions include to:

- Tell the truth about the climate emergency we face and pursue our declaration of a climate emergency with the utmost seriousness and urgency.

- Do everything within our power to deliver against the targets set by the The Intergovernmental Panel on Climate Change (IPCC's) October 2018 1.50C report, across our functions (including a 45% reduction in emissions against 2010 levels by 2030 and net zero emissions by 2040), and seek opportunities to make a greater contribution.
- Involve, support and enable residents, businesses and community groups to speed up the shift to a zero carbon world. Work closely with them to establish and implement successful policies, approaches and technologies that reduce emissions across our economy while also improving the health and wellbeing of our citizens.

3.0 Consultation

3.1 For any traffic scheme, there are a number of statutory consultees including the Local Ward Members. Clissold Ward Councillors were consulted and no objections were received.

Stakeholder Consultation

Hackney Markets

3.2 We have a street trader here who currently has a licence to trade there. He has been trading there for over a year and is well received by most of the local residents.

Hackney response

3.3 Acknowledged the presence of the licensed trader and confirmed that trading arrangements will be maintained.

Hackney Cycling Campaign 1 (HCC)

3.4 We welcome upgrading the zebra to a parallel crossing. Cycle speeds should be low here, having exited or entering the park, so we envisage that the shared space will work as it does currently in the park. If the approach with the cycle track across the pavement is progressed, we welcome the use of a different colour paving to help differentiate. If there is to be a cycle track across the pavement, it should have tactiles and 60mm high demarcation kerbs for the benefit of visually impaired people. Without the kerb, a full shared space may be preferable. We like to see rain gardens, but it may impact the pedestrian desire line.”

Hackney response

3.5 We note your comments regarding the southern side and agree that the proposed layout provides a defined route for cyclists. That said, we remain mindful of the need to ensure clarity for all users, particularly those with visual impairments. Your feedback on the paving is also agreed. We'll revisit the palette to ensure stronger colour contrast and explore options for clearer visual differentiation. Regarding the demarcation kerb for the cycle track, we understand the importance of the tactile provision and we'll assess how this can be incorporated within the spatial constraints and visual context. On the rain garden, we're reviewing its placement to ensure it doesn't obstruct key

pedestrian and cycle desire lines. We're keen to retain the SuDS benefits and will limit planting to low-level species to maintain visibility.

3.6 Final response from HCC: I think the amended plans look good and they provide consistency on the north and south section of the crossing.

Living Streets

3.7 We do not like the cycle path crossing diagonally over the pavement in that overly defined way, as it reinforces cycle priority over pedestrians crossing. Some of our members are against running the cycle way over the footway at all. We would prefer pedestrian priority for those walking along the footway south alongside Church Street, and west footway alongside Clissold Road without having to give way to cyclists crossing diagonally over the footway. It should be cyclists giving way to pedestrians as they cross the footway. As it is clear here that there is no way for cyclists to cross over into the Park without crossing the footway, and they should not have to get off and walk, perhaps they could slow down as it is not a long stretch here, making it a shared space with use of both cycle symbols but with pedestrian priority signs. It would be preferable to have no kerbs and no heavy textured paving to the edge of the defined cycle route across the footway as these would be a trip hazard on a direct pedestrian route and also encourage cyclists to go faster as a clearly delineated and prioritised route for them has been created. We would prefer the textured paving (with no level difference) to be at the perimeter of the entire shared area, and for the entire shared section to be a different contrasting colour, so that both sets of users have maximum warning of the sharing and that there is pedestrian priority in this section. Obviously, the threat from cyclists is minuscule compared to that from vehicles but as bikes increase in size and with some electric bikes being enormous and quite fast, it becomes more important to consider and prioritise pedestrian safety and recognise that there is a some level of risk to pedestrians from cyclists. There are a minority but considerable number of cyclists who are incredibly reluctant to stop even when pedestrians have priority. I don't necessarily see the problem with cyclists having to stop every now and then. All other road users need to at some point and I say this as someone who walks and cycles and uses this particular crossing regularly.

Hackney response

3.8 We've carefully considered the points raised and have revised the design to better reflect shared priorities around pedestrian safety and cyclist behaviour. In response to concerns about the delineated cycle path across the footway, we've removed the defined diagonal cycle track to the south of Stoke Newington Church Street. Instead, we're proposing a shared surface treatment across this section, with the following features: Contrasting colour block paving (e.g. red or similar) to distinguish the shared area from the surrounding concrete slabs. Same-level texture contrast along the perimeter of the shared zone, to subtly show the transition without introducing trip hazards. Cycle symbols and pedestrian priority signage to reinforce the shared nature of the space and encourage slower cycling speeds. We believe this approach

balances the need for safe movement for both pedestrians and cyclists, while avoiding overly defined priority that could compromise pedestrian safety. Before we proceed to the Road Safety Audit, we'd really appreciate your comments on this revised proposal. If there are any remaining concerns or suggestions, we'd be happy to discuss them further.

3.8 Final response from Living Streets: Thanks very much for taking on board our comments. Everything looks good.

Hackney Parks

3.9 We are concerned about the current proposal for two main reasons: it doesn't seem to be prioritising pedestrians (who are top of our hierarchy in parks); and it is likely to lead to increased speed of cyclists entering the park. The gate is half locked down, it will come to a pinch point with users especially in the summer and it is our main gate for deliveries.

Hackney response

3.10 The design has been amended to remove the defined cycle track and replace it with a shared surface, supported by contrasting paving and pedestrian-priority signage. A new kerb build-out and extended raised table will improve visibility and reduce vehicle speeds, while signage at the park gates will encourage cyclists to slow down on entry and exit. The scheme is intended to formalise existing cyclist movements and reduce conflict, particularly for families and less experienced riders, while maintaining pedestrian priority. Regarding the concerns about the gates being half-closed, our view remains that this serves as a physical feature to encourage cyclists to slow down, consistent with how the access point currently functions. We are however continuing discussions with the Parks team, to look at ways to further improve the situation and explore additional measures at the gate, such as a collapsible bollard or similar intervention where appropriate. We do not anticipate a significant increase in cyclist volumes specifically due to the new parallel crossing. However, the new design will better separate pedestrians and cyclists, reducing the existing conflict that occurs when both groups share the zebra crossing.

Hackney Community Safety

3.11 No issues identified from a Community Safety perspective.

London Ambulance Service (LAS)

3.12 I cannot foresee any issues from our side. I just wanted to confirm that Clissold Road will remain two way with access / egress still possible from Stoke Newington Church Street?

Hackney response

3.13 There are no proposed changes on Clissold Road which will remain open in and out of Stoke Newington Church Street.

TfL Network Performance

3.14 No real concerns. Bus Client Team (BCT): Given it is one route and serviced by only 5 buses per hour and there are DYLS on approach and zebra zig-zags on the exit then BCT have no issues with the cage shortened as per these proposals. In this arrangement BCT would look to something like 15m as a minimum so this reduction of cage length can be accommodated. However, the end of the cage is very close to the raised crossing increasing risk of trips and falls when the bus pulls away from the stop. In this instance, given that the proposal is similar to the existing situation, BCT will not request a significant change to the proposal.

Metropolitan Police (RSEU)

3.15 I have reviewed the attached plans, and the MPS do not object to the scheme, but I have a couple of questions/observations: I visited the location last week for about 30 minutes in the mid-morning. The entrance to the park does appear to be in almost constant use by both pedestrians and cyclists (and some motor vehicles involved in park maintenance etc). Many of the cyclists – particularly those travelling south on Stoke Newington Church Street turn into the park using some/all of the zebra crossing. I understand the desire to formalise this usage as a Parallel Crossing. I am aware Hackney has committed to the use of grey tactile paving (instead of red at controlled crossings as per standard guidance), and usually highlight this deviation from standard. However, the current tactile paving is worn/weathered so no longer provides any contrast to the surrounding footway. The proposed scheme will provide better colour contrast between paved areas and tactile paving. I note the intention to extend the raised tables. Will the carriageway here be raised to footway level? If so, it appears that there will be no detectable feature to prevent/assist visually impaired pedestrians from inadvertently entering the carriageway (such as if they had walked north on Clissold Road – potentially missing the tactile paving). Has a speed survey been carried out on Stoke Newington Church Street. I believe it is subject to a 20mph speed limit – is data available to suggest traffic is adhering to that limit? I have some concerns regarding intervisibility between drivers approaching the crossing, and cyclists approaching from the park. Slower speeds will allow more time to see and be seen. As above, I have concerns that some cyclists may approach the crossing too quickly to properly assess whether it is safe to cross – there is almost no vision to the right for cyclists travelling south through the park – and this will only be further diminished when a bus is servicing the bus stop. The bus timetable at the stop suggests buses stop around every 10-12 minutes for route 393 only. I acknowledge that the kerb build-out and reduction in the length of the bus-stop will increase the visibility.

Hackney response

3.16 We appreciate your support for the scheme and welcome your observations, which we address here:

- 1. Parallel crossing justification: we agree with your assessment of current cyclist behaviour at the park entrance. The proposed parallel crossing is intended to formalise this movement and reduce conflict between pedestrians and cyclists, particularly at peak times. The design aims to reinforce pedestrian priority while providing a safer, clearer route for cyclists entering and exiting the park.
- 2. tactile paving and colour contrast: the new scheme will include tactile paving with improved colour and texture contrast, supporting visually impaired users. While Hackney continues to use grey tactile paving in line with borough-wide policy, the new materials will be selected to ensure better visual distinction than the current worn surface. We are also proposing to use red paving which will contrast clearer with the grey tactile paving.
- 3. Raised table and detectable features: the carriageway will be raised to footway level at the crossing. We acknowledge your concern regarding the potential lack of detectable features for visually impaired pedestrians. To address this, we are reviewing the inclusion of additional delineation strips at key transition points, particularly for those approaching from Clissold Road. This was not raised by the Road Safety Audit.
- 4. Speed survey and intervisibility: a speed survey was carried out in July 2024. Initial findings suggest general compliance, but we are reviewing whether additional traffic-calming measures or SLOW road markings may be appropriate to further reduce speeds and improve intervisibility at the crossing. Summary of the traffic data collected: between 1 July 2024 and 7 July 2024, a two-way traffic survey recorded a five-day average flow of 5,184 vehicles and a seven-day average of 5,193 vehicles, with an 85th percentile speed of 21.9 mph and an average speed of 17.0 mph.
- 5. Cyclist approach and bus stop visibility: we share your concern regarding visibility for cyclists approaching from the park, particularly when a bus is present and this was also raised by the Road Safety Audit. The proposed kerb build-out and reduction of the bus cage length were added to the design to mitigate this issue. We are also exploring options for additional signage and surface treatments (like give way lines) within the park, to encourage cyclists to slow down and assess the crossing safely.

Hackney Cycling Campaign 2 (HCC - Using the online form)

3.17 Hackney Cycling Campaign supports these proposals. We see the main benefit as being that cyclists no longer have to perform a right turn from Church Street when going between the park and Clissold Road, a particularly difficult manoeuvre for families with young children to perform. Given that Clissold Park is a site used for cycle training offered by the council, it is particularly important that there are usable cycle routes into the park for all ages / abilities. We recognise that the design seeks to strike a balance between providing cyclists with a usable route into the park, and still emphasising pedestrian priority. For instance the shared space area on the southern side of the junction avoids appearing like a cycle lane (which could lead to cyclists expecting priority) but still makes it clear that they are allowed access through the

space (achieved using ground slabs indicating it is shared, and signage). We are usually not in favour of shared space solutions, but can see that it is the best compromise available in this location. As the paths in the park itself are spaces that pedestrians and cyclists share, any separation between modes achieved here would very quickly be lost in any case. One concern we have heard is the possibility of cyclists heading over the crossing from the park, and continuing south down Clissold Road via the pavement instead of the road. This may be made more likely by the amount of kerbside parking on the north end of Clissold Road, which creates a pinch point where you could encounter oncoming traffic. As such we would ask that the removal of some of this parking be considered, to remove this pinch point.

Hackney response

3.18 The design of the coloured paving and the alignment of the edging within the shared space has been carefully designed to direct and encourage cyclists to use the designated entry / exit point into and out of Clissold Road, via the extended raised table where visibility is very good. We note the concern raised about kerbside parking further down Clissold Road. However, removing additional parking in this area may unintentionally encourage cyclists to continue south along the pavement from the crossing and vice versa, rather than using the carriageway. For this reason, no parking will be removed as part of these proposals.

Clissold Park User Group (CPUG)

3.19 The CPUG shared the following comments (summarised here; their full submission, which contains substantial and material information, is provided in Appendix 2): concerns that the proposed layout undermines pedestrian priority, as the cycle route leads directly into the park and may encourage cyclists to enter without slowing down; safety concerns at the park entrance, particularly given existing congestion near the bridge and the volume and speed of cyclists, including e-bikes; concerns that the shared area on the south side (near the schools and leisure centre) will become overcrowded and increase risk for pedestrians at peak times. Feedback from the CPUG's own survey indicates strong public concern about cyclist behaviour and support for stronger calming measures. They also expressed disappointment that CPUG, park wardens and community police were not consulted as part of the pre-consultation stakeholder process. They requested further cyclist-calming measures at the park gates (e.g. chicanes) and suggested alternative solutions outside the park.

Hackney response

3.20 The concerns raised by CPUG are acknowledged, including the potential for increased pedestrian–cyclist conflict at peak times and the risk that some cyclists may enter the park at inappropriate speeds. These issues have been considered in the development of the final design and opportunities for additional calming features within the park will continue to be explored in collaboration with Parks and other stakeholders. Although

the layout may appear to prioritise cyclists, which could be seen as contrary to the Highway Code's hierarchy placing pedestrians first, in response to feedback, the zebra crossing has been relocated closer to the park gates to strengthen pedestrian priority where it is most needed.

Cyclists already use the zebra crossing and the south pavement to avoid a dangerous right turn into Clissold Road and into the park from Stoke Newington Church Street. These proposals formalise this movement by separating pedestrians and cyclists. If the zebra crossing was placed directly at the park entrance, many cyclists would continue straight into it, undermining the purpose of the scheme. A new kerb build-out and extended raised road carriageway to pavement level will improve visibility, provide a wider waiting space and reduce vehicle speeds. Give-way markings and signage at the park gates will encourage cyclists to slow down. The coloured paving and edging alignment within the shared space are designed to guide cyclists to the designated entry / exit point via the raised table, where visibility is very good.

On balance, the overall benefits of the scheme, including improved accessibility, clearer movement routes and improved safety for the majority of users, are believed to outweigh the potential negative impacts, which can be mitigated through detailed design, monitoring and additional improvements within Clissold Park, such as road markings, signage, information banners and collapsible bollards.

- 3.21 We recognise the high levels of pedestrian and cyclist activity around the park entrance. By introducing colour contrast paving, signage and edging, the scheme highlights that the south pavement is a shared surface, encouraging cyclists to slow down and give way. At present, there are no cues warning either pedestrians or cyclists of this interaction. The proposals provide clarity and safer behaviour. The design avoids creating a defined cycle lane, instead using shared space treatments to emphasise pedestrian priority. This amendment was made following feedback from Living Streets and the Cycling Campaign, who were concerned about the originally proposed segregated cycle lane across the pavement. Living Streets subsequently confirmed their agreement with the revised proposals consulted publicly, recognising them as a compromise that enhances safety for both pedestrians and cyclists while addressing the dangerous right turn manoeuvre for cyclists. It is also worth noting that the scheme is not expected to generate additional cyclists or pedestrians; it simply manages the movements that already occur in a safer and more controlled way.
- 3.22 We acknowledge the feedback from your survey and agree that cyclist behaviour is a key issue. The scheme incorporates calming features such as shared surface treatments and signage to encourage slower speeds. We will also explore options for additional measures within the park itself to reinforce safe behaviour. Hired electric bikes already have geofencing technology to reduce speed automatically in the park, but further involvement with Hackney Parks and the Road Safety Team for awareness campaigns, alongside enforcement from police to address illegal e-bikes, may be required.

3.23 We note your disappointment regarding pre-consultation engagement. While statutory consultees were contacted, we recognise the value of input from groups such as CPUG and police. We did consult with the Metropolitan Police and, once made aware of CPUG's contact details, sent the proposals to the user group in advance of the public consultation. Although it is recognised that CPUG would have preferred to be consulted prior to the consultation period, CPUG was invited to participate in the consultation, has provided feedback ahead of the decision and this feedback has been included in this final report and considered as part of the consultation process.

3.24 Physical barriers such as chicanes are not feasible due to park operational requirements, including maintenance vehicles and deliveries to the cafe. However, cyclists give way markings and pedestrian priority signage will be installed to reinforce the need to slow down. The park gates are semi-closed for most of the day, which already forces cyclists to reduce speed. It is also worth noting that there is always a balance between introducing features that slow cyclists and maintaining reasonable access for those with legitimate access needs; more stringent measures often affect both groups equally. We will continue to work with Hackney Parks to monitor behaviour at this entrance and consider further operational adjustments if needed.

Public consultation analysis

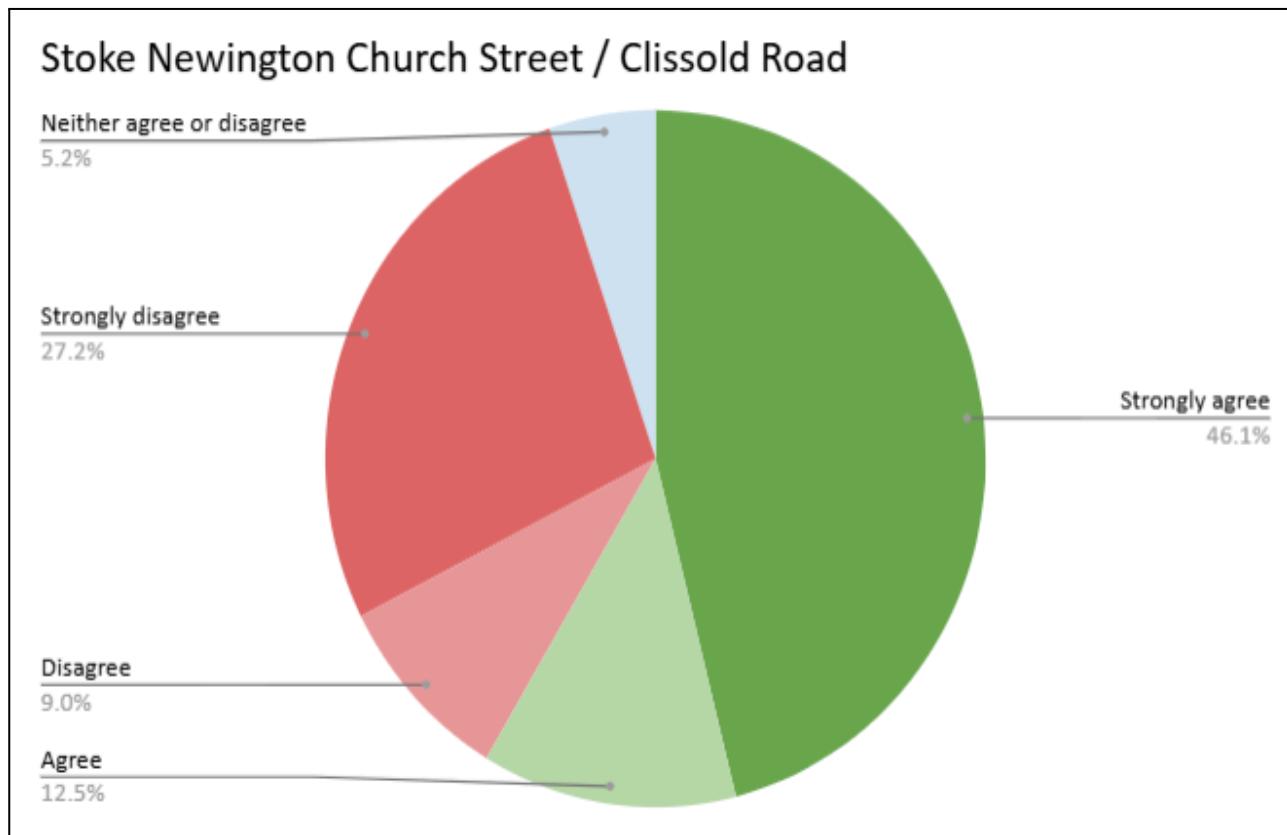
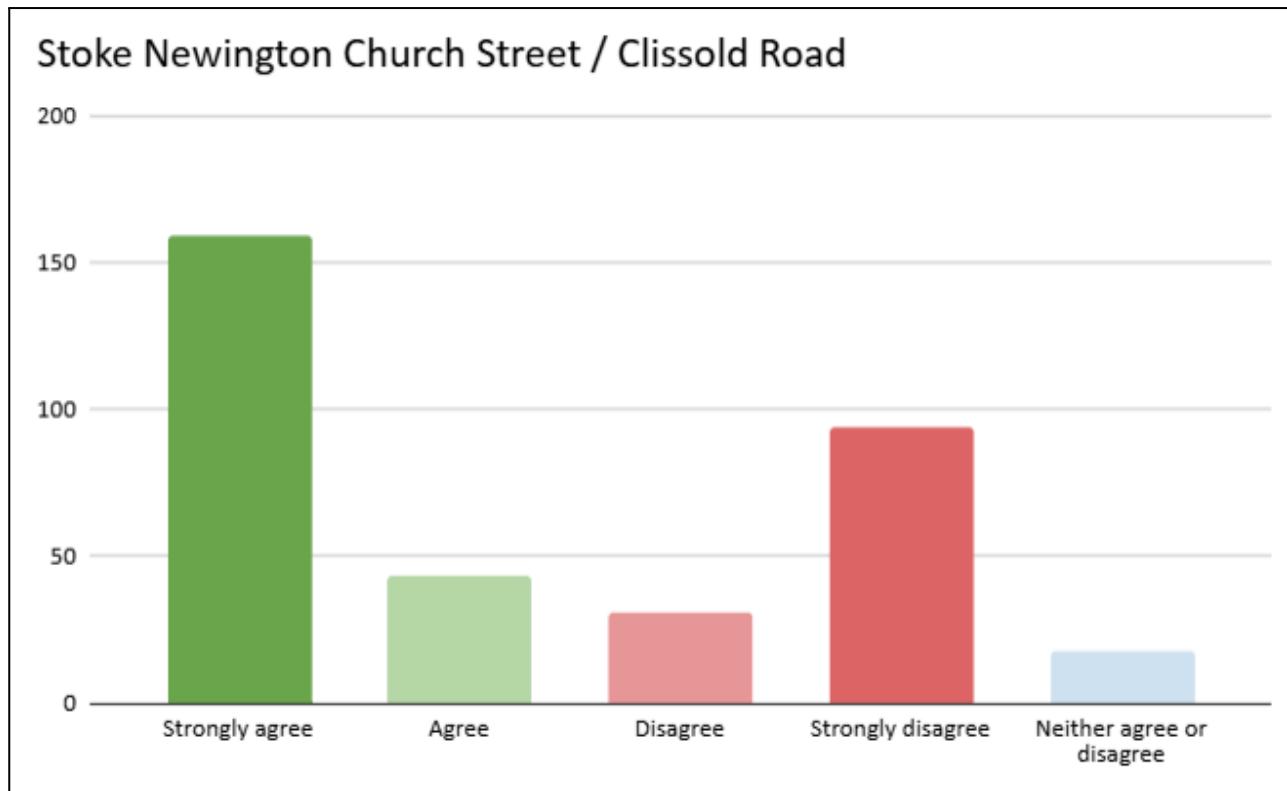
3.25 On 24 October 2025, Hackney Council delivered 1,500 public consultation leaflets and questionnaires to give residents the opportunity to comment on the proposals for the Clissold Park crossing on Stoke Newington Church Street by Clissold Road. The consultation closed on 28 November 2025. The consultation and proposals were also published online, where residents could also share their views: bit.ly/sncts-clissold. Residents were also able to write to streetscene.consultations@hackney.gov.uk.

3.26 All paper and online responses received between October and November 2025 were analysed and the results are shown from Section 3.27.

3.27 A total of 66 paper responses were received, using the questionnaires distributed in October 2025. A total of 278 online responses were received, giving an overall response rate of approximately 23% from the 1,500 questionnaires distributed. **Figure 3** shows the responses agreeing / disagreeing with the proposals (number and % of responses).

3.28 202 (59%) respondents agreed or strongly agreed to the changes, 124 (36%) disagreed or strongly disagreed and 18 (5%) neither agreed or disagreed.

Figure 3: Number of respondents and percentages that agree or disagree with the Stoke Newington Church Street / Clissold Road parallel crossing proposals

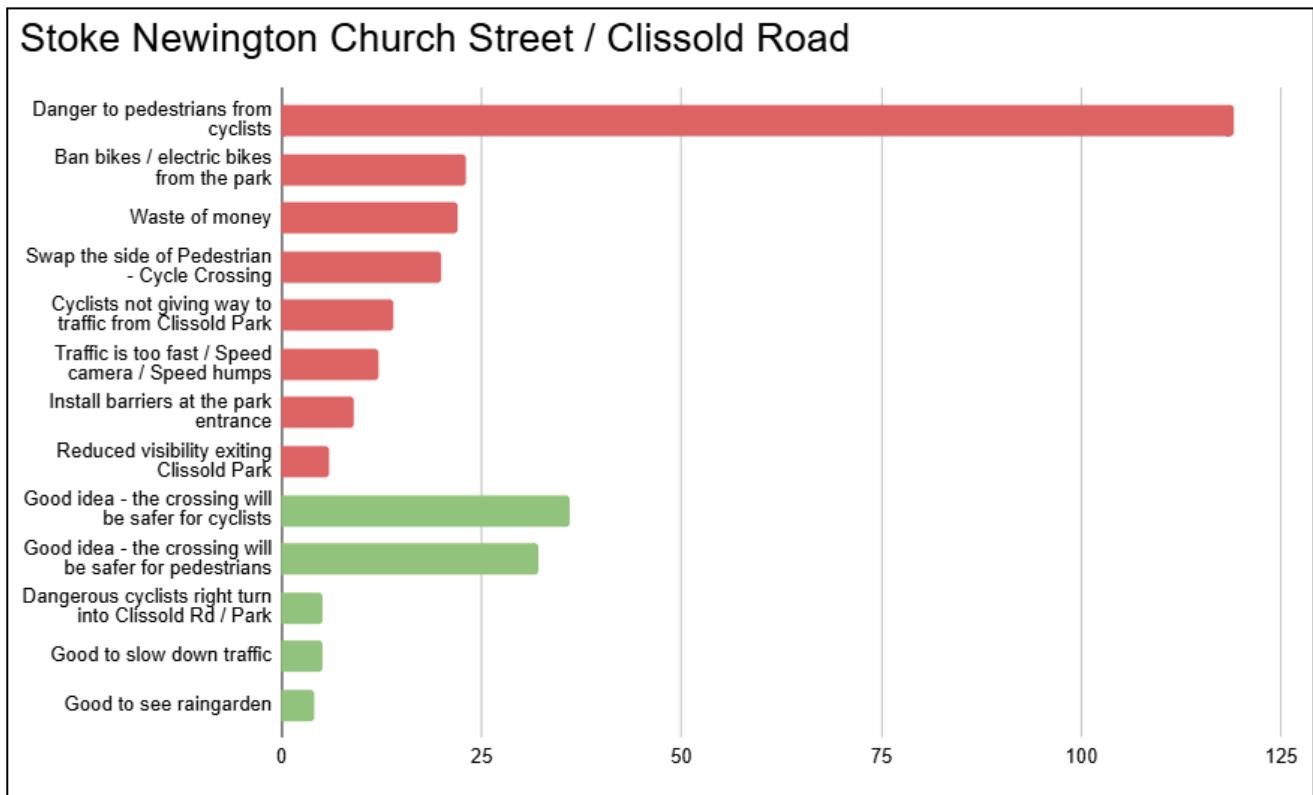


3.29 **Figure 3** shows an overall support for the scheme.

3.30 Detailed responses were grouped to represent common themes, issues and comments related to the scheme. One response may fit into several themes. The themes and Hackney's responses to those mentioned more than twice are summarised below.

3.31 **Figure 4** shows the summary chart for these themes in their paper and online responses.

Figure 4: Summary of comment themes (paper and online responses)



3.32 Example comments relating to general agreement are provided below:

Good idea – the crossing will be safer for pedestrians

- This seems like a good idea to me, the crossing generally feels unsafe and uncomfortable both as a cyclist and pedestrian.
- I agree with the separation of pedestrians and cyclists crossing as it has been dangerous for years with cyclists riding too fast.
- Please keep up the good work to improve accessibility and safety for walking and cycling. Well done Hackney Council!
- Making the street and park a safer and more harmonious place for pedestrians and cyclists to co-exist is welcomed.

Good idea – the crossing will be safer for cyclists

- I am not a fan of shared spaces for cycling and walking but can see why it is proposed here and I think it will make it easier to get into and out of the park on a bike.

- I think it's a great idea and has been well designed; it's currently daunting if you cycle out of the park to head down Clissold Road and this will help ease that for cyclists.
- I support the new layout as the current one is dangerous for cyclists and pedestrians due to driver speeding and dangerous overtaking.

Good idea – Dangerous right turn for cyclists into Clissold Road / into the park

- We see the main benefit as being that cyclists no longer have to perform a right turn from Church Street when going between the park and Clissold Road, a particularly difficult manoeuvre for families with young children to perform. Given that Clissold Park is a site used for cycle training offered by the council, it is particularly important that there are usable cycle routes into the park for all ages / abilities.
- A very welcome addition, especially for cyclists; at the moment, as a cyclist who rides legally, in order to go from Clissold Park to Clissold Road (or vice versa) I have to turn onto Church Street and then off it again, which is not nearly as safe or convenient as this proposed new crossing.
- It is an excellent idea. The problem is particularly acute as a cyclist when turning right into the park coming westbound along church street.

Good to slow down traffic

- The street would be a lot nicer with less vehicle traffic and traffic encouraged to drive slower.
- I support the new layout as the current one is dangerous for cyclists and pedestrians due to driver speeding and dangerous overtaking.

Good to see rain garden

- The rain garden is very positive.
- Love the idea of the rain garden.
- I think it's a good proposal. I am impressed by the rain garden.

3.33 Example comments relating to danger to pedestrians from cyclists:

- I find the existing crossing dangerous and have had near misses as cyclists have checked for cars but not other people and cycled almost straight into me with my child actually on the pedestrian crossing, and I don't see how this would be improved for pedestrians.
- Cyclists are currently a major danger to Hackney pedestrians especially anyone who is elderly or in any way disabled for example visually impaired. This is because many of them ignore crossings or red lights even when motorised vehicles have clearly stopped to let pedestrians cross or at a red light.
- I don't see how this would be improved for pedestrians. I don't agree that the shared pavement space would encourage the majority of cyclists to slow down and would ask that there is a definite clear delineated separate space for pedestrians and cyclists, not a shared pavement where pedestrians will be put at risk.

- I am all for creating safer cycling but not at the expense of the people of all ages who want to enjoy the park and not spend the time jumping out of the way of cyclists.

Hackney response

3.34 Cyclists currently use the existing zebra crossing at Church Street to access Clissold Park, which mixes pedestrian and cycle movements and has led to some of the issues residents have raised. The proposed parallel crossing will give cyclists a designated space, reducing conflict and making movements safer and clearer for everyone. The Council has a responsibility to provide for cyclists, particularly families and children who use the park for cycle training, and this scheme will ensure they have a safe and formalised way to enter and exit. A new kerb build-out at the park entrance will also create extra space and separation, improving visibility and comfort for pedestrians.

3.35 At present, the only legal way for cyclists to enter the park or Clissold Road from the park, is by turning right from Church Street into the park or into Clissold Road against oncoming traffic. This is a particularly dangerous manoeuvre for children and families. The new design removes this risk by creating a safer and more direct route. The shared surface is a compromise that protects cyclists while mitigating pedestrian concerns: signage, surface symbols and contrasting paving colours will reinforce pedestrian priority and remind cyclists to slow down. This approach has been consulted on with both Hackney Cycling Campaign and Hackney Living Streets, who agreed that a fully segregated cycle track across the footway would risk giving cyclists the impression of priority over pedestrians. Instead, the shared surface highlights the nature of the space, mirrors the shared paths already inside Clissold Park and ensures that pedestrians remain the priority.

3.36 Example comments relating to banning cycle / electric cycles from using Clissold park:

- Ideally, ban cyclists from the park! Makes it safer for everyone.
- It would help if electric bicycles would be banned from the park to ensure having cyclists in the park is a positive and safe experience from everyone.
- Cycles should be banned from all parks and not encouraged.
- Stop bikes going through Clissold park rather than encouraging even more to cut through a park. It is already very dangerous for pedestrians, especially those younger or older given the speed at which electric bike riders are riding through the park. There are bike lanes all around the park.
- Please can the plans include signs reminding cyclists about road safety for all and to watch their speed. The bikes, particularly Lime Bike and electric delivery bike users, will now have all the more reason to come flying through the park and through this exit onto the new crossing and down into Church Street. There are many who have a disregard of other park users and pedestrians.

Hackney response

3.37 Cycling is permitted in Hackney's parks, including Clissold Park, and the Council has a responsibility to provide safe access for people who choose this mode of travel. The park is widely used by families, children and young people for cycle training and recreation. Banning cycling altogether would remove an important opportunity for active travel and learning. We recognise that a minority of cyclists, including some riding electric bikes, may behave inconsiderately, but the majority ride responsibly and lawfully. To help manage risks, shared paths inside the park are supported by clear lining reminding cyclists to slow down and give way. In addition, Hackney has worked with cycle hire operators such as Lime, to introduce geo-fenced speed restrictions: Lime hire bikes are automatically limited to lower speed (11 mph) inside parks and all approaches and entrances to Hackney parks are now covered by "go-slow" zones. This ensures speeds are kept low in pedestrian-heavy areas.

3.38 Hackney Council does not condone unlawful or inconsiderate cycling. Where problems persist, they are raised with the Metropolitan Police through regular Traffic Management liaison meetings, as enforcement remains their jurisdiction. Members of the public also have the right to report observed unsafe cycling directly to the police. UK law also requires all electrically assisted pedal cycles (EAPCs) to meet strict standards: they must have pedals, motors limited to 250 watts and electrical assistance that cuts off at 15.5 mph. Hackney continues to work proactively with cycle hire providers to improve compliance, safety and parking accuracy through new technology.

3.39 The proposed improvements at Clissold Park reinforce pedestrian priority by introducing surface markings, contrasting paving colours and signage at the park entrance to remind cyclists to slow down and give way. This mirrors the shared nature of the paths already inside Clissold Park, while ensuring that vulnerable users, such as older people, children and those with disabilities, are protected. The scheme has been consulted on with both Hackney Cycling Campaign and Hackney Living Streets, who agreed that creating fully segregated cycle lanes would risk giving cyclists the impression of priority over pedestrians.

3.40 Example comments relating to the scheme being a waste of money:

- I don't think money should be wasted on a double crossing, rather in making sure bikes stop at pedestrian crossings and that people get off their bikes when entering / exiting the park.
- This is a waste of money and will bring even more disruption to Church Street.

Hackney response

3.41 The funding for this project comes from Transport for London's Cycling Programme, funded through LIP Corridors programme focused on casualty reduction, which is

specifically allocated to improve safety and facilities for people walking and cycling. It is not taken from other local budgets, and is designed to support boroughs like Hackney in delivering safer and healthier streets. The scheme also aligns with Hackney's wider ambitions to improve road safety, encourage sustainable transport and tackle air quality by making it easier and safer for people to walk and cycle instead of relying on private cars.

3.42 We recognise that construction can cause some short-term disruption, but the long-term benefits outweigh these temporary inconveniences. By formalising how cyclists enter and exit Clissold Park, the new crossing will reduce conflict with pedestrians, provide safer access for families and children, reduce traffic speeds and improve visibility for all road users. In the long run, this investment will create a safer, cleaner and more welcoming environment for everyone who uses Clissold Park and the local area.

3.43 Example comments relating to swapping the side of the pedestrian and cycle crossing:

- Although a cyclist myself, I think the layout of the proposals could be amended to prioritise pedestrians. Switching the zebra crossing and cycle crossing around would ensure that there are less clashes between peds and cycles as cyclists cross over the central red paved section. The proposed orientation seems to give more dominance to cyclists over peds.
- I think the zebra crossing should be aligned with the park gate and the cyclist route should follow, but first priority should be pedestrians.
- I really think the crossings should be switched (pedestrian to the west, cyclists to the east).
- Some cyclists assume that they have a right of way so there is an increased chance of collision between pedestrians and cyclists. The cycle crossing therefore should not lead directly into/out of the park entrance but should be staggered to discourage cyclists crossing at speed.

Hackney response

3.44 We understand the fact that placing the zebra crossing directly at the park gate might appear to give clearer priority to pedestrians. However, in practice this would not resolve the issues residents have described. Cyclists already tend to use the zebra crossing today, and if it were aligned directly with the park entrance, many would continue to do so rather than carrying out the more difficult manoeuvre to a designated parallel crossing. This would simply perpetuate the current mixing of pedestrians and cyclists, rather than separating movements more clearly.

3.45 The proposed layout has been designed to guide cyclists into their own space while keeping pedestrians on the zebra, reducing conflict and improving safety for both groups. A new kerb build-out at the park exit provides extra waiting space for

pedestrians and cyclists to check for traffic before crossing, improving visibility and comfort.

3.46 Example comments relating to cyclists not giving way to traffic and reduced sightlines at the park exit:

- Some bikes cross on the crossing from the park without stopping and I have seen some near misses because they are obscured by the park entrance and appear from nowhere.
- This is a dangerous spot for cyclists because they fly out of Clissold onto the road with little respect for pedestrians or motorists.
- Allowing a direct cycle path to cross one of the busiest roads in the neighbourhood would, in practice, encourage cyclists to exit the park between two large hedges without adequately checking for oncoming traffic.
- Cyclists will drive straight out to the parallel crossing without looking. It will be problematic for drivers as you can't see into the park to see if a cyclist is coming out.
- There is limited visibility coming in or out of the park.

Hackney response

3.47 We recognise the concern that cyclists may exit the park without stopping or checking for pedestrians and traffic. To address this, the proposals include new signage at the park gates reminding cyclists of pedestrian priority and the need to slow down, alongside give-way markings by the gates to reinforce that they must stop and look before crossing.

3.48 In addition, a new kerb build-out is proposed at the park exit. This will create extra space for cyclists to pause and check for traffic and pedestrians, while also placing them in a more visible position. This improves intervisibility and sightlines between cyclists, pedestrians and motorists, giving everyone more time to react safely. The extended raised table across the junction will further encourage vehicles to slow down on the approaches to both the zebra and cycle crossing, reducing the risk of conflict and near misses.

3.49 Together, these measures are designed to make movements more predictable, improve visibility and ensure that pedestrians remain the priority while cyclists have a safe, controlled way to exit the park.

3.50 Example comments relating to concerns about traffic speeds and the need for traffic calming measures:

- Too much dangerous driving and speeding which is not being prevented or road laws enforced.

- It would be great if this proposal was accompanied by a speed camera, as I frequently see cars driving far too fast, and significantly above the speed limit, along this stretch.
- Very welcome development. I have been concerned for years about the safety of that crossing, especially as a cyclist and also as a motorist. However, I also think that a speed camera nearby is needed for further safety: I see cars every day travelling along Church Street beside Clissold Park as if they are on a racetrack. You just have to look at the behaviour of motorists on Green Lanes adjacent to the park to see how effective the cameras are in controlling behaviour.

Hackney response

3.51 Hackney Council understands that speeding vehicles contribute to a sense of danger and stress for pedestrians, cyclists, and motorists. We recognise the concerns raised about traffic speeds along Stoke Newington Church Street near Clissold Park. At present, there are no speed cameras along this stretch, and installing new cameras would need to be considered with Transport for London (TfL), who are responsible for installing and enforcing the infrastructure. While enforcement measures can be effective, it is equally important to combine them with physical traffic calming features. As part of these proposals, the extended raised table will encourage drivers to slow down on approach to the zebra and cycle crossing. The new kerb build-out also functions as a speed reduction feature by narrowing the carriageway, which naturally calms traffic, while improving visibility and intervisibility between cyclists, pedestrians and motorists.

3.52 Additionally, we recognise the importance of basing decisions on reliable data. The Council will monitor and collect traffic speed data to assess conditions at this location and determine whether further measures are required. Where persistent speeding is identified, we will work with TfL and the Metropolitan Police to explore additional options, balancing enforcement with physical design solutions. While immediate changes such as new cameras may not be feasible due to funding constraints and logistical considerations, Hackney remains committed to exploring all available options and continuously working towards creating a safer and more pleasant environment for everyone.

3.53 Example comments relating to the need to install barriers inside the park in advance to the crossing:

- This entrance would benefit from bike barriers.
- If you are going to implement anything, then I suggest park gates that will slow down cyclists. The only issue really seen at the gates is that cyclists come flying out of the park at speed straight onto the zebra crossing. Slow them down and the problem goes away.
- Have you considered putting a different type of gate at the entrance to the park to slow cyclists down? This could be rolled back for deliveries to the park.

Hackney response

3.54 Hackney Council recognises the concerns raised about cyclists exiting the park at speed and the suggestion of installing barriers at the gates. However, this entrance is used daily for deliveries and maintenance access, which means permanent barriers are not feasible. In addition, for certain hours of the day the park gates are already managed with partial gate closures as part of wider security measures, including hostile vehicle mitigation precautions.

3.55 Instead, the proposals focus on measures that encourage safer behaviour without obstructing essential access. Signage and give-way markings will be installed at the park gates to remind cyclists of pedestrian priority and the need to slow down. A new kerb build-out will provide additional space for cyclists to stop and check for traffic and pedestrians, while also improving visibility between all users. The extended raised table across the junction will further encourage vehicles to slow down on approach, reducing risks for everyone.

3.56 We will continue to monitor how the gates are used and, if problems persist, will work with Hackney Parks to explore whether further adjustments or operational solutions could be introduced. This way, we can balance the need for safe pedestrian and cyclist movement with the practical requirements of park operations and security.

4.0 Impact Assessment – Potential Impacts of Proposals

Permanent Impacts

4.1 Better visibility for pedestrians and cyclists at the entrance to Clissold Park would improve road safety and the overall travel experience, encouraging more people to walk and cycle.

4.2 The accessibility for pedestrians, including those with mobility impairments, would be improved through extended pavements, tactile paving and step-free raised carriageway tables.

4.3 The introduction of a parallel separate crossing for cyclists and shared surface treatments with pedestrian priority signage, would formalise the way the crossing is currently used and would create a safer, more inclusive and attractive environment, supporting Hackney's wider goals for active travel.

4.4 The installation of a rain garden with low level planting would support Hackney's aspirations for climate resilience and enhance the street environment.

4.5 The proposals do not require the removal of any parking spaces around the junction.

4.6 The changes would support Transport for London's (TfL) ambitions for "Healthy Streets" and help to deliver on a number of key indicators, including encouraging residents to walk and cycle and reducing the worry about road dangers.

4.7 The changes would improve the Cycling Level of Service (CLoS) in the area as set out by TfL's London Cycle Design Standards (LCDS), by providing a safer, clearer and more coherent crossing point for cyclists entering and exiting Clissold Park.

Temporary Impacts

4.8 All works would be carried out under normal working hours of 08:30am to 4:30pm Monday to Friday. No works would be carried out on Saturdays in line with local practices, unless considered necessary to minimise disruption in the area.

4.9 The majority of construction works would be undertaken under lane closures. Access for residents, businesses and emergency services would be maintained at all times. A temporary road closure for up to two days may be necessary to extend the raised table.

4.10 Implementation of the proposals is programmed to start in early 2026, subject to statutory approvals. Works are expected to take approximately eight weeks to complete.

Air Quality Impacts

4.11 The proposals help to encourage more people to switch from private car use to walking or cycling. Overall, the scheme is expected to have a neutral to positive impact on emissions of nitrogen dioxide, while contributing to wider borough objectives for cleaner air.

Road Safety Impacts

4.12 The improved visibility at the junction, extended pavements and reduced bus stop cage length will positively impact pedestrians by reducing the risk of collision when crossing Stoke Newington Church Street.

4.13 Cyclists will be positively impacted by the introduction of a formal parallel crossing, reducing conflict with pedestrians and providing a safer, clearer route into and out of Clissold Park.

4.14 The extended step-free raised carriageway and tactile paving will benefit vulnerable road users such as wheelchair users, pram users, visually impaired residents and children travelling to and from school, who will be impacted positively.

5.0 Equalities Impact Assessment (EQIA)

5.1 Hackney Council and its delegated authority decision-makers must have regard to the Public Sector Equality Duty set out in Section 149 of the Equality Act (2010), which requires us to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics. As part of our decision-making process on the proposal for this scheme, consideration has been given to the impact of them on those with the

following protected characteristics: disability, pregnancy and maternity, age and religion and belief.

- 5.2 An equality impact assessment (EqIA) is a process designed to ensure that a policy, project or scheme does not unlawfully discriminate against any protected characteristic. This section describes how we ensured that the design for this scheme serves all users.
- 5.3 A full analysis has been done and made available online [here](#) in which knowledge about protected groups has been examined from a variety of sources. This reaches the following conclusions:
 - The benefits of reduced car use include improved air quality, safer streets and increased health. All of these strongly benefit all road users.
 - At the aggregate level, all of the protected groups do, as far as evidence is available, have lower car use than the population average.
 - Groups that tend to have lower incomes and higher health needs will benefit even more from reduced car use.
 - It is the case that some members of some groups will be disadvantaged for some journeys. This is accepted and recognised. Where this results in a disadvantage that is not compensated for by other advantages then changes to scheme design will be considered.
 - Some groups will have a higher reliance on driving a private car. Others will use taxis or rely on car-bound visitors and carers. It is important to recognise this and if necessary to put in place measures to mitigate their specific difficulties.
 - Benefits will vary within groups and even within individuals. Some people may be disadvantaged whilst driving but gain substantially when they are walking or cycling.
 - Most Hackney residents (around 70%) do not own a car. This should be considered when appraising the impact on any group.
- 5.4 The evidence strongly supports, therefore, the conclusion that any project that has the result of lowering car use and improving conditions for walking and cycling, is likely to be positive for the whole population and will, if anything, be disproportionately beneficial to people with protected characteristics.
- 5.5 Full reference has been made to the particular composition and demographics of the Ward as set out in the Ward Profiles [here](#) <https://hackney.gov.uk/hackney-ward-profiles>. Also the joint health needs as detailed [here](#) <https://cityhackneyhealth.org.uk/>. Importantly the views of organisations known to represent protected groups have been used to help prepare this scheme. Particular attention was paid to inviting such groups to comment on this scheme as part of the stakeholder consultation.

EQIA Summary Table

Key: P – Positive Impact, N – Neutral Impact, A – Adverse Impact

Protected Characteristic

Disability	Pregnancy & Maternity	Age	Religion & Belief	Gender	Race & Ethnicity
P	P	P	P	P	P

Positive:

- The scheme would provide improved cycle facilities, making it safer to cross Stoke Newington Church Street to and from Clissold Park.
- The installation of a parallel crossing for cyclists will also enhance pedestrian facilities and safety by separating cyclists and pedestrians.
- The proposals would help encourage more people to switch from private car use to walking or cycling, with associated health benefits.
- Extending the pavement at the Clissold Park's entrance will improve visibility for pedestrians and cyclists crossing Stoke Newington Church Street, enhance sightlines for drivers and create a safer waiting zone. The wider pavement will also narrow the road, acting as a traffic calming measure that encourages slower vehicle speeds near the zebra crossing, improving road safety for all users.
- Introducing tactile or granite block paving along the full edge of the shared surface will provide both colour and texture contrast to support visually impaired users. This will help delineate the beginning of the shared space, reinforce pedestrian priority and encourage slower cycling speeds, benefiting all pedestrians.
- Extending the raised road carriageway across Stoke Newington Church Street and Clissold Road will improve accessibility and help reduce vehicle speeds approaching the crossing points.
- The rain garden and new planting will enhance the public realm, help improve air quality and reduce the risk of local flooding.
- Road safety improvements will benefit all protected groups.

Adverse:

- There is a potential risk that some cyclists may behave inconsiderately when using the shared space on the pavement. This could create discomfort or safety concerns for pedestrians. To mitigate this, pedestrian-priority signage and paving are proposed to remind cyclists to be cautious and respect pedestrian priority. In addition, the use of

different-colour paving within the shared space will highlight its nature, encouraging cyclists to slow down and give way appropriately.

Comments:

- No parking spaces will be removed as part of these proposals.
- An unused disabled parking bay would be removed as it is no longer used.
- The Council believes that the benefits introduced by this scheme outweigh any potential negative impacts. Improving road safety, the environment and measures that help achieve better air quality benefits the majority of people living in, working in or passing through the area.
- Overall it is believed that the scheme is beneficial in terms of equalities. Walking and cycling enhancements have benefits for all protected groups.

6.0 Legal implications

6.1 The Council's powers to implement the measures proposed in this report are set out in the Highways Act 1980 (HA80) and Road Traffic Regulation Act 1984 (RTRA) and will require the making of new Traffic Management Orders (TMO).

6.2 Statutory consultation as part of the TMO process is required to permanently change Traffic Orders that affect the function of a road or any waiting and loading restrictions. In this case, the alterations to the bus stop cage and waiting and loading restrictions require statutory consultation.

6.3 In making such Orders, the Council must follow the statutory consultation procedures set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The said Regulations, prescribe *inter alia*, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made. Any subsequent objections received during the consultation period would need to be resolved prior to scheme implementation.

7.0 Authority to make decisions

7.1 The scheme of delegation for Housing, Climate and Economy, delegation for making permanent orders under s.6 of the Road Traffic Regulation Act (RTRA 1984) falls under: NH256 - Making "permanent" orders for prescribed routes, waiting and loading restrictions, bus stop and school clearways, disabled persons' parking places, doctors' parking places, free parking places, loading bays, bus and cycle lanes, pedestrian zones, weight, height and length restrictions, delegated to the Assistant Director for Streetscene.

7.2 The Assistant Director for Streetscene would use their delegated powers to take forward the scheme.

8.0 Financial implications

8.1 The improved access to Clissold Park at Stoke Newington Church Street and Clissold Road would be funded by TFL. There is an allocation of £170,000 for design and implementation of this scheme.

8.2 Maintenance costs will be added to the Council's maintenance budget.

9.0 Recommendations

9.1 59% of people who responded to this consultation supported the proposals and 36% of the respondents did not support the proposals. These results include all the paper and online responses to the end of the consultation period up to 28 November 2025.

9.2 It is recommended that the Assistant Director for Streetscene agrees to proceed with the proposals for the new pedestrian and cycle parallel crossing on Stoke Newington Church Street at its entrance to Clissold Park as detailed in this report.

10.0 Approval

I have noted the contents of this summary and agree with the recommendations contained therein.

Signed



Dated 19/01/2026

Tyler Linton - Assistant Director, Streetscene

cc Sarah Young - Cabinet Member for Climate Change, Environment and Transport

cc Geeta Subramaniam-mooney – Director of Environment and Climate Change - Housing, Climate and Economy

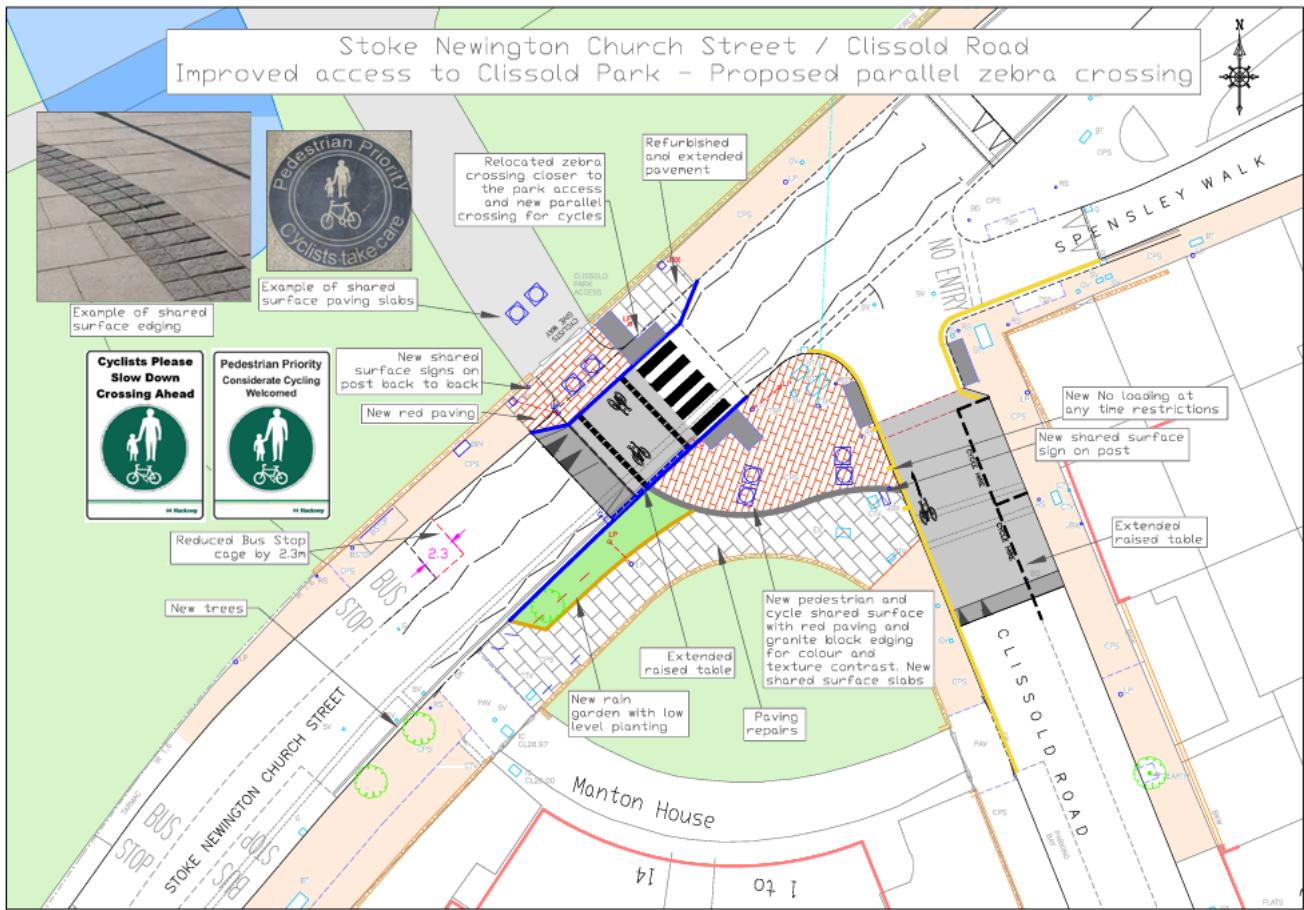
cc Maryann Allen – Group Engineer – Design & Engineering Group

APPENDICES

Appendix 1 - Stoke Newington Church Street / Clissold Road Improved access to Clissold Park - Proposed parallel walking and cycling crossing

Appendix 2 - CPUG Response to Hackney's Consultation

Stoke Newington Church Street / Clissold Road Improved access to Clissold Park - Proposed parallel walking and cycling crossing





CPUG Response to Hackney's Consultation: Stoke Newington Church Street/Clissold Road – Improved access to Clissold Park – Proposed parallel walking and cycling crossing

3 December 2025



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2. Key Concerns *Pages 2-3*
3. CPUG Survey: Public Sentiment *Pages 3-4*
4. Limited Consultation with Key Stakeholders *Page 5*
5. Conclusion and Call to Action *Page 5*

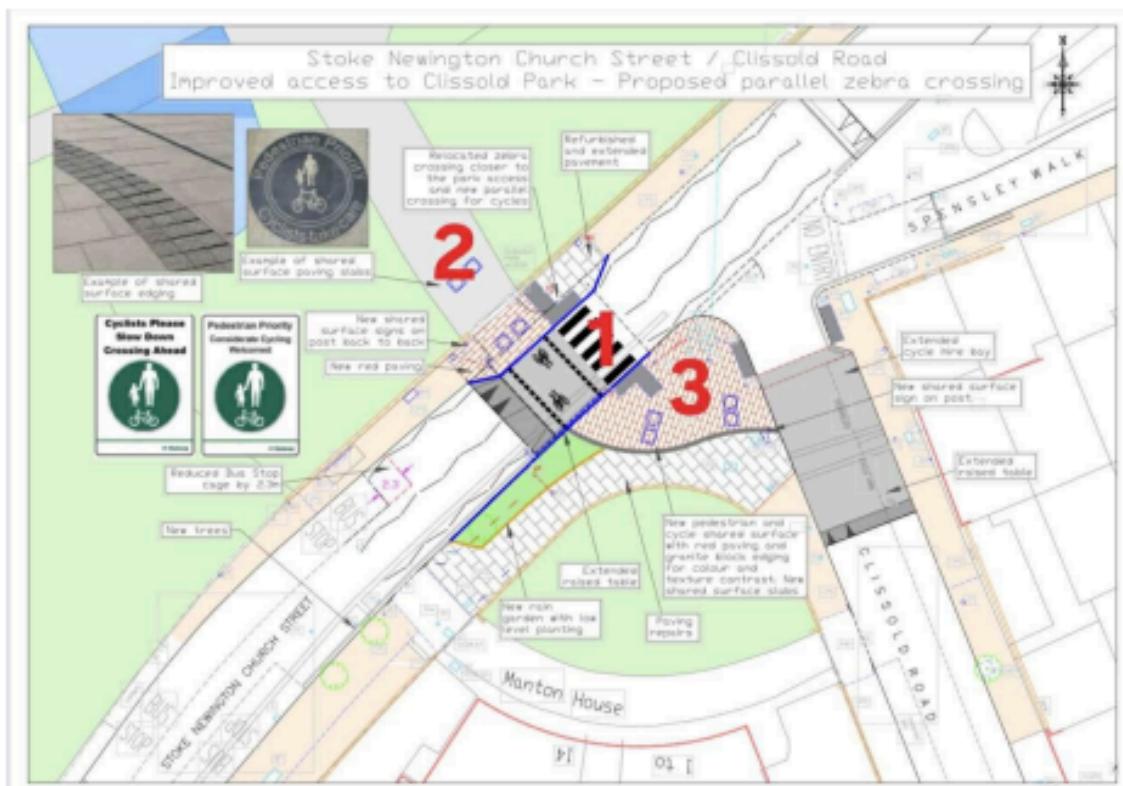
1. Introduction

We are writing about the consultation which opened on 24 October 2025. It has raised significant concerns among members of the Clissold Park User Group. As the proposal could materially affect safety, access, and the experience of thousands of daily park visitors, we believe it is important that you are aware of these issues firsthand and that the voices of residents and park users are fully reflected in the decision-making process.

Our concern is not with cycling as an activity, but with the safety implications of this specific proposal for all park users.

2. Key Concerns

The map outlining the proposed parallel crossing raises 3 key issues



1. Pedestrian priority undermined:

The proposed cycle path leads directly into the park, enabling riders to enter without slowing, while pedestrians are placed to one side and must wait for breaks in cyclist flow before entering the park.

Although signage and policy indicate pedestrians have priority, the proposed layout effectively prioritises cyclists and may reinforce a misbelief that cyclists have a right of way.

2. Safety at the park entrance:

Once inside, cyclists gain faster, more direct access to an already congested area near the bridge, a known pinch point.

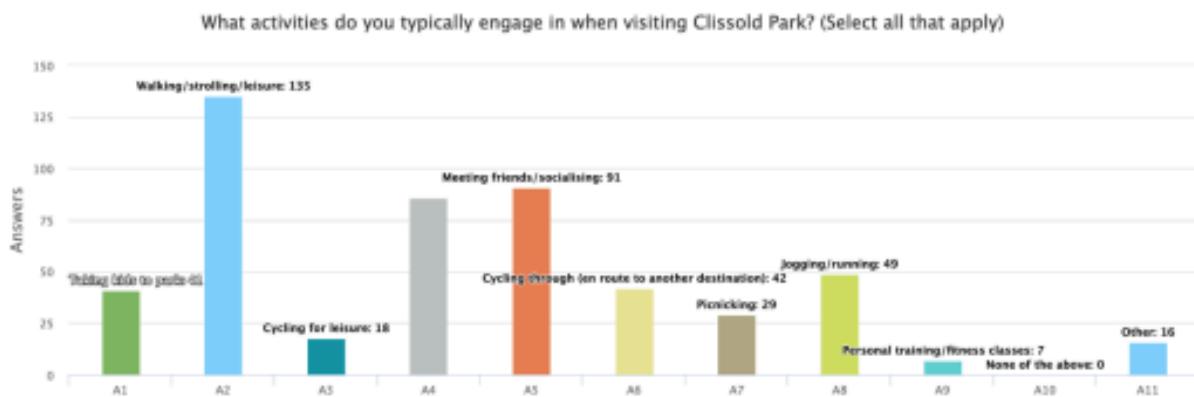
3. Congestion and danger on the south side:

This exit leads to two schools and a leisure centre. Schoolchildren, parents, walkers, gym users, and cyclists would all be funnelled onto the same new red-paved shared area. At school drop-off and pick-up times, this space is already overcrowded, and the proposed layout risks significantly increasing danger for everyone.

3. CPUG Survey: Public Sentiment

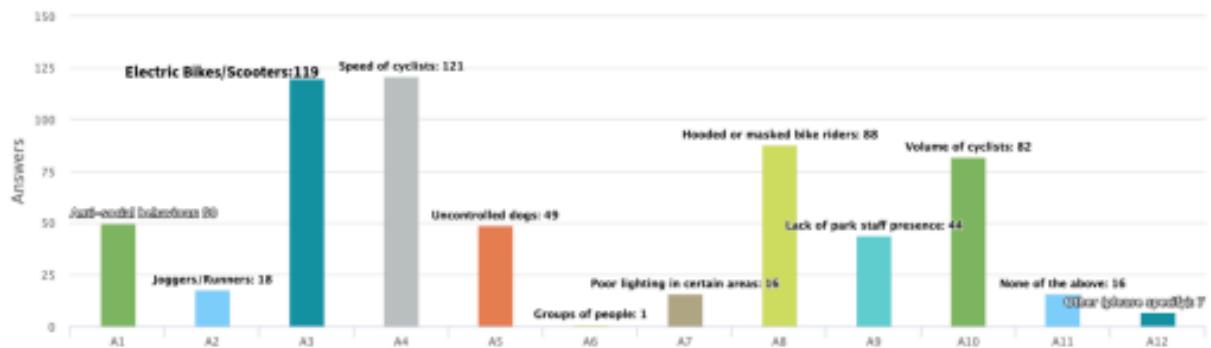
To understand public views, the Clissold Park User Group conducted an online survey of park users, which appears representative.

Please see Appendix 1 for full survey findings.



The results strongly reinforce our concerns

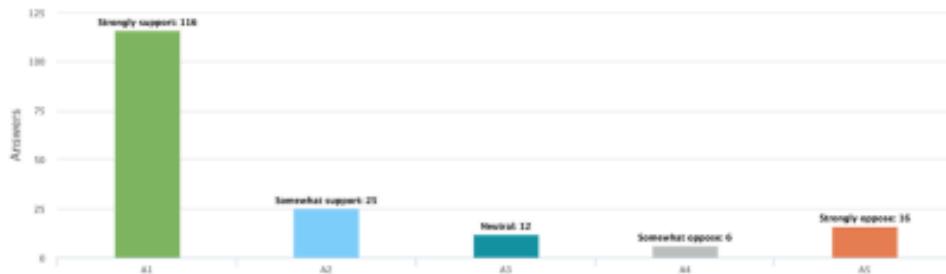
What factors, if any, make you feel unsafe or less safe in Clissold Park? (Select all that apply)



- **69% of respondents reported that cyclist speed is the main reason they feel unsafe in the park.**
- **68% are concerned about electric bikes**
- **51% worry about hooded and masked riders**
- **49% cite the sheer volume of bikes**

Bike issues are the top 4 safety concerns in Clissold Park.

Would you support the implementation of cycling calming measures in Clissold Park?



80% expressed strong support for the introduction of effective calming measures for cyclists.

Importantly, CPUG has received complaints about cyclists for many years, with the number rising exponentially over the past two years. These concerns consistently relate to cyclists' behaviour and speed. **Please see Appendix 2.**

These findings indicate that, without meaningful mitigation, the proposed crossing is likely to worsen the very risks park users are already worried about.

4. Limited Consultation with Key Stakeholders

Hackney Council states that “the scheme has consulted with key stakeholder groups, including the local cycling campaign and the Living Streets Walking Group.” However, key **park** stakeholders were **not** consulted - namely the Clissold Park User Group (which, under Hackney Council’s own protocol, should be consulted), the park wardens, and the local community police have stated:

- Enforcement is effectively impossible: “*There's nothing we can really do to stop them*”; “*It's unenforceable.*”
- “*The speed limit is 12mph, but no one knows that and it's too fast anyway.*”

This lack of operational feasibility underscores the need for careful reconsideration.

5. Conclusion and Call to Action

We urge Hackney Council to reconsider the proposal in its current form and to prioritise safety measures within the park. It is entirely possible to support active, sustainable travel while keeping Clissold Park a safe and welcoming space for everyone.

Recommendations

- Ensure true pedestrian priority at park entry.
Adjust the crossing design so pedestrians—not cyclists—receive priority when entering the park.
- Introduce effective cyclist-calming measures.
Install speed-reduction features at the entrance and throughout the park, such as chicane gates like those used successfully in Haggerston Park. In our survey, 85% of respondents supported such measures.
- Re-evaluate future parallel crossings into the park.
A further parallel crossing is proposed at Riversdale Road/Highbury Quadrant, feeding into the busy area by the Pump House. This location is already crowded with coffee drinkers, dog walkers, and runners, and would be even more hazardous under the proposed design.
- Reassess safety options for cyclists on Green Lanes and Church Street.
This junction is challenging for cyclists. Instead of diverting riders through the park, we recommend exploring solutions that resolve these issues—such as an all-green phase for cyclists, allowing safe movement in any direction while motor traffic is briefly held.

We must stress that feelings among park users about this proposal are very strong. Cycling-related safety concerns have been raised repeatedly over the past decade. If this crossing proceeds without amendments and without the introduction of effective cyclist-calming measures, we may be forced to take further action.

Alexandra Hamit,
Chair of CPUG