

# Richmond Road Workshop

## Findings Report

### Contact

Hackney Consultation Team  
on 020 8356 3343 or  
[consultation@Hackney.gov.uk](mailto:consultation@Hackney.gov.uk)

Report on the first Richmond Road Workshop,  
14 November 2018, Assembly Halls, Hackney Town Hall



## Contents

1. Background	2
2. About the event	3
3. The participants	4
4. Feedback analysis	5
5. Responses to questions raised	12
6. Next steps	14
Appendix A Miscellaneous comments from table discussions	15
Appendix B Workshop presentation	17
Appendix C Reading Lane and Wilton Way Road Closures Decision Audit Report	36

# **RICHMOND ROAD WORKSHOP**

This report presents a summary of discussions at the first workshop for Richmond Road, held on the evening of Wednesday 14 November 2018 in the Assembly Halls at Hackney Town Hall. The event is part of a wider series of workshops to discuss traffic reduction on Richmond Road with local residents.

## **1. Background**

In order to stop dangerous 'rat running' from through traffic and the resulting negative impacts to air quality, the Council has introduced and consulted on a number of traffic management and road safety schemes in the London Fields area in recent years.

In November 2016, the Council implemented width restrictions on Middleton Road to remove heavy goods vehicles (HGVs) from the street, improving it for walking and cycling as part of the wider Quietway route through Hackney. This followed a public consultation with local residents, businesses and stakeholder groups on a range of options, in which local people most favoured the option for the width restrictions.

The following year, in December 2017, the Council held another public consultation in the London Fields area introducing a proposal for a School Street scheme on Westgate Street with a bus gate at the Lansdowne Drive junction with Tredewen Road and a banned 'left turn' into Richmond Road from Mare Street. Those who responded to the consultation – both overall and within the local catchment area – were generally supportive of the proposals for the School Street and banned 'left turn'. The scheme was implemented in spring 2018 with operational times of 7am – 10am and 3pm – 7pm Monday to Saturday for the bus gate.

A number of other interventions have been introduced in recent years, including a School Street on Gayhurst Road and London Fields West Side, signal junction and footpath improvements at Queensbridge Road and Middleton Road and rearrangement of parking bays and upgrading of a zebra crossing with halo LED lights on Richmond Road.

The Council continues to work with local residents, businesses and stakeholder groups to identify further measures to address and improve traffic and air quality issues in the London Fields area. Richmond Road is one residential street in particular where traffic from non-local vehicles and HGVs is frequent, creating dangerous conditions for walking and cycling on the road as well as issues with air quality. The Council is committed to genuinely engaging with local people in order to identify workable solutions to make Richmond Road a safer, more pleasant and healthier environment for residents and road users.

The aim of the first event was to:

- Engage with residents, local businesses and community groups to listen to their experiences of using Richmond Road
- Hear feedback on the interventions implemented in the London Fields area in recent years.

- Gather ideas and suggestions for reducing traffic on Richmond Road and improving the environment for walking and cycling
- Use feedback from the first event and following workshops to shape the schemes that are developed

## **2. About the event**

The first workshop for Richmond Road was held in the Assembly Halls in Hackney Town Hall on Wednesday 14 November between 19.00 and 21.00, with registration opening at 18.30. The venue location was chosen due to its proximity to Richmond Road and the surrounding area. The event was organised and run by the Consultation and Streetscene teams at Hackney Council.

The event was introduced by Kate Hart, Group Engineer for Design and Engineering and was chaired by Dan Beagle, Senior Consultation and Engagement Officer.

Participants were pre-assigned onto eleven tables, consisting of a mix of different types of road users on Richmond Road (e.g. pedestrians, cyclists, bus users and drivers) as well as a mix of people living on various streets in the area to ensure a range of voices were heard during the discussions.

Local ward councillors were invited to the event to listen to the various discussions. Councillors Vincent Stops (Hackney Central) and Peter Snell (Dalston) were able to attend.

### **2.1 Facilitation of table discussions**

Communications and Consultation officers and senior Streetscene officers led the facilitation of table discussions.

The role of the facilitator was clearly defined and communicated to ensure that everyone on the table had an opportunity to contribute to the discussion, and to lead discussions in a neutral manner.

Other Council officers from either the Streetscene team or the Communications and Consultation team acted as note takers, summarising and collating key points of discussions for each question for later analysis. Maps marked up by participants with written comments and post-it notes were collected at the end of the evening.

All staff received a written briefing in advance of the event. Table rules were set out at the beginning of the event to ensure productive discussions.

### **2.2 Overview of the agenda**

Participants were given name badges and allocated table numbers on arrival. The event was opened by Group Engineer Kate Hart, who gave a presentation setting out the agenda, the

aims of the event, current interventions in the area, the next steps following this and the next workshops and future schemes in the London Fields area.

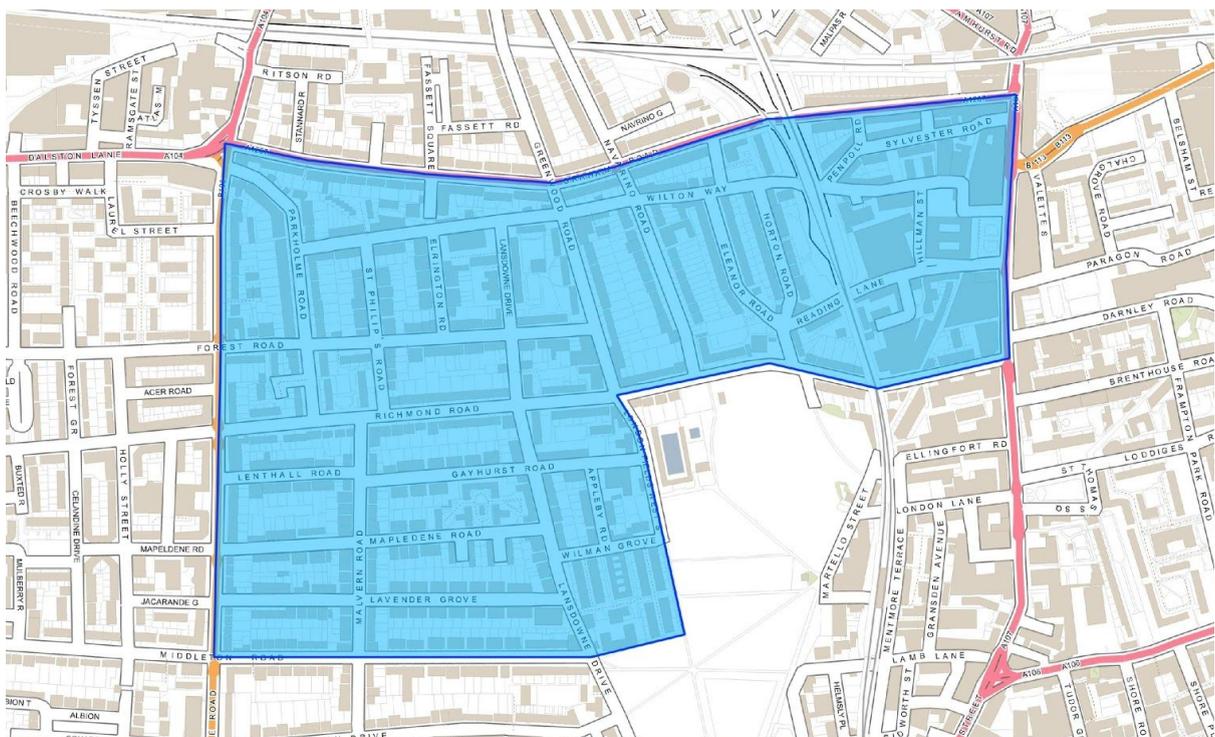
The presentation can be viewed in Appendix B on page 17.

Each table was issued with an agenda which consisted of three questions:

- Question 1: What are your experiences of using Richmond road?
- Question 2: How do you feel the current interventions are working?
- Question 3: Looking at the issues you've identified relating to walking, cycling and traffic in the local area, do you have any suggested improvements?

Participants began by introducing themselves to the rest of the table, sharing what street they lived on and how they used Richmond Road. They were then given 20 minutes to discuss each question and were asked to agree and report back three ideas for Richmond Road to the room at the end of the last session.

### 3. The participants



*Letter invite boundary, including addresses either side of the blue boundary line*

A letter was sent out via Royal Mail to the boundary above inviting residents, businesses and groups to register their interest to attend the first workshop.

An online form was set up, with the URL published in the letter, for respondents to register their interest or be kept informed of future workshops if they couldn't attend the first event.

114 people were confirmed to attend the event, with 70 attending on the evening.

144 in total people had registered their interest to be kept informed of future workshops and next steps on Richmond Road. Of them, 143 were local residents and one was a local business owner. Two of the residents also identified as local business owners.

109 of the people who registered their interest in the Richmond Road workshops used Richmond Road as pedestrians, 84 as drivers, 64 as cyclists and 34 as users of public transport.\*

\*This contains overlap from people using more than one method of transport on the road.

## 4. Feedback Analysis

This section captures and provides an analysis of the eleven table discussions. In order to process the qualitative data, the report writer has reviewed the notes from each table and identified common themes and shared ideas that run through the participants' conversations. A few follow-up comments were also shared via email. These have been incorporated into the analysis of sections 4.1 to 4.3.

### 4.1 What are your experiences of using Richmond road?

In reviewing participants' experiences of Richmond Road, clear trends appeared from the table discussions.

The themes below have been recorded in no particular order of importance.

#### **Impacts from vehicular traffic**

Several participants across all eleven tables cited **very fast vehicular speeds** on Richmond Road followed by **traffic congestion**. Some participants clarified that speeding and dangerous driving occurs from vehicles driving west to east, with traffic queues then building up to the junction with Mare Street. Residents living on Richmond Road in particular shared experiences of their homes vibrating due to speeding HGVs, not opening windows due to the fear of pollution and neighbours having their walls knocked down due to vehicle collisions.

Eight tables raised speeding and '**rat running**' **traffic on side roads** and even roads further afield to avoid queues on Richmond Road, creating pollution and dangerous conditions on roads such as Parkholme Road, Greenwood Road, Wilton Way, Horton Road, Ellingfort Road, Mentmore Terrace, Triangle Road, Gayhurst Road, Appleby Road and Lansdowne Drive. It was also noted by some participants that Richmond Road is a residential road and not an A or B road despite all the traffic. **Non-local traffic** was considered the main offender for 'rat running', speeding and congestion by many participants.

Participants across eight tables complained about **excessive noise on Richmond Road** due to traffic volumes, speeding cars--particularly heavy goods vehicles (HGVs)--over speed humps, aggressive shouting from car drivers and loud car horns.

Six tables noted the **pollution on Richmond Road** as a result of queuing traffic, with complaints regarding fumes and heat from cars.

There was **debate over Graham Road** across six tables, with some participants reporting that it has too much traffic and pollution and others expressing that it feels quiet despite being an A road.

At four tables, residents who drove either occasionally or had to drive for work brought up the **difficulty of driving home**, citing having to take detours and longer routes, thus contributing to pollution in the area. This was also stressed by local business owners who had to drive for work.

The particular timings of traffic and congestion was brought up at seven tables, with participants reporting that the **heaviest traffic build-up occurs at peak times** from 6:30am in the morning and in the afternoon from 3pm to 7pm. It was noted that traffic is quieter at half-term, with concerns that parents are driving their children to school despite School Streets.

There were complaints about **parking** at five tables, with residents reporting cars—including Hackney Council vehicles—illegally parked or idling in the area, including on Richmond Road near the railway arches, on residential side streets, at pedestrian crossings and on double yellow lines.

### **Walking in Richmond Road and in the surrounding area**

Participants on all eleven tables raised **the unsafe and unpleasant conditions for walking** on Richmond Road. A key concern across all tables were the **crossings**—participants felt there were too few crossings and that the existing ones were unsafe due to congestion, speeding, short signal times for pedestrians and lack of visibility of and from cars. Another common complaint was the lack of safety at crossings for children traveling to school and for older people.

Several participants across six tables highlighted the **combined pedestrian/cycle zebra crossing at the Martello Street/Hackney Grove** junction with Richmond Road. A frequent concern was the unclear order of priority for pedestrians, cyclists and cars due to lack of adequate signage and special pavement surfacing. Many people also complained about the speed of cyclists going across the pavement, with pedestrians having to slow down out of fear of getting hit.

Another issue that several participants pointed out was **the poor condition of the pavement** on Richmond Road, contributing to the unpleasant conditions for walking. This was brought up across five tables, with reasons including degraded pavements, lack of maintenance, overgrown hedges and bushes and low kerbs welcoming cars to mount pavements.

### **Cycling in Richmond Road and the surrounding area**

Across nine tables, residents who cycle in the area relayed **dangerous cycling conditions** on Richmond Road. Cyclists reported avoiding Richmond Road due to the narrowness of the road, poor visibility, speed humps, too fast traffic and drivers overtaking and forcing cyclists off the road.

Four tables brought up **cyclists riding on pavements** as a result of unsafe conditions, particularly on Richmond Road and Navarino Road, making less room for pedestrians and putting road users at risk. Other instances that came up regarding unsafe cycling included dangerous overtaking by cyclists and speeding, especially along pedestrian pathways.

### **Communication and trust**

Residents at three tables raised issues related to **communication, trust, transparency and top-down decision making**. Residents expressed frustration with lack of clarity on Hackney's strategy for the wider area, not seeing evidence such as traffic and air quality data before and after scheme implementation and the perception that the Council makes final decisions before consultation with residents. Richmond Road residents also shared that they felt the Council prioritised interventions for other roads in the area at the expense of Richmond Road.

## **4.2 How do you feel the current interventions are working?**

Throughout this part of the workshop, participants reviewed and discussed the most recent interventions that had been implemented by the Council. These included but were not limited to the following:

- Re-arranged parking bays – Richmond Road
- School Street – Gayhurst Road/London Fields West Side
- School Street – Westgate Street
- Bus Gate – Lansdowne Drive/Trederwen Road
- Banned 'left turn' – Mare Street/Richmond Road
- Traffic lights – Middleton Road/Queensbridge Road
- Traffic calming – Albion Road to Middleton Road
- Width restriction – Middleton Road/Mayfield Road
- Width restriction – Middleton Road/Lansdowne Drive

The below themes have been recorded in no particular order of importance.

### **General impacts**

There were varying degrees of support and opposition for the different interventions. Participants at four tables said that the **interventions had not done enough** and in some cases had **made the situation worse**. There was agreement, however, that the School Street schemes, Queensbridge Road traffic lights and calming measures had been successful in slowing down or stopping traffic on particular roads.

A key concern that surfaced at ten tables was that the recent interventions and other local road closures had **moved or increased traffic, congestion and pollution elsewhere**, particularly on Richmond Road, Mare Street and local residential streets. Participants also

complained that **journey times** for local residents had increased due to congestion and being forced to take indirect routes, further increasing pollution in the area.

### **Parking**

Participants at five tables were supportive of the **rearranged parking bays on Richmond Road** and felt that the intervention had resulted in **reduced speeds**.

Alternatively, people at five tables, including two of the tables mentioned above, thought that the re-arranged parking bays had resulted in **more dangerous driving and crossing conditions**. Reasons included confusion and aggravation from drivers not expecting the parked cars, too tight road layout and impaired visibility for pedestrians trying to cross the road.

There was also concern regarding **loss of parking**, however others thought this was a positive outcome.

### **Middleton Road**

Participants at six tables felt that the interventions around Middleton Road and Queensbridge Road had resulted in **slower traffic and improved conditions for walking and cycling** on the roads. Three tables still thought the width restrictions didn't do enough to reduce traffic.

Seven tables discussed negative impacts of the Middleton Road calming measures, citing that the width restrictions have resulted in more traffic and pollution, especially from HGVs, on parallel streets such as Richmond Road, Forrest Road and Lavender Grove.

### **School Street and Bus Gate**

Both School Streets schemes and the bus gate on Lansdowne Drive were debated over across multiple tables. Some participants felt that the **timings of the bus gate were too long** and should only be active during term time in line with the Westgate Street School Street hours. Others thought the **School Street measures could be expanded** to ensure further traffic calming and safer and cleaner journeys to school, with support expressing that the changes have resulted in less traffic and more children walking and cycling to school.

There were concerns shared by participants at seven tables that **drivers avoid the roads directly affected** by the bus gate and School Street schemes and that **parents are still dropping their children off at school** by using side roads such as Appleby Road, creating unsafe conditions, congestion and pollution elsewhere. Many participants felt that the bus gate and Westgate Street School Street scheme were contributing to more traffic on Richmond Road. There were multiple requests to see statistics relating the impact of these schemes.

### **Banned left turn (onto Richmond Road from Mare Street)**

Seven tables were against the banned left turn onto Richmond Road from Mare Street, with four groups questioning the link between the banned left turn and the School Street scheme. There were complaints that the ban does not work well for any road users and that increases journey time for local drivers and results in higher congestion on other residential streets in the area.

## **Signage and clarity**

Participants at nine tables shared their frustrations of **confusing and inadequate signage** related to recent interventions, particularly the Westgate Street School Street, Lansdowne Drive bus gate and banned left turn. There were numerous complaints regarding the **lack of synchronised timings** of the three interventions as well as complaints regarding the visibility of signage and lack of adequate warning to prevent drivers entering restricted areas and/or making dangerous U-turns. Complaints of lack of adequate warning also applied to Council communications on the implementation of the schemes.

There were also concerns regarding lack of signage and clarity on **pedestrian and cyclist right of way in London Fields Park** and on along the cycle path on Martello Street/Hackney Grove. Participants shared that the right of way is still not clear for all park users, particularly at the gates on Martello Street, and results in speeding cyclists through areas where children are playing nearby. This was brought up at five tables.

### **4.3 Looking at the issues you've identified relating to walking, cycling and traffic in the local area, do you have any suggested improvements?**

Participants were asked to discuss and share their ideas for improving the conditions for walking and cycling and reducing the impact of vehicular traffic on Richmond Road. At the end of this session each table was asked to share their top three suggested improvements with the rest of the room. These are indicated by the asterisked (\*) points.

The below themes have been recorded in no particular order of importance.

#### **General ideas**

Participants across seven tables stressed the importance of **coordinating future schemes through a wider strategy** to prevent knock-on effects. There were calls to coordinate borough-wide as well as work with neighbouring boroughs.\* Several participants urged that traffic not be pushed onto any one particular road but reduced and dispersed across a wider area, however participants at four tables felt that the majority of traffic should be carried by the local A roads.\*

Four tables raised that they would like to **see the before and after data** of the various interventions in order to see which have been successful at reducing traffic and pollution or which have moved those problems elsewhere.\* Participants suggested that the Council review and repeal schemes that had not resulted in reduced traffic as well as think about implementing schemes that don't require physical measures.

#### **Through traffic and enforcement**

Participants at eight tables suggested relaxing restrictions for local residents and **banning non-local through traffic but allowing local traffic** by implementing non-resident restrictions in the wider area through ANPR-style technology.\* There were also a few requests for the same exemptions for local businesses. Other debated ideas included introducing toll roads, congestion charging and an emissions ban or charge. Participants also put forward a long-term goal of discouraging residents from driving and taking public

transport instead, with a few suggesting that unless for medical reasons, residents should be banned from driving in the area as well.

Multiple people across nine tables proposed **stricter enforcement and heavy fines against speeding**.<sup>\*</sup> There were several suggestions to install more **speed cameras** and 20mph vehicle-activated signs in the area<sup>\*</sup>, with some locations including Richmond Road near Malvern Road and around Gayhurst School. Some tables raised the issue that speeding often occurs west to east on Richmond Road with congestion east to west and that this must be acknowledged by the Council.<sup>\*</sup>

Participants across six tables discussed **promoting the use of car clubs and less polluting electric vehicles**, both private and commercial. There were also calls to monitor emissions, including from commercial vehicles and encourage delivery and service vehicles to travel outside of peak hours.

**Improving signage of recent interventions** was suggested by participants at seven tables. There were calls to improve how changes are communicated to local residents, install clearer road markings and signs, use different surfacing treatments to demarcate restrictions and put flashing lights on signs when restrictions are in operation to make them clearer for road users.

### **Road closures and restrictions**

Six tables supported **further road closures** in the area, including Richmond Road, Greenwood Road, Forest Road and Navarino Road. Some only supported the closures for non-local traffic, closures that would be on a trial-basis or temporary and random closures designed to discourage motorists from driving in the wider area.<sup>\*</sup>

Participants at three tables, however, were **against road closures** and felt that the existing ones, particularly on Darnley Road, Reading Lane, London Lane and London Fields West Side, should be removed.<sup>\*</sup>

Five tables proposed installing traffic filters such as **width restrictions or bus gates** on Richmond Road and throughout the area.<sup>\*</sup>

There were suggestions from participants at four tables to **extend the areas of the School Street schemes** for London Fields Primary School and Gayhurst School—this included extending the former to Triangle Road to cover the nursery and extending the latter to Appleby Road.<sup>\*</sup> There was also suggestion that local schools should incorporate ‘Walk to School’ schemes.

Participants at three tables called on the **banned ‘left turn’ on Mare Street into Richmond Road** to be removed, while participants on three other tables supported a 24 hour ‘left turn’ ban. However, the majority of those that supported making the ban 24 hours also felt that local residents should be exempt.<sup>\*</sup> There were additional requests for a ‘right turn’ ban in the same location and a ‘right turn’ ban off Kingsland Road into Richmond Road, and a request to remove the ‘right turn’ ban from Kingsland Road into Forest Road.

Four tables suggested changes to the **bus gate** on Lansdowne Drive, including enforcing the bus gate only when the School Street is enforced, making the bus gate 24 hours or taking it out completely.

There were also multiple calls to change the hours of the banned 'left turn', Westgate Street School Street and bus gate to ensure **consistency of timings**.\*

### **Pedestrianisation**

Suggestions from six tables focused on **changing the character of Richmond Road** and the wider area so that it feels more **pedestrianised and residential**.\* Participants shared ideas including narrowing the road, installing more kerb build-outs, table junctions, building a central island, installing bollards either end of parking bays, planting trees and greenery\* and making the wider neighbourhood a conservation area.

Participants at five tables put forward ideas to **improve the pavements** on Richmond Road and the surrounding area.\* Ideas included increasing the footway width, repairing deteriorated pavements and installing continuous pavements across side street junctions to give pedestrian priority.

Seven tables suggested to **install more zebra crossings** along Richmond Road, in particular by Eleanor Road, west of Lansdowne Drive, by Blanchard Way, near to Mare Street, near the rearranged parking bays and opposite London Fields park.\* There were also requests to improve the safety of crossings, including improving lighting and painting keep clear markings around box junctions.\* This point was particularly stressed after a resident reported witnessing two vehicles collide at the junction of Richmond Road and Eleanor Road.

People at five tables suggested instead to **install or re-introduce signalised crossings**\* to ensure that drivers stop completely. This included the crossing on Lansdowne Drive from Broadway Market to London Fields.

### **Cycling**

Improving **pedestrian/cycle signage and clearly defining priority** was considered key by participants at six tables. Many suggestions specifically focused on London Fields park, the cycle route from Martello Street to Hackney Grove and the Quietway route.

Ideas for **London Fields park** at four tables included painting the cycle path a brighter colour, painting more cycle icons, having clear priority signage at entrances, installing more happy/sad face speed cameras to encourage slower cycling and making some paths pedestrian-only.\*

The six tables with suggestions surrounding the **route from Martello Street to Hackney Grove** included making the priority on both the carriageway and the pavements more clear for drivers, cyclists and pedestrians and introducing measures to make cyclists stop completely, such as a signalised crossing. There were also calls to completely reassess that segment of Richmond Road from Mare Street to the Martello Street zebra crossing.\*

Participants at five tables called for **dedicated cycle infrastructure** on Richmond Road and in the surrounding area. A key suggestion included installing cycle lanes on the carriageway to narrow the road, slow down traffic and create safer cycling conditions. Another suggestion included installing advanced cycle lights along Queensbridge Road. One table suggested moving the existing Quietway route from Middleton Road and London Lane to either Lavender Grove, Mapledene Road or Albion Drive and then onto Ellingfort Road.\*

## **Parking**

Four tables discussed ideas around **parking** in the local area and the desire for the Council to review the effects of parking on traffic.\* It was suggested that illegal parking requires stricter enforcement and prevention measures. Other ideas included charging for parking spaces, replacing some parking bays with bike hangars and reviewing parking bays close to junctions to improve visibility.\*

## **5. Responses to questions raised**

A number of questions were raised by participants at the workshop. The Streetscene team requested that they be recorded so that they could respond to commonly asked questions. This section provides the responses to these queries.

### **Q. Can we see before and after data around traffic numbers, including bikes, on Richmond Road, Darnley Road, Westgate Street, Lansdowne Road and in the roads around but not covered by the School Street schemes?**

A. This information will be available in the Westgate Street School Street Delegated Powers Decision Report due to be published this summer. We will also present traffic data from recent surveys at the next Richmond Road workshop.

### **Q. Are pollution and noise being monitored in the area? Can we see the before and after data following the various interventions?**

A. As part of this scheme, we are not monitoring noise in the London Fields area, however, we are monitoring air quality. Air quality is mainly monitored by diffusion tubes. These are small plastic tubes that contain a steel mesh coated with triethanolamine (TEA). When TEA is exposed to nitrogen dioxide in the air, there is chemical change in its composition and this change indicates how much nitrogen dioxide was present during the exposure period.

Air Quality monitoring is reported annually by the Council. See the London Borough of Hackney Air Quality Annual Status Report for 2017, which is available on the Council's website at [hackney.gov.uk/air-quality-action-plan](http://hackney.gov.uk/air-quality-action-plan)

The before and after information specifically for the bus gate will be available in the Westgate Street School Street Delegated Powers Decision Report due to be published this summer.

### **Q. Does the Council make money from the banned 'left turn' from Mare Street into Richmond Road?**

A. By law, all revenue generated from the enforcement of parking schemes must be invested back into transport-related improvements such as highways, street scene, parking enforcement and safer car parking. It also contributes to the funding of the Freedom Pass scheme.

### **Q. Why don't the Westgate Street School Street and Lansdowne Drive bus gate have the same timings? Why was the banned 'left turn' a part of this package of measures?**

A. The Westgate Street School Street is designed to reduce road danger from traffic around school entrances, reduce pollution around school gates from idling vehicles and to promote more walking, cycling and active lifestyles for pupils and parents. As a result, this measure

restricts traffic at the beginning and end of the school day when children are most likely to come in contact with vehicular traffic.

The bus gate is being used as a way to restrict the number of vehicle movements, or 'rat runs', in the local area with the exception of local buses and cycles. London Fields is one of the many neighbourhoods in Hackney that experiences a high number of vehicles using local roads to bypass the main road network for a quicker through route in and out of Hackney. For this reason, the bus gate is timed to mitigate against vehicles using Lansdowne Drive during the morning and evening peak times.

Vehicles heading north attempting to use Lansdowne Drive during the times of operation of the bus gate would mostly likely use the next street to the north parallel to Westgate Street. This would be Richmond Road, hence the introduction of the banned left turn into Richmond Road from Mare Street that operates at the same times as the bus gate.

**Q. Is Hackney Council coordinating with Islington on changes in the area?**

A. We primarily work with neighbouring boroughs when a scheme is close to or on a boundary road between boroughs. In the event where a scheme does not substantively affect a neighbouring borough, we would not usually have direct coordination.

**Q. Will you engage with London Fields User Group before making any changes around this area?**

A. All stakeholders that are registered with the Council, including the London Fields User Group, would be engaged with prior to making any changes.

**Q. Why was there a gate installed on Reading Lane restricting through traffic?**

A. The gate was installed to reduce 'rat running' in the area and provide a safer pedestrian environment. There had been 11 personal injury accidents over a three year period on Mare Street between Reading Lane and Wilton Way prior to the closures. The Reading Lane and Wilton Way Road Closures Decision Audit Report is available in Appendix C of this report.

**Q. Are the interventions currently in place temporary? When do they become permanent and how? Is it possible to formally object to them?**

A. All interventions in the London Fields area have been introduced under an experimental order, including the bus gate, School Street and banned left turn. During the experimental period (from June 6 2018 for nine months, until early March 2019), it was possible to register formal objections that would be considered as part of the review process. The review (which also includes analysing data and other general feedback) is currently being carried out and this process will determine the outcome for these specific interventions. It is possible that the review might highlight other issues that require further investigation.

**Q. Does slowing traffic down through zebra crossings actually create more pollution?**

A. A recent report (Maher, M., 2018. 20mph research study: process and impact evaluation: technical report) suggested that nitrogen dioxide is reduced in steadier driving conditions. However, researchers have also suggested that the relationship between speed and air quality is complex and influenced by a mix of factors including vehicle type, brake and tyre wear, variability and consistency of driving speed, traffic volume and the nature of the road environment. From a road safety perspective, slowing vehicles using traffic calming measures such as zebra crossings decreases the risk of death in a road traffic accident. The Council will therefore continue to monitor air quality in the area and take appropriate action as needed.

## **6. Next steps**

This report chronicling the information gathered during the table discussions will be issued to all those who signed up to attend the event and other interested parties.

The next workshop will present the key issues and ideas raised from the first workshop, provide traffic data from recent surveys and aim to identify the best workable interventions for Richmond Road. The final session will present the drawn-up options with the aim to narrow them down before a concept design is drawn up by Streetscene officers for a non-statutory public consultation.

## **Appendix A Miscellaneous comments from table discussions**

Appendix A provides a list of comments from the table discussions that did not constitute common points in section 4.

### **A.1 What are your experiences of using Richmond road?**

- On Greenwood Road the one-way system and parking lane is not working. There is particular speeding between the north end of London Fields and onto Greenwood Road where there is traffic build up followed by more speeding.
- Cyclists and cars have to negotiate for space on Acer Road which can be quite dangerous with the speeds people are driving.
- There is congestion for buses on Lansdowne Drive and Broadway Market and buses are not always reliable. The Dial-a-Ride vehicle has to stop on the corner before Richmond Road due to congestion.
- Speed humps on Richmond Road to the east of the bridge coming from the A10 are very abrupt and the raised table close to the junction with Mare Street is very low and doesn't slow traffic down.
- Traffic changes in neighbouring boroughs have had a negative impact on Richmond Road.
- Difficult to turn right from Richmond Road onto Mare Street when cycling.
- Middleton Road is more pleasant to cycle down.
- The Council is trying to portray that car drivers are enemies to pedestrians. It seems the Council strategy is to get rid of all car drivers.
- Appreciated the workshop. It was a positive forward step.
- During the consultation [Lansdowne Drive and Westgate Street School Street] no options or choices were provided to residents to choose the hours of the banned 'left turn' or School Street.
- Drug dealing often occurs in London Fields park but police don't come despite calling them to report it.

### **A.2 How do you feel the current interventions are working?**

- Witness that emergency police find it hard to drive on Richmond Road because the road is always gridlocked. The crime that happens on motorscooters or motorbikes escape quickly because police can't chase them because of the queuing traffic on Richmond Road.
- Recently the bus lane on Mare Street going south has been reduced in length, which means that fewer drivers are getting stuck in the yellow box. Previously they'd come

out of Richmond Road and get stuck in traffic, unable to drive in the bus lane and unable to get into the lane for traffic.

- Happy that air quality issues are being taken into account.
- These measures have put people off driving which is really good as it has stopped so many unnecessary journeys. Some residents use their cars less now that all the restrictions are in place. Recognition that the interventions would be inconvenient for the initial period of time but, long-term, some of the non-local traffic would avoid the area completely.

### **A.3 Looking at the issues you've identified relating to walking, cycling and traffic in the local area, do you have any suggested improvements?**

- Want measures put in place like the ones in Waltham Forrest.
- The traffic light phases change during different times of the day at the Richmond Road and Mare Street junction. Adjust the traffic lights so more traffic can flow from Richmond Road into Mare Street. Currently traffic gets stuck in the junction after the light goes red, then they back up or drive through on red.
- Broadway Market should be pedestrianised.
- Concern about closure to traffic on Broadway Market.
- Construction work in the area needs to be more closely monitored. Workers leave rubbish on the road, leave early and start at inconvenient times.
- Interventions are needed off of Kingsland, Queensbridge and Englefield Roads.
- Sync traffic lights in the area.
- Make Richmond Road a one-way street in the opposite direction to current flows of traffic, changing the orientation in the mornings and evenings.
- Make Richmond Road like Lansdowne Drive where there's priority. Or install and move a central reservation at certain times of the day to allow flow of traffic. Debate at the table that this would then lead to speeding and dangerous driving.



**Richmond Road Workshop**  
Wednesday 14 November 2018  
7pm to 9pm

## Agenda

<b>18.30</b>	<b>Registration</b>	
<b>19.00</b>	<b>Welcome, overview and presentation</b> on current interventions in the area around Richmond Road	Kate Hart
<b>19:35</b>	<b>Roundtable discussions</b> facilitated by Hackney Consultation and Streetscene officers	
<b>19:40</b>	<b>QUESTION 1 (20 MINUTES):</b> What are your experiences of using Richmond road?	
<b>20:00</b>	<b>QUESTION 2 ( 20 MINUTES):</b> How do you feel the current interventions are working?	
<b>20:20</b>	<b>QUESTION 3 (20 MINUTES):</b> Looking at the issues you've identified relating to walking, cycling and traffic in the local area, do you have any suggested improvements?	
<b>20:40</b>	<b>Feedback:</b> Each table agrees top three points to share with the room relating to Question 3 (discussing ideas and solutions)	
<b>20.45</b>	<b>Group Feedback:</b> One delegate shares with the room	
<b>21:00</b>	<b>Event Close</b>	

## Aims of the event

- To talk to local people about their experiences of cycling, walking and driving on Richmond Road
- To get feedback on current interventions in the London Fields Area
- To listen to suggestions and ideas of improving the Richmond Road environment
- To use feedback from this and following workshops to shape the schemes that are developed

## Current interventions in the area

### 1. Re-arranged parking bays – Richmond Road



## London Fields Area – Current Interventions

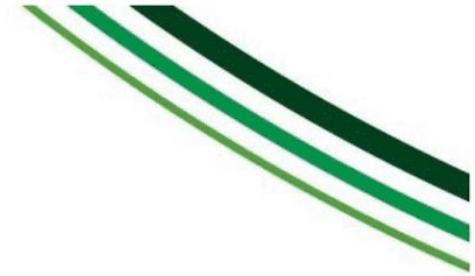


### 2. School Street – Gayhurst Road/London Fields West Side



## Current interventions in the area

### 3. School Street – Westgate Street



## Current interventions in the area

### 4. Bus Gate – Lansdowne Drive/Trederwen Road



## Current interventions in the area

### 5. Banned left turn – Mare Street/Richmond Road



## Current interventions in the area

### 6. Traffic lights – Middleton Road/Queensbridge Road



## Current interventions in the area

### 7. Traffic calming – Albion Road to Middleton Road



## Current interventions in the area

### 8. Width restriction – Middleton Road/Mayfield Road



## Current interventions in the area

### 9. Width restriction – Middleton Road/Lansdowne Drive



## Working group

- In October 2018 invitation letters were sent out to local residents and stakeholders for the first of three workshops for Richmond Road



## Workshop 1

At this first workshop we want to hear about:

- Your experiences of using Richmond Road
- How you would evaluate current interventions in the local area
- What ideas and solutions you have for improving walking, cycling and reducing traffic on the road



## Workshop 2

- Winter 2019
  - Present the key issues raised in Workshop 1
  - Present the key ideas and interventions raised in Workshop 1
  - Identify the best workable interventions for Richmond Road



## Workshop 3

- Spring 2019
  - Present the drawn-up options
  - Narrow down the options
  - Present the next steps



## Future schemes

- Triangle Road – Scheme to minimise the impact of through traffic
- Broadway Market – Possible interventions to commence in 2019
- Scriven Street – Scheme to minimise the impact of through traffic



## Workshop Questions

Question 1 (19.40 – 20.00)

What are your experiences of using Richmond Road?

Question 2 (20.00 – 20.20)

How do you feel the current interventions are working?

Question 3 (20.20 – 20.40)

Looking at the issues you've identified relating to walking, cycling and traffic in the local area, do you have any suggested improvements?



## Richmond Road – Workshop

### Next Steps

- Collate, analyse and feedback the findings from this workshop to inform the discussions at Workshop 2

**DECISION AUDIT FORM**

For use by Assistant Directors in Exercising (Category 3) or delegated powers  
- (Protocol for Officer Delegation)

**ENVIRONMENT DIRECTORATE – Traffic and Transportation Section**

**DECISION: - Reading Lane and Wilton Way Road Closures**

**Agree to:-**

1. Give approval to proceed and make the experimental closures on Reading Lane and Wilton Way permanent (The experimental traffic order will be made permanent).

**Reason**

1. To reduce traffic volumes around the town hall.
2. To make streets more attractive and convenient for walking, cycling and socialising.
3. To improve road safety on Mare Street at its junctions with Reading Lane and Wilton Way.

**Background / Proposals**

The Council is committed to improving road safety and the streetscape along the highway network in Hackney. Representations were received by the Council to investigate options to reduce rat running in the residential streets adjoining Mare Street.

As part of the Council's Service First Capital Programme the Council closed Reading Lane and Wilton Way to motorised vehicles by the installation of gated closures as shown on the attached plan in Appendix A. Access for pedestrians, cyclists and the emergency services was still maintained.

The closures were installed on April 19th 2010 on an experimental basis under Sections 9 and 10 of the "Road Traffic Regulation Act 1984".

The closures were installed to reduce 'rat running' in the area and provide a safer pedestrian environment. There had been 11 personal injury accidents over a three year period on Mare Street between Reading Lane and Wilton Way prior to the closures.

There have not been any accidents on Mare Street between Reading Lane and Wilton Way in the eight months following the installation of the gates. (latest available data to 31/12/10).

### **Financial Implications**

The cost to make the experimental closures permanent will be £2k.

This cost will be funded from the Council's Service First capital budget.

The Council will also be seeking further funding to provide environmental improvements and make the closures aesthetically pleasing. The environmental improvement scheme will cost £120k and will be subject to successfully securing funds from the Council's capital budget.

### **Conclusion**

The Council have not had any formal objections to the closures during the past 11 months and also have not had any comments / concerns from residents directly.

The following councillors have been formally consulted on the making the closure permanent; Alan Laing, Samantha Lloyd, Vincent Stops, Tom Price, Emma Plouviez, Patrick Vernon, Luke Akehurst, Sally Mulready, Guy Nicholson, Michael Levy, Simche Steinberger and Bernard Aussenberg.

**Ward Members**

Cllrs Alan Laing and Vincent Stops support the proposals. Cllrs Samantha Lloyd, Tom Price, Emma Plouviez, Patrick Vernon, Luke Akehurst, Sally Mulready and Guy Nicholson have no objection to the permanent closures (ward councillors for Hackney Central, Chatham and Queensbridge).

**Other Members**

Cllrs Simche Steinberger, Bernard Aussenberg, Michael Levy and Benzion Papier have objected to the closures (ward councillors for New River, Springfield and Lordship). Their objection and the Council's response are attached in Appendix B.

Taking into account that there have not been any objections from the local community and giving due consideration to objections from Cllrs Simche Steinberger, Bernard Aussenberg, Michael Levy and Benzion Papier officers recommend that the experimental closures are made permanent and the necessary traffic order is made.

**Date of Implementation**

The closures will be made permanent in July 2011.

**Approval**

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

Signed..........

Dated.....23/05/11.....

**Tom McCourt**  
**Assistant Director – Public Realm**

**CC**

**Cllr Demirci – Cabinet Member for Neighbourhoods**  
**Steve Walker – Traffic and Transportation Manager**  
**Andy Cunningham – Head of Streetscene**