

## **DELEGATED POWERS DECISION**

### **STREETSCENE SERVICE**

#### **Climate, Homes and Economy**

#### **Albion Road (B104)**

#### **Road Safety and Public Realm Improvement**

##### **AGREE TO:**

- Proceed with statutory consultation and the advertising of the necessary Traffic Management Orders to:
  - Introduce additional traffic calming measures along Albion Road to reduce traffic speeds for vehicles that do not adhere to the existing 20mph speed limit. The speed cushions will be located on Albion Road at the following locations: 47 metres south of its junction with Stoke Newington Church Street. 70 metres south of its junction with Hawksley Road. 67 metres north of its junction with Barbauld Road. 6 metres north from the boundary of 101 and 103 Albion Road.
  - Create a permanent road closure at the junction of Albion Road (B104) and the junction of Albion Road (side road) leading to Clissold Crescent.
  - Create new blended crossings at the junction of Clissold Crescent and Carysfort Road. This would provide continuous footways with urban greening infrastructure (rain gardens) that prioritise pedestrians and slow traffic down.
- Install a series of Sustainable Urban Drainage Systems (SuDS) along Albion Road, to reduce the amount of rain water being transmitted into the main sewer system, whilst reducing potential surface water ponding and to improve the look and feel of the local environment.
- Proceed with a statutory consultation to permanently reduce the length of the following six permit parking spaces to replace them with Sustainable Urban Drainage Systems (SuDS):

- Removal of 5 metres of resident parking space (permit holders M) from the western kerblines of Albion Road 46 metres south from the junction with Stoke Newington Church Street
- Removal of 5 metres of resident parking space (permit holders M) from the eastern kerblines of Albion Road 33 metres south from the junction with Stoke Newington Church Street.
- Removal of 8 metres of resident parking space (permit holders M) from the western kerblines of Albion Road 7 metres north from the boundary line of 159 and 161 Albion Road.
- Removal of 5 metres of resident parking space (permit holders M) from the eastern kerblines of Albion Road 9 metres north from the boundary line of 178 and 178.5 Albion Road.
- Removal of 8 metres of resident parking space (permit holders M) from the western kerblines of Clissold Crescent 8 metres southwest from the junction of Albion Road
- Removal of 5 metres of existing double yellow line north from the boundary of 106a Albion Road.
- Removal of 5 metres of existing double yellow line south from the boundary of 31 and 33 Albion Road.
- Removal of 6 metres of resident parking space (permit holders M) from the south east corner of Albion Road adjacent to Avon House to provide for vehicle turning movements in front of the road closure.

## **REASONS**

The proposals will assist to make Hackney a more sustainable, greener and safer borough by encouraging users of the borough to give further consideration to using more sustainable modes of transport to assist improving local air quality, reduce car dominance, reduce accidents and assist in the reduction of the use of residential roads by through-traffic.

The Council is also committed to its 2019 Climate Emergency Declaration to achieve a 45% reduction in emissions against 2010 levels and net zero emissions by 2040. Delivering schemes such as the rain gardens on Albion Road alongside a reduction in the speed and number of vehicles travelling through our borough is seen as a key contributor to Hackney achieving this target.

Under the Traffic Management Act 2004, local authorities have a duty of care to all road users, including pedestrians and cyclists, and to facilitate more sustainable and better use of road space.

### **The proposals will:**

- Encourage more sustainable modes of transport, such as walking and cycling, and provide people with more green space as well as improve air quality.
- Improve road safety by reducing traffic speeds on Albion Road.
- reduce the amount of rain water being transmitted into the main sewer system, through the introduction of Sustainable urban Drainage Systems (SuDS) to eradicate potential surface water ponding,
- to change the look and feel of the local environment.
- Retain and relocate (if possible) the original horse trough on Albion Parade.
- Increase footway space through the introduction of blended crossings (continuous footways)
- Proposed permanent road closure at the junction of Albion Road (B104) and the junction of Albion Road (side road) leading to Clissold Crescent.

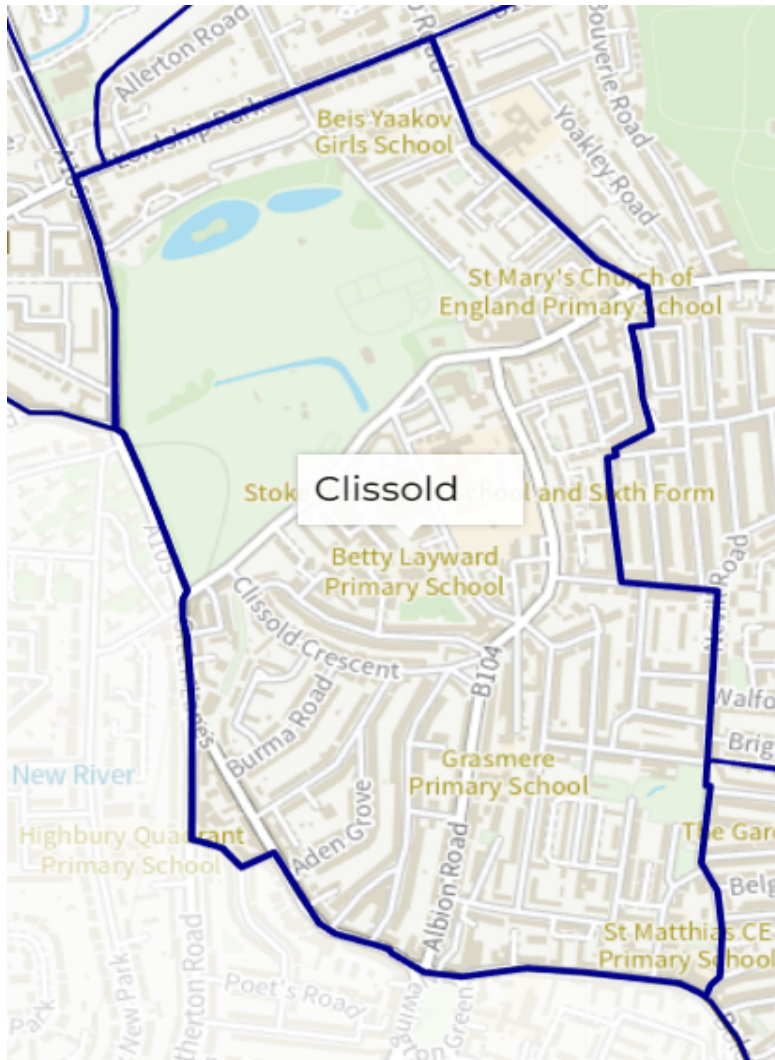
## **1. Background**

- 1.1. While traffic volumes on Albion Road have decreased since Stoke Newington's trial low traffic neighbourhood (LTN) was introduced, there are still reported issues with vehicles speeding.
- 1.2. Between January 2017 and December 2021 a total of 20 collisions which resulted in personal injuries, were recorded by the police on Albion Road between Newington Green and Stoke Newington Church Street. There were 20 casualties, of which five serious injury casualties and 15 slight injury casualties. Records indicate two of the casualties were pedestrians, seven cyclists, eight motorcycle riders, with the remaining three being vehicle drivers and passengers. This is despite the road being subject to existing traffic calming measures.
- 1.3. In developing the proposals, the Council has spoken with the Albion Road Resident Association (ARRA) to obtain feedback on current road safety concerns. This engagement has found that speeding traffic is a risk to pedestrians and cyclists, especially to those travelling to and from local businesses and Grasmere Primary School.
- 1.4. We have developed a set of proposals that aims to improve road safety for all road users. This would contribute to reducing the traffic speed and road collisions along the road.
- 1.5. This scheme is intended to complement Stoke Newington Church Street Low Traffic Neighbourhood scheme that has been introduced in surrounding streets. These were installed in order to deter through traffic from using residential roads as a shortcut, to avoid traffic congestion on the main roads (east-west direction from Kingsland High Street (A10) to Green Lanes (A105)).
- 1.6. Furthermore, a target of 40% increase in tree canopy cover on the highways has been set for the Borough and every opportunity is being taken to meet this. There is significant potential for increased urban greening along Albion Road to improve the public realm.

- 1.7. We also propose to install Sustainable Urban Drainage Systems (SuDS) along Albion Road, to reduce the amount of rain water being transmitted into the main sewer system, whilst eradicating potential surface water ponding.
- 1.8. The proposal for further traffic calming and public realm improvements on Albion Road is a scheme that adheres to the 2019 Climate Emergency Declaration.
- 1.9. Albion Road (B105) is a 'B' classification road which is intended to distribute traffic to local areas, and to feed traffic between 'A' roads and smaller roads on the highway network. This makes the road an emergency services main route. Albion Road is approximately one kilometre long and runs north to south from Stoke Newington Church Street to Newington Green. The road is subject to the borough 20 mph maximum speed limit.
- 1.10. There are nine junctions adjoining Albion Road. Seven of these junctions are north of Albion Parade and include Church Walk, Clissold Road and Carysfort Road to the west and Hawksley Road, Barbould Road, Albion Grove and Church Walk to the east. The two remaining junctions are south of Albion Parade and include Lavell Street to the west (which is closed to through traffic) and Howard Road which is situated to the east.
- 1.11. The road width in the top half of Albion Road is approximately 9 metres from the Stoke Newington Church Street section and narrows down to 7 metres in some locations. This is further reduced where resident parking bays are situated, in this case the road width can be reduced to approximately 6 metres. The section of Albion Road between Albion Parade and Newington Green averages 6 and 7 metres in width and where there are parking bays situated this can be reduced to 5 metres. Therefore, whilst this can contribute to slowing down vehicles this can also cause congestion, especially when a bus has to move out into the middle of the road to get past a resident parking bay. However, this has not been raised as an issue with London Buses
- 1.12. Albion Road is characterised by tall terraced Victorian housing, many of which were developed by the builder William Cubitt from 1821 onwards. The houses have a small frontage pattern which is common along the route. Albion Road suffered from significant bomb damage during the second world war. The Hawksley Court Estate on Albion Road, adjacent Hawksley Road was rebuilt in 1948 on a bomb site. Therefore, the road encompasses Victorian housing and modern post-war blocks of flats.
- 1.13. A parade of shops is situated between Clissold Road and Carysfort Road on both sides of Albion Road and provides a range of amenities for local

residents and is a significant focal point for local residents and visitors to the area and hence generates significant pedestrian activity.

- 1.14. Albion Parade connects Albion Road to Clissold Crescent and is the location of Albion Parade park. Albion Parade park is a triangular shaped park that was re-landscaped in 1953 as a garden to celebrate the coronation of Queen Elizabeth II. Albion Parade is also the location of Avon House, a block of flats that were built in the 1970's on a World War 2 (WW2) bomb damaged site. Medway House on Clissold Crescent, also a block of flats, was constructed in the 1970's, also on a WW2 bomb damaged site. A historical horse trough that is locally distinctive is located at the east corner of Albion Parade.
- 1.15. A potential road safety issue has been identified at the junction of Albion Road (B104) and the junction of Albion Road leading to Clissold Crescent. The visibility of vehicles turning right out of the junction onto Albion Road (B104) is diminished due to the existing extended footway that reduces the sightline of oncoming northbound traffic. In addition, the visibility of vehicles turning left out of Albion Road onto Albion Road (B104) is reduced through the presence of stationary buses. Furthermore, this junction creates a potential risk to all road users, especially pedestrians, due to the current road layout which has the potential for significant vehicle turning movements into and out of the junction. Therefore, it is recommended to close the junction permanently to improve pedestrian access across the junction.
- 1.16. Albion Road has three southbound and three northbound bus stops serving bus route 341 from Meridian Water Station (Edmonton) to Waterloo and bus route 141 from Tottenham Road (Palmers Green) to London Bridge.
- 1.17. There are 17 residents parking bays on Albion Road, including two electric vehicle charging bays adjacent to Hawksley Court. The residents parking bays are in zone M (Resident permit holders only, Moni-Fri, 8.30am-6.30am, Saturday, 8.30am-1.30pm). There are two lengths of 'pay at machine' parking bays situated within the central shopping area provided for visitors with a two hour parking limit. A similar parking bay arrangement is situated at the junction of Clissold Crescent and Albion Road with a combined permit parking and visitor four hour limit. This is significant because one of the aforementioned bays will be affected by the proposals.
- 1.18. Albion Road is within the Clissold ward, which is in the constituency of Hackney North and Stoke Newington and falls within the N16 postcode.  
**Figure 1.**

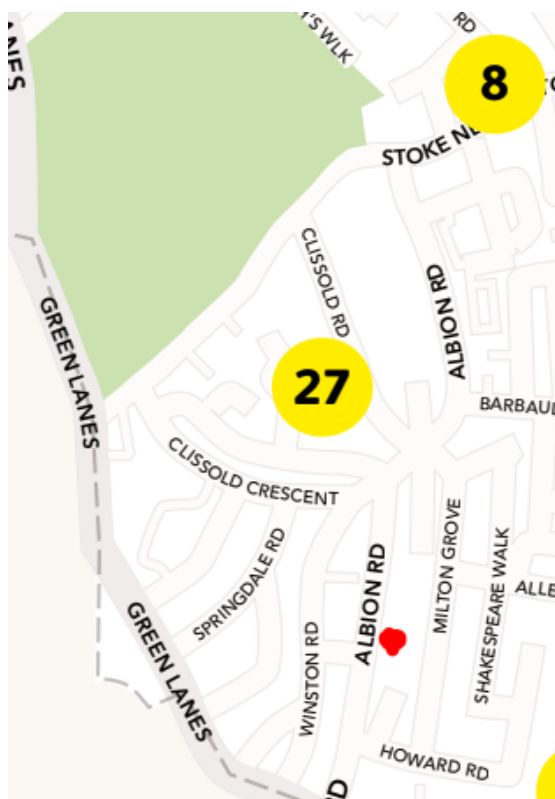


**Figure 1 Clissold Ward**

- 1.19. Traffic Management changes will aid vulnerable users and local pedestrians to walk to local primary and secondary schools without additional traffic risks.
- 1.20. These proposals are consistent with the Council's Transport Strategy.

### **Schools**

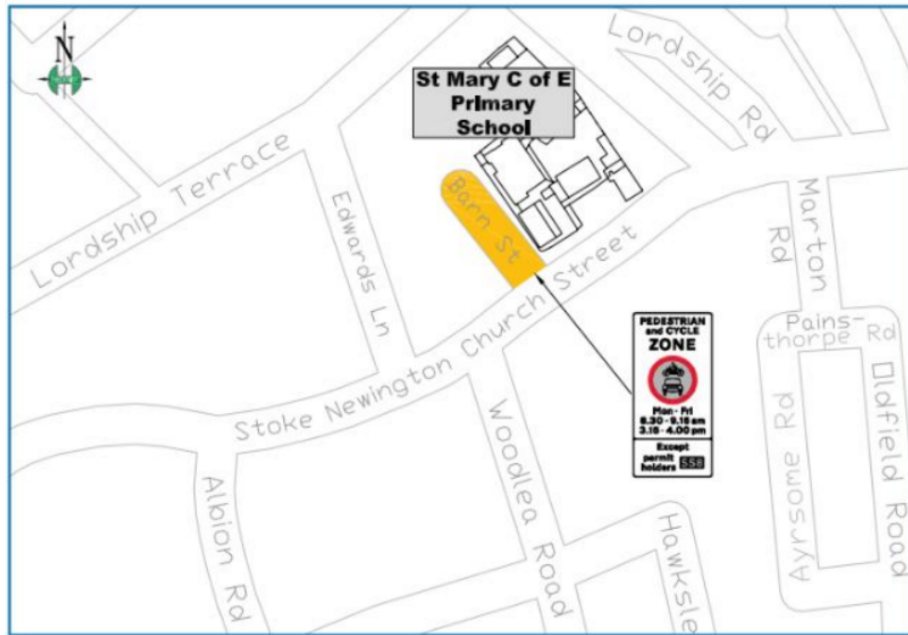
- 1.21. **Figure 2** shows the location of the schools around the area of Albion Road respectively. Grasmere Primary School is located at 92 Albion Road at Town Hall Approach, which is a pedestrian passageway. A raised zebra crossing is located at this location with pedestrian guardrail.



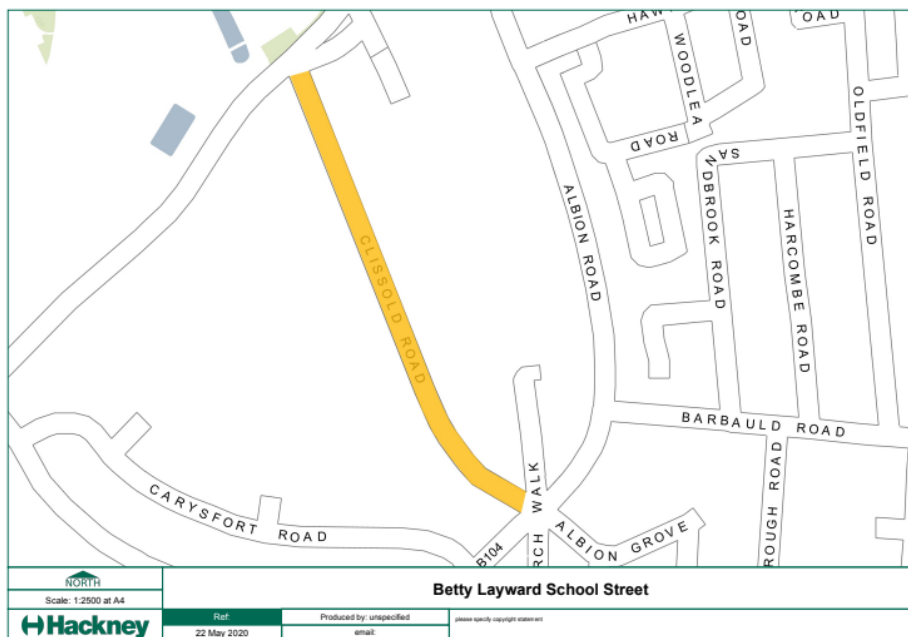
**Figure 2. St Mary's Church of England School (No. 8) and Betty Layward Primary School (No. 27). Grasmere Primary School is indicated in red**

- 1.22. Albion Road itself is not a school street; however, it provides access to both St Mary's Church of England School located in Stoke Newington Church Street (School Street SS8) Figure 3 and Betty Layward Primary School (School Street SS27) Figure 4 which is located in Clissold Road. <https://hackney.gov.uk/school-streets>
- 1.23. The Council are looking at Grasmere School for a school streets scheme in 2023-24, the work will likely focus on Church Walk, as this leads to the main pedestrian school entrance. Preparation work for this starts 2022/23 and it is anticipated to be implemented in 2023/24.





**Figure 3 School Street - St Marys Church of England School**

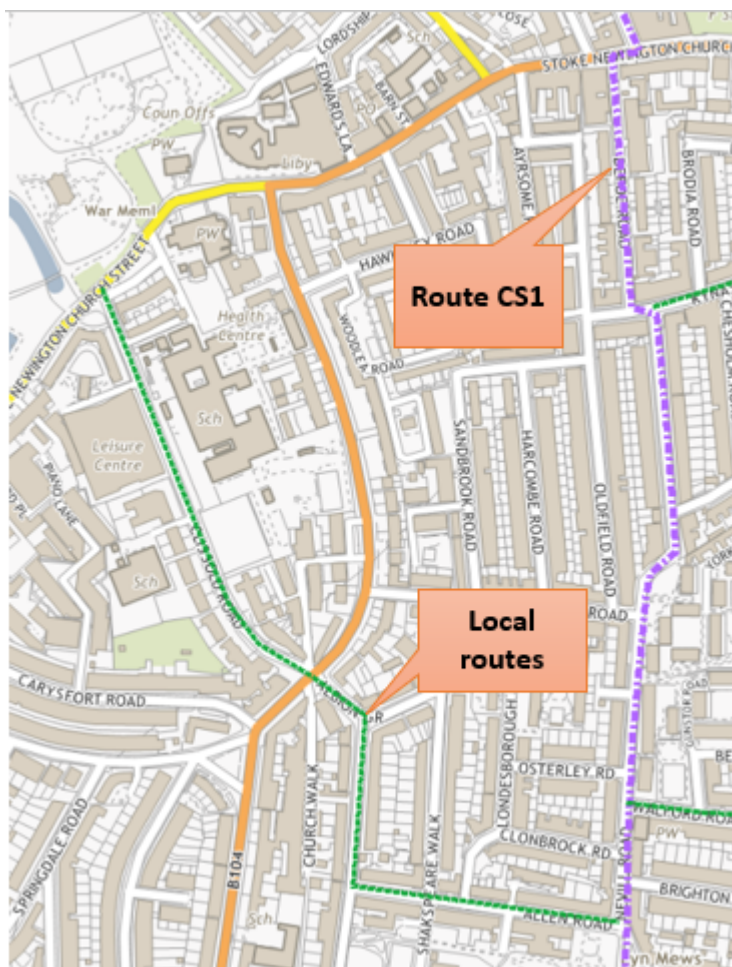


**Figure 4 - Betty Layward Primary School**

## Cycle Routes

- 1.24. Albion Road is not a designated cycle route. However, Nevill Road and Wordsworth Road, both which run parallel to Albion Road and the A10 north to south from Stoke Newington Church Street, is a CS1 cycle route signed for cyclists. In addition, a 'quieter road' cycle route from Stoke Newington Church Street connects Clissold Road and Allen Road west to east across

Albion Road, see Figure 5. Details can be found on the Hackney website at: <https://hackney.gov.uk/movebybike/#map>



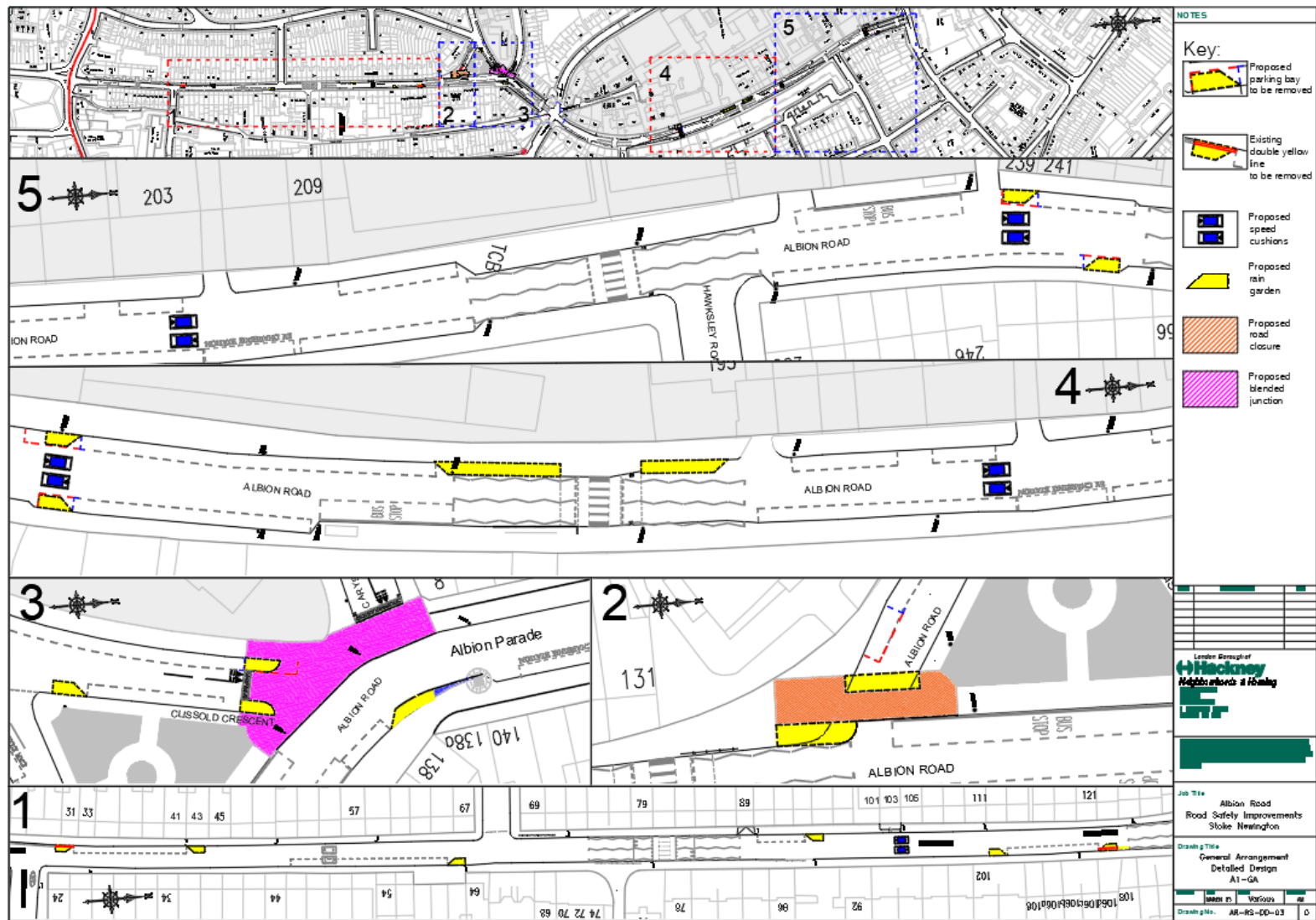
**Figure 5. Cycle route map**

## **2. Proposals**

- 2.1. The Albion Road proposed road safety and public realm improvements aim to introduce new road safety measures along Albion Road. This includes introducing additional traffic calming measures, a road closure at the junction of Albion Road leading to Clissold Crescent incorporating a continuous footway, including a blended crossing at Clissold Crescent and Carylfort Road (subject to funding) and a series of Sustainable Urban Drainage Systems (SuDS) along the length of Albion Road, adjacent to or partly within existing resident parking bays.
- 2.2. The Albion Road consultation drawing of the proposed scheme is shown in **Figure 6a & 6b.**

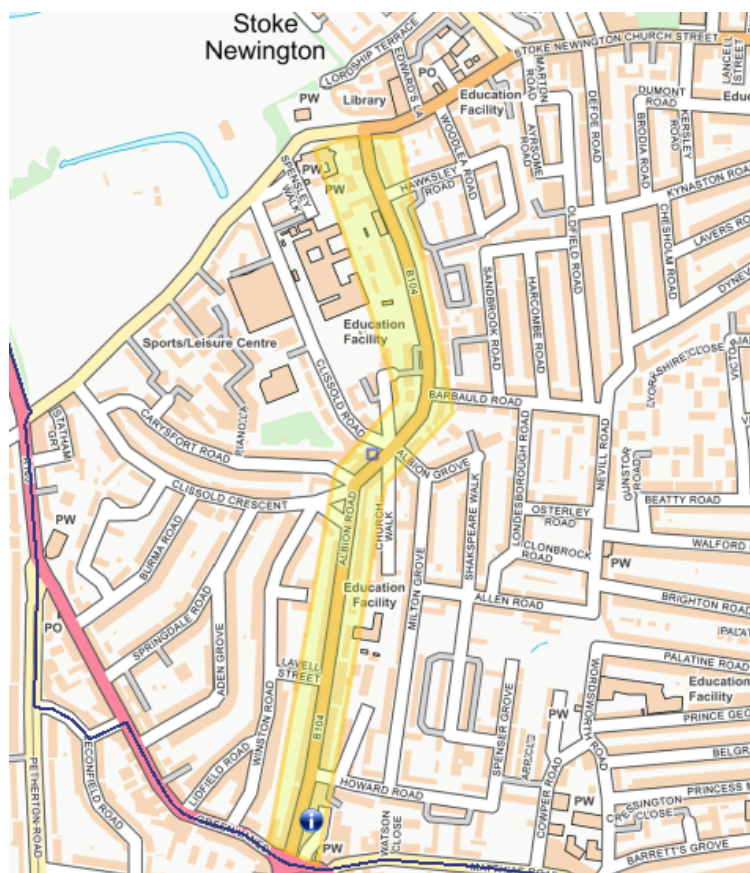
- 2.2.1. Introduce an additional set of traffic calming measures along Albion Road to reduce traffic speeds for vehicles that do not adhere to the existing 20mph speed limit. The additional speed cushions would ensure that the traffic calming features are spaced out at an equal distance, thereby achieving lower speeds throughout the road.
- 2.2.2. A small footway build-out on Albion Road opposite Carysfort Road, to realign and reduce the carriageway width. This would also accommodate urban greening such as trees and low level plants and SuDS.
- 2.2.3. Several build-outs with urban greening are proposed, to be introduced at the edge of or partly within existing parking bays along the entire length of Albion Road, on both sides of the road. This would change the look and feel of the environment, in order to influence driver behaviour.
- 2.2.4. Albion Road (B104) would have four parking bay spaces removed, equating to 23 metres in total. However, it is considered that there is adequate parking space within parking zone M to offset this loss of parking.
- 2.2.5. Albion Road outside Avon House would have one parking bay removed, equating to 6 metres in total.
- 2.2.6. Install urban greening by the zebra crossing adjacent Hawksley Court, to change the look and feel of the environment, and to create a positive influence on driver behaviour.
- 2.2.7. Proposed permanent road closure at the junction of Albion Road (B104) and the junction of Albion Road (side road) leading to Clissold Crescent.
- 2.2.8. New blended crossings at the junction of Clissold Crescent and Carysfort Road to provide continuous footways with urban greening that prioritise pedestrians and slow traffic down.
- 2.2.9. Clissold Crescent would have one parking bay removed, equating to eight metres in total.

Figure 6a Albion Road consultation drawing



### **3. Community consultation**

- 3.1. There is a demand from the local residents in the area to reduce the perceived speed of traffic in Albion Road. There is a safety implication as there are a number of schools and nurseries in the vicinity and residents, including the Albion Road Residents Association (ARRA), have written to the Council requesting that something be done to mitigate the perceived speed of traffic. The Council have had a number of meetings with the ARRA to discuss road safety matters.
- 3.2. The local community was consulted on the Albion Road Scheme as shown in Figure 6, in the consultation packs distributed to the area highlighted in yellow in Figure 7.
- 3.3. A consultation was carried out from the 2nd November 2022 to 29th November 2022, consultation leaflets were delivered to residents and business properties, to provide their feedback to the proposals by responding to 'Freepost Streetscene.'
- 3.4. Residents and businesses were also able to electronically write to [streetscene.consultations@hackney.gov.uk](mailto:streetscene.consultations@hackney.gov.uk)
- 3.5. The Hackney website had information on the Albion Road consultation found at <https://consultation.hackney.gov.uk/streetscene/albion-road/>
- 3.6. The local ward councillors were contacted prior to the public consultation, so that they could communicate the information through their surgeries and networks.
- 3.7. Stakeholders were also contacted during the public consultation, including Grasmere Primary School, ARRA, Living Streets, Hackney Cycling Campaign, emergency services and others, in order for a wide range of stakeholders to contribute by providing feedback on the proposals.



**Figure 7 Albion Road consultation area**



#### 4. Data Collection Methodology

##### Traffic survey data

- 4.1. Traffic surveys were undertaken over seven days on Albion Road in November 2020 and May 2021. The data was obtained from four different locations along Albion Road including northbound and southbound traffic **See Table 1 & 2.**
- 4.2. In Albion Road, the survey data showed a traffic increase of 26% in the northbound direction and a 1% decrease in the southbound direction during the above period, **See Table 3.**
- 4.3. The traffic data indicated that average (mean) vehicle speeds is below the speed limit while the 85%tile speeds are above the speed limit **See Table 1 & 2**
- 4.4. Additional counts will be carried out once the scheme is implemented in order to monitor the scheme's effectiveness.

<b>Table 1: Traffic volume &amp; Speed on Albion Road - November 2020</b>						
<b>Road Name &amp; Location</b>	<b>7 day Av Volume</b>		<b>85% til speed</b>		<b>Mean speed</b>	
	<b>North bound</b>	<b>South bound</b>	<b>North bound</b>	<b>South bound</b>	<b>North bound</b>	<b>South bound</b>
Albion Road - LC3	4,432	3,712	22.8	21.5	18.6	16.9
Albion Road - LC20	4,107	3,445	20.4	20.7	16.7	17.6
Albion Road - LC27	3,655	4,512	20.0	22.0	15.9	18.2
Albion Road - LC41	3,287	4,061	23.5	22.3	19.2	18.3
<b>Total Average</b>	<b>3,870</b>	<b>3,933</b>	<b>21.7</b>	<b>21.6</b>	<b>17.6</b>	<b>17.8</b>

<b>Table 2: Traffic volume &amp; Speed on Albion Road - May 2021</b>						
Road Name & Location	7 day Av Volume		85% til speed		Mean speed	
	North bound	South bound	North bound	South bound	North bound	South bound
Albion Road - LC3	5441	4432	22.8	21.3	18.6	16.7
Albion Road - LC20	4973	3890	24	23.5	19.8	19.5
Albion Road - LC27	4557	3447	21.8	21.8	18.3	18.2
Albion Road - LC41	4521	3839	24.7	25.2	20.4	20.5
<b>Total Average</b>	<b>4,873</b>	<b>3,902</b>	<b>23.3</b>	<b>22.9</b>	<b>19.2</b>	<b>18.7</b>

<b>Table 3: Traffic volume &amp; Speed on Albion Road - Jan 2023</b>						
Road Name & Location	7 day Av Volume		85% til speed		Mean speed	
	North bound	South bound	North bound	South bound	North bound	South bound
Albion Road - LC3	3155	3511	22.6	20.4	17.8	16.4
Albion Road - LC20	3492	2480	22.9	21.5	19.0	17.9
Albion Road - LC27	2815	2074	21.3	20.1	17.3	16.2
Albion Road - LC41	2595	2269	22.8	23.6	18.6	19.5
<b>Total Average</b>	<b>3014</b>	<b>2583</b>	<b>22.4</b>	<b>21.4</b>	<b>18.0</b>	<b>17.5</b>



<b>Table 3: Comparison - Traffic volume &amp; Speed on Albion Road</b>						
<b>No</b>	<b>7 day Av Volume</b>		<b>85% til speed</b>		<b>Mean speed</b>	
	<b>North bound</b>	<b>South bound</b>	<b>Northbound</b>	<b>South bound</b>	<b>North bound</b>	<b>South bound</b>
<b>Table 1 - Total Average November 2020</b>	3,870	3,933	21.7	21.6	17.6	17.8
<b>Table 2 - Total Average May 2021</b>	4,873	3,902	23.3	22.9	19.2	18.7
<b>Table 3- Total Average Jan 2023</b>	3014	2583	22.4	21.4	18.0	17.5
<b>Change from Baseline May 2021 (%)</b>	<b>26 %</b>	<b>- 1 %</b>	<b>7.4 %</b>	<b>6 %</b>	<b>9 %</b>	<b>5 %</b>
<b>Change from Baseline Jan 2023 (%)</b>	<b>- 22 %</b>	<b>- 34%</b>	<b>3%</b>	<b>0.9%</b>	<b>+2%</b>	<b>-2%</b>
<b>Average Change in both direction from Baseline (%) 2023</b>	<b>-39 %</b>		<b>1.95 %</b>		<b>0 %</b>	

- 4.5. The traffic volume and speed data displayed in Tables 1, 2 & 3 indicates a -39% reduction in vehicles travelling both north and south bound on Albion Road over the period November 2020 to January 2023. The reference data in Tables 1, 2 & 3 shows that this data was gathered at exactly the same locations on Albion Road.
- 4.6. Furthermore, the data in table 1 & 2 was gathered before the Council introduced a trial low traffic neighbourhood (LTN) in Stoke Newington Church Street in October 2021, including a “bus gate” operating between 7 am to 7pm and 5 other road closures in the area including traffic filters on Nevill Road, Oldfield Road by Sandbrook Road, see link; <https://rebuildingagreenerhackney.commonplace.is/proposals/stoke-newington>. An LTN scheme was implemented in the Clissold Crescent junction with Carysfort Road in June 2020. The Walford Road LTN was introduced in November 2020, including traffic filters on Allen Road, Clonbrock Road and Walford Road, see Figure 8.



**Figure 8. Area Filter Map**

- 4.7. Whilst the total average of traffic travelling southbound on Albion Road has decreased from the November 2020 baseline, there has been an increase in 85th percentile speeds, in particular in the northbound direction and an increase in mean speeds northbound.
- 4.8. The data collection period between November 2020 and May 2021 coincided with the start of the second Covid-19 lockdown on 5 November 2020 and the third lockdown on 6 January 2021. It is presumed that the majority who regularly travel to or through the area during this period by car, may have been working from home.

### **Collision data**

- 4.9. Albion Road, road traffic collision data was analysed from the period January 2017 - December 2021 using STATS19 data. **See Table 4**

<b>Table 4: Road traffic collisions on Albion Road</b>				
	<b>Killed</b>	<b>Serious</b>	<b>Slight</b>	<b>ALL</b>
2017	0	2	3	5
2018	0	0	3	3
2019	0	0	2	2
2020	0	2	4	6
2021	0	1	3	4
<b>Total</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>20</b>

<b>Table 5: Casualties (personal injury)</b>				
	<b>Killed</b>	<b>Serious</b>	<b>Slight</b>	<b>ALL</b>
Pedestrians	0	0	2	2
Cyclist	0	2	5	7
Motorbike	0	2	5	7
Vehicles	0	1	3	4
<b>Total</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>20</b>

- 4.10. There were 5 serious personal injury collisions on Albion Road during the above period (including 1 on Stoke Newington Church Street 30 metres east of the junction with Albion Road) see Table 5. The first occurred at the junction of Albion Grove that involved a car and a delivery vehicle. The second occurred 50 metres south of the junction with Clissold Crescent and involved a delivery vehicle and a cyclist. The third collision occurred near to the junction of Howard Road and involved a motorbike and a cyclist waiting to turn right. The fourth collision occurred close to the junction of Newington Green and involved a car and a motorbike. The majority of the collisions occurred during the hours of darkness with exception to the second which occurred during daylight with both vehicles travelling south to north.
- 4.11. There were 2 pedestrians involved in the collisions that happened on Albion Road, one by the junction of Clissold Road with a bus or coach which involved an adult pedestrian. The other one occurred by the junction of

Carysfort Road which involved a car and an adult pedestrian and both were slightly injured.

- 4.12. There were 18 collision's involving 7 cyclist's, 7 Motorcycles and 4 motor vehicles.
- 4.13. Out of the 7 cycles involved in the collision: 5 of which were slight injuries, 2 of which were serious injuries. Of the serious injuries 1 involved a motorbike and the other involved a lorry. 5 of these cycle collisions were at or close to junctions, whilst the remaining 2 occurred on the main route.
- 4.14. Out of the 7 motorcycle collisions involved, 5 of which were slight injuries, 2 of which were serious injuries. Of the serious injuries 1 involved a cyclist and 1 involved a vehicle. The remaining accident, which occurred on Stoke Newington Church Street, it is unknown how the collision occurred but involved a solo motorcycle that resulted in a serious collision. 7 of these motorcycle collisions were at or close to junctions.
- 4.15. There were 4 vehicle-on-vehicle collisions on Albion Road and one of those collisions was serious and occurred at the junction of Albion Grove. However, 1 additional accident involved a solo vehicle and it is unknown how the collision occurred.

#### **Detailed Collision summary**

- 4.16. The majority of road traffic collisions on Albion Road (01/01/17 to 31/12/21) have occurred at various locations along the entire route of Albion Road. In total, twenty collisions occurred, of those collisions 11 involved vehicles going ahead, 5 involved loss of control, 5 involved right turns and 3 involved overtaking vehicles.
- 4.17. Having reviewed the data, there does not appear to be a discernible 'hot-spot' for collisions; however, cyclists and motorcyclists would appear to be particularly vulnerable either at or within the vicinity of junctions. Furthermore, the age-group of cyclists indicated that they were 'mature' and presumably experienced cyclists.
- 4.18. It is to be concluded from the data provided, that the majority of collisions are attributable to not driving with due care and attention and to the conditions of the road. It can also be concluded that there are a number of collisions occurring due to motorists not taking adequate observation when entering or emerging from junctions.

## **5. Policy Context**

- 5.1. 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.
- 5.2. 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.
- 5.3. 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 Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents including the Council's emerging Local Plan and Health and Wellbeing Strategy.
- 5.4. 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.
- 5.5. 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.

- 5.6. **Road Safety Plan** - Hackney Council is committed to making our highways 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 Transport for London, our neighbouring boroughs and engagement with road users persuading them to behave more safely. This Road Safety Plan outlines some of the more successful initiatives undertaken by the Council to date.
- 5.7. **Cycling Plan** - 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.
- 5.8. It is considered that the Scheme would accord with a number of relevant policies set out in the Council's Local Implementation Plan and supporting plans to the Hackney 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

- Road Safety - LIP Objective 11 - Reducing road danger for all our residents but particularly more vulnerable groups such as the older people and children, cyclists, pedestrians and motorcyclists
- Road Safety - LIP Target 10 - Reduce the number of KSI casualties by 48% from a 2005-2009 baseline average of 218 to 114 on all roads, by 2022 and by 70% (from the 2010-2014 baseline of 177) to 53 by 2030 and to zero by 2041

### **Mayor's Manifesto Commitments 2022 - 2026**

5.9. The Scheme also aligns with certain manifesto commitments made by the current Mayor of Hackney

- We want Hackney's streets to be the most walking and cycle-friendly in London, leading the push to build people-focused neighbourhoods with cleaner air and healthier lives.
- Our Green New Deal will help make Hackney more resilient to a changing climate. It will tackle Hackney's toxic air and make the borough a better place to walk and cycle.
- By 2026, we will work to reduce the total number of miles driven on Hackney's roads by 15%, a 10% reduction in CO2 from all vehicles and a 10% reduction in ownership of polluting vehicles.

### **Mayor of London's Policies**

5.10. 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) 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.

5.11. 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 through modal filters, which is one of the main objectives of the Scheme.

## Climate Emergency Declaration

- 5.12. Hackney Council is committed to doing everything within its power to deliver net zero emissions across Council functions by 2040. That is ten years earlier than the target set by the government.
- 5.13. When it made [our commitment](#), the Council resolved to:
- tell the truth about the climate emergency we face.
  - 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 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.
  - call on the UK government to provide powers and resources to make the 2030 and 2040 targets possible.
  - campaign to change national policy where failure to tackle the challenges has undermined decarbonisation and promoted unsustainable growth.
  - support the campaign to create a just transition for workers and users.
  - help create a million public sector jobs nationally to help minimise the effects of the climate crisis. 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.
  - conduct an annual Citizens' Assembly with a representative group of local residents to allow for public scrutiny of the Council's progress and explore solutions to the challenges posed by climate change.
  - work with other local governments (in the UK and internationally) to discover the best methods to limit climate change and put them into practice.



## 6. Statutory consultation

- 6.1. The Council is recommending the implementation of this scheme to reduce road safety risk on Albion Road, using a permanent Traffic Management Order. The local residents, along with businesses and stakeholders, have been consulted, with the majority of responses supporting the scheme.
- 6.2. A total of 850 leaflets were sent out to residents and businesses and 114 responses were received, which equates to a response rate of 12.9%. Of all responses, 98 were online and 16 by post (paper copies). As **Table 6** illustrates below, the proposed scheme is supported by the local community with almost 81% of the responders supporting the designs. Only 15% were opposed to the scheme, equivalent to 17 respondents, while 5 were neutral.

Table 6: Summary of consultation responses		
Support	Oppose	Neutral
92 (80.7%)	17 (14.9%)	5 (4.4%)

### 6.3. Stakeholder

### 6.4. Parking Services

Hackney's Parking Services were notified of the proposed removal of parking spaces on Albion Road in November 2022. Albion Road is a public highway, the parking bays are controlled with residents permits. No comment or objection was received to the proposal.

A statutory consultation will be taken for the removal of 5 residents' parking bays, equivalent to 31 metres in length.

### 6.5. Emergency Services

The emergency services generally agree to traffic management changes including road closures as long as this does not adversely affect response times. The Albion Road (B104) junction with Albion Road (side road) will be a permanent closure. Therefore access to Albion Road (side road) will be via Clissold Crescent only. No objection was received to the proposal.

### Hackney comments:

The Albion Road (B104) junction with Albion Road (side road) closure leading to Clissold Crescent will be permanent with no through traffic and will not adversely affect response times as this is a short length of road (50m) between the Albion Road closure point and the junction of Albion Road (B104) with Clissold Crescent.

**Specific feedback from the emergency services includes the following:**

**6.6. Comments from Metropolitan Police Service:**

“From my perspective it is difficult to comment properly on concept designs such as these, but currently my only real concern is with the greening on the approaches to the zebra crossings as potentially causing intervisibility issues. My view on the scheme may change once at detailed design and/or post audit”.

**Hackney comments:**

The zebra crossing will have the footway area between the zig zag markings kept clear and any planting, including tree planting, will be at a low level where driver visibility is not restricted. Planting would take place in consultation with the Arboricultural officer where small shrubs are chosen appropriate to the location.

**6.7. Comments from London Ambulance Service:**

No comment or objection was received to the proposal.

**6.8. Comments from London Fire Brigade:**

No comment or objection was received to the proposal.

**6.9. Hackney Cycling Campaign (HCC):**

HCC responded to the consultation and the comment is as follows;

We welcome the closure of one arm of Albion Rd, and believe this will improve safety for cycling and pedestrians.

We welcome the introduction of a continuous footway at the entrances to Clissold Cr and Carysfort Rd. However, in the absence of detailed designs for these locations, we would like to highlight the following issues with the designs for continuous footway recently built on Stoke Newington Church St, in the hope they will be avoided on Albion Rd:

The main road kerb line and any features such as yellow lines should continue uninterrupted and unchanged along the width of the continuous footway, with no corner radiuses, tarmac or road markings to suggest the entrance to a side road

This is crucial for signalling visually to drivers that they are crossing a footway where pedestrians have priority

Specialised entrance kerbs should be used where vehicles cross the continuous footways. These force drivers to slow down, improving safety for pedestrians; the ramps used on Church St are too shallow, which risks conflict when drivers turn across them at speed. They also reduce the effective corner radius of the entrance, further slowing drivers. At 750mm length, they reduce the width of the footway less than the tarmac ramps on Church St, and provide more visual continuity. Manufactured in UK by Charcon, please see product details here: <https://www.aggregate.com/products-and-services/commercial-landscaping/kerbs/dutch-kerb>

The details of the intended treatment at the junction of Albion Rd, Church Walk, Albion Gr and Clissold Rd are missing from the consultation document. We note that Albion Gr and Clissold Cr form part of a well-used quietway cycling route between CS1 and Clissold Park, and as such, this junction should include a cycle crossing to give priority to cyclists crossing Albion Rd.

Although we welcome the intention to slow traffic on this road, we strongly object to the planned introduction of speed cushions. There are numerous issues with these:

- Large cars and vans can still be driven over them at speed
- In attempting to line up their wheels with the edges of the cushion, drivers are forced into potentially dangerous road positions, and distracted from their surroundings - They are uncomfortable to cycle over, and in attempting to avoid them, cyclists must either cycle in the centre of the road, or in the gutter
- They provide a very poor experience for non-standard cycles, which are slowed by them much more than cars are. Instead, vertical deflection to calm traffic should be by means of sinusoidal speed humps across the full width of the road. -

### **Hackney comments:**

The Albion Road scheme is a road safety scheme where the primary aim is to reduce vehicle speeds. As Albion Road is a bus route, appropriate traffic calming measures will be used, taking into consideration all vehicle types

expected to use this route. The spacing of speed cushions will be in accordance with design guidance.

The blended crossings will be constructed similar to those already installed at Flanders Way (adjacent Wick Road) and Beck Road (adjacent Mare Street). These particular crossings do not contain a reduced entrance kerb as the reduced entrance radius is amalgamated within the blended crossing itself in order to create uncertainty to naturally slow vehicles entering and exiting and vehicles should slow down to give way to pedestrians who are crossing. They also provide cycle markings to warn motorists to the presence of cyclists. Regarding the use of Dutch kerb, this product is not part of the Council's standard material specification. It is considered that this material could potentially be a maintenance issue as the entrance kerbs as suggested can become loose over time through the continuous crossing of vehicular traffic. It is our view that tarmac ramps are suitable for the safe and effective passage of cyclists.

#### **6.10. Albion Road Residents Association:**

We are generally very positive and supportive of the proposals. However, we would have liked to have seen the inclusion of the priority give way signs at the Newington Green end of the road that were discussed at our meeting and that we were under the impression would be included. Can you help us understand why they were not, please?

#### **Hackney comments:**

The proposals as described in the consultation, do not include a priority give way system. The initial discussions with the ARRA included an option for such measures. That option was dismissed because it would cause delays to London Buses and delays to vehicles in peak hour traffic.

We also took into consideration the fact that Albion Road is a B classification distributor road adjoining an A classification distributor road (Green Lanes) and a strategic emergency services route. We also took into consideration the spacing of a priority give way system, traffic volume, visibility, sight lines, delays to traffic, removal of resident parking bays (which add to traffic calming), proximity of street lighting, location of existing traffic calming features E.g. raised zebra crossings. Furthermore, a road safety design will often be constrained by the presence of various physical obstructions, parking bays, accesses, junctions, road widths, drainage, utility company apparatus etc.

Having taken all of these factors into consideration, including analysis of existing five year traffic data, it was decided to reduce traffic speed by means of vertical deflections and to influence driver behaviour by creating an environment which is more conducive to road safety and an awareness of pedestrians, cyclists and other road users. Hence, we opted for speed cushions as they are in existence already and are more favourable as they are more suited to environmental schemes on strategic emergency routes and also on main bus routes.

**6.11. Public consultation analysis**

6.12. Public consultation on Albion Road took place between 2 November 2022 and 29 November 2022. 850 leaflets were delivered.

6.13. This consultation sought to gather feedback regarding the proposed designs. Local residents and businesses were presented with a plan showing the proposed road safety and public realm improvements. The consultation was carried out online via Hackney's Consultation Hub, and a paper copy was sent to all households and businesses on Albion Road.

6.14. There was overwhelming support for the scheme, with a few residents or businesses opposed to the scheme.

6.15. Responses were received from 114 residents and businesses. 92 of these responses support the scheme proposals whilst 17 opposed and 5 don't know. See table 6

**6.16. Air/Noise pollution/Congestion:**

There were 4 comments regarding air or noise pollution.

- The main problem at the top of Albion road is noise pollution from mopeds and motorbikes accelerating out of church st and down Albion Road (mopeds delivering food at night and motorbikes visiting the motorbike shop at the junction of Church St and Bouverie Road.
- Congestion is a big problem outside our house (Albion road between Howard Road, Lavell St) due to parking on opposing sides of the road. This leads to lots of traffic arguments and congestion, and creates noise disturbance and increased pollution for local residents.
- LTN is not assisting it is causing more chaos and pollution
- The noise pollution of people speeding between traffic calming measures is also very disruptive.

- Due to the vast number of LTN's (and similar) that have been introduced in Hackney & the local boroughs I have found the following: Congestion of traffic along main routes considerably increased, standstill traffic for long periods of time. As a result pollution levels considerably increased, especially for the less privileged who have to live along those routes.

### **Hackney comments:**

There's no legal limit to road noise, although noise levels might be taken into account when new roads or houses and offices near roads are planned.

### **Vehicle noise limits**

There are limits to the amount of noise that vehicles can make on public roads. This applies to all types of vehicles.

In general, larger vehicles with bigger engines are able to make more noise.

### **Noise limits on tyres**

There are noise limits on tyres and since November 2012 all new tyres are graded and labelled to show how noisy they are.

### **Modified exhaust systems**

It's illegal to modify the exhaust system to make a vehicle noisier after it has been 'type approved' (checked it meets environmental and safety standards).

The police can also take action if your vehicle's silencer doesn't work in the way it was designed or if you're driving in a way that creates too much noise. Through the encouragement of using sustainable modes of transport, local congestion can be reduced. 70% of Hackney households do not own a motor vehicle and therefore provisions are made to provide sustainable transport alternatives to local residents, such as walking, cycling and using public transport. There are good links to public transport in the local area, with numerous bus services

Large vehicles such as lorries or buses, which can generate noticeable noise when traversing humps,

If the spacing between roads humps is around 50 to 60 metres, the speed difference will be 5 mph. The "speed difference" is the difference in speed in travelling between the road humps and at the road hump. Spacing of humps in excess of 100 metres will encourage high in-between and hence a large "speed difference" and greater emissions.

The speed humps reduce the speed of vehicles to 10-20 mph over the road hump and to 20-25 mph between the humps.

Reducing the speed along the road reduces the risk of an accident and/or severity of an accident.

Daytime noise levels can be reduced by 3dB (A) to 4dB(A) on roads where vehicle flows predominantly consist of light vehicles with very few large commercial vehicles (Traffic Advisory Leaflet 6/96, Department of Transport and the Regions). The typical speed at the road hump was 22km/h (13.6mph).

#### 6.17. **Cycling:**

There were 11 comments regarding cycling.

- Will the road closure still be open for bikes
- Please consider including a protected cycle track the length of Albion road.
- Removing all parking and installing a separated bike lane would be the most welcome, from my point of view.
- Introduction of cycle parking to replace some car spaces should be included.
- Perhaps we should be removing the parking along Albion road, which leads to problems when traffic overtakes quickly, ignoring oncoming cyclists and putting them in danger.
- The proposals fail to take the opportunity to address some key hazards for cycle traffic. In particular around the intersection with Carysfort Road and Clissold Crescent, where southbound cycle traffic is dangerously forced out into the middle of the road (and through a series of increasingly serious road defects) around a car parking space on a left bend. The car parking space should be removed. Similarly, cycling Northbound on Albion Road, Southbound cars turning onto those side roads frequently act as if they have right of way and have limited visibility, how can they be slowed down
- Please include a safe cycle crossing, e.g. tiger crossing, to link Clissold Rd with Albion Grove where they meet Albion rd, is this is a well-used quiet route to Clissold Park
- please provide safe cycle crossing of Albion Rd from Clissold Rd, to improve the safety of the link to CS1
- I would like to see an additional safe cycle priority crossing added to the plans where Clissold Rd meets Albion Rd to link CS1 with Clissold Park.

- Please include a safe cycle crossing, e.g. tiger crossing, to link Clissold Rd with Albion Grove where they meet Albion Rd, as this is a well-used quiet route to Clissold Park.
- I cycle up to Clissold park, turning right across Albion road into Clissold crescent. That turning feels a little unsafe and I hope this scheme will help improve that. It's the way you cycle left round a bend while also pulling right to get into position to cross.

### **Hackney comments:**

All options that are appropriate to the road and within the scope and budget of the scheme will be considered.

The road closure at Albion Road/Albion Parade will not be accessible for motor vehicles including cycles. The road is being closed for road safety issues relating to visibility at the junction

A protected cycle track along the length of Albion Road would require the removal of a significant amount of parking. This would likely be viewed negatively by some residents and would therefore lead to objections. Furthermore, as we have limited funding, the Council must prioritise its road safety interventions to further reduce traffic speed.

Residents that require cycle parking are able to request for cycle hangers where cycles can be stored. Cycle stands are provided near local businesses and areas where visitors are expected. Where there is a high demand, proven with the trial cycle parking provisions, the council can replace parking spaces with cycle parking.

Car parking spaces are regularly converted to cycle parking facilities where appropriate. Car parking spaces are still provided as there are some residents and visitors who require parking spaces and the use of private motor vehicles such as disabled vehicles.

A build out, which is a traffic calming feature, is proposed prior to the parking bay, situated opposite the junctions of Carysfort Road and Clissold Crescent.

The CS1 cycle link where Clissold Rd meets Albion Rd to link CS1 with Clissold Park will be looked at as Phase 2 of the scheme, subject to funding.

### **6.18. Road safety & speeding:**

There were 46 comments regarding road safety and speeding.



- There is no end of speeding up and down the road.
- The addition of priority/give way signs by either side of the parking bays on the Newington Green to Albion Parade stretch would greatly enhance road safety and further decrease speeding and road rage incidents
- be happier if even more measures to slow traffic at Newington Green end of Albion Road
- You need to install a speed camera, even a dummy one would prevent speeding.
- speeding is more of an issue here as the road is wider than the end near newington green. currently significant safety issues caused by drivers speeding on Albion Road, which are exacerbated by the very narrow and dangerous walkways.
- The problem is to do with excessive speeds and dangerously uneven and narrow pavements -dangerous for pedestrians and cyclists.
- I think the pavements towards the bottom of Albion Road should be relaid with new higher curbs as has been done at the top of the road. I think this would improve safety as cars and trucks occasionally mount the pavement to pass each other.

#### **Hackney comments:**

Speed data shows that the existing data indicated that vehicles are travelling within the posted speed limit.

The existing parking on the bottom half of Albion Road between Newington Green and Albion Parade provides a form of traffic calming. If this parking was removed, it would most likely encourage an increase in vehicle speeds. We are installing further traffic calming measures alongside rain gardens to change the look and feel of the street environment.

Transport for London (TfL) is responsible for installing speed cameras across London in places where people have been killed or seriously injured by motorists driving too fast or going through red lights. Speed cameras and red light cameras are operated by the Metropolitan Police and the Council is therefore neither responsible for them nor holds any information on them.

Pavements and roads are routinely managed and maintained for defects by our highways team.

It is not feasible to install higher kerbs as this would create a drainage issue and an accessibility issue, especially for vulnerable pedestrians, including the elderly, the disabled and those with pushchairs.

It is the Council's view that the majority of motorists respect Hackney's 20mph limits, but where there are continuing problems with speeding, the council and police will look at what further enforcement is needed. The vast majority of motorists are law abiding people and that, as with many other road traffic offences, it is the actions of an inconsiderate few that cause offence (and possibly harm) to other road users.

#### 6.19. **Make design alterations:**

There were 27 comments regarding design alterations

- Please ensure the slope at the Side Road Entry Treatments (SRET) are steep. The TfL standard slope is too shallow. Hackney has always installed steeper slopes. The SRETs should include tactiles.
- I support the proposal but have some concerns about the proposed rain garden opposite the proposed doorway buildout near Carysfort Road. It is a corner that is already tight and has buses that struggle to pass each other already.
- love the rain garden but would be really grateful if it could be extended down further so it's bigger and more generous. The pavement between the bus stop at the GP surgery on Albion Road and the Rose and Crown is heavily pedestrianised and I think a big garden filling those 4 spaces would make the environment so much nicer.
- the council also needs to take this opportunity to install on-street EV chargers as well as SuDS
- can you get rid of the bollards
- can you ensure the historic water trough is cared for and placed somewhere on show
- plant more trees where possible
- Would also like to see a lollipop person return at busy times to the 1st crossing near Romeo and Juliettas ice cream shop or traffic lights here on the crossing

#### **Hackney comments:**

The proposed blended crossing is designed to look and feel as a continuous footway across the mouth of the junction and this will be reduced in width to ensure that vehicles will enter and exit the junction at a reduced speed.

The proposed rain gardens will be subject to detailed design to ensure they do not conflict with entrances, visibility and sightlines. Also, the natural bend at this location and narrow road acts as a traffic calming feature to slow vehicles down

This is a road safety scheme and we will pass any requests for EV chargers to our Sustainable Transport Team for their consideration.

The bollards were originally installed to prevent on pavement parking. Their removal would be subject to a road safety audit and the risk associated for pedestrians would have to be taken into consideration before their removal.

The “historic water trough” will be kept and maintained and if possible be relocated to be more of a feature within the scheme

We will install as many trees as possible according to our limited budget and in accordance with utility equipment and underground apparatus, position of lamp columns, visibility and sightlines

We will pass the request for a lollipop person to our Sustainable Transport Team. Traffic lights are the responsibility of Transport For London (TfL) and it can take up to three years to implement a traffic signal scheme, which would be subject to TfL approval and funding costs. It is considered that there are an adequate number of crossing facilities along the entire length of Albion Road.

#### 6.20. **Anti-Social Behaviour (ASB):**

There were 3 comments regarding ASB.

- There is a great deal of antisocial drinking and teenage antics on Triangle Park. The roads keep the behaviour contained, and under observation.
- Better seating benches more trees and plants in the triangle park and control of anti social behaviour in the triangle park
- The green space on the triangle is a home for street drinkers so tends to be out of bounds for anyone else. Don't want to drive them out as such but would be good to have a friendlier environment and social service support.

#### **Hackney comments:**

Anti-social behaviour is a Metropolitan Police enforcement matter. It is appreciated that such activity is of concern to local residents. However, there is a CCTV camera located at the junction of Clissold Crescent and Carysfort Road so that this area can be monitored. In addition, the Council has a Community safety and enforcement team, who will be informed of the issue and can access the Council services that may be required.

#### 6.21. **Parking removal:**

There were 9 comments against parking removal.

- Disagree with road closures and parking spaces.
- keep the parking bays on Albion Road
- Removing parking bays would likely lead to more speeding
- I am not supportive of removing parking bays
- removing the parking spaces will mean that these drivers will have to find spaces on the already crowded neighbouring streets where finding a parking space is already a problem.
- Parking is tight in the area so would be wary of reducing spaces
- Don't remove parking spots its very inconvenient
- The parking spaces outside no 239-245 Albion Rd are solely for residents' use. They are always full, especially when there are events at the town hall. It can be quite a long walk from a car parking space to my house. This is fine for the young & fit, but not so good for older people. I think they should be kept.

There were 7 supporting comments regarding parking removal.

- There is an excess of parking on Albion road and there are always free spaces.
- Approve of removal of car parking (and I would like more removed)
- Please remove parking spaces and add greenery on the main carriageway rather than the footpath
- Perhaps we should be removing the parking along Albion road, which leads to problems when traffic overtakes quickly, ignoring oncoming cyclists and putting them in danger.
- In addition, I think this change could go further in terms of removing even more parking on this street. Having to navigate around this many parked cars seems to really irritate drivers and I often see quite aggressive driving on this street. Removing all parking and installing a separated bike lane would be the most welcome, from my point of view.
- Please consider removing even more parking

- Looks amazing, particularly the SUDS scheme and parking removal thanks

#### **Hackney comments:**

We sought to minimise parking removal as this is a contentious issue and one which could be potentially objected to by a number of residents who do not have off road parking, particularly on the southern section of Albion Road. Such a proposal would need to be discussed with the Council parking team who are responsible for all parking within the borough. A parking survey would need to be undertaken to determine the usage of each parking bay on Albion Road to determine how the bays are used. However, this particular request does not fall within the scope of this project. Therefore we have kept parking loss to an absolute minimum.

#### **6.22. Blended crossings:**

There were 2 opposing comments regarding blended crossing.

- I am concerned the Blended crossing at Carysfort Road will be confusing
- Ensure the slope at the blended crossings are steep. Include tactile paving

#### **Hackney comments:**

The blended crossing is a continuous footway where pedestrians have priority. As per the latest version of the Highway Code “At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.” Drivers, including cyclists, should be aware of this requirement. With regards to children they need to be informed and supervised on how to cross the blended crossing safely.

The ramp gradient will be 1:10 to 1:15 to ensure efficient and safe travel for vehicles and cyclists.

#### **6.23. Road closure**

There were 11 opposing comments regarding the proposed road closure.

- Disagree with road closures and parking spaces
- I also would not support under any circumstances any road closure associated with this project.

- When you close off one road - the next available route has a lot of traffic which leads to frustration and impatience - hence, more traffic accidents and disruptions.
- stop closing roads im tired of being ignored by this council and my voice never matters hackney council is for the few not the many.
- The side you're suggesting should be closed is a natural filter out of Clissold Crescent, which reduced easterly traffic at the junction mentioned above
- I love the idea of closing one arm of the triangle at the junction with Clissold Crescent.
- Would Like to see the Historical metropolitan Horse and cattle trough stay as the road is being closed anyway and see the horse trough restored its a iconic part of hackney history and attracts visitors to the area and should be kept as part of the Clissold Crescent road closure
- I am pro all elements of the scheme with the exception of closing the Clissold Crescent side of triangle park.
- fully support closing the road but can you ensure the historic water trough is cared for and placed somewhere on show?
- Please don't close anymore through roads in Hackney. The public is too divided on this to continue. Please focus on highlighting improvements (only is independently verifiable), and answering people's concerns. That way we can make this a long term solution, which works for all(most) residents and commercial activity and thus is sustainable. Please highlight and prove the economic benefits to local businesses.
- Please don't do this. Roads have been blocked so much recently. We can barely use our car. It takes such a long time getting home due to the Roadblocks on Church Street which is directly where we live. We cannot handle any more disruptions. When you close off one road - the next available route has a lot of traffic which leads to frustration and impatience - hence, more traffic accidents and disruptions.We really do not need any of those proposed rain garden areas. Don't remove parking spots, It is very inconvenient.
- You have already made the area terrible for drivers and non-pedestrians please don't make it any worse
- Stop closing roads im tired of being ignored by this council and my voice never matters hackney council is for the few not the many
- LTN is not assisting it is causing more chaos and pollution

#### **Hackney comments:**

It is proposed to close the junction at Albion Parade and Albion Road, in order to resolve a road safety issue, that relates to the need to reduce

conflict with pedestrians crossing the junction and also conflict with vehicles turning in and out of the junction. Currently, there are 4 vehicle movements at the junction. The visibility splay for vehicles exiting Albion Parade and turning southbound is hampered by the layout of the road. Similarly, vehicles turning left out of Albion Parade can have their visibility hampered by stationary buses at the bus stand. Therefore, this creates a road safety issue and in order to resolve this issue it is proposed to close the junction by means of a blended junction, which will entail a full height kerb being installed to prevent access and egress by all vehicles, including cyclists.

The horse trough will be examined for suitability of being relocated to a more prominent position on the proposed blended junction.

It is important that local businesses attract as many pedestrians as possible. Increased footfall would be very beneficial for local businesses as there is only a limited amount of car parking in the area.

#### 6.24. **Speed cushions:**

There were 16 opposing comments regarding the proposed speed cushions.

- Speed cushions are nothing like as effective at reducing motor vehicle speeds as humps and tables. There's probably no-one left in the Council now who would remember that the reason Albion Road has cushions was because of the old Routemaster buses whose open rear platforms grounded as they exited speed tables, whereas they could straddle cushions. With modern buses of different construction and with self-adjusting suspensions cushions are no longer needed and tables should be the norm. Cushions are simply treated as target practice by some other drivers and many modern vehicles are wide enough to be able to avoid them altogether.
- Speed cushions of the type you propose to add do not do much to slow drivers down, particularly drivers of vehicles with a wide wheel track (e.g. 4x4s). Sinusoidal humps or raised tables are a more effective alternative.
- I am amazed that you are putting in speed pillows because the council has a policy of taking them out and replacing them with either humps or probably better speed tables, because they don't slow traffic.
- Speed cushions are ineffective
- Use alternative traffic calming measures
- Speed pillows are not effective and encourage lane changing. Can speed tables be implemented

- I am opposed to having speed bumps outside our property
- Two wheeled vehicles often go between speed cushions
- two wheeled vehicles often go between them so don't actually need to slow down. Please, please consider this and make speed bumps that go all the way across the road.
- The type of speed cushion from the photo appears to be exactly the same as the existing speed cushion. Cars fly over these and they have zero effect on motorcycles and mopeds
- Speed cushions are very bad for cycling – they force cyclists into dangerous road positions, and are very awkward for non-standard cycles. They also don't slow down large cars and vans. Please use alternative traffic calming measures
- Support the greening but oppose speed cushions, they're terrible on bikes and even worse on cargo bikes, which can't avoid them easily. Instead, please provide safe cycle crossing of Albion Rd from Clissold Rd, to improve the safety of the link to CS1
- Although we welcome the intention to slow traffic on this road, we strongly object to the planned introduction of speed cushions. Instead, vertical deflection to calm traffic should be by means of sinusoidal speed humps across the full width of the road (Hackney Cycling Campaign).
- Speed cushions are dangerous for people cycling, especially if a person is on a non-standard cycle, so I oppose the use of them on Albion Rd.
- I have those slowing humps right near my house and they don't make any difference, traffic still rushes up & down.
- Re proposed speed cushions. The main culprits of speeding on Albion Road are motorbikes. Spread cushions will not reduce this problem as bikes can drive through the gap between the cushions.

### **Hackney comments:**

It is appreciated that speed cushions can have both advantages and disadvantages. In this case, speed cushions were already in existence on Albion Road. They are quicker and less costly to install, they cause less disruption during installation and therefore are safer for our term contractors to install. We propose to install 4 sets of 2 cushions to compliment the 4 sets of 2 already in existence. This would complement the existing 7 zebra crossings, 6 of which are raised zebra crossings. If we had installed a further 4 kerb to kerb raised humps, that would have required significant disruption to local residents, significant traffic management costs during construction and significant drainage costs. Therefore, with the installation of further speed cushions, more money can be used to provide a safer environment on other parts of Albion Road.



6.25. **Other issues raised:**

- Provide safe cycle priority where Clissold Road meets Albion Road to link CS1 with Clissold Park
- The section of Albion Road from Albion Road to Clissold Crescent. It would be nice for the paved surface of the side roads to continue along the stretch
- Provide raised crossings (side road raised entry treatments) at Hawksley Road/Albion Road and Hawksley Road and Woodlea Road
- Cars are turning into Barbould road looking for shortcuts, then getting back up into Albion road as streets down there are now closed. Please improve signs or consider closing Barbould rd.
- We live at the beginning of Barbould road and we are still experiencing intense traffic coming down from Albion road, despite LTN trials. Please find a solution as it is a residential street and crossing is not safe
- Why isn't anything being done to address the traffic on Clissold Road? Even with the school zone restrictions, we still have a lot of traffic up and down the street as well as the bus stand.
- I cycle up to Clissold park, turning right across Albion road into Clissold crescent. That turning feels a little unsafe and I hope this scheme will help improve that. It's the way you cycle left round a bend while also pulling right to get into position to cross. The junctions of Barbould Road and Albion grove, when vehicles turn left off Albion road they often cut the corners and drive on the pavement. Is there any scope in this scheme to do something? Maybe a tree drainage patch on the corner of Albion grove?

**Hackney comments:**

Whilst the above feedback is welcomed and informative, this is not within the scope of this consultation, as the focus is on speed reduction. However, this will be investigated as part of a phase 2 scheme, subject to funding availability.

## **7. Impact Assessment - potential impacts of proposals**

- 7.1. There will be no access to Albion Road from Albion Road (B104) and vice versa due to the proposed road closure. Therefore, vehicles travelling to Albion Parade from Albion Road (B104) northbound will be impacted as they will have a further distance to travel via Clissold Crescent.
- 7.2. The no through-route shall be self-enforcing with the introduction of a complete road closure at the junction of Albion Road and Albion Road (B104) with the pavement raised and the space blocked through the introduction of rain gardens and the historical horse trough relocated (if feasible) to a more prominent position.
- 7.3. As vehicle speeds will be further reduced on this road, pedestrians and local residents will be impacted positively in that there will be a reduced risk of collision between vehicles, pedestrians and cyclists.
- 7.4. It is considered that cycle safety would increase as a result of further traffic calming.
- 7.5. Albion Road has bus routes 341 and 141 operating northbound and southbound. No bus route will be impacted negatively from the proposed Albion Road scheme.
- 7.6. Emergency services will not be impacted by the Albion Road scheme, as the proposed traffic calming measures are designed to accommodate emergency service vehicles.

## 8. Equalities Impact Assessment (EQIA)

- 8.1. 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.
- 8.2. It is considered that the protected characteristic groups of race, ethnicity, gender, gender reassignment, sexual orientation, and marriage and civil partnership, do not need to be separately assessed for these proposals as they are minor works required for road safety purposes.

### EQIA Summary Table

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

Protected Characteristic						
Disability	Pregnancy & Maternity	Age	Religion & Belief	Race & Ethnicity	Gender gender reassignment, sexual orientation, and marriage and civil partnership	Poverty
Overall P	Overall P	Overall P	Overall P	Overall P	Overall N	Overall N
Positive		<p>The scheme will have a positive improvement to <b>road safety</b> and <b>public realm</b> for all users.</p> <p>This scheme's objectives are to:</p> <ul style="list-style-type: none"> <li>• Reduce road safety risk on residential roads.</li> <li>• Make the area more pleasant.</li> <li>• Improve the street environment.</li> <li>• Make traffic management improvements.</li> </ul> <p>Improvements in the condition of roads and footways and these, and other measures, continue to provide substantial improvements for the benefits of residents and visitors alike.</p> <p>Disabled and black and mixed ethnic groups are more reliant on bus services than the general population in Hackney. Bus</p>				

	<p>services will be improved as they will alight to the kerb side without obstructions.</p> <p>The scheme will have a positive improvement for people in all parts of the population when they are <b>cycling or walking</b>.</p> <p>A lower volume of traffic will make crossing along Albion Road easier for pedestrians including those who are <b>visually impaired</b>.</p> <p>There can reasonably be expected to be an overall improvement in road safety as traffic becomes more orderly and travels within the posted speed limit. An overall reduction will be particularly beneficial for <b>older people and young children</b>, who are overrepresented in road collision accidents.</p> <p>Traffic management changes will not affect any individual's <b>religion or belief</b>.</p> <p>The area has a large residential population with many vulnerable road users and there is a safety implication as there are a number of schools and nurseries in the vicinity.</p> <p>The intention of the proposed road closure on Albion Road/ Albion Road (B104), is to alleviate residential streets, from the effects of through-traffic using Albion Road as a cut through, in order to avoid traffic queues on Newington Green and Stoke Newington Church Street, thereby reducing the potential for collisions and improving <b>road safety</b>.</p> <p>The impact on <b>Air Quality</b> is predicted to be slightly positive and benefits should increase as modal shift changes become established. Air quality improvements are beneficial to all protected groups.</p> <p>Note also that among some protected groups, for example <b>pregnancy</b>, the difference in the impact of the project on them, as opposed to other groups, will be marginal but is still expected to be overall positive.</p>
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<p>Negative</p>	<p>The loss of 31 metres of resident parking space for permit holders (M) on Albion Road, can be accommodated within nearby side roads for permit holders in Zone M.</p> <p>This will affect car users more than others. It is accepted that car users may have different representations from those people with protected characteristics. All destinations will remain accessible by all modes. Users that are more reliant on cars/vehicles will be marginally disadvantaged and will have to walk a short distance further to their parked cars. Subgroups of the group of car dependent people will include members of protected groups including older people and people with disabilities.</p> <p>As a mitigation to this, the Council has a clear policy of prioritising Blue Badge parking as set out here <a href="http://www.hackney.gov.uk/blue-badge">www.hackney.gov.uk/blue-badge</a></p>
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<p>Comments</p>	<p>Impacts on certain groups cannot be fully evaluated, or contrasting impacts identified without intrusive household data.</p> <p>Certain groups are estimated to experience both positives and negatives due to the scheme. This can be due to a difference in terms of chosen transport mode, i.e. benefits when being in a bus, but being disadvantaged when in a car. Overall, data and research show that groups with protected characteristics, e.g. ethnicity or disability, are more frequently pedestrians or bus users than car passengers or drivers.</p> <p>Balancing these positives and negatives and the impact on different locations, overall it is believed that the scheme has been beneficial in terms of equalities.</p> <p>Certain measures have been incorporated into the proposals to mitigate negative impacts, or to ensure that certain negative impacts would not increase. These include:</p> <ul style="list-style-type: none"> <li>• The maintaining of access for all emergency services in the scheme area</li> <li>• All properties are still accessible by vehicles including taxis</li> <li>• Blue badge parking is available</li> </ul> <p>Current proposals do not preclude further amendments to the scheme as further impacts on protected groups become apparent. It is therefore necessary to see this EQIA as a live document that will require continual updating and assessment even after the scheme has been made permanent.</p> <p>To monitor the scheme and collect feedback, the Council will continue to liaise with stakeholder representatives of protected groups. Searching for the best possible representative data sources will also continue.</p>
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## **9. Legal implications**

- 9.1. The Council's powers to implement the measures proposed in this report are set out in the Highways Act 1980 and Road Traffic Regulation Act 1984 (RTRA) and will require the making of new Traffic Management Orders (TMO).
- 9.2. 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.
- 9.3. Permanent Traffic Management Orders will be used to legally enforce the traffic management changes.

## **10. Financial implications**

- 10.1. The estimated cost of implementing the traffic management improvements at Albion Road, is approximately £250,000. This is funded from within the Council's capital budget and Transport for London LIP funding
- 10.2. The maintenance of the road markings, blended junctions and rain gardens will be incorporated into the Council's routine maintenance and will not have a substantial impact on the revenue budgets.

## **11. Authority to make decisions**

- 11.1. Within the scheme of delegation for Neighbourhoods and Housing, delegation (authority) for making permanent orders under Section 6 of the Road Traffic Regulation Act (RTRA 1984) falls under (what is currently numbered as): 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 Director, Public Realm and Head of Streetscene. The Head of Streetscene is able to approve the recommendations set out in this report.

## **12. Recommendations**

- 12.1. In considering the results of the monitoring, consultation responses and objections received for the Albion Road scheme, it is recommended that the Head of Streetscene approves that the Council;
- 12.2. Proceed with statutory consultation and the advertising of the necessary Traffic Management Orders to:
- Create a permanent road closure at the junction of Albion Road (B104) and the junction of Albion Road (side road) leading to Clissold Crescent.
  - Introduce additional traffic calming measures along Albion Road to reduce traffic speeds for vehicles that do not adhere to the existing 20mph speed limit.
  - Create new blended crossings at the junction of Clissold Crescent and Carysfort Road. This would provide continuous footways with urban greening infrastructure (rain gardens) that prioritise pedestrians and slow traffic down (subject to funding).
- 12.3. Proceed with statutory consultation to permanently remove a number of resident parking spaces to replace them with Sustainable Urban Drainage Systems (SuDS):
- Removal of 5 metres of resident parking space (permit holders M) from the western kerbline of Albion Road 46 metres south from the junction with Stoke Newington Church Street
  - Removal of 5 metres of resident parking space (permit holders M) from the eastern kerbline of Albion Road 33 metres south from the junction with Stoke Newington Church Street.
  - Removal of 8 metres of resident parking space (permit holders M) from the western kerbline of Albion Road 7 metres north from the boundary line of 159 and 161 Albion Road.
  - Removal of 5 metres of resident parking space (permit holders M) from the eastern kerbline of Albion Road 9 metres north from the boundary line of 178 and 178.5 Albion Road.
  - Removal of 8 metres of resident parking space (permit holders M) from the western kerbline of Clissold Crescent 8 metres southwest from the junction of Albion Road
  - Removal of 5 metres of existing double yellow line north from the boundary of 106a Albion Road.
  - Removal of 5 metres of existing double yellow line south from the boundary of 31 and 33 Albion Road.
  - Removal of 6 metres of resident parking space (permit holders M)



from the south east corner of Albion Road adjacent to Avon House to provide for vehicle turning movements in front of the road closure

- 12.4. Construct permanent green infrastructure such as a series of rain gardens with SuDS, to improve the look and feel of the environment along Albion Road.

**13. Conclusion**

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



Signed:-.....

Dated: 30 March 2023

Tyler Linton - Acting Head of Streetscene

- cc. Cllr Mete Coban – Cabinet member for Energy, Waste, Transport & Public Realm
- cc Aled Richards – Strategic Director, Sustainability and Public Realm
- cc Maryann Allen – Group Engineer, Design and Engineering

## APPENDICES

*Appendix 1 - [Albion Road Proposed Drawing](#)*

*Appendix 2 - TM01*

*Appendix 3 - Accident map*