

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: Balls Pond Road – Cycle Superhighway Route 1 (CS1) Scheme

Agree to:

- i. Note the favourable outcome of the public consultation exercise for Balls Pond Road Cycle Superhighway Route1 (CS1) scheme.
- ii. Give approval to:
 - a. Proceed with the implementation of the CS1 works in Balls Pond Road between the junctions of Culford Road and Kingsbury Road as detailed on drawing TT-460-04-01-DA (**Appendix I**).
 - b. Proceed with the statutory consultation and advertisement of the necessary permanent traffic management orders associated with the changes.
 - c. Carry out works within the London Borough of Islington area subject to approval of Section 8 agreement by London Borough of Islington.

Reason

The proposals will:

- i. Introduce a two-way segregated cycle track on Balls Pond Road between the junctions of Culford Road and Kingsbury Road by removing the east bound bus lane.
- ii. Promote the use of CS1.
- iii. Encourage more walking and cycling and result in an overall neutral or positive impact on air quality within the local area.
- iv. Create a safer, more pleasant environment for cycling on CS1 on Balls Pond Road.

1.0 BACKGROUND

- 1.1 Hackney Council is working with the London Borough Islington and Transport for London (TfL) to make improvements to the CS1 on Balls Pond Road.
- 1.2 In February 2015 TfL in partnership with Hackney Council consulted on the CS1 which included two options for Balls Pond Road:
 - An option for advisory cycle lanes on each side of the road.
 - An option for two-way segregated cycle track.A positive response to the consultation was received showing overall support for the segregated two-way cycle track along Balls Pond Road.
- 1.3 This Council is committed to promoting and encouraging cycling as it is a clean, healthy and efficient way to travel and Hackney has been recognised as a leading cycling borough for the work it has undertaken to make cycling the primary mode of transport. Hackney now has record levels of cycling amongst residents and visitors in the borough.
- 1.4 To achieve this Hackney has been working alongside London Borough of Islington and Transport for London on developing the CS1 that provides a safe, direct, continuous and comfortable way of getting between Culford Road (Hackney) in the south and Kingsbury Road in the north (Islington).
- 1.5 In its Transport Strategy the Council has also committed to making Hackney's roads safer for everyone living, working and visiting the Borough. These changes are aimed at creating an environment that will encourage more walking and cycling, improve air quality and reduce emissions within the local area.
- 1.6 The Strategy includes a Liveable Neighbourhoods Plan, which recognises that streets, like Balls Pond Road, are not just places to park vehicles or drive, walk and cycle on. They are also the places where we socialise and live our lives. An aspiration is to reclaim Hackney's neighbourhoods from motor vehicle dominance and transform them into the most attractive and liveable neighbourhoods in London.
- 1.7 This can only be achieved by reducing the dominance of the private vehicle. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the people of London. Even more disturbing is the direct impact it is having on children's health with evidence proving it is directly responsible for asthma and other respiratory illnesses amongst children.

2.0 EXISTING CONDITIONS

- 2.1 Balls Pond Road (A104) is a 20mph road. It is the main route connecting Dalston Junction in the east and Highbury & Islington via St Paul's Road in the west.
- 2.2 Balls Pond Road is mainly residential with some businesses between the junctions of Culford Road and Kingsbury Road. There are waiting restriction on both sides of the road.

- 2.3 There is an existing pelican crossing located outside No 89 Balls Pond Road.
- 2.4 Balls Pond Road, between the junctions of Culford Road and Kingsbury Road, is a two-way road approximately 10 metres wide. Bus routes 30, 38 and 56 operate along Balls Pond Road.
- 2.5 There is an east bound bus lane in operation between the junctions of Culford Road and Kingsbury Road on Monday to Friday 7 – 10 am and 4-7pm.
- 2.6 An automatic traffic counter (ATC) was placed on Balls Pond Road 40m east of Culford Road. Data was collected over a week period from Monday 27 February 2017 to Sunday 05 March 2017. An analysis of this data shows that the Eastbound 85% speed is 24.8mph and Westbound 85% speed is 23.2mph.
- 2.7 Further investigation of the ATC data shows that, 1507 vehicles travel more than 30mph eastbound and 874 vehicles travel more than 30mph westbound. These speeds are considered excessive and especially dangerous for cyclists.
- 2.8 The ATC data for bicycles shows, on average, 292 cyclists travel eastbound per day (24hrs), and 496 cyclists travel westbound per day (24hrs), over a seven day week. The peak periods for cyclists are 6-7pm eastbound, and 8 – 9am westbound.
- 2.9 There have been 4 accidents over a three year period along Balls Pond Road between the junctions of Culford Road and Kingsbury Road. Three of these accidents involved a cyclist causing 1 serious and 2 slight personal injuries.

3.0 POLICY

3.1 Hackney Council's Transport Strategy

- 3.1.1 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.
- 3.1.2 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.
- 3.1.3 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.

- 3.1.4 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.
- 3.1.5 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 this document.

3.2 Road Safety Plan

- 3.2.1 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.
- 3.2.2 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 Plan outlines some of the more successful initiatives undertaken by the Council to date.

3.3 Mayor of London's Transport Strategy

- 3.3.1 The central aim of the strategy – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all of those people to live in. It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use.
- 3.3.2 This simple aim of a shift away from the car will help address many of London's health problems, by reducing inactivity and cleaning up the air.
- 3.3.3 It will help to: eliminate the blight of road danger; limit the city's contribution to climate change; help to develop attractive local environments; and reconnect communities by creating places where people are prioritised over cars.

3.4 Mayor's Vision Zero

3.4.1 The Mayor's Vision Zero aims to make streets in London safer for all and it is an aspiration that the Council has committed to.

3.4.2 It recognises that minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport.

3.4.3 Under this vision, no-one will be killed in an incident involving a London bus, and that by 2041 deaths and serious injuries resulting from road traffic collisions in the city will have been totally eradicated.

3.4.4 The proposals outlined in this document will help contribute to achieving the above policies.

4.0 PROPOSALS

4.1 The proposals include:

- Creating a new two-way segregated cycle lane using Greenwich Wand Orcas on Balls Pond Road between Culford Road and Kingsbury Road.
- Providing new traffic signals at the junction of Culford Road and Balls Pond Road to improve the flow of cycle traffic at the junction.
- Removing the existing pedestrian crossing on Balls Pond Road to the east of Kingsbury Road, relocating the crossing to the east of Culford Road.
- Instituting a waiting and loading ban on Balls Pond Road between Culford Road and Kingsbury Road.
- Banning vehicular traffic turning right from Balls Pond Road into Culford Road and removing the existing right-turn ban at the junction of Balls Pond Road and Southgate Road.
- Providing straight-across signalised pedestrian crossings to improve accessibility.
- Installing a kerb build-out to reduce the crossing width for pedestrians across Balls Pond Road.
- Introducing advanced stop lines to aid cyclists at the junction of Balls Pond Road and Culford Road.
- Reducing the existing parking bays on Culford Road and Balls Pond Road by 20m to improve the flow of traffic, particularly for cyclists.
- Relocating the southernmost motorcycle bay on Kingsbury Road.
- Removing the kerb build out at the junction of Balls Pond Road and Kingsbury Road.

4.2 Balls Pond Road cycle superhighway scheme details are outlined in the Consultation document included as **Appendix II** to this document.

5.0 STAKEHOLDER CONSULTATION

5.1 As part of the consultation process stakeholder consultation was also completed. These include emergency services and all key stakeholders including Living Streets in Hackney (LSiH), London Cycling Campaign in Hackney (LCCiH), The London Fire Brigade (LFCDA), the London Ambulance Service, Parking Services, London Buses, London Travel Watch and the Metropolitan Police Service.

5.2 London Borough of Islington, Transport for London and the Ward Councillors for De Beauvoir ward approved the consultation document before it was distributed.

5.3 No objections to these proposals were received from any of the above-mentioned stakeholders.

6.0 PUBLIC CONSULTATION

6.1 2174 leaflets were distributed to residents and businesses around the Balls Pond Road area in Islington and Hackney, as shown on the distribution map attached as **Appendix I**. The public consultation was started on Saturday 23 November 2018 and ended on Friday 21 December 2018.

6.2 A copy of this public consultation was also uploaded to the Council's website which gave an opportunity for others outside the consultation area to respond. This was particularly aimed at users of CS1, other cyclist and bus user's travel along Balls Pond Road who may not be residents of London Borough of Hackney or Islington.

6.3 Residents were also able to submit their comments via the Council's Citizen Space website.

6.5 Analysis of the public consultation

6.5.1 The consultation results are summarised and tabulated below. A total of 413 responses were received to this consultation, of which 278 (67%) support of the measures, 123 (30%) are opposed and 12 (3%) said they don't know.

Freepost Replies - 141

Support	Oppose	Don't know
71 (50%)	63 (44%)	7 (6%)

On-line Replies – 272

Support	Oppose	Don't know
207 (76%)	60 (22%)	5 (2%)

On-line Replies

	Support	Oppose	I don't Know
Resident (163)	124 (76%)	35 (22%)	4 (2%)
Visitor (67)	61 (91%)	6 (9%)	0
Business (10)	4 (40%)	6 (60%)	0
All Others including not indicated (32)	21 (65%)	8(25%)	1 (5%)

Total Replies (Freepost and Online) 413

Support	Oppose	Don't know
278 (67%)	123 (30)	12 (3%)

7.0 Main comments raised from those who responded to the proposals:

From all the comments that were provided with the consultation returns, the following analysis has broken down the main concerns that were common within the responses.

COMMENTS	Officer's response
This will increase traffic, congestion and pollution in Southgate Road and Tottenham Road.	The Council will be monitoring the traffic behaviour and if required will propose further traffic management measures to address the future issues for the area including Southgate Road and Tottenham Road.
I understand the need to link Culford Rd and Kingsbury Rd but object to the placement of the traffic lights. This will severely reduce our quality of life, increase pollution, congestion and noise. Signals will also have adverse impact on the built environment, there is also a Grade 2 listed building on south side of Balls Pond Road.	The scheme will help to achieve Mayor's vision – 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.
Air quality will be reduced. Nitrous oxide and particulate matter will be increased still further as traffic queues for the traffic lights and accelerates away from the lights, pumping out fumes less than 4m from our doors and windows. This has proven adverse effects on our health, particularly heart and lung function. This is particularly true for children. Children	The impacts of the proposals on air quality are discussed within Section 8.3 of this report. Overall we expect the impact of the scheme on air quality to be neutral or positive and for the overall exposure of residents on Balls Pond Road to air pollution to be reduced. The scheme on Balls Pond Road will not have significant impacts

COMMENTS	Officer's response
<p>live here. There are two schools (de Beauvoir Primary School and Our Lady and St Joseph's Primary School) within 100m of the proposed traffic lights. As I understand it TFL is committed to reducing vehicle emissions. Placing traffic lights here where traffic is currently relatively free-flowing, will increase emissions, contrary to that policy.</p>	<p>on air quality at De Beauvoir and Our Lady and St Joseph Primary Schools.</p>
<p>I would suggest that the cycle crossing over Balls Pond Road should be at the end of Kingsbury Road at, or close to the current traffic lights. Balls Pond Road is wider here. There won't be any additional congestion, vehicle emissions or noise pollution if the crossing is placed here.</p>	<p>Culford Road has more traffic than Kingsbury Road. On balance Starting / Ending the cycle track without the signals at Culford Road is relatively unsafe and creates more conflict with other road users than Kingsbury Road which is a no through road.</p>
<p>The updated LAEI 2013 data (https://data.london.gov.uk/dataset/llaqm-bespoke-borough-by-borough-2013-update-air-quality-modelling-and-data) shows that Nitrous oxide and PM levels are dangerously high on Balls Pond Road already. What assessment has been done as to the impact on air quality of putting in a new set of traffic lights at the junction of Culford Road and Balls Pond Road close to two schools and a lot of housing? I would be grateful for a response to my objection and for a copy of the air quality impact assessment.</p>	<p>The scheme will help towards creating and encouraging more walking and cycling. This will result in more sustainable modes of transport use. These changes over time we believe will reduce personal car use and improve air quality and reduce pollution hence will benefit the whole of London.</p> <p>The impacts of the proposals on air quality are discussed within Section 8.3 of this report. Overall we expect the impact of the scheme on air quality to be neutral or positive and for the overall exposure of residents on Balls Pond Road to air pollution to be reduced. The scheme on Balls Pond Road will not have significant impacts on air quality at De Beauvoir and Our Lady and St Joseph Primary Schools.</p>
<p>De Beauvoir is already becoming impossible for residents. The introduction of no right turn into culford makes it even harder for us to reach our home and will make the junction with Southgate even more congested. Southgate road is already becoming permanently gridlocked thanks to the Cs1.</p>	<p>The Council will be monitoring the traffic behaviour and if required will propose further traffic management measures to address any future issues for the area including Southgate Road.</p>

COMMENTS	Officer's response
<p>already becoming permanently gridlocked thanks to the Cs1.</p>	
<p>Yet another ludicrous traffic scheme from Hackney council that is not required nor welcome by the residents. It will make cycling less safe by putting cyclists in direct conflict with traffic on balls pond road. The west bound cycle lane runs against the east bound traffic with just a white line to separate it. This will be a death trap for cyclists. Cyclists will not be able to see into balls pond road as they make the turn into balls pond road from Culford road. It doesn't deal with how cyclists coming south down Kingsbury road are supposed to cross traffic coming towards them to access the cycle lane. It will push cyclists into the traffic on balls pond road where the kerb is built out.</p>	<p>On balance the scheme is designed to improve cycling along CS1 route. The segregation will be done using Greenwich wand orcas rather than white lines. The design includes an early release signal arrangement for cyclists to cross Balls Pond Road from Culford Road. Kingsbury Road is a no through road and the amount of vehicular traffic is relatively low. There is an advance stop line for cyclists travelling east/west bound along Balls Pond Road at the Culford Road junction, this will provide a head start for cyclists. Cyclist not using CS1 can take a primary road position on Balls Pond Road between the junctions of Culford Road and Kingsbury Road.</p>
<p>It will make the street noisier as cars accelerate away from the new crossing. It removes residents bays, when at times and because of Hackney's ridiculous hours (by not including the weekends) residents bays are full. Does anyone at Hackney who designs these schemes actual cycle? This is a badly thought out scheme that should be abandoned immediately. Hackney have wasted council tax payers money enough on these ridiculous proposals.</p>	<p>The scheme is aiming to encourage more people to cycle, walk and reduce car dependency. The scheme will also improve existing cycle infrastructure in Hackney. The scheme will be fully funded by Transport for London.</p>
<p>Another bus lane gone, another host of bus users playing second fiddle to the white bearded elite men of Hackney Leave as it is the cyclist along with their cronies can use all the surrounding streets that have been closed to traffic and there's no need for cyclists to be in balls pond road.</p>	<p>Noted, any scheme will have impacts on other road users, this scheme is to improve cycling along CS1 and provide continuity, and hence cycling and walking is prioritised over other modes of transport.</p>
<p>This is unsafe for cyclists. They will be travelling in the opposite way to the traffic direction on a narrow two-way lane. They have to cross Kingsbury road going south in order to get to the cycle track. This is unsafe.</p>	<p>Considering the area, On balance the scheme is an improvement for cyclist on CS1 route. Greenwich Wand Orcas will be protecting cyclist from eastbound traffic. Kingsbury Road is a</p>

COMMENTS	Officer's response
	no through road with the least amount of traffic flow.
<p>This section of BPRd does not have either significant amounts of traffic nor nos of accidents to warrant this sort of intervention since road closures off Culford Road implemented and removal of 277 bus. No data has been given to justify proposal. Statement of reduction of parking for better environment is contrary to the proposed introduction of additional pay/shared parking on Tottenham road. This is obviously to attract people to pay to drive to the area when actually it is the residents who need parking spaces due to the different adjacent parking hours of Islington and the adjacent construction of 70 new homes by Islington. There are very limited commercial facilities in the area and none that require vehicles.</p>	<p>There have been 4 accidents over a three year period along Balls Pond Road. Three of these accidents involved a cyclist, with 1 serious and 2 slight personal injuries. Balls Pond Road is a 20mph road. Recorded 85% speeds for BPR, eastbound 24.8mph and westbound 23.2mph.</p> <p>The scheme is to make improvements along Cycle Superhighway Route 1 on Balls Pond Road. As well as the above, the scheme discourages car dominance on BPR.</p>
<p>My children attend St judes and st paul's primary school and the amount of cycle traffic going past the school is ever increasing with bikes having little regard for small children crossing the road or running out of school. With this new addition I am concerned there will be a constant stream of cyclists making access to the school very unsafe for the children. Please can some consideration of the children's needs and safety be considered as part of this this work. Perhaps a second pedestrian crossing near the bridge on Kingsbury Road? Clear signage that there is a school? Some clearer definition of pavement /cycle lane on the bridge? Please assess the area at school drop off time and consider the safety of the children within your consultation around this cycle lane.</p>	<p>Comments will be passed on to Islington Council for their consideration for further measures along Kingsbury Road.</p> <p>Whilst the Council has no powers to control individual driver/rider behaviour, this scheme will help to improve the area for both pedestrians and cyclists by improving the streetscape and provide a safer crossing point on Balls Pond Road.</p>
<p>The loss of parking along Balls Pond Road will have a negative impact on parishioners attending Church at Our Lady and St. Jospeh's, many of whom are elderly/disabled.</p>	<p>Noted, There is some parking available within the church compound and loading and unloading is permitted within close proximity to the church along the northern kerb line of Balls</p>

COMMENTS	Officer's response
	<p>Pond Road. There are still approximately 9 bays available in Balls Pond Road close to the Church.</p>
<p>Spend the money by making the area safer employ more police Concerned that the allowing right hand turn from Southgate Rd into Balls Pond Rd will channel traffic more traffic into King Henry's Walk, which already suffers as a "rat run" through Mildmay ward.</p>	<p>The scheme is fully funded by Transport for London. The Council will be monitoring the traffic behaviour and if required will propose further traffic management measures to address any future issues.</p>
<p>Having a segregated cycle track that is only used for an hour or 2 on Monday to Friday mornings is totally over the top and unnecessary and is totally unfair to we the residents.</p>	<p>The ATC data for bicycles shows, on average, 292 cyclists travelling eastbound per day (24hrs), and 496 cyclists travelling westbound per day (24hrs), throughout a seven day week. The scheme will improve key crossing point along CS1 route and cycling infrastructure in Hackney hence help to reduce dependency on cars in favour of increased walking, cycling and public transport use.</p>
<p>Has the east west traffic along balls pond road been studied - including the large numbers of buses and heavy lorries that use this road daily and the amount of standing traffic at peak hours?</p>	<p>Noted, any scheme will have impacts on other road users, this scheme is to improve cycling along cycle superhighway route1 and provide continuity, and hence cycling and walking is prioritised over other modes of transport. There is a bus lane in operation on Monday to Friday 7-10am and 4 – 7 pm and the scheme is reallocating road space to cycling and walking.</p>
<p>This proposal delays free traffic movement and introduces a pinch point created by the built out kerb and traffic lights which will significantly increase queuing and standing traffic and the already toxic levels of pollution affecting local residents and pedestrians. Is this pinch point feature really useful?, - the current crossing does not cause such a pinch point.</p>	<p>Kerb build-out at the junction is providing a safe crossing point for pedestrian and cyclists. Noting that some of the delays will effectively be mitigated in the sense that delays will already be caused when the existing pedestrian crossing is called (accepting that this is not every cycle). Further checks will be carried out by TfL during modelling for queuing traffic before approval to install signals. The impacts of the proposals on air</p>

COMMENTS	Officer's response
	<p>quality are discussed within Section 8.3 of this report. Overall we expect the impact of the scheme on air quality to be neutral or positive and for the overall exposure of residents on Balls Pond Road to air pollution to be reduced. The scheme on Balls Pond Road will not have significant impacts on air quality at De Beauvoir and Our Lady and St Joseph Primary Schools.</p>
<p>The proposal introduces a new and predictable danger for westbound cyclists and motorbikes along balls pond road because when eastbound buses pull out from the bus stop in the way they habitually do, eastbound cyclists will either be forced into the oncoming traffic if overtaking, or be unable to safely move into the flow if on the pavement side.</p>	<p>This issue is recognised and we will be monitoring this issue together with London Buses and if required, further action will be taken to mitigate any issues arising.</p>
<p>East bound cyclists will be unable to make use of the protected cycling area if continuing towards dalston junction. This solution offers nothing to the large number of cyclists travelling west east.</p>	<p>Eastbound cyclists can use the cycle track. Overall the scheme's primary aim is to improve safety where CS1 crosses Balls Pond Road. We acknowledge that there is a trade-off between impacts of road users here, given the constrained space.</p>
<p>Similarly Westbound cyclists from Dalston Junction receive no benefit from the segregated cycling lane. Was any thought given to simply facilitating crossing at both culford road and kingsbury road without the convoluted segregated cycle lane which seems of questionable value.</p>	<p>See above</p>
<p>"I strongly oppose. not only do i feel this will create more disturbances to our road, it will also make it very hard for disabled access to my home. I suffer from MS and its hard enough at times being able to park and gain access to my home. additional crossing etc in my opinion is totally unnecessary. thou I do agree with creating a greener environment. there are many back routes one can take on a bike etc to avoid this already busy road.</p>	<p>The justification for the removal of the parking bays is to install traffic signals at the Culford Road junction, which will improve walking and cycling at the junction.</p> <p>Hackney Parking Services can offer designated disable parking bay(s) subject to approval.</p>

COMMENTS	Officer's response
<p>Is the crossing in the wrong place - as for the most part schoolchildren, will need to cross twice. (Current experience of crossing culford road as a pedestrian is that the hazard is from cyclists turning at speed into culford road and this will continue whether lights are utilised or not)</p>	<p>The signals will provide time for pedestrians to cross and will minimise conflict with other road users.</p>
<p>Banning the Right turn would be unsafe for drivers as well because</p> <p>1. While turning right from Balls pond road into Southgate road to access Culford road (Referring to the proposed new turn right turn by removing the existing right-turn ban at the junction of Balls Pond Road and Southgate Road) there is a lot of on coming traffic on Balls pond. This would mean it would cause</p> <p>a) A lot of delay to turn right, and</p> <p>b) It will be unsafe for cars, because, being a major junction, it would be more risky for people turning right.</p> <p>It would be a very big inconvenience for me along with many other drivers, living on this road. as, turning right, lets us easy and safe access to Culford road.</p> <p>2. There are fewer parked cars on Culford road, as compared to tottenham road (Which would be an alternative to the right turn for me to arrive home in Warburton close) This means turning right into culford road from Balls pond road is very convenient for me and every car owner living in my close.</p>	<p>Transport for London and London Borough of Islington are changing their signal operation to accommodate a right turning phase to the existing signals to make this manoeuvre safe.</p> <p>The right turning ban is to facilitate the signal operation and reduce conflict at the Culford Road junction. The scheme is prioritising cycling and walking along CS1 route over other modes of transport.</p> <p>It is understood that this ban will be discomfort some motorist, dependent on the direction of travel.</p>

8.0 IMPACTS

8.1 Permanent Impacts

- 8.1.1 The safety, accessibility, overall travel experience, and the environment for cyclists will be improved on this section of CS1. Overall we expect the impact of the scheme on air quality to be neutral or positive and for the overall exposure of residents on Balls Pond Road to air pollution to be reduced.

- 8.1.2 The scheme will give an opportunity to complete carriageway resurfacing works which will improve and provide better and safer riding conditions for cyclists along CS1 and tidy up existing ponding issues along Balls Pond Road.
- 8.1.3 Narrower traffic lanes will result in slower speeds within this section of Balls Pond Road between the junctions of Culford Road and Kingsbury Road.
- 8.1.4 The proposals will result in the removal of 7 parking bays and replace it with at any time waiting and loading restrictions along Balls Pond Road and Culford Road. This will facilitate the implementation of new signal controlled junction at Balls Pond Road and Culford Road which will improve walking and cycling along CS1 route.
- 8.1.5 Orcas are preferred to be used to provide segregation on Balls Pond Road because Orcas can be removed or replaced with minimum disruption to vehicular traffic.
- 8.1.6 Transport for London Signal modelling shows that the junction is functioning within capacity.

8.2 Temporary Impacts

- 8.2.1 The majority of the works will be carried out during normal working hours (8am to 6pm) Monday to Friday, There will be some weekend works to minimise disruptions along Balls Pond Road.
- 8.2.2 Lane and road closures with suitable diversion routes may be required to undertake the works promptly and safely.
- 8.2.3 Implementation of the proposals are programmed to start during the 2018/19 financial year subject to completing successful statutory consultation.

8.3 Air Quality Impacts

- 8.3.1 The scheme has the potential to impact upon air quality in the vicinity of the existing pelican crossing near to Kingsbury Road, the proposed crossing at Culford Road and the section of Balls Pond Road between Culford Road and Kingsbury Road. Concerns have also been raised about possible increases in air pollution on Southgate Road and the section of Tottenham Road west of Culford Road. Overall we believe the proposals will have a neutral impact on emissions of nitrogen dioxide emitted by traffic using the associated stretch of Balls Pond Road and result in an overall reduction in the exposure of residents to air pollution derived from Balls Pond Road.
- 8.3.2 Narrowing the road and banning loading between Culford Road and Kingsbury Road should result in an overall reduction in the speed of traffic and steadier flows on Balls Pond Road. This should result in a reduced intensity of braking and acceleration by vehicles on Balls Pond Road. Bike and pedestrian traffic using the crossing will also be more regulated, which particularly during peak periods should result in more regular traffic flows and less stop start traffic. The scheme is therefore likely to broadly have a neutral impact on emissions from traffic along Balls Pond Road. Moving the existing crossing westwards to Culford Road will increase levels of air

pollution on Balls Pond Road around Culford Road and correspondingly improve air quality around Kingsbury Road.

8.3.3 Moving the crossing point will broadly reduce the exposure of residents along Balls Pond Road to air pollution. In particular reductions in the exposure of residents to air pollution will result from the following changes:

- In an eastward direction residential properties between 72-100 Balls Pond Road will benefit from the junction being moved to Culford Road, as traffic will no longer queue along the east bound stretch of the road.
- Introducing the two way bike lane will increase the level of separation between the curb and façade of properties between 72-100 Balls Pond Road by between 3.2m-3.6m. This will reduce the concentrations of nitrogen dioxide at the façade of any residential properties.
- In a westward direction residential property between around 63 and 87 on the south side of Balls Pond Road, will benefit from traffic no longer queuing at the existing pelican crossing. Once the existing pelican crossing is removed these properties and properties immediately to the west of the existing crossing will benefit from traffic no longer accelerating away from the crossing. This is significant as residential property on the southern side of Balls Pond Road east of Kingsbury Road are typically 1-2m closer to the carriageway compared to residential properties between Culford Road and Kingsbury Road, where traffic will queue at the new junction.
- The distance between buildings on Balls Pond Road to the east of Kingsbury Road is typically 1m-2m less than the width of the road west of Kingsbury Road and 4-10m less than the road west of Culford Road. These wider street canyons will help air pollution derived from the road mix and disperse and highlights that from an air quality point of view, Balls Pond Road west of Kingsbury Road will be able to better accommodate a crossing point.

8.3.4 Locations where there may be increases in concentrations of nitrogen dioxide along Balls Pond Road include:

- At East and West Villa, the Metropolitan Benefit Societies Almshouses and our Lady and St Joseph Church on the north side and westward from Culford Road on the south side of Balls Pond Road, increases in air pollution emissions are likely due to traffic queuing along the east bound lane at the new crossing at Culford Road. Any increases west of Culford Road will be partly offset by the ban on right turns in to Culford Road from Balls Pond Road, which will reduce congestion. Properties to the north and south of Balls Pond Road west of Culford Road are set 7.5m or more back from the road and so are less susceptible to increases in emissions of air pollution. The proposed layout will therefore represent an overall reduction in the exposure of residents to air pollution derived from traffic on Balls Pond Road.
- Between 85-119 Balls Pond Road, queuing traffic on the westbound lane at the proposed crossing at Culford road will increase air pollution levels on the south side of Balls Pond Road. This will be largely offset by the removal of queuing traffic along the east bound lane at the existing crossing near Kingsbury Road. It will also represent an overall reduction in residents' exposure to air pollution on

the south side of Balls Pond Road as properties to the east of the new junction are typically set slightly further back from Balls Pond Road compared to residential properties to the east of the existing crossing.

- 8.3.5 Concerns have been raised about the possibility of increases in traffic along Southgate Road and the possibility of rat running between Southgate Road and Balls Pond Road using Tottenham Road and Culford Road. The Council does not believe that this will be an issue but intends to monitor changes in traffic flows along these roads. Air quality monitoring is also ongoing along Southgate Road. The Council will comment on any impacts on air quality along Southgate Road once we receive the results of monitoring.
- 8.3.6 Concerns have been raised about the impact of the scheme on local schools. The Council has undertaken air quality monitoring using diffusion tubes at De Beauvoir Primary School since 2013. Monitoring was commenced at Our Lady and St Joseph's Primary School during the course of 2018. The annual mean national air quality objective for nitrogen dioxide ($40 \mu\text{g}/\text{m}^3$) was comfortably met to the front of ($29 \mu\text{g}/\text{m}^3$) and within the playground ($34 \mu\text{g}/\text{m}^3$) of De Beauvoir Primary School in 2017. Based on raw data obtained so far for Our Lady and St Joseph's Primary School, national air quality objectives for nitrogen dioxide should be comfortably met. The movement of motor traffic along roads around both schools is severely limited by road closures on Tottenham Road, Culford Road and Buckingham Road. The proposed changes to Balls Pond Road will therefore not impact upon either school.

9.0 Equalities Impact Assessment

In developing these proposals consideration has been given to the impact in terms of Equalities. The Council's overall objectives are set out in the EQIA for the Hackney LIP and Transport Strategy which stress the Council's desire to see all schemes developed to provide a high quality environment for all residents regardless of their level of mobility. At each stage of the design process, designers have ensured that all opportunities have been taken to provide facilities to, or above the current design best practice. As well as providing improvement for cyclists, the scheme will improve crossing facilities for children, old people and disabled people.

10.0 FINANCIAL IMPLICATIONS

- 10.1 The Balls Pond Road Cycle superhighway Route 1 (CS1) scheme will be funded by Transport for London (TfL) Cycle Superhighway Route1 funding. There is an allocation of £400K for implementation of this scheme.

11.0 LEGAL IMPLICATIONS

- 11.1 Permanent Traffic Regulation Orders will be required from London Borough of Islington for the changes proposed below.
- To remove existing east bound bus lane on Balls Pond Road.
 - To provide new segregated cycle lane on Balls Pond Road.
 - To provide at any time waiting and loading restrictions along northern kerb line of Balls Pond Road and the western kerb line of Kingsbury Road.

- To relocate the existing motorcycle parking bay in Kingsbury Road.

11.2 Permanent Traffic Regulation Orders will be required by London Borough of Hackney for the changes proposed below.

- To ban vehicular traffic turning right from Balls Pond Road into Culford Road.
- To remove parking bays (20m) and replace it with at any time waiting and loading restrictions in Balls Pond Road and Culford Road
- To provide at any time waiting and loading along southern kerb line of Balls Pond Road and eastern kerb line of Culford Road.

11.3 All the required legal Orders will be subject to a statutory consultation with key stakeholders and any subsequent objections received during the consultation period will need to be resolved prior to scheme implementation.

12.0 SECTION 8 AGREEMENT

12.1 London Borough of Hackney will seek to obtain a Section 8 agreement with London Borough of Islington to complete the works details below


- Removal of existing kerb build-outs at the junction of Kingsbury Road and Balls Pond Road.
- Re-location of existing signage located within the kerb build-outs and removal of existing illuminated bollard located on eastern kerb build-out.
- Re-surface existing road surface on Kingsbury Road up to 15m north of its junction with Balls Pond Road and re-mark carriageway markings.
- Provide Redipave Splitter Island in Kingsbury Road.

13.0 RECOMMENDATIONS

13.1 It is recommended that the proposals outlined in this decision audit be agreed and taken to implementation stage.

APPROVAL

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

Signed..... 

Dated 15 Feb 19
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Andrew Cunningham
Head of Streetscene

cc Councillor Demirci – Cabinet Member for Health, Social Care, Transport, & Parks

cc Aled Richards – Director of Public Realm

cc Kate Hart – Group Engineer – Design & Engineering Group

