

DELEGATED POWERS DECISION

STREETSCENE SERVICE Climate, Homes and Economy

Butterfield Green Cycle Path Scheme

AGREE TO:

- Proceed with statutory consultation and the advertising of the necessary Traffic Management Orders to:
 - Install a raised speed table at the junction of Allen Road and Nevill Road.
 - Change the geometry of the existing cycle track adjacent to Butterfield Green with a 15 metre radius towards the west when heading northbound.
- Construct permanent greening features such as a rain garden with a Sustainable Drainage System to improve the look and feel of the environment adjacent to the cycle path to deflect cyclists to the new geometry.
- Replacing the existing temporary planters of the Low Traffic Neighbourhood (LTN) on Allen Road into permanent infrastructure. The planters will be replaced with rain gardens incorporating the Sustainable Urban Drainage System (SuDS) with plants to improve the look and feel of the environment.
- Proceed with statutory consultation to permanently remove one permit holder parking space (permit holders Zone E) on the eastern kerblines of Nevill Road 5 metres north from the junction with Allen Road. (Outside number 6 Nevill Road). Parking space to be replaced with no waiting restrictions (double yellow lines).

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 improvement of the Allen Road and Nevill Road junction and cycle path adjacent to Butterfield Green, alongside a reduction in the number of cars going 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.
- Provide people with more green space as well as improve air quality.
- Improve local drainage with Sustainable Drainage Systems.
- Improve road safety by preventing collisions caused by commuting cyclists on residential roads conflicting with pedestrians.
- Improve visibility between cyclists and pedestrians.

1. Background

Butterfield Green Cycle Path

- 1.1. The Butterfield Green cycle path is located between the junction of Allen Road with Nevill Road to the north and the junction of Palatine Road with Wordsworth Road in the south.
- 1.2. The Butterfield Green cycle path shares a boundary between Clissold ward to the west, Shacklewell ward to the south east and Stoke Newington ward to the north east. **See Figure 1.**

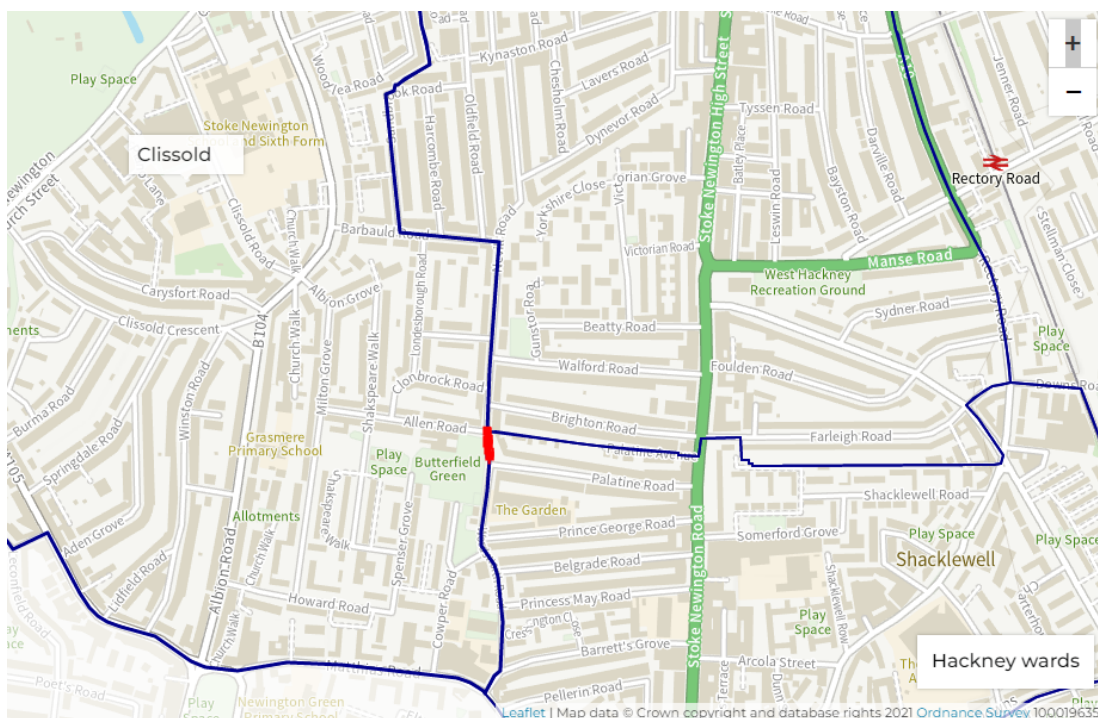


Figure 1 Clissold, Shacklewell and Stoke Newington ward boundary

- 1.3. Pre-2008, this section of public highway was closed to motor traffic with a gated closure accessible only to emergency vehicles. A cycle path ran parallel to the park named Butterfield Green separated by a pedestrian footway. **See Figure 2.**



Figure 2 Area between Nevill road with Allen Road and Wordsworth Road and Palatine Road in 2008

- 1.4. The area shown in **Figure 2** was rebuilt between 2010 and 2011 as shown in **Figure 3** removing the gates and improving the pedestrian footways and cycle path and with new trees planted.
- 1.5. Cycle Superhighway 1 (CS1) now named Cycleway 1 (C1) as of 2021, provided a route north and southbound for cyclists travelling through Wordsworth Road and Nevill Road. The new cycle path became part of the CS1 route in 2016. **See Figure 3.**



Figure 3 Improvements made between 2010-11

- 1.6. There are around 6-8 houses facing the Butterfield Green path where access is via the footway.
- 1.7. Nearby parking facilities are for resident permit holders within Zone E.
- 1.8. Numerous complaints have been received by the Council to reduce cycle speeds, especially at peak times, as there is a conflict between pedestrians and cyclists. Visibility issues and the lack of pedestrians and cyclists being able to see one another has caused numerous near misses.
- 1.9. Furthermore, there are motorcycles using the cycle path as a through route creating a danger to pedestrians and cyclists.
- 1.10. Traffic management changes will aid vulnerable users and local pedestrians to walk to local primary and secondary schools without additional traffic risks.
- 1.11. Improvement and enforcement of the cycle path and footway that restrict traffic, such as motorcycles, from travelling across a specific area are considered a standard part of the traffic management toolkit.
- 1.12. These proposals are consistent with the Council's Transport Strategy.

Schools

- 1.13. There are several schools in the surrounding area. **See Figure 4.**
- 1.14. St Matthias Church of England Primary school is located south on Wordsworth Road between Barrett's Grove and Princess May Road and The Garden School is located on Wordsworth Road south of Palatine Road.
- 1.15. Princess May Primary school's entrances are on Barrett's Grove and Princess May Road.
- 1.16. The Rainbow pre-school nursery is located on Nevill Road, north of Walford Road.

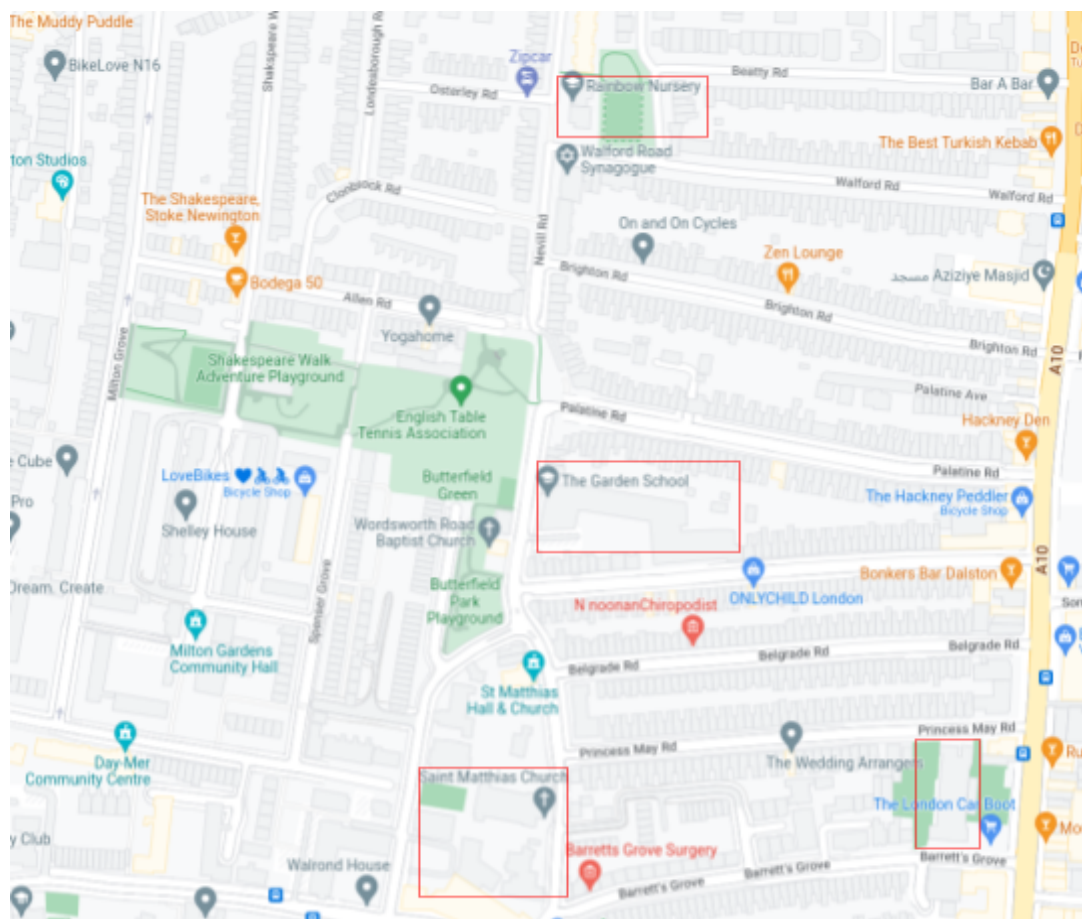


Figure 4 Rainbow Nursery, The Garden School, St Matthias Church of England School and Princess May School

- 1.17. Princess May Road, part of Wordsworth Road and Barrett's Grove are School Streets, operating Monday to Friday from 8.30-9.30am and 3-4pm except permit holders SS47.

- 1.18. St Matthias Church of England Primary school has a School Street on Cowper Road and Bennett Road operating at the same times with permit holders SS42 exempt. **See Figure 5.**

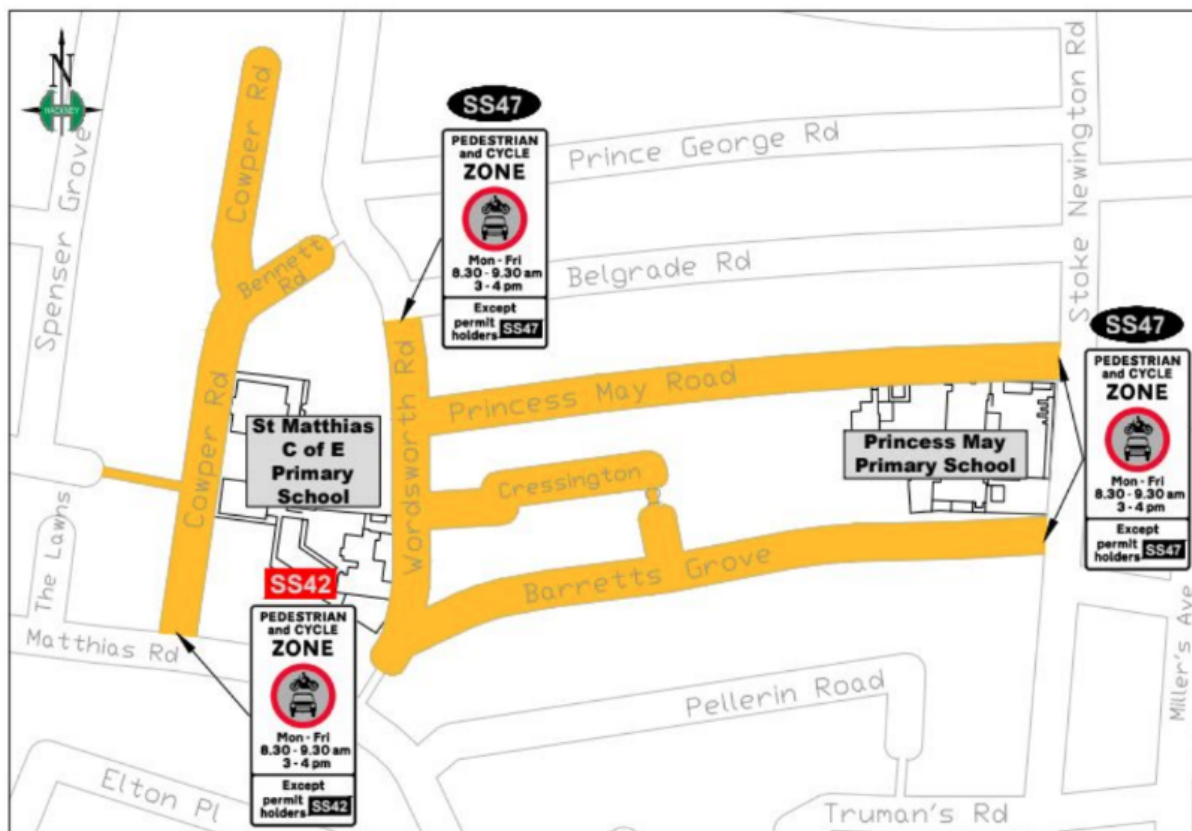


Figure 5 School Streets SS42 and SS47

Traffic Filters

- 1.19. Part of the Rebuilding a Greener Hackney initiative undertaken by Hackney in 2021, there are nearby traffic filters on Allen Road and Clonbrock Road before their junctions with Nevill Road and on Nevill Road north of its junction with Walford Road. See **Appendix 7.**
- 1.20. The filters restrict non-local motor traffic travelling through the area reducing the volume of motor traffic pedestrians and cyclists may encounter.
- 1.21. More information is found on the Hackney website hackney.gov.uk

Proposals

- 1.22. A map of the proposed scheme is shown in **Figure 6.**

- 1.23. The Butterfield Green scheme proposal is to raise the junction of Allen Road with Nevill Road with short ramps constructed with block paving to make cyclists aware of a change in environment. The raised table will also serve to direct surface water after rainfall towards the new rain garden. An ideal pedestrian path will have a different pattern to guide pedestrians towards the footways.
- 1.24. The new rain garden will increase the green space, capture localised rain water that would otherwise go directly to the sewer system, and also serve as a deflection for cyclists using the path, thus reducing their speed.
- 1.25. The four existing planters used on Allen Road as a traffic filter will be replaced with two rain gardens increasing the green space and capturing localised rain water. Existing parking spaces and the carriageway width for emergency services will be maintained. This is to create a permanent feature which will be more aesthetically pleasing and aid in sustainable drainage.
- 1.26. Cycle symbol road markings as well as larger 'cycle route only' signage on either side of the cycle track will make drivers, especially of motorcycles, aware that the route is not to be used as a through-route.

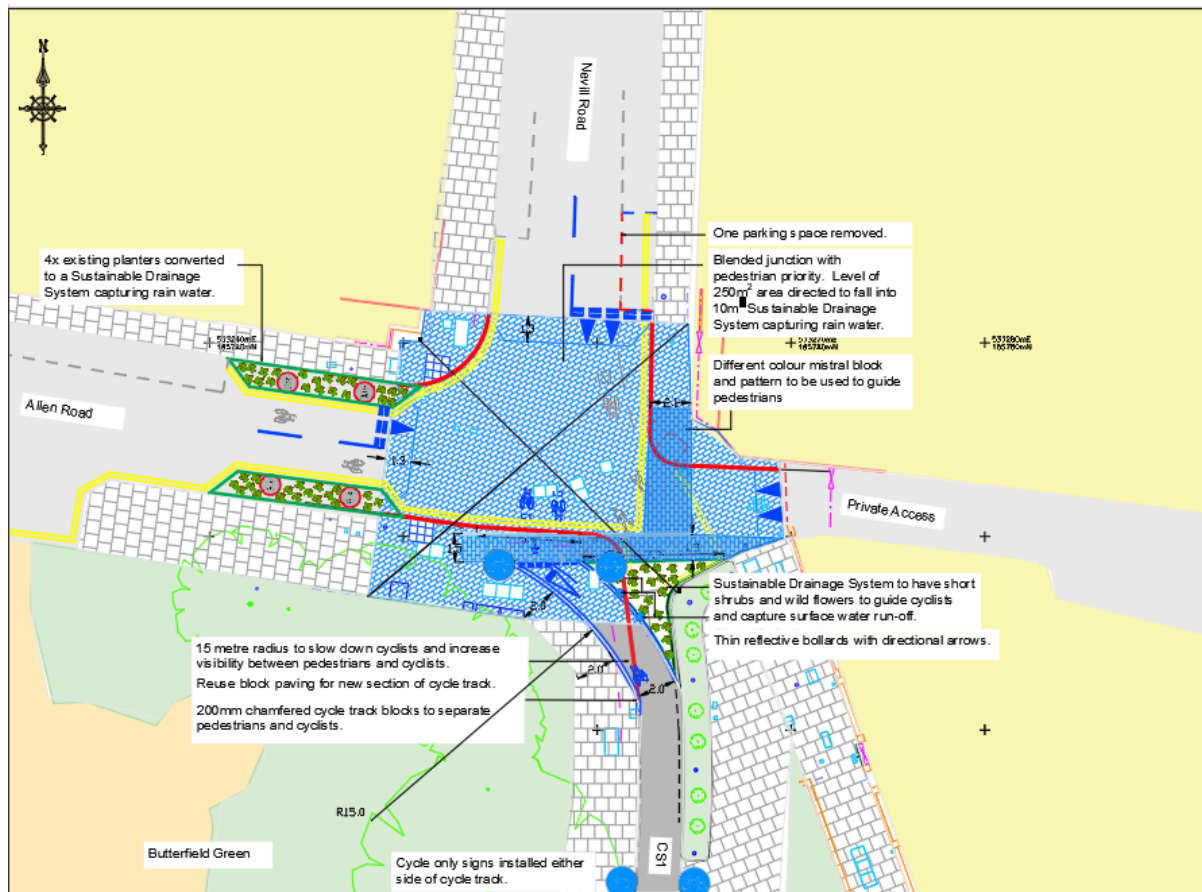


Figure 6 Butterfield Green Cycle path proposal

Cycle Routes

- 1.27. Cycleway 1, formerly named Cycle Superhighway 1, operates along Wordsworth Road and Nevill Road in both north and south directions on the carriageway and has a short cycle track adjacent to Butterfield Green between the junctions of Allen Road with Nevill Road and Palatine Road with Wordsworth Road.
- 1.28. Cycleway 1 is part of an official route between the Upper Thames Street junction with Queen Street Place in the City of London, and Beaufoy Road and Church Road in London Borough of Haringey. A large part of this route operates in a north-south direction through London Borough of Hackney. An interactive map of Cycleway routes can be found here: <https://tfl.gov.uk/maps/cycle>
- 1.29. The cycle track adjacent to Butterfield Green was constructed with red paving blocks to distinguish the cycle track from the pedestrian footway.
- 1.30. The London Cycle Network is shown in **Figure 7** illustrating nearby routes.



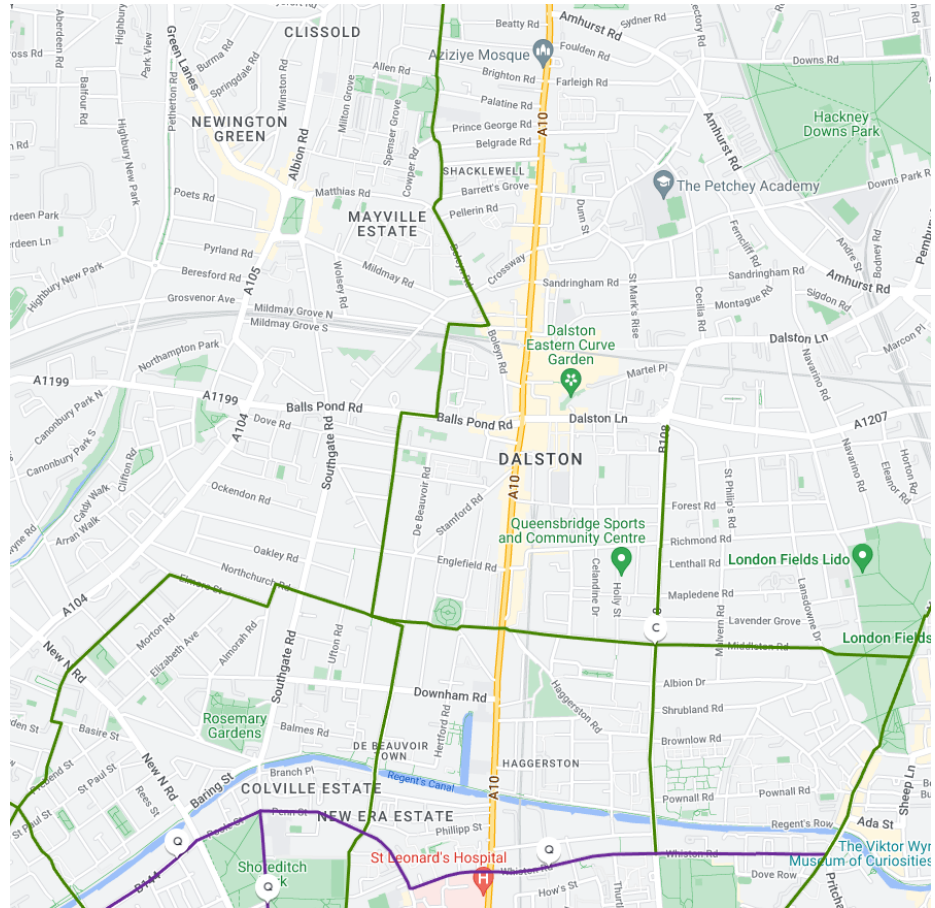


Figure 7 London Cycle Network

2. Data Collection Methodology

Traffic survey data

- 2.1. Traffic surveys were undertaken in the area around Butterfield Green over seven days in 24 hour periods. This covered Wordsworth Road, Palatine Road, Nevill Road and Allen Road near to the cycle track adjacent to Butterfield Green.
- 2.2. Pedestrian, cycle and powered two wheeler count surveys were undertaken on Tuesday 25 April 2023 in the section adjacent to Butterfield Green. Please see **Appendix 4** for location of the surveys.
- 2.3. Survey data shows relatively low volume of motor traffic on those roads. Average speeds are within the 20 mile per hour speed limit. See **Table 1**.
- 2.4. Pedestrian and cycle surveys show peak time use in the morning for pedestrians is 50 (at 8.30am) and 34 (5.45pm) in the afternoon. Morning peak time cycle use is at 8.30 (129 cyclists) southbound and 6.30pm (92 cyclists) in the afternoon northbound. See **Table 2**.

Road	7 day average traffic volume March 2023	7 day average traffic speed (mph) March 2023
Allen Road	1432	19.8
Nevill Road	1221	11.6
Wordsworth Road	2584	25.4
Palatine Road	476	10.5

Road	Pedestrians	Cyclists	Powered two wheelers
Northbound	726	1056	3
Southbound	847	1451	6

Collision data

- 2.5. Road traffic collision data was analysed from the last six years for the period January 2017 to January 2022 using STATS19 data. The area included the junction of Allen Road with Nevill Road and the junction of Wordsworth Road with Palatine Road.
- 2.6. There were no incidents recorded at the junction of Allen Road with Nevill Road within the last six years.
- 2.7. There were no incidents recorded at the junction of Wordsworth Road and Palatine Road within the last six years.

Detailed Collison summary

- 2.8. Although there have been no recorded incidents in the immediate vicinity of the scheme between January 2017 to January 2022, historically along Nevill Road within 100 metres of the extent of the scheme, there have been several slight incidents all involving pedal cycles. These incidents occurred over six years ago but on the Cycleway 1 route.
- 2.9. In September 2015 at the junction of Allen Road with Nevill Road, there was a slight injury to a cyclist from a car which was heading from Nevill Road to Allen Road. This incident occurred at 21:30 hours.
- 2.10. In November 2015 at the junction of Walford Road with Nevill Road, there was a slight injury to a cyclist from a car failing to give way exiting Walford Road. This incident occurred at 09:00 hours.
- 2.11. In October 2016 at the junction of Walford Road with Nevill Road, there was a slight injury to a cyclist from a car failing to give way exiting Walford Road. This incident occurred at 18:30 hours.
- 2.12. In November 2017 at the junction of Clonbrock Road with Nevill Road, there was a slight injury to a cyclist from a motorcyclist in a hit-and-run incident. This incident occurred at 23:40 hours.
- 2.13. In September 2018 at the junction of Walford Road with Nevill Road, there was a slight injury to a cyclist from a heavy goods vehicle. This incident occurred at 18:30 hours.
- 2.14. No incident involved pedestrians.

Road Safety Audit

- 2.15. A stage 1 and Stage 2 Road Safety Audit (RSA) was conducted by Project Centre in April 2023.
- 2.16. A number of potential improvements were identified and design alterations recommended.

Specific comments from the Road Safety Audit

- 2.17. **Summary:** Lack of surface water drainage provision on the existing carriageway could lead to a slip hazard, leading to loss of control collisions for vehicles or personal injuries for pedestrians.
- 2.18. **Recommendation:** It is recommended to revisit the design and ensure that surface water drainage is sufficient, to prevent ponding in the area.
- 2.19. **Hackney comments:** It is agreed that adequate drainage and levels are provided during the detailed design stage of the scheme to prevent surface water ponding.
- 2.20. **Summary:** Vehicles mounting or protruding the pedestrian crossing areas, when turning at the junction of Allen Road and Nevill Road, could risk collisions with pedestrians in the area.
- 2.21. **Recommendation:** It is recommended to ensure that vehicles are able to turn and give way to each other at the junction without mounting or protruding the pedestrian crossing areas. It may be beneficial to undertake a vehicle swept-path analysis and provide measures to prevent vehicles from mounting or protruding onto the pedestrian crossing areas.
- 2.22. **Hackney comments:** Allen Road is closed to motor vehicles before its junction with Nevill Road and contravening vehicle numbers are expected to be very low. As a result it will be rare that two contravening vehicles are using this route regularly. Furthermore, the pedestrian areas will be clearly distinguished from the carriageway using different material colours and level.
- 2.23. **Summary:** Cyclists clipping adjacent features when turning sharply at the cycle track, could lead to an increased risk of trip and fall for cyclists.
- 2.24. **Recommendation:** It is recommended to ensure that cyclists are able to turn in and out of the cycle track without clipping and tripping on adjacent features.

- 2.25. **Hackney comments:** Purpose designed cycle delineating blocks will be used to separate the footway and the rain garden from the cycle track. Furthermore reflective cycle wands and directional signage will guide cyclists through the bend.
- 2.26. **Summary:** Inadequate cycle stands could force cyclists to chain their bikes to proposed bollards, which could potentially cause other cyclists using the cycle track to clip the bikes / bollards, resulting in fall and personal injuries.
- 2.27. **Recommendation:** It is recommended to ensure that adequate cycle stands are provided at appropriate locations.
- 2.28. **Hackney comments:** To accommodate adequate footway and cycle widths, some street furniture will need to be removed to declutter the public realm. Cycle stands can be installed at alternative locations near the Butterfield Green park entrance on Allen Road and on the eastern footway adjacent to the existing green space.

3. Policy Context

- 3.1. 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.
- 3.2. 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.
- 3.3. 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.
- 3.4. 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.
- 3.5. 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.
- 3.6. **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.

3.7. **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.

3.8. 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

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

- Support and help Hackney recover.
- Healthy, happy, thriving Hackney.
- Safer streets and a secure borough.
- A green new deal for Hackney.
- Thriving high streets and neighbourhoods

Mayor of London's Policies

3.10. 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.

3.11. 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 public realm improvements, which is one of the main objectives of the Scheme.

Climate Emergency Declaration

3.12. 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.

3.13. 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.

4. Consultation

- 4.1. There is support from the local residents in the area to reduce the cycle speeds and motorcycle use on the cycle path at Butterfield Green. There is a safety implication as there are a number of schools and nurseries in the vicinity and residents have written to the Council requesting that something be done to mitigate the increased cycle speeds and disregard by motorcycle users.
- 4.2. The local community was consulted on the Butterfield Green scheme with the map attached, as shown in **Figure 6**, in the consultation packs distributed to the area highlighted in yellow in **Figure 8**.
- 4.3. A consultation was carried out from the 23rd November 2021 to 19th December 2021, consultation leaflets were delivered to residents' properties, so they could provide their feedback to the proposals, by writing to 'Freepost Streetscene.'
- 4.4. Residents were also able to electronically write to streetscene.consultations@hackney.gov.uk
- 4.5. The Hackney website had information on the Butterfield Green consultation found at <https://consultation.hackney.gov.uk/streetscene/butterfield-green/>
- 4.6. The involvement of local councillors was important in order to cascade the information through their surgeries and networks.

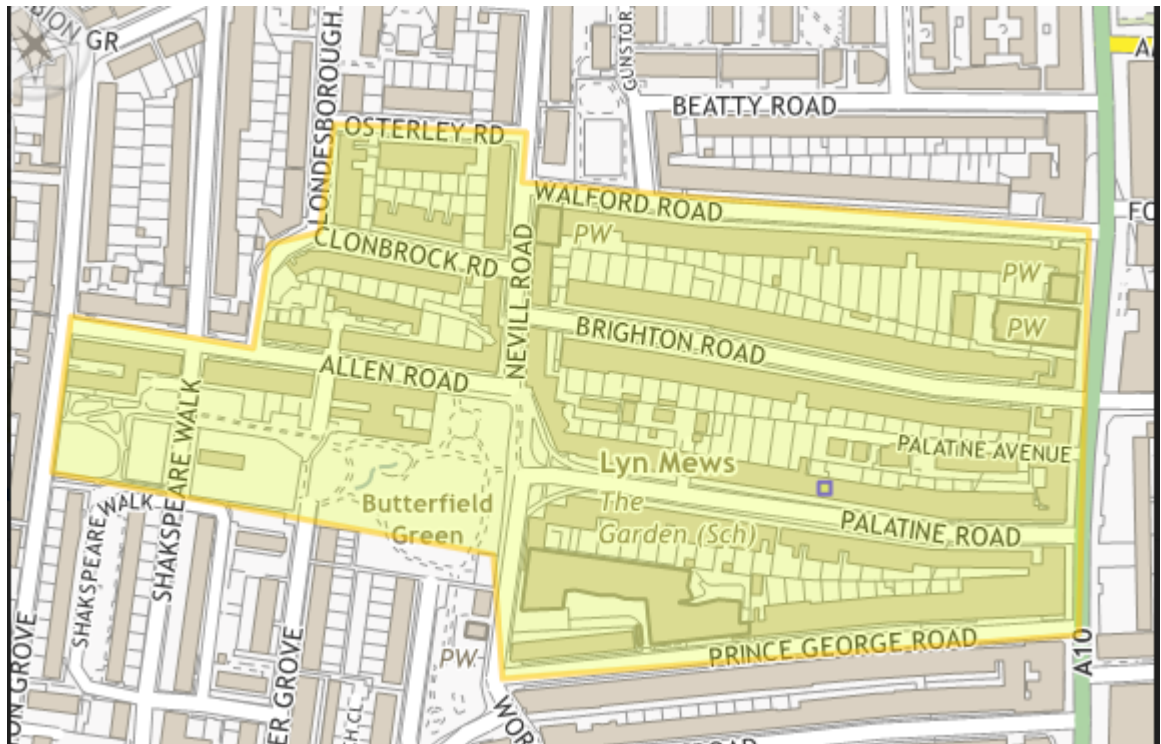


Figure 8 Butterfield Green cycle path consultation area

Internal consultation - Parking and Housing Services

- 4.7. Hackney's Parking Services were notified of the proposed removal of one resident parking space on Nevill Road on 5th April 2023. The parking bays are controlled within a Controlled Parking Zone permit holder of Zone E. No objection was received to the proposal.

Emergency Services consultation

- 4.8. The Butterfield Green scheme is not expected to affect any emergency vehicles as the traffic management will not change to that currently in place. The footway and cycle track is proposed to be camera-enforced with no physical obstruction which affects anti-social behaviour from motorcyclists and not regular vehicles.

Specific feedback from the emergency services includes the following:

- 4.9. **Comments from Metropolitan Police Service:**

The Metropolitan Police Service was consulted on 11 April 2023, 1 June 2023 and 9th June 2023 directly via email.

A response was received on the 10th June 2023 writing, "The MPS have no objections to nor concerns with this proposal."

4.10. Comments from London Ambulance Service:

The London Ambulance Service was consulted on 11 April 2023 directly via email. No comments were received from the London Ambulance Service.

4.11. Comments from London Fire Brigade:

The London Fire Brigade was consulted on 11 April 2023 directly via email. No comments were received from the London Fire Brigade.

External stakeholder consultation

Hackney Cycle Campaign

4.12. "We agree that the current layout creates some conflict between cyclists and pedestrians - it invites pedestrians to cross the road just at the point where the track widens into Nevill Road - and the proposed design addresses that.

We are concerned that the new design will be narrow for two way cycling, particularly with the growth of cargo and business delivery cycles using C1. Entering the path southbound may be difficult for non-standard cycles or those with trailers, if there are northbound cyclists.

We are glad that there will be cameras installed to deal with the issue with motorbike /scooters using this section, and would ask that you seek to widen the cycle lane in particular at the curve and /or to reduce the angle of the curve."

Hackney comments:

Where possible, a two metre width footway and cycle track have been provided to accommodate both pedestrians and cyclists.

The height of the cycle track, footway and new table installed at the junction will be the same with a delineating cycle block segregating the cycle track and footway providing additional space in a conflicting situation where this is

required. Furthermore, there will be adequate visibility for two opposing cyclists with cargo boxes to provide room to each other while travelling through this route.

Due to funding constraints, the scope of the funding excluded the addition of a fixed camera for enforcement purposes. However, the Council's Enforcement services will be asked to monitor contravening vehicles using mobile camera enforcement.

Public consultation analysis

Butterfield Green

- 4.13. There was overwhelming support for the scheme with a few residents or businesses opposed to the schemes.
- 4.14. Responses were received from 57 residents and 6 businesses.
- 4.15. 49 of these responses support the scheme proposals whilst 5 opposed and 3 were neutral.

Summary comments opposing the Butterfield Green scheme:

- 4.16. **Design:**
 - I feel strongly that the bulk of traffic is cyclists on CS1 going N-S - therefore making these users negotiate a chicane seems like the opposite of what's needed? Also - Please do not use raised paving of any sort around narrow cycle tracks. Any cyclist might hit these at even low speed and likely to get badly injured. What's wrong with a zebra crossing for pedestrians, rather than a complicated and potentially dangerous layout?
 - The scheme could simply consist of two strategically placed pedestrian crossings in order to access the other side of the road. The Council proposed solution is environmentally and financially expensive would cause further congestion since the closures of the roads with the LTN we are having many vehicles using the area to manoeuvre. The proposed additional planting bed would restrict the turning circle especially for larger vehicles and delivery vans.

Hackney comments:

The cycle track is part of the Cycleway 1 route, previously named Cycle Superhighway 1. The route is very direct between Wordsworth Road and Nevill Road maintaining a straight path allowing cyclists to travel at speed especially during commuting times. High cycle speeds and pedestrians crossing the cycle track create regular conflicts and a geometry change is required to slow cyclists at this location to create more visibility and time to react to other road users using the highway.

The raised junction will further emphasise a change in environment for cyclists with different materials creating a feeling of awareness that other road users also use the space.

A zebra crossing diagonally was explored however it is not feasible as it will not allow the visibility required to provide cyclists time to slow down for crossing pedestrians. A suggestion to place two zebra crossings on Allen Road and Nevill Road is not feasible for the volume of cyclists and pedestrians as well as being outside the desired line of pedestrians and the placement being too close to the junction bend.

This scheme is separate to Low Traffic Neighbourhoods although the use of planting and sustainable drainage aims to provide some environmental benefits.

Allen Road is closed to through traffic and large vehicles are not expected to make any turns at this junction. Furthermore, the rain garden is located away from any area where vehicles are turning.

4.17. Consultation:

- This is a serious question - Why Do you consult us? 65% didn't want the road closures but you go ahead anyway. It is pointless giving our opinions because you blatantly ignore us. I have never experienced such an anti-democratic council in my life. As a life long labour vote I will never vote for a labour council again. Don't ask us just to say you have consulted us. You ignore the consultation results and it makes a mockery of the whole exercise. Spend the money on better public transport, stop being ableist with your obsession with cyclists.

Hackney comments:

The Butterfield Green Cycle Path scheme is separate to Low Traffic Neighbourhoods schemes. The Butterfield Green consultation has had 49 out of 57 residents and 6 businesses supporting the proposals of the scheme. Residents are provided an opportunity to suggest opinions through the consultation process which can be used to guide the detailed design process of schemes in Hackney. This scheme aims to achieve road safety for different road users as well as improve the public realm and contribute to environmental benefits through the use of rain gardens to collect surface water runoff. Reports on the decision making on Low Traffic Neighbourhoods can be found at <https://hackney.gov.uk/menu#low-traffic-neighbourhoods>

4.18. Waste of Money:

- This is such a waste of time and money. Better invest in learning pedestrians and cyclists on how to behave instead of making it difficult for everyone. After forcing the cars to stop using this part of Nevill Road, and pushing cyclists to use it, you now want to force them to stop using it by adding a curve. I would prefer road signs to alert or pedestrians priority and a camera with fines for cyclists not behaving well, instead of all the changes.
- That's where our money is being wasted. The cyclists and scooter riders are a bloody nuisance, and should be insured.

Hackney comments:

Hackney Council has an on-going commitment to improve the street environment of the borough and the Mayor has invested significant sums in making traffic management improvements across Hackney. This has led to major improvements in the condition of our street lighting, roads and footways and these, and other measures, continue to provide substantial improvements for the benefits of residents and visitors alike. As part of this commitment, we are continually seeking ways to improve road safety across the borough.

Hackney Council has invested and continues to invest in sustainable modes of transport such as walking and cycling through improving footways and cycle routes.

The Low Traffic Neighbourhoods scheme supports and encourages sustainable transport however, does not stop anyone who must drive for any reason from doing so. The scheme seeks to prevent residential roads being used as a through-route.

Changes to the cycle track geometry will not stop any road user from cycling. It will slow cyclists to a safe speed, creating better visibility between pedestrians and cyclists allowing both to negotiate around each other and improve safety and comfort.

Camera enforcement will be used to encourage compliance with the road signs as some motorcycle riders will choose to ignore these and travel on the footpath and cycle track. Cyclists must follow the highway code and cycle in a safe manner considering other road users.

- 4.19. The Council is recommending the implementation of this scheme via a permanent Traffic Management Order because of the need to reduce road safety risk on the cycle track and pedestrian footway alongside Butterfield Green. In addition, stakeholders, residents and business have been consulted with the majority of responses supporting the schemes.

5. Impact Assessment - potential impacts of proposals

- 5.1. North and southbound cyclists travelling on the cycle track between Wordsworth Road and Nevill Road will be most impacted as the geometry change to the cycle track will reduce cycle speeds and momentum.
- 5.2. Motorcycles and scooters will be prevented from using the cycle track and footway through camera enforcement. Traffic enforcement cameras will issue penalty charge notices to ensure compliance of the highway code. Pedestrians and local residents will be impacted positively in that there will be a reduced risk of collision between motorcyclists and pedestrians.
- 5.3. With lower cycle speeds, pedestrians and local residents will be impacted positively in that there will be a reduced risk of collision between cyclists and pedestrians.
- 5.4. No bus route is expected to be impacted negatively from the Butterfield Green scheme.
- 5.5. Emergency services are not expected to be impacted by the Butterfield Green scheme. Emergency services have an exemption to travel through the traffic management measures related to Low Traffic Neighbourhoods in the surrounding area such as Allen Road, Clonbrock Road and Walford Road.

6. Equalities Impact Assessment (EQIA)

- 6.1. 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.
- 6.2. 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 P
Positive		<p>The scheme will have a positive improvement to road safety and public realm for all users.</p> <p>This scheme's objectives are to:</p> <ul style="list-style-type: none"> ● Reduce road safety risk on residential roads. ● Make the area more pleasant. ● Improve the street environment. <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>The scheme will have a positive improvement for people in all parts of the population when they are cycling or walking.</p> <p>There will be surface material changes to aid pedestrians across the cycle track and promote an environmental change to slow cyclists. Lower cyclist speeds will make crossing easier for pedestrians including visually impaired.</p> <p>There can reasonably be expected to be an overall improvement in road safety as traffic becomes more orderly and travels slower. An overall reduction will be particularly beneficial for older people and young children, who are overrepresented in road collision accidents.</p> <p>Traffic management changes will not affect in any way any individual's religion or belief.</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 geometry change on the cycle track and raised junction between Allen road and Nevil Road, is to alleviate pedestrian and cyclist conflict , from the effects of fast travelling cyclists using the Cycleway 1 route, thereby reducing the potential for collisions and improving road safety.</p> <p>The impact on Air Quality 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 pregnancy, 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 one resident parking space for permit holders (E) on Nevil Road, can be accommodated within nearby side roads for permit holders in Zone E. Residents must apply for the Zone E permit. The existing parking bay will be replaced with double yellow lines with “No waiting” restrictions.</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 www.hackney.gov.uk/blue-badge</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"> ● The maintaining of access for all emergency services in the scheme area ● All properties are still accessible by vehicles including taxis ● Blue badge parking is available ● Cycle access will continue on the Cycleway 1 route ● Pedestrian access will continue on footways <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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7. Legal implications

- 7.1. 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).
- 7.2. 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.

- 7.3. Permanent Traffic Management Orders will be used to legally enforce the traffic management changes.

8. Financial implications

- 8.1. The estimated cost of implementing the road safety and public realm improvements at Butterfield Green is approximately £190,000. This is funded by Transport for London.
- 8.2. The maintenance of the road markings, signs and rain gardens will be incorporated into the Council's routine maintenance and will not have a substantial impact on the revenue budgets.

9. Authority to make decisions

- 9.1. Within the scheme of delegation for Climate, Homes & Economy, 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.

10. Recommendations

In considering the results of the monitoring, consultation responses and objections received for the Butterfield Green scheme, **it is recommended that the Head of Streetscene approves that the Council:**

- 10.1. Proceeds with the proposals as detailed in this report.
- 10.2. Proceed with statutory consultation and the advertising of the necessary Traffic Management Orders to:
- Install a raised speed table at the junction of Allen Road and Nevill Road.

- Change the geometry of the existing cycle track adjacent to Butterfield Green with a 15 metre radius towards the west when heading northbound.

10.3. Construct permanent greening features such as a rain garden with a Sustainable Drainage System to improve the look and feel of the environment adjacent to the cycle path and to deflect cyclists to the new geometry.

10.4. Replacing the existing temporary planters of the Low Traffic Neighbourhood (LTN) on Allen Road into permanent infrastructure. The planters will be replaced with rain gardens incorporating the Sustainable Urban Drainage System (SuDS) with plants to improve the look and feel of the environment.

10.5. Proceed with statutory consultation to permanently remove one permit holder parking space (permit holders Zone E) on the eastern kerblines of Nevill Road 5 metres north from the junction with Allen Road. (Outside number 6 Nevill Road). Parking space to be replaced with double yellow lines

11. Conclusion

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

Signed:-... 

Dated: 25 July 2023

Tyler Linton - Head of Streetscene

cc. Cllr Mete Coban – Cabinet member for Energy, Waste, Transport & Public Realm

cc Maryann Allen – Group Engineer, Design and Engineering

APPENDICES

Appendix 1 - [Butterfield Green Proposed Drawing](#)

Appendix 2 - [Consultation Leaflet](#)

Appendix 3 - [Consultation Questionnaire](#)

Appendix 4 - [Traffic counts map](#)

Appendix 5 - [Accident map](#)

Appendix 6 - [Road Safety Audit](#)

Appendix 7- [Stoke Newington LTN](#)