

DELEGATED POWERS DECISION

STREETSCENE SERVICE CLIMATE, HOMES AND ECONOMY

Clapton Common (A107) - Spring Hill Junction Green spaces and pedestrian / cycle accessibility improvements

AGREE TO PROCEED WITH:

- Advertising Statutory Notices for the raised junction table at the Clapton Common (minor) / Spring Hill junction.
- Implementing pedestrian and cycle accessibility improvements at the Spring Hill / Clapton Common (minor) junction.
- Installing a green space on the closed section of Spring Hill between A107 Clapton Common and Clapton Common (minor) subject to a successful stopping up process under S.116 of the Highways Act 1980 and turning the remainder of the road into a shared cyclepath / footpath.
- Entering into a Section 8 of the Highways Act 1980 Agreement with Transport for London to carry out improvements on the Spring Hill within the TfL boundary.

REASONS

The proposals will:

- Increase the green space areas in the borough and make Hackney a more sustainable, greener and safer borough with a more pleasant residential environment that is safe and suitable for all.
- Improve road safety for pedestrians and pedal cycles at road junctions and help make them feel more confident to take up activities such as walking and cycling in local parks and greeneries, as part of a healthy lifestyle in their own environment.

1.0 BACKGROUND

- 1.1 In July 2021, Hackney Council implemented a trial closure of the western arm of Spring Hill at the Clapton Common (A107) junction using an experimental traffic order (ETO) and in August 2022, they were permanently adopted by the Council paving the way for more substantive measures to replace the temporary materials that had been used for the trial measures.
- 1.2 The refurbishment of the dilapidated public convenience building into what is now Liberty Hall has created a demand for pedestrian accessibility improvements at the Spring Hill / Clapton Common (minor) junction where there are high levels of pedestrian activities.
- 1.3 Hackney Parks have always had plans to extend Clapton Common to include the western arm of Spring Hill, including pedestrian accessibility links to the hall which was previously severed from the Common by being surrounded by roads on all sides.
- 1.4 This is in line with their Hackney Parks and Green Spaces Strategy 2021 - 2031 to connect green spaces by relocating pathways, removing fences and carriageways to improve accessibility, biodiversity, air pollution, etc.
- 1.5 **Figure 1.1** shows the existing layout plan of the Clapton Common (A107) - Spring Hill junction.

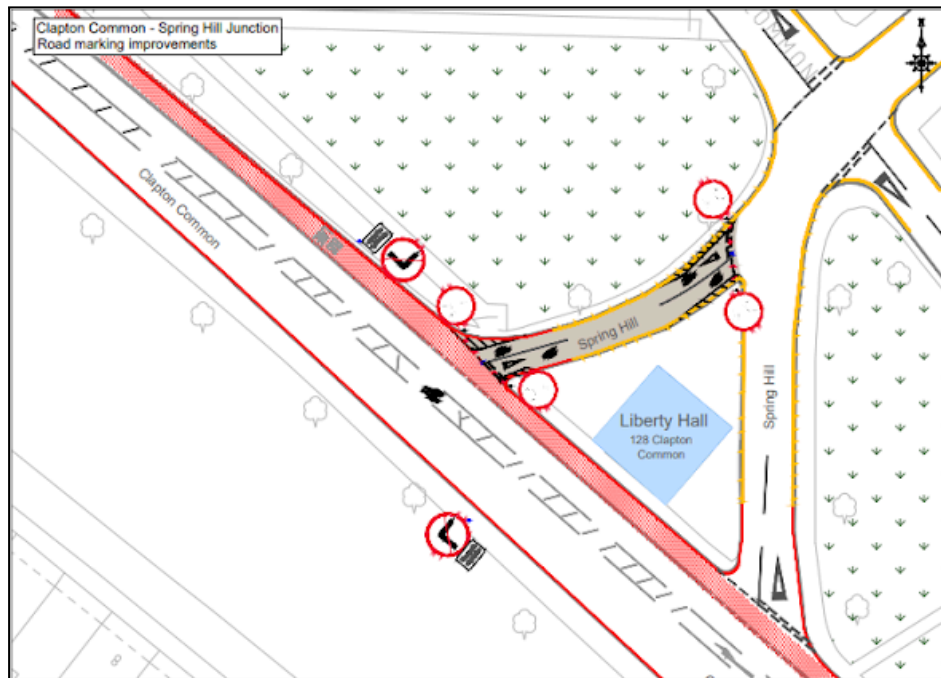


Figure 1.1: - location of the experimental measures at the A107 Clapton Common - Spring Hill junction

1.6 The western arm of Spring Hill is already closed using metal bollards.

The proposed pedestrian and cycle accessibility improvements

1.7 The proposed pedestrian and cycle accessibility improvements to be implemented at the Clapton Common / Spring Hill junction include:

1.7.1. Implementing a raised junction table at the Spring Hill / Clapton Common (minor) junction with step free informal pedestrian crossings on all arms.

1.7.2. Installing a rain garden with SuDS infrastructure outside 50 Clapton Common.

1.7.3. Supplementary drainage works where required.

The proposed green space improvements

1.8 The proposed greening of the closed section of Spring Hill will include:

1.8.1. Installing a new shared footpath / cycle path 2.5 metres

wide along the southern kerbline using precast concrete edgings and suitable bituminous surfacing materials.

- 1.8.2. Replacing the construction layers in the remaining closed section of the road with Class A topsoil and turfing.
 - 1.8.3. Removing the wooden bollards, signs and street lighting on the northern side of the existing closed section of the road.
 - 1.8.4. Relocating the two streetlighting lamp posts closer to the northern edge of the new footpath.
- 1.9 Refurbishing the existing pavements using bituminous materials, precast concrete edgings and fibre reinforced paving slabs.
- 1.10 Resurfacing the southern arm of Spring Hill using suitable bituminous resurfacing materials.

Proposed Section 8 of the Highways Act 1980 Improvements

- 1.11 A Section 8 of the Highways Act 1980 Agreement with Transport for London for improvements at the A107 Clapton Common / Spring Hill junction will include:
- 1.11.1. Removing the cobbles and redundant dropped granite kerbs in the TfL's closed section of the road.
 - 1.11.2. Installing new metal bollards and granite kerbs with an upstand of 130mm in redundant road areas and retaining the existing dropped kerbs in front of the new footpath.
 - 1.11.3. Replacing the worn out concrete surface in the closed section of Spring Hill with a new verge in line with the proposed green space.
 - 1.11.4. Installing the new footpath with bituminous surfacing materials.
 - 1.11.5. Kerb dressing the new granite kerbs at Clapton Common

within the closed section of the road and adding road markings.

Existing and proposed green space boundary

1.12 **Figure 1.2** shows the existing and proposed green space boundary for Clapton Common on the closed section of Spring Hill between A107 Clapton Common and Clapton Common (minor).

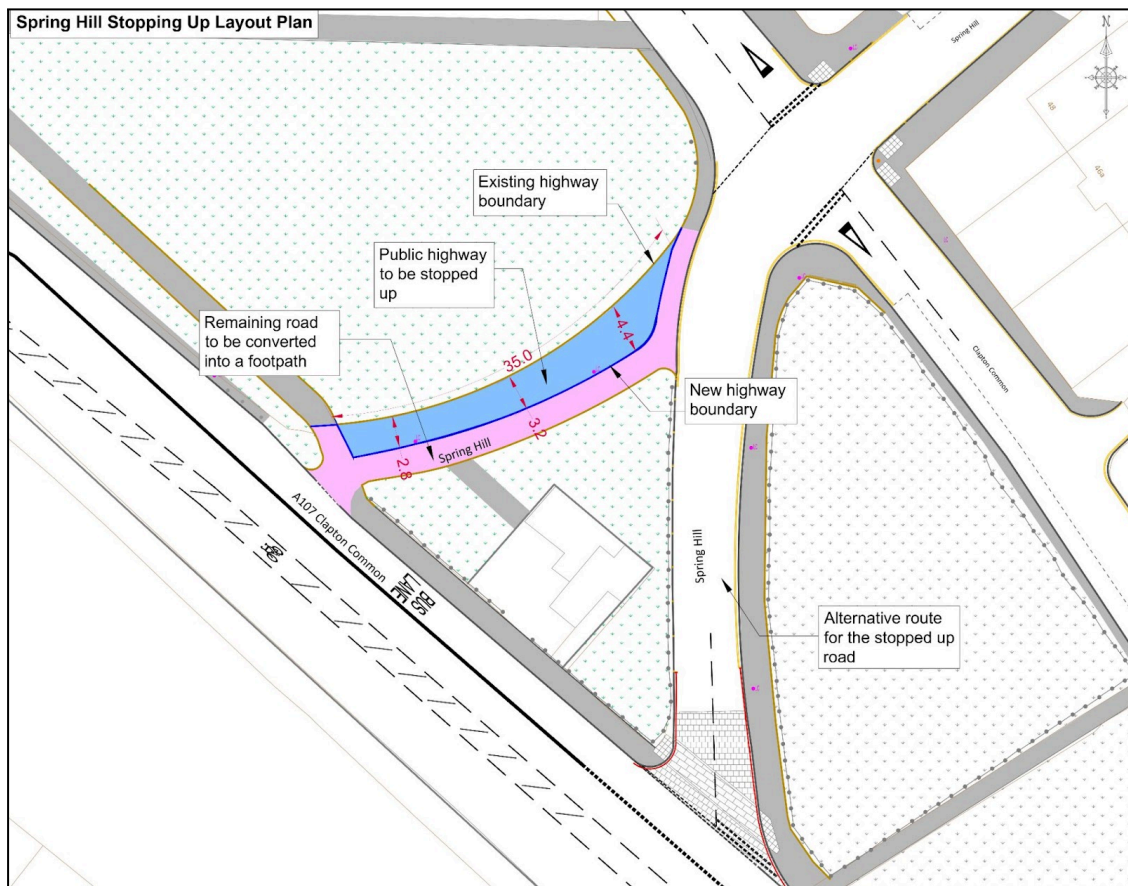


Figure 1.2 showing the existing and proposed highway boundary on the closed section of Spring Hill

Potential Alternatives considered and rejected

1.13 As part of the decision process regarding the future of the closed section of Spring Hill, several alternatives were considered and rejected. These alternatives were constructed based on a combination of technical options and suggestions made by stakeholders and included the following:

1.13.1. *A 'do nothing' approach / Leave the road as it is*

This option was considered but rejected because:

- The road is already closed using temporary measures that do not provide the full environmental or safety benefits to pedestrians and cyclists.
- The closed section of the road would soon deteriorate due to lack of usage if it is not dug out and re-grassed.
- The refurbished building would remain inaccessible for pedestrians and cyclists wishing to gain access to the building.

1.13.2. Scraping off the closure entirely

This option was not considered to be a viable option as it is retrogressive, does not support the fight on climate change.

2.0 IMPACT ASSESSMENTS

Cycling and Walking

- 2.1 Converting the closed arm of Spring Hill into a raised cycle track and footpath will provide additional facilities for pedestrians and cyclists in general and improve pedestrian / cycle accessibility around the Liberty Hall.
- 2.2 The new footpath and cycle track will be similar to other footpaths already in existence in the common.
- 2.3 Increasing the length of cycle tracks / footpaths in the area will have a positive impact on walking and cycling in the area.

Maintaining the green space

- 2.4 A total area of 120 m² will be turned into a green space and this will have a positive impact in the area and the borough as it increases the green space area in the borough.

- 2.5 Although the area under consideration is small, it will become part of Hackney Parks and Green Spaces responsibility to maintain once it has been handed over. It is anticipated that the impact on the maintenance budget will be minimal.

Highway access and accessibility

- 2.6 Stopping up the closed section of Spring Hill will not have any impact on available access into the area as the southern arm of Spring Hill will remain open to traffic and the footpath / cyclepath will provide access into the refurbished building.

Access for Emergency services

- 2.7 Access for emergency services in the area will not be affected by the improvements or stopping up of the closed section of Spring Hill.

Impact on services

- 2.8 A NRSWA search showed that only A UKPN feed to the existing street lighting posts is present.

Consent from Planning Inspectorate for Work on the Common

- 2.9 Works to remove the existing bollards from the Common will not require consent from the Planning Inspectorate.
- 2.10 Works to relocate the existing lamp posts from the common to the new pavement on the redundant section of the road will not require consent from the Planning Inspectorate because they are not additional structures, but existing structures on the common being moved to another part of the common.

Refurbishing the pavements

- 2.11 The refurbished pavements will provide a comfortable walking environment for pedestrians and cyclists in the area.

Raised junction table and pedestrian crossing facilities

- 2.12 The provision of a raised junction table with highlighted step free crossing facilities for pedestrians will have a positive impact on the walking environment in the area as it will improve pedestrian safety

and comfort.

Traffic and traffic flows

- 2.13 This scheme will have no impact on traffic or traffic flows as the road closure was implemented almost eighteen months ago.

3.0 PUBLIC CONSULTATION

Stakeholder consultation

- 3.1 Consultation with Hackney Stakeholders such as The London Fire Brigade, London Ambulances, Hatzolah Ambulance Service, ward members, the MET Police and other stakeholders was carried out in September 2023.
- 3.2 It is noted that not all Stakeholders were able to respond to the invitation to submit comments for the scheme, however the Council is aware of their more general concerns as these are discussed across a variety of schemes over time and the principles incorporated into ongoing design work.

Met Police

- 3.3 The Met Police had no objections to the scheme as their concerns were addressed before the public consultation.

London Fire Brigade

- 3.4 Although the London Fire Brigade did not submit any comments on these proposals, they submitted their comments when the scheme was made permanent and these were taken into consideration then.

Parking Enforcement

- 3.5 The Parking Services Enforcement Team had no objection to the scheme as it is self enforcing.

Hatzolah Ambulance Service

- 3.6 Although the Hatzolah Ambulance Service did not submit any comments on these proposals, they submitted extensive comments when the scheme was made permanent and these were taken into consideration then.

Springfield Park Users Group / Clapton Commons

3.7 Comments from the chairperson for Springfield Park Users Group included:

- There is planned hedgerow planting alongside the old cycle path pavement being undertaken by school children in March, and I would ask that implementation be coordinated so work can be completed on both. Bulbs have been planted in the grass on both sides of Spring Hill on the Clapton Common.
- The cycle path is not used much, removal should not have a significant impact.
- Planting in new beds isn't specified and should support the proposed green corridor link 1 in the Green Infrastructure Strategy, and the surrounding planting of hedgerows/bulbs already/being planted to support that similarly e.g. pollinators, butterflies, wildlife, etc.
- There is currently a blocked drain on Spring Hill on the south side near the junction where the new road table will be put in. This will need to be cleared unless it is replaced.
- Limited water would run into the proposed site for the SUDS/rain garden, and it would be better sited on the Spring Hill, or potentially one or a number (like Oldhill Street) along the road length on the south side, to be more effective (suggest the south side on a wide pavement between Clapton Common and the first entrance to Springfield Park (and would also support the green corridor link).
- Water runs down the hill on the south side of the of Spring Hill from the main road and will need directing either into a drain, or ideally directed towards the suggested SUDS if a gutter can be put in the table or a pipe laid under the table to surface and direct rain water to the proposed SUDS along the gutter. The current location of the SUDS is uphill from the proposed raised table, so won't help with this main water run off.

Hackney Comments

- 3.8 Works will be coordinated to allow the hedgerow planting to take place. All planned tree planting activities will be passed onto the Arboricultural engineers for coordination.
- 3.9 The cycle path is required to improve accessibility around the refurbished building and will provide traffic free cycling and walking facilities in the area.
- 3.10 A new set of gullies will be installed at the edge of the raised junction table to prevent ponding at the junction.

Meeting with Clapton Commons

- 3.11 Streetscene officers met with Clapton Commons members on 22 April 2024 to explain the proposals to the members.
- 3.12 It was observed that some plants had been planted along the northern edge of the closed section of Spring Hill to act as a hedge and close the gap between bollards.
- 3.13 Under the new proposals, the edge of the common will be on the southern edge of the closed section of Spring Hill.
- 3.14 The bollards would be removed and the two lamp posts moved to the northern edge of the new footpath.
- 3.15 It was agreed that the plants, if left in their current location, would be out of place and that it would take Clapton Commons two to three weeks to organise their removal to a safe place
- 3.16 A request for two park benches to be located in the closed section of Spring Hill was received from Made In Hackney Community Cookery School who operate the refurbished building.
- 3.17 The request was turned down as it could encourage anti-social behaviour in the area.

- 3.18 It was agreed that some metal bollards would be required to ensure motorised traffic does not encroach on to the verge or use the new footpath as a short cut between Spring Hill and Clapton Common.
- 3.19 Clapton Commons would like to be involved in the type of shrubs that would be planted in the planter.
- 3.20 It was agreed that they could submit their recommendations for the shrubs they wanted to see planted and depending on availability these could be accommodated.
- 3.21 Officers explained that a new drainage system would be installed at the raised junction table.

London Cycling Campaign in Hackney (LCCiH)

- 3.22 LCCiH wanted to know if the new pavement (the old road) would still allow step-less entry for cycles, and with similar barriers.
- 3.23 They also wanted to know why the continuous pavements had been removed from previous versions of the scheme.

Hackney Comments:

- 3.24 LCCiH were advised that the width of the road would be reduced to a footpath size with a ramp at the Clapton Common end and that the design was changed to ensure that there are no ambiguities with regards to parking.

Hackney Parks and Green Spaces

- 3.25 Hackney Parks and Green Spaces were very supportive of the scheme.

Ward Members Comments

- 3.26 The consultation document was sent to ward members for Springfield Ward in January 2024 just before the public consultation started.
- 3.27 They wanted to meet with officers to discuss the issues.

- 3.28 Although the ward members were sent several invitations for a possible meeting, a possible meeting date could not be reached. It was later left to the ward members to suggest a meeting date which officers would attend.
- 3.29 To date officers have not received a meeting date from members.

Planning Inspectorate

- 3.30 Approval to implement works to remove bollards and lamp posts from the common was sought from the Planning Inspectorate.
- 3.31 Their response was that the bollards and lamp posts are not additional structures but existing structures on the common being moved to another part of the common, and so they would not need to be involved.

Public Consultation

- 3.32 600 consultation leaflets were distributed in the Springfield area in January 2024.
- 3.33 61 responses were submitted to the council via the online Citizen Space platform or by post.
- 3.34 61% of the respondents agreed or strongly agreed with the greenery and accessibility improvements at the Clapton Common / Spring Hill junction.
- 3.35 **Figure 3.1** shows a graphical representation of the consultation results for the greenery and accessibility improvements at the Clapton Common / Spring Hill junction.

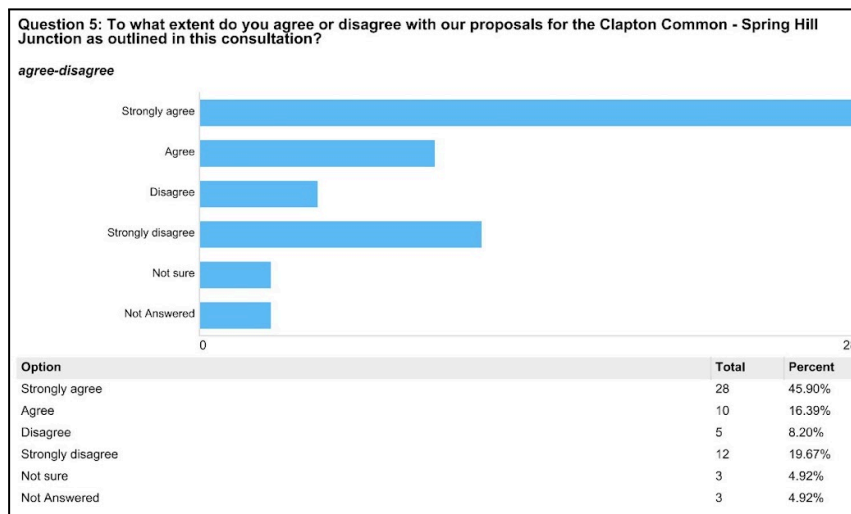


Figure 3.1 showing the graphical representation of the responses from the public consultation

- 3.36 The main themes drawn from the respondent’s comments were on road safety and issues to deal with the public realm.

Road Safety Theme

- 3.37 Illustrative comments received through the consultation are below in text boxes with the Council’s response following in line:

The pavement should be made more comprehensive and wider, and the roads should be made narrower in order to make walking there safe. how else would cars be forced to slow down???? More priority for crossing. Many kids are passing by there by themselves.

Hackney Comments

- 3.38 Although wider pavements are beneficial for pedestrians, there are minimum requirements and standards that have to be observed for motorised traffic, cyclists and pedestrians and these limit the amount of pavement widening that can be implemented.
- 3.39 The best layout possible will be implemented at the junction to ensure safety for all.

Reducing motor traffic and their danger to pedestrians, particularly, elderly, disabled and cyclists, in this traffic heavy area would be a

benefit. Reconnecting sections of open green space will be a benefit to all of those in the area.

Hackney Comments

- 3.40 One of the main objectives of the Transport Strategy is to reduce car dependency and where possible encourage more walking and cycling.
- 3.41 Increasing the green space area in the borough is also one of the objectives of the Green Infrastructure Strategy.

I think they could be a bit stronger if the pavements either side of Spring Hill as it crosses Clapton Common were continuous.

Hackney Comments

- 3.42 Continuous pavements on both sides of Spring Hill were considered but discounted due to the high demand for parking in the area and the absence of waiting restrictions could be misinterpreted as free parking space.

*This causes so much traffic and is also a danger to cars and pedestrians. This is not fair as sometimes we need to use the car and suffer as a result.
Also why did you remove parking spaces outside Kolllel House.*

Hackney Comments

- 3.43 The pedestrian and cycling accessibility improvements to be implemented at this junction should have a positive impact on traffic flows by improving accessibility for pedestrian and pedal cycles.
- 3.44 The scheme will not have any impact on existing parking arrangements outside Kolllel House, Clapton Common, however the one parking bay will be turned into an electric vehicle charging point outside 50 Clapton Common.

As I live opposite the junction, I strongly disagree with your proposal.

I have suffered the last 2 years, since you blocked the road for cars, making it difficult for all residents in the area, which you know were against it. The house at the junction is hardly used, as I see on a daily basis. You have a reputation of making life difficult for car drivers, most of your proposals make no sense at all. I know a resident was involved in a car accident due to the very difficult right turn from Spring Hill to Clapton Common, since you blocked the right road. From my experience, you don't care about the residents in the surrounding area, and just do what you fancy.

Hackney Comments:

- 3.45 The closure of the western arm of Spring Hill was permanently adopted in August 2022. Since May 2022 there have not been any recorded collisions or accidents at the junction.
- 3.46 The measures that are being proposed for the junction will improve the lives of local residents as they encourage them to move away from car dependency and take up more walking and cycling.
- 3.47 Public consultations are a way of gathering information on how residents feel about a scheme before it is implemented.
- 3.48 The scheme at Clapton Common was implemented on a trial basis to allow residents to submit their comments in real time as a way of consultation.

I have seen near misses here with the current layout which I think is dangerous.

Hackney Comments:

- 3.49 The closure of the western arm of Spring Hill was permanently adopted in August 2022. Since May 2022 there have not been any recorded collisions or accidents at the junction.

The bus lanes should be on the grass nearer to the blocks of flats and not on the main road as it hinders the drivers and is most dangerous.

Hackney Comments:

- 3.50 Buses are part of highway traffic and so where possible bus lanes should be located on the road. Transport for London are the

responsible authority for the A107 Clapton Common and oversee how it is managed.

Strongly disagreed previously on the original proposal and unfortunately our misgivings are fully justified. closing one fork {south-west} of springhill junction with A107 after making craven walk junction with A107 one-way it funnels double traffic through Springhill junction while restricting exit & restricting visibility with seriously diminished safety.

The road layout on the remaining fork of Springhill junction faces south-east so all this extra emerging traffic turning right (north-west) have reduced vision which is now very dangerous for cyclists approaching on S/E bus lane from behind old large trees with frequent accidents or near misses' Likewise very dangerous for pedestrians and of course for car-drivers distracted in either trying to merge into busy traffic travelling S/E and especially if trying to cross right against traffic N/W towards A10 junctions etc

If Hackney Council really cared for I-lackney residents they would revert the Springhill junction to previous status and reopen 5/w fork instead of paving over their previous mistakes.

But Hackney Council doesn't care" All these "Consultations" are just going through the legal formalities. And they only ask local residents, never motorists whose taxes pay for all these improvements" (i.e. restrictions). Taxation without representation isn't democracy so these Consultations are a sham. The Council planners & bureaucrats think they know best what's good for us.

If they ever got off their snug office chairs to witness this dangerous junction with restricted vision endangering cyclists, pedestrians & drivers they would reverse these stupid schemes. Unfortunately, lazy thinking rules supreme at Hackney Council'

Hackney Comments

- 3.51 The closure of the western arm of Spring Hill was adopted permanently eighteen months ago after twelve months of a trial scheme.
- 3.52 Visibility checks have been made at the junction and they show there is sufficient visibility which is aided by the bus lane.

- 3.53 Since the scheme was adopted permanently it is now supported by a traffic order which can only be revoked by a public consultation.
- 3.54 Public consultations do not discriminate against anyone as they are published online and distributed to all properties near the scheme whether they are motorists or not.
- 3.55 As part of the design process officers carry out sufficient investigations, including site visits, to ensure that the schemes they develop are robust and fit for purpose.
- 3.56 Comments on the public realm included:

I live within 3 minutes walking distance from the proposed plans and I feel this is not necessary. The simple materials used right now seem to be working just fine.

Any part of any road or whatever is written in the proposal will deteriorate if not maintained correctly, if well maintained, both what is now in place or what the proposal states will work, but maintaining the proposal will cost more money.

A lot of places across Hackney were previously done similar to this proposal, like the junction of Rookwood road and Castlewood has proven to cause more flooding, although in hindsight it should work it is mostly not planned right and doesn't work, causing pooling water around the raised road.

Hackney Comments:

- 3.57 Although the materials used for the closure of Spring Hill are still working well, they were meant to be on a temporary basis and will not last for a long time. In addition, the closed section of the road will soon crumble due to lack of usage. The scheme is not all about maintaining what is there but adding new facilities that will improve the environment at the junction and common.
- 3.58 A comprehensive drainage system will be implemented to reduce the possibility of flooding in the area.

Great proposals - I would go further and ban cars altogether.

Hackney Comments

- 3.59 Banning cars is not possible at this location as the junction is the only access and egress point for most properties in the area.

This proposal will make the area much more people friendly

Hackney Comments

- 3.60 That is one of the objectives of implementing such schemes.

Sounds like a really good idea and I will be excited to see the outcome as I live on Spring Hill. As much greenery as possible would be good -- and maybe some that is good for pollinators, such as native wildflowers?

Hackney Comments

- 3.61 The proposal to use native flowers will be considered for implementation as part of the scheme.

To whom it may concern.

You are using Taxpayers money to put into a little piece of road which you closed at one end which makes it so difficult for traffic that now has to come through snack side Road. It is impossible to even cross because of traffic coming from all sides into this side road. You make the new road due to the new tea room which never has more than 20 people so for these few people you have made such difficulties for fire engines-police-ambulances and other.

Why don't you instead use the money to pay the road sweepers to sweep the pavements in Spring Hill where I live. They are never swept and I have fallen over on the slippery leaves ?? Only when I phoned the council did they send someone and since then, nothing again. Please get your priorities right.

Hackney Comments

- 3.62 Schemes such as the Clapton Common / Spring Hill junction improvements are approved by the Council before they are implemented and the budgets are well managed by qualified

professionals.

- 3.63 The Made In Hackney Community Cookery School is now located in the building and this brings in a lot more people than those who use the cafe. In addition, converting the closed arm of Spring Hill will add more green space to Clapton Common.
- 3.64 Access for fire engines and ambulances will not be affected by these changes as the southern arm of Spring Hill remains open.
- 3.65 Funding for Street Cleansing is from a different budget and funds cannot be transferred from one budget to another budget.

This is a forlorn and needs writing - for a renewal and healthier atmosphere. So instead of only focusing on Liberty Hall's closed area, why not also make other changes to ??? the common.

Hackney Comments

- 3.66 Any changes to the common will require planning approval before implementation. The work that is being implemented is on the highway and will not have any impacts on the existing common.

-> More benches
-> More bins
-> CLEANER POND!

Hackney Comments

- 3.67 The proposal for more bins, benches and a cleaner pond will be sent to the various departments for consideration.

I really love the idea of a more pleasant green area which would be a pleasure to walk around and to enjoy, see colourful flowers and shrubs and it would be a safe place too so go for it and soon

Hackney Comments

- 3.68 That is one of the objectives of implementing such schemes.

*I am employed as a community gardener by Clapton Commons at Liberty Hall on Clapton Common.
I bring people back and forth from Lime Tree Court to St Thomas's*

Church by wheelchair. I have a long standing interest in public engagement for the design of public spaces, so hosted 3 sessions around your proposals, also working with Peter Cummins from the Springfield Park User Group. 2 at Liberty Hall. 1 with people from Made in Hackney CIC based there and 1 at St Thomas's Church. We did make some sketches, which I will bring to LBH 'Street Scene'. But to summarise in words:

- 1. It was felt important to keep cycles and pedestrians separate especially whilst crossing from Liberty Hall to the Green during outdoor events.*
- 2. Cobbles used on the road are very unfriendly to wheelchairs*
- 3. There could be more 'rain gardens' on both sides of Spring Hill. On Spring Hill as well as just round the corner.*
- 4. Could there not have been any face to face Co-design hosted by LBH? I did it voluntarily.*
- 5. There is plenty of scope for this on a more regular basis as part of the decision making process.*

Hackney Comments

- 3.69 As part of our stakeholder consultation, Springfield Park Users Group was consulted and their views taken into consideration when designing the scheme that was consulted on. Any proposals discussed with them would have been submitted to us for consideration.

I have been living in Hackney for over thirty years and have watched it becoming worse in every aspect of life from green, cars to bins, it used to be traffic free and clean, we are spending lots of money for very little difference. This is money very badly spent which is a shame. I am very aware that my opinion won't count and this is just a requirement by the Council which you will ignore but now that you have asked the least we could do is say. Hackney is being smashed to bits by people who have no clue, keep up your bad work by people who are woke, in the meantime it will only get worse. Let's be honest and sent us the quote for the works and the final costs if not will put a freedom of information request.

Hackney Comments

- 3.70 The views were noted, however, there are a lot of improvements taking place across the borough which will help to make it a place that is welcoming to visitors and residents.

4.0 POLICY CONTEXT

Hackney Transport Strategy 2015-2025

- 4.1 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.
- 4.2 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.
- 4.3 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.
- 4.4 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.

- 4.5 Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing the Transport Strategy.

Road Safety Plan

- 4.6 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 change 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.

Cycling Plan

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

Mayor's Manifesto Commitments

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

- “We will make it easier and more attractive to walk and cycle to school.”
- “We will implement measures to reduce road accidents especially in relation to vulnerable road users and working towards the Vision Zero target of no deaths on London's roads.”
- “We want Hackney's streets to be the most walking and cycle-friendly in London, leading the push to build people-focussed neighbourhoods.”

Mayor of London's Policies

4.10 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. 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.

The London Cycling Design Standards¹

4.11 Transport for London have issued guidelines for developing and implementing cycling improvements across London. They set out requirements and guidance for the design of cycle-friendly streets and spaces.

4.12 They are used by those who shape the environment through

¹ <https://content.tfl.gov.uk/lcds-chapter1-designrequirements.pdf>

planning and street design as well as engineers designing cycle-specific infrastructure.

4.13 The guidelines include the following:

- Design Requirements.
- Guiding Principles.
- Levels of Service for Cycling.
- Junctions and Crossings.
- Construction Requirements.
- Cycle Parking.

4.14 The Other documents in the TfL's Streetscape Toolkit include:

- Streetscape Guidance.
- London Pedestrian Design Guidance.
- Accessible Bus Stop Design Guidance.
- Kerbside Loading Guidance.

Climate Emergency Declaration

4.15 Hackney Council is committed to doing everything within its power to deliver net zero emissions across Council functions by 2040, which is ten years earlier than the target set by the government. When the Council made [our commitment](#), we 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 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 and 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 and 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 and 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.

5.0 EQUALITY IMPACT ASSESSMENTS (EQIA)

Section 149 of the Equality Act

- 5.1 Hackney Council and its delegated authority decision-makers must comply with 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.
- 5.2 As part of our decision-making process on the proposal for this scheme, due consideration has been given to the impact on all people within a protected group as defined by the act. The different groups covered by the Equality Act are referred to as protected characteristics: disability, gender reassignment, marriage or civil partnership status, pregnancy and maternity, race, religion or belief, sexual orientation, sex (gender), and age.
- 5.3 This section has also given consideration to people experiencing or at risk of poverty, although this is not a protected group, it is a strong component of Council priority.
- 5.4 Officers have ensured that all impacts on protected characteristics have been considered at every stage of the development of this proposal. This has involved:
- Collecting together the best possible data and evidence on each group.
 - Gaining the best possible knowledge of each group's needs preferably by direct consultation.
 - Anticipating the consequences on these groups and making sure that, as far as possible, any negative consequences are eliminated or minimised and opportunities for promoting equality are maximised.
 - Ensuring that the EQIA will be kept under review and updated

throughout the decision-making process.

- 5.5 This is done by reference to available research, preferably at ward level, but if unavailable then at Borough or London level. This is clarified and confirmed by consultation feedback which is sought from representatives again at ward, Borough or London level. Engagement should be seen as ongoing and all opportunities taken to consult and learn from people with protected characteristics.

Disability:

- 5.6 Under the 2010 Equality Act you are a disabled person if you have a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities.
- 5.7 While some disabled people may have impairments which are visible and immediately obvious, like using a wheelchair, other impairments like diabetes, dyslexia or mental illness are often invisible and therefore people's needs are not immediately recognisable.
- 5.8 Disabled people encounter discrimination and disadvantage in many aspects of life:
- disabled people are more likely to experience unfair treatment at work than non-disabled people. In 2008, 19% of disabled people experienced unfair treatment at work compared to 13% non-disabled people.
 - around a third of disabled people experience difficulties accessing public, commercial and leisure goods and services.
 - 20% of households with at least one disabled person live in poverty compared to 16% of households with no disabled people.
 - 46% of disabled people are in employment, compared with 76.2% of non-disabled people.

- around a fifth of disabled people report having difficulties accessing transport.
- one in three households with a disabled person still live in accommodation that is not classed as decent.

- 5.9 The Equality Act also protects people who are caring for a disabled child or relative as they will be protected by virtue of their association with a disabled person.
- 5.10 Hackney has lower than average rates of residents who identify as having a disability. In August 2019, 4,157 were in receipt of Disability Living Allowance and 3,273 were in receipt of Attendance Allowance.
- 5.11 Another measure of disability is the percentage of residents who are economically inactive because of being long term sick or disabled, which is 5.2% in Hackney as a whole compared to 3.7% in London. In the 2011 census 14.6% of Hackney respondents said they had a long-term illness that limited their daily activities in some way, compared with 13.% for London and 17.9% for England and Wales.
- 5.12 Hackney's own research indicates that just over 35,000 identify themselves as disabled or with a long term limiting illness. People from an Asian, Black or other ethnic background and older people are more likely to identify themselves as disabled.
- 5.13 The main modes of transport used by disabled Londoners at least once a week are walking (78%), bus (55%), car as a passenger (44%) and car as a driver (24%). Therefore, the number of mobility-impaired residents potentially affected by the closure of the western arm of Spring Hill, is minimal.
- 5.14 **Table 6** shows the proportion of disabled Londoners and the type of transport they take at least once a week.

Proportion of disabled Londoners and the type of transport used at least once a week (in percentages) - Children under 5 not included (2016/17)					
Category	Total	Age 16 - 25	Age 65+	Non Disabled all	Non Disabled 65+
Base	1729	789	863	15831	1828
Walking	81	88	70	96	95
Bus	58	4	48	60	72
Car (as passenger)	42	40	41	45	41
Car as driver	24	26	25	39	52
Tube	21	30	3	43	35
National Rail	9	12	5	17	15
Overground	7	10	3	12	8
PHV - minicab	10	12	8	10	4
Taxi - black cab	3	3	3	2	2
DLR	3	5	2	5	1
Tram	2	3	1	2	2
Motorbike	-	1	-	1	1
Any public transport	61	69	52	74	78

Table 6: Proportion of disabled Londoners and the type of transport they use

5.15 The TfL data shows that walking (which includes travelling on the pavement with a mobility aid or wheelchair), is the mode of transport disabled people use the most, with 81% indicating that they walk at least once a week. After that, bus travel (58%) is the most frequently used mode of transport, and after that car travel as passenger (42%) and driver (24%). It is important to note that multiple answers were possible.

- 5.16 There are 5,664 individuals in Hackney with companion e - badges, which is around 3.5% of the total residential population and 14% of disabled people. The latter figure is lower than the approximately 18.5% in London as a whole and around 20% for England. The figure for England is also around 20%. Some 86% of disabled residents in Hackney do not have a companion e - badge parking permit.
- 5.17 Other mobility impaired people in Hackney do not have their own car but rely on subsidised car-based Community Transport Services. One of the main schemes by which this happens is Taxicard which is a London-wide service providing subsidised London taxis, jointly funded by TfL and London boroughs, and administered by London Councils. There are currently 2,529 active Taxicard users in Hackney.
- 5.18 **Figure 5.1** shows the health centres likely to be visited by disabled people in the Clapton Common - Spring Hill area.

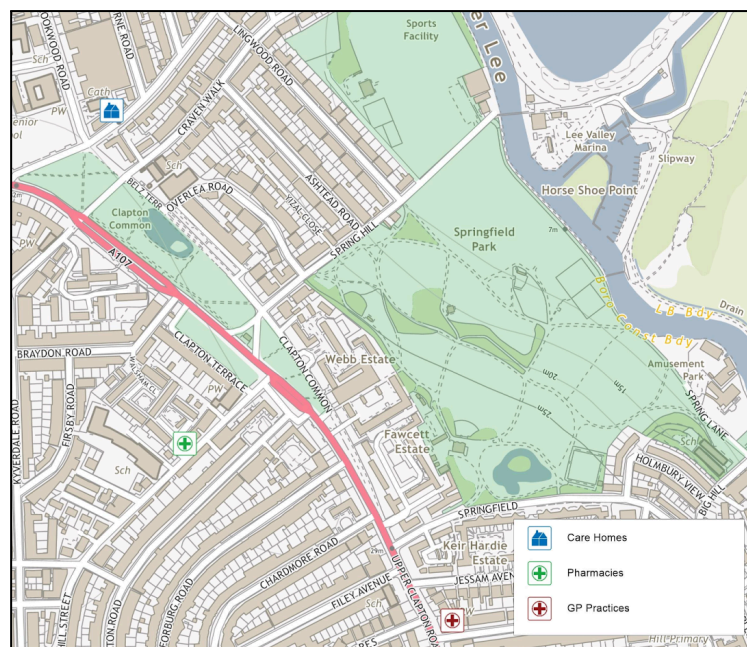


Figure 5.1 - showing the health facilities in the Spring Hill area

- 5.19 The Wheels for Wellbeing annual survey² shows that 72% of disabled cyclists use their bike as a mobility aid, and 75% found

² Wheels for wellbeing annual survey 2018:
<https://wheelsforwellbeing.org.uk/wpcontent/uploads/2019/04/Survey-report-FINAL.pdf>

cycling easier than walking. Survey results also show that 24% of disabled cyclists bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling. The infrastructure introduced by this scheme will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows.

- 5.20 It is also interesting to note that car use by disabled people is slightly lower than by non-disabled people (making up 11% and 12% respectively of trips taken by the two groups). Disabled people are relatively more dependent on buses (23% versus 21%) and slightly less likely to cycle (5% of trips compared to 8% for non-disabled people in Hackney).
- 5.21 Reducing pollution, traffic, and road danger are of critical importance to disabled people, who are among the worst impacted by increased pollution levels and the effects of climate change.

Loading and Unloading for the Disabled Community

- 5.22 Loading and unloading facilities for the disabled have not been affected by this scheme.
- 5.23 Access for emergency service vehicles will still be available on the southern arm of the junction.
- 5.24 Access to facilities used by people with disabilities has not been affected by these improvements.
- 5.25 As part of the proposals, all addresses and properties remain fully accessible by foot, cycle or vehicle. This is important to support community workers including midwives.

Engagement with Disability Community

- 5.26 Local disability groups such as RNIB were contacted for comments on the proposals and their comments were taken on board where possible; however there were no responses from the majority of disabled groups such as Age UK and Disability Backup.

Pregnancy/maternity:

- 5.27 This scheme has no impact on pregnancy and maternity as it does not generate extra traffic in the area.
- 5.28 Access to local GP Surgeries and health centres in the Springfield area is not affected by the scheme.

Age:

- 5.29 Consideration has been given to the impact of these proposals in terms of age. The scheme is very relevant to all age groups, but in particular, attention has been paid to older people and young children.
- 5.30 Hackney's population is growing rapidly; at the present rate of growth the population will reach 317,000, a growth of 43,000, by 2033. Hackney is a young borough. Some 50% of Hackney's population is aged between 20 and 44 which is one of the highest such proportions in the country and compares to just 34% in this age group nationally and 43% in London.
- 5.31 Those aged 65+ have a higher mode split of bus use compared to the average, with about average walking and car use mode shares. There is very little cycling amongst this age group. Those aged 0 to 15 have much higher walking and bus use than the average and also slightly higher car use but lower cycling rates. Those aged 16 to 19 also have much higher usage of buses and walking than average and the lowest car use of any age group. Cycling is most popular among the working age adult population (10% of trips) but is lower in both younger and older age groups. Car use is relatively low amongst all age groups but is highest among the under 15s.
- 5.32 **Table 7** shows the population distribution by age in Springfield ward

Springfield Ward population by Age Group				
Age	Springfield	Hackney	London	England
0 to 4	12.4%	7.8%	7.2%	6.3%
5 to 7	6.3%	3.9%	3.7%	3.4%
8 to 9	3.8%	2.3%	2.2%	2.2%
10 to 14	8.5%	5.6%	5.6%	5.8%
15	1.7%	1.1%	1.1%	1.2%
16 to 17	2.8%	2.1%	2.3%	2.5%
18 to 19	2.6%	2.2%	2.3%	2.6%
20 to 24	8.3%	8.8%	7.7%	6.8%
25 to 29	8.9%	13.7%	10.2%	6.9%
30 to 44	21.1%	27.9%	25.3%	20.6%
45 to 59	13.4%	14.4%	17%	19.4%
60 to 64	3.1%	3%	4.2%	6%
65 to 74	3.8%	3.9%	5.8%	8.6%
75 to 84	2.3%	2.3%	3.8%	5.5%
85 to 89	0.6%	0.5%	1%	1.5%
90+	0.3%	0.3%	0.5%	0.8%

Table 7- population by age group in Springfield

- 5.33 Access to locations important to older people, including local GPs, health centres and pharmacies is not affected by these improvements.
- 5.34 Older people are more likely to suffer from slight mobility impairments due to ageing, which do not fall under the disability

PCG. This can include slower movement and reaction time, and some may use mobility aids for walking. Additional space for walking is likely to be particularly beneficial for those who find it difficult to negotiate narrow and crowded footways. As such, improvements for pedestrians will disproportionately benefit this age group.

- 5.35 The 0-15 age group also stands to benefit substantially from these proposals, with some 54% of this age group’s trips being by either walking or cycling. Improvements for pedestrians will also benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop.

Religion and belief:

- 5.36 Consideration has been given to the impact of these proposals in terms of religion or belief. Special attention has been paid to places of faith and how these would remain accessible by all transport modes as part of the proposals.

- 5.37 The closure of the western arm of Spring Hill does not discriminate against any religious group, as they apply equally to all groups. There is no disproportionate impact on the Jewish, Muslim or Christian populations as residents or business owners, as the scheme does not prevent access to shops, places of faith or other cultural or religious institutions.

- 5.38 **Table 8** shows the distribution of Religion and Beliefs in Springfield

Springfield Religion and Beliefs (in percentages)			
Religion	Springfield	Hackney	London
Christian	29.3	38.6	48.4
Buddhist	0.5	1.2	1.0
Hindu	0.3	0.6	5.0
Jewish	32.2	6.3	1.8

Muslim	12.5	14.1	12.4
Sikh	0.7	0.8	1.5
Other Religion	0.4	0.5	0.6
No Religion	11.7	28.2	20.7
Religion Not Stated	12.4	9.6	8.5

Table 8 - Distribution of faith and beliefs in Springfield

5.39 Places of worship in Springfield are shown on **Figure 5.2**.

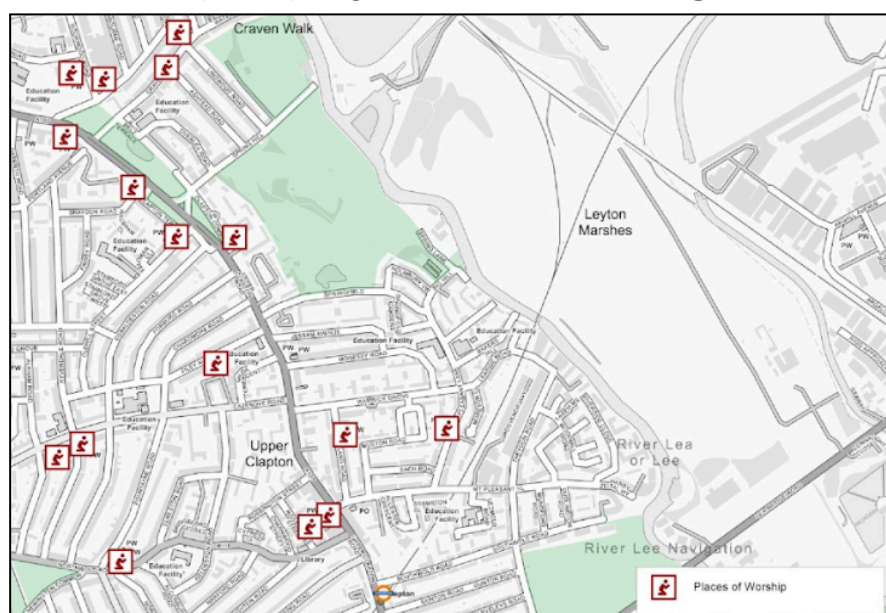


Figure 5.2: Places of worship in the Spring Hill area

5.40 The Kehai Yetev Lev Satmar Orthodox Synagogue in Webb Estate and St Thomas Church of England at Oldhill Street are the closest places of worship to the scheme.

5.41 Routes to these facilities have not changed for all modes of traffic.

Race and ethnicity:

5.42 The 2011 Census estimates that about 45% of Hackney’s population are black and minority ethnic groups, with the largest group (around 23%) being black or black British.

5.43 **Table 9** shows the distribution of the population In Springfield.

5.44 There are proportionately more residents from other white backgrounds and fewer black residents in Springfield than the Hackney average.

Ethnicity in Springfield (in percentages of resident population)				
Ethnicity	Springfield	Hackney	London	England
White; English /Welsh /Scottish/ Northern Irish/ British	35.7%	36.2%	44.9%	79.6%
White, Irish	1.1%	2.1%	2.2%	1%
White; Gypsy or Irish Traveller	0.2%	0.2%	0.1%	0.1%
White; Other White	20.9%	16.2%	12.7%	4.6%
Mixed/Multiple Ethnic Groups; White and Black Caribbean	1.6%	2%	1.5%	0.8%
Mixed/Multiple Ethnic Groups; White and Black African	0.7%	1.2%	0.8%	0.3%
Mixed/Multiple Ethnic Groups; White and Asian	0.8%	1.2%	1.2%	0.6%
Mixed/Multiple Ethnic Groups; Other Mixed	1.5%	2%	1.5%	0.5%
Asian/Asian British; Indian	3.6%	3.1%	3.1%	2.6%
Asian/Asian British; Pakistani	0.6%	0.8%	2.7%	2.1%
Asian/Asian British; Bangladeshi	1.7%	2.5%	2.7%	0.8%
Asian/Asian British; Chinese	0.5%	1.4%	1.5%	0.7%
Asian/Asian British; Other	1.6%	2.7%	2.7%	1.6%

Asian				
Black/African/Caribbean/Black British; African	9.1%	11.4%	7%	1.8%
Black/African/Caribbean/Black British; Caribbean	7.2%	7.8%	4.2%	1.1%
Black/African/Caribbean/Black British; Other Black	3.9%	3.9%	2.1%	0.5%
Other Ethnic Group; Arab	0.4%	0.7%	1.3%	0.4%
Other ethnic Group; Any other Group	9%	4.6%	2.1%	0.6%

Table 9: Distribution of Ethnicity in Springfield

5.45 The closure of the western arm of Spring Hill does not discriminate against race and ethnicity, as they apply equally to all groups.

Gender, gender reassignment, sexual orientation, and marriage and civil partnership:

5.46 The Scheme impacts are the same for all groups, and thus they do not discriminate against any group, including gender and sexual orientation groups.

5.47 Women and people with an LGBT sexual orientation can more frequently be the subject of Anti-Social Behaviour (ASB) and crimes of a sexual nature.

5.48 Under section 17 of the Crime and Disorder Act 1998, local authorities have to consider the impacts of its proposals on crime and crime prevention.

5.49 The Scheme has been discussed with the Council's Community Safety and Enforcement Team who work closely with the police to monitor crime statistics and respond to local concerns.

5.50 The design team is ready to respond and address any infrastructure-related issues raised.

People experiencing or at risk of poverty:

- 5.51 For the purpose of this report, 'poverty' will be broadly defined as not having enough money to meet basic daily needs, or not benefitting from having what most of the UK population have.
- 5.52 Approximately 70% of households in Hackney do not own a car, compared to 44% across the whole of London. This has been showcased in TfL's *Travel in London: Understanding our diverse communities* (2019).
- 5.53 While car ownership is not solely dependent on income, there is a correlation between income and car ownership. London-wide, the highest earners are almost 3 times as likely to own one car or more than the lowest earners, with 78% of households on £100k or more having one or more cars vs 23% at £5k or less, 28% at incomes between £5-10k. Those with incomes of between £15k and £20k have car ownership levels of 44%.³
- 5.54 **Figure 5.3** indicates estates owned and operated by Hackney Housing, the Borough's largest social housing provider.
- 5.55 The map indicates large areas of social housing in the Springfield area. Access to the closest estate, Webb Estate, is not affected by the scheme.

³ [Streetspace funding and guidance - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/roadworks/streetspace-funding-and-guidance) Appendix 7 - Case-making data for boroughs accessed 1/11/21). Based on these figures, measures that de-prioritises car use and generate an inconvenience to drivers could be seen to disproportionately impact those on a higher income.

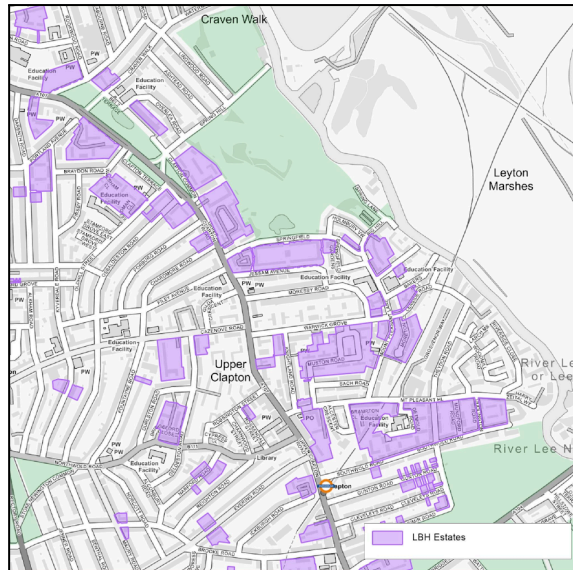


Figure 5.3: Hackney Housing estates in Springfield

5.56 The southern and central areas of Springfield Ward tend to experience higher levels of deprivation. According to a calculation prepared by the Local Government Association, Springfield ranks 10th out of 21 wards in Hackney in terms of deprivation. It is within the 15% most deprived wards in London, ranking 90 out of 654 wards, and is within the 15% most deprived English wards.

EQIA Conclusions

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 P	Overall P
Positive		<p>Road safety improvements are especially beneficial for disabled people to support them making local journeys. They are also particularly beneficial for older people and young children, who are overrepresented in road collision accidents</p> <p>Improvements to walking and cycling conditions are relevant to all protected groups, as all require access to the same amenities.</p> <p>In particular, women and people with Culturally and Ethnically Diverse communities have currently low levels and therefore higher potential for cycling, and thus benefit more from improvements to local cycling conditions.</p>				
Negative		<p>Subgroups of the group of car dependent people will include members of protected groups including older people and people with disabilities.</p>				

<p>Comments</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 a bus user, pedestrians, cyclists but disbenefits to the same person 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. But there are exceptions to this, such as the slightly higher car dependency of Asian groups.</p> <p>Balancing these positives and negatives and the impact on different locations, overall it is believed that the scheme will be beneficial in terms of equalities. Walking, cycling and bus services enhancements and road safety and air quality improvements are especially relevant.</p> <p>Certain measures have been incorporated into the proposals to mitigate against negative impacts. These include:</p> <ul style="list-style-type: none"> ● Taking into account emergency services feedback and ensuring that the remaining open arm is navigable for emergency vehicles. ● Feedback from other organisations including disability stakeholder groups has been taken into consideration. ● All properties are still accessible by vehicle. <p>The EQIA is a live document that requires continual updating and assessment. The proposals should be seen as part of a package of measures in the local area that aim to achieve the same policy goals and scheme objectives, especially in terms of promoting a modal shift towards active travel and improving local air quality.</p> <p>To ensure that benefits are realised for all groups, the Council has a number of existing initiatives such as the ongoing cycle training programme and several publicity campaigns. To</p>
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	monitor the scheme and collect feedback, the Council will continue to liaise with stakeholder representatives of protected groups.
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Table 10: Equality Impacts Summary Table

Summary of Equalities Specific Recommendations

5.57 Continue to liaise and consult with representatives of all protected groups in order to learn more about their day to day experiences of using the junction.

Summary of Scheme and Benefits

5.58 To summarise the Clapton Common - Spring Hill junction scheme, this report has shown that:

- **Traffic data** - No impacts on traffic flows
- **Emergency Services response times** Emergency access response is not affected by the scheme.
- **Equalities impacts** - Extensive EQIA included here shows overall positive impacts.
- **Bus Performance** - Bus journeys are not affected by the scheme.
- **Consultation results** - All feedback has been analysed and the results of this analysis have been used to inform the recommendations in this report. After considering all comments, particularly the negative ones, it is to be concluded that the scheme still represents an overall benefit for the wider community of people living within the area.
- **Policy** - The scheme is consistent with the Council’s Transport Strategy and its Climate Change Agenda.

6.0 LEGAL IMPLICATIONS

- 6.1 The Traffic Management Act 2004 Part 4 Stronger powers for local highway authorities to direct when works are carried out or where new apparatus is placed. Part 4 provides for a noticing system for street works, fixed penalty notices and overrun charging schemes.
- 6.2 The closed section of Spring Hill between A107 Clapton Common and Clapton Common (Minor) will be formally closed by a stopping up Order. Under section 116 of the Highways Act 1980 a highway authority can apply to a magistrates' court to stop up any type of highway, apart from a trunk road or a special road, on the grounds that it is "unnecessary" or there is a more commodious route. Whether or not a highway is "unnecessary" will be a question of fact. Evidence of lack of current public use and the existence of an alternative route will be material considerations.
- 6.3 The highways authority must give at least two months notice of the proposal to make an application on the requisite persons mentioned within the Act.
- 6.4 The publicity requirements set out in Schedule 12 to the Highways Act 1980 must be complied with. At least 28 days before making the application.
- 6.5 Once the closed section of Spring Hill has been formally stopped up between A107 Clapton Common and Clapton Common (Minor) the Highway Authority will be looking to enter into a legal Agreement pursuant to Section 8 of the Highways Act 1980 with Transport for London. Section 8 of the Highways Act 1980 allows for a highway specified in the agreement, being a highway which one of the parties that any function specified in the agreement, being functions exercisable as respects that highway by the highway authority therefore, to be exercisable by some other party to the agreement on such terms and subject to such conditions (if any) as may be so specified.

7.0 FINANCIAL IMPLICATIONS

7.1 The estimated cost of the accessibility improvements and greening of Clapton Common is £192k fundable within the Council Capital budget.

7.2 The total green space area to be stopped up and transferred to Hackney Parks and Green Spaces is 120 m² and this will have an impact on Hackney Parks and Green Spaces budget.

8.0 RECOMMENDATIONS

8.1 It is recommended that the Assistant Director Streetscene approves that the Council proceed with:

- Advertising Statutory Notices for the raised junction table at the Clapton Common (minor) / Spring Hill junction.
- Implementing pedestrian and pedal cycle accessibility improvements at the Spring Hill / Clapton Common (minor) junction.
- Installing a new footpath and green space on the closed section of Spring Hill.
- Stopping up the closed section of Spring Hill between A107 Clapton Common and Clapton Common (minor) pursuant to S116 of the Highways Act 1980
- Entering into a Section 8 of the Highways Act 1980 Agreement with Transport for London to carry out improvements on the closed section of Spring Hill within the Transport for London boundary.

9.0 SUMMARY AUTHORITY TO MAKE DECISIONS

9.1 The Council's Constitution allows for Delegated Powers Decisions to be made by relevant officers with relevant

delegated authority.

9.2 The Assistant Director, Streetscene is authorised to approve the recommendations set out in this report.

10.0 CONCLUSIONS

I have noted the contents of this summary and the associated documents and approve the recommendations contained in this report.

11.0 APPROVAL

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

Signed



Dated : 5 September 2024

Tyler Linton - Assistant Director Streetscene (formerly referred to as Head of Streetscene)

cc Geeta Subramaniam-Mooney - Director Environment and Climate Change, Climate, Homes & Economy

cc Maryann Allen - Group Engineer - Design & Engineering Group

cc Ian Holland - Head of Leisure, Parks and Green Spaces

**Appendix I: Public Consultation for the accessibility and greenery improvements
at Clapton Common / Spring Hill junction**



**Clapton Common -
Spring Hill Junction**
Proposed greenery and
accessibility improvements

Public consultation
January 2024



Introduction

In 2021, as part of our plans to create a greener, healthier Hackney, improve road safety and support people to walk, shop and cycle locally, the Council introduced the closure of the northern arm of Spring Hill at the Clapton Common junction. This was aimed at improving pedestrian and cycle accessibility between the refurbished Liberty Hall and the rest of Clapton Common to allow pedestrians and cyclists from the northern side of the junction to access the island without encountering motorised traffic. The closure was implemented as a trial before being made permanent in 2022.

We now have funding available to replace the temporary measures with more permanent ones and would like to hear your views on the proposals.

Why are these changes being proposed?

The existing closure of the northern arm of Spring Hill was implemented using simple materials designed to be used for a trial scheme. The disused section of the road will deteriorate into a state of disrepair if not replaced by more permanent materials. These proposals would also improve the pedestrian accessibility in the area.

What are we proposing?

Installing a raised junction table with rain garden and step-free pedestrian crossings at the Clapton Common (minor) / Spring Hill junction

- Installing a raised junction table with a rain garden and step-free pedestrian crossings for improved pedestrian accessibility across the junction. A rain garden is a type of sustainable drainage system (SuDS) feature. It is designed to capture rainfall and use the water to prevent overloading of the sewer system and sustain planting to help to increase biodiversity.

Regreening the northern arm of Spring Hill to connect it to the main park

- The closure of the northern arm of Spring Hill has made it possible to extend Clapton Common to Liberty Hall. The proposal is to replace part of the closed section of the northern arm of Spring Hill with approved topsoil and new greenery.
- A new footpath would be installed on the remainder of the closed section of the road using blacktop material to match the existing footpaths in the common.

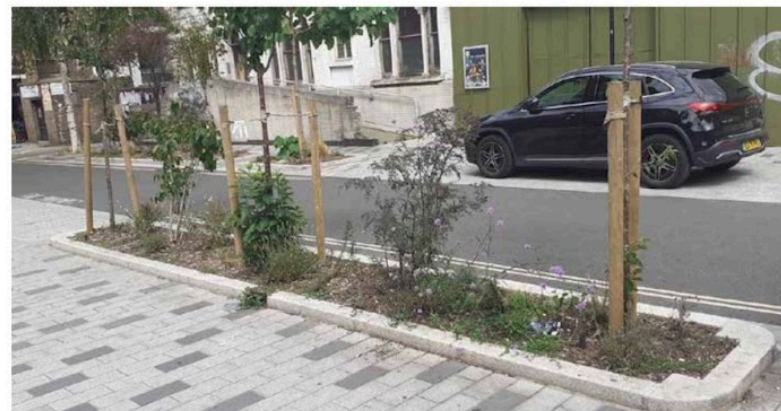
Refurbishing existing footpaths

- The footpaths at the Clapton Common / Spring Hill junction would be refurbished using standard materials to improve accessibility at the junction. Liberty Hall has remained isolated from the rest of the common. A robust network of refurbished footpaths would improve accessibility in the area.

Installing new cycle stands and an electric vehicle (EV) charging point.

- Cycle parking is highly in demand in this area. As part of the scheme, more cycle stands would be installed to add more sustainable transport infrastructure in the area. In line with the Council's Climate Action Plan an EV charging point is proposed at the junction.

Please refer to the drawing on the back page for further details.



Example of a rain garden with SuDS infrastructure

Have your say

Your views are important to us and will help us make a decision. Please complete and return the enclosed questionnaire using the **FREEPOST STREETSCENE** envelope provided by **25 February 2024** or visit consultation.hackney.gov.uk to complete the questionnaire online.

What happens next?

Your views will be taken into account as part of the detailed design process. The results will be available at consultation.hackney.gov.uk and residents will be informed of the outcome of the consultation and if any works would be involved. If the scheme goes ahead, following consultation, we expect construction works to start in March 2024.

Information

For further information on these proposals, please contact the Hackney Service Centre by calling **020 8356 2897** or by emailing streetscene.consultations@hackney.gov.uk



If you need any information on this consultation in a different format please email consultation@hackney.gov.uk We'll consider your request and get back to you in five working days.

