

DELEGATED POWERS DECISION

STREETSCENE SERVICE Climate, Homes and Economy NEIGHBOURHOODS AND HOUSING

Downham Road, Road Safety and Public Realm Improvement Scheme

AGREE TO:

- Proceed to pursue a Section 8 agreement with Transport for London (TfL) to complete the works detailed below: These works will be completed subject to agreement and further funding availability:
 - Remove the left turning lane and provide a kerb buildout with paving to create wider pavements outside the Hackney New Primary School.
- Proceed with statutory consultation and the advertising of the necessary Traffic Management Orders as per drawing number RS-2122-06-01 to:
 - Provide wider pavements.
 - Construct permanent greening features such as rain gardens with Sustainable Drainage Systems.
 - Install kerb build-outs with chicanes and an 8-metre long speed table on Downham Road, 64 metres west from the western kerblines of Kingsland Road.
 - Install a central island rain garden and urban greening on Downham Road at the junction of De Beauvoir Road.
 - Install kerb buildouts at the junction of Hertford Road and Downham Road.
 - Install a junction table at Hertford Road and Downham Road junction with a step-free zebra crossing, by converting the existing pedestrian refuge on Downham Road and removing 7 metres of parking bays.
 - Remove 70 metres of parking bays within proximity of the Hackney New Primary School entrance to reduce the width of the carriageway

(kerb buildout), including a rain garden, urban greening, a play area and seating.

- Remove the existing left turning lane at the junction of Kingsland Road and provide a rain garden, urban greening - subject to funding and Transport for London (TfL) approval.
- Remove a 10 metre length of parking bays at the Mortimer Road junction , providing kerb build-outs together with a rain garden, urban greening and a speed table across Downham Road with a step-free crossing facility.
- Reallocate 24.5 metres of parking bays on Downham Road to create a rapid EV charger, and provide a cycle hanger and a car club bay.
- Reallocate 10m parking bays on Hertford Road to create cycle parking facilities and a dockless cycle bay.

REASONS

The proposals aim to make Hackney a more sustainable, greener, and safer borough by encouraging residents and visitors to adopt sustainable transport options. This initiative will improve local air quality, increase green space, enhance road safety, and help reduce through-traffic on residential streets, supporting Hackney's commitment to a healthier urban environment.

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 one proposed here 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.

Contributing to achieving Vision Zero, the Council is committed to eliminating all deaths and serious injuries on Hackney's roads by 2041. Working towards this target requires reducing vehicle speeds and preventing further collisions.

The proposals will:

- Encourage more sustainable modes of transport, such as walking and cycling with safer crossings and lower speeds.
- Provide people with more green space as well as improve air quality.
- Improve local drainage with Sustainable Drainage Systems.
- Improve road safety by reducing risk of collisions through reducing traffic speeds.

1. Background

Downham Road

- 1.1. Downham Road is a two-way road with single lanes and parking bays on either side of the road. It is within the De Beauvoir Town Ward. See **Figure 1**.

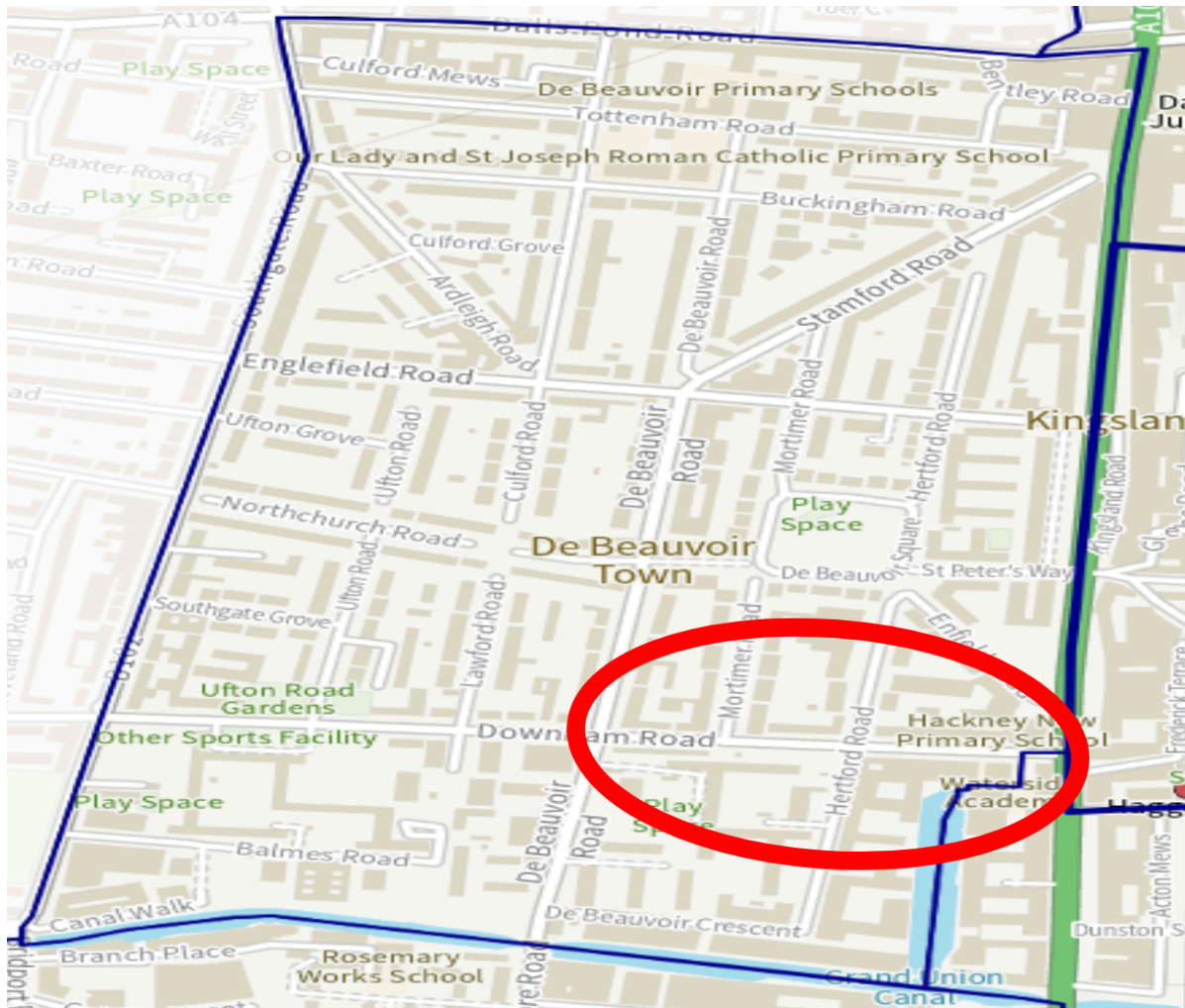


Figure 1: Location in De Beauvoir Town Ward

- 1.2. Downham Road is approximately 900 m in length and stretches from Kingsland Road (A10) in the east, to west of Southgate Road, where it ends in

a cul-de-sac. Downham Road acts as one of the major east west spinal roads for the De Beauvoir Town residential area between LB Hackney and LB Islington.

- 1.3. The section under consideration for this scheme is between De Beauvoir Road to Kingsland Road (A10) approximately 300 metres in length.
- 1.4. Hackney New Primary school and Waterside Academy are located close to the junction of Downham Road and Kingsland Road. See **Figure 2**.
- 1.5. There are traffic signals with dedicated pedestrian phases in operation at De Beauvoir Road and Kingsland Road (A 10) junctions of Downham Road.
- 1.6. There are TfL red-route returns in operation at the junction of Downham Road and Kingsland Road.
- 1.7. There are three sets of speed cushions located within this section of Downham Road. One outside 21 Downham Road and the other two are located in Hertford Road and Mortimer Road junctions of Downham Road.
- 1.8. This section of Downham Road is a mixture of mainly businesses and some residential properties and the speed limit is 20mph.
- 1.9. There are two uncontrolled crossing points (refuge islands) along Downham Road, one at Hertford Road and the other at Mortimer Road junctions.
- 1.10. Downham Road is part of Controlled Parking Zone H. See **Figure 3**.
- 1.11. There is a solo motorcycle bay located outside no 25 Downham Road.
- 1.12. The southern arm of Hertford Road is a no through road for vehicular traffic from Downham Road. There is an existing Public house and an Off Licence located at the junction of Downham Road and Hertford Road.
- 1.13. Mortimer Road is a no through road to vehicular traffic. The 'Loco' supermarket is located at the junction of Downham Road.
- 1.14. Cycle superhighway 1 is in operation along De Beauvoir Road and other TfL cycle networks are within proximity to, but do not pass along, Downham Road. **Figure 4**.

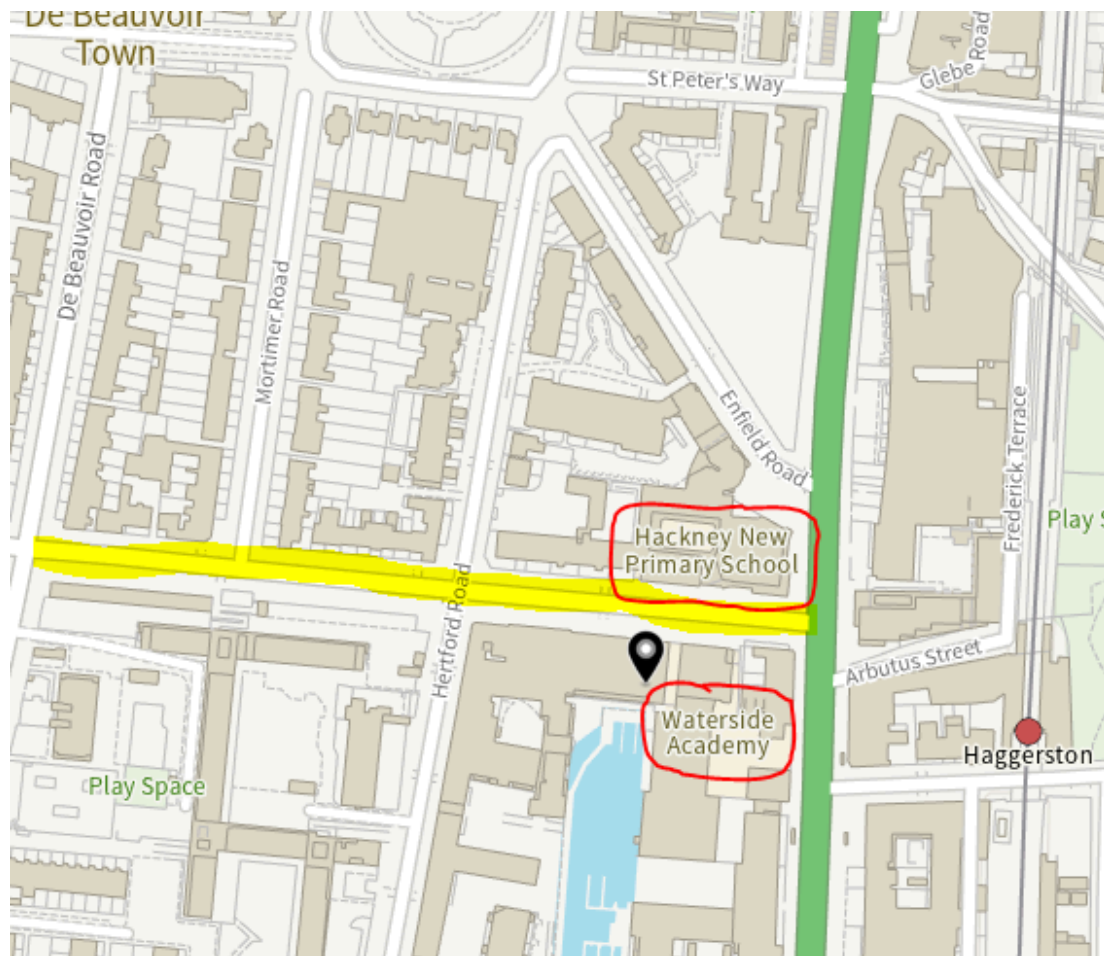


Figure 2 Schools around Downham Road

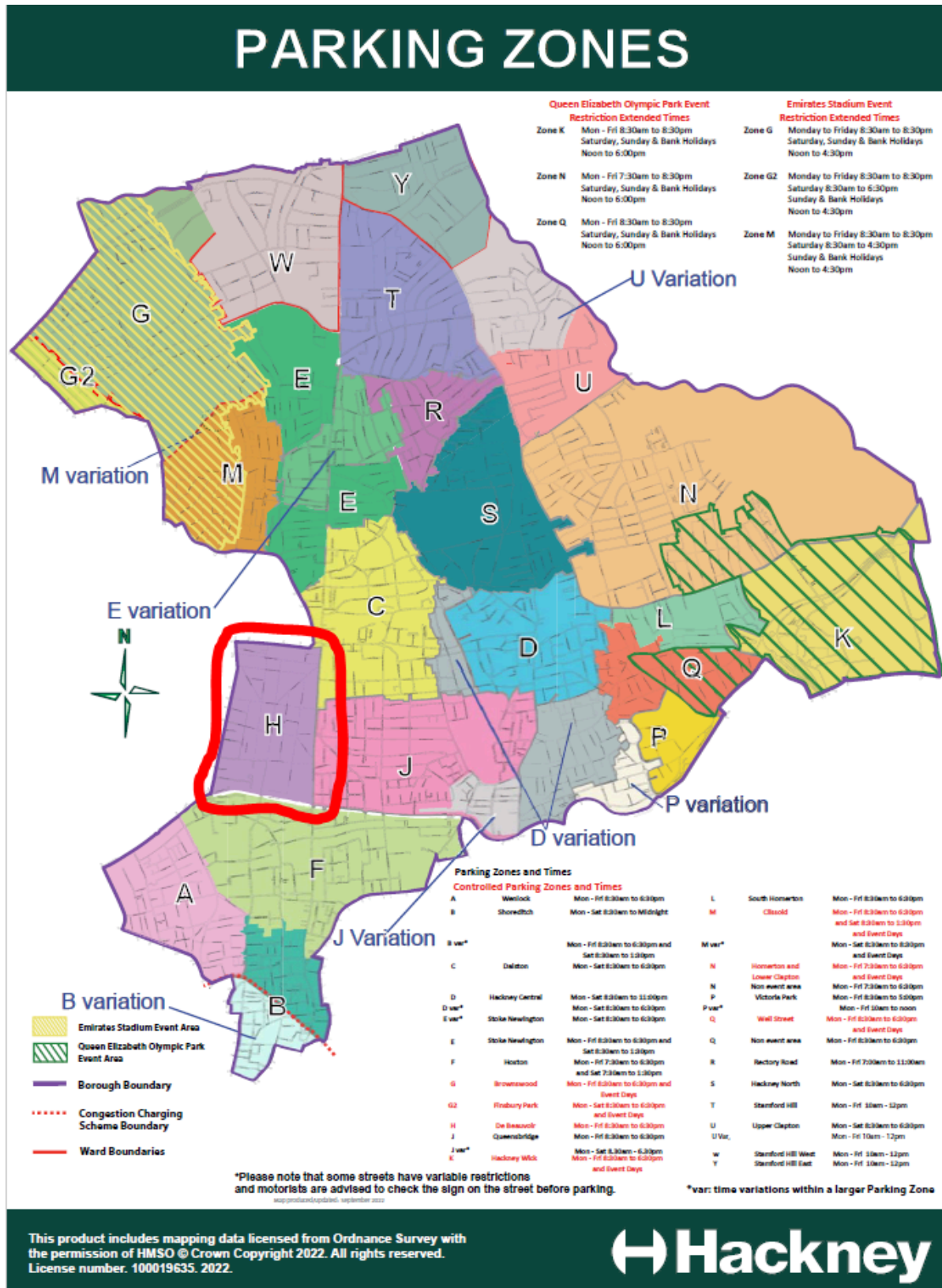


Figure 3. Controlled Parking Zone H (Monday - Friday 8.30am 6.30pm)

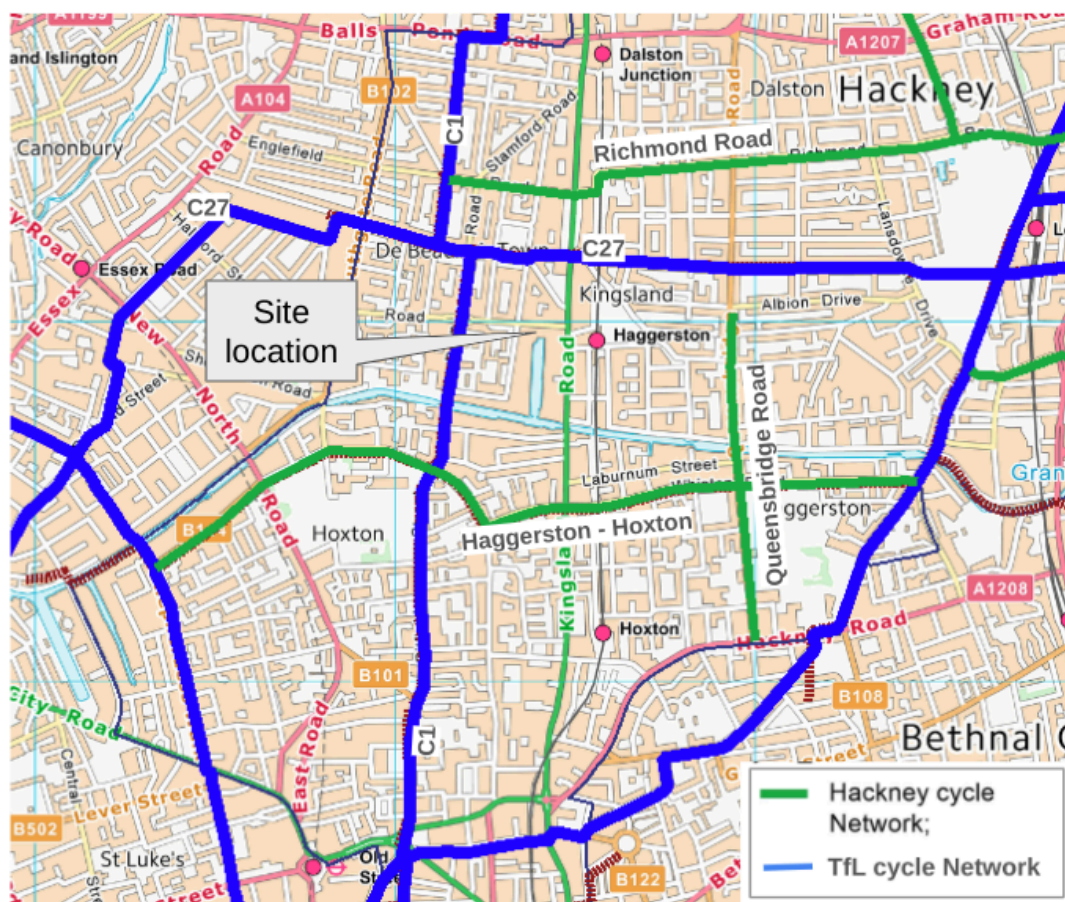


Figure 4: TfL Cycle Networks in the Area

Proposals

- 1.15. A map of the proposed scheme along Downham Road is shown in **Figure 5**.
- 1.16. Scheme proposals are to:
- 1.17. install wider pavements, kerb buildouts with chicanes, rain gardens and speed tables across Downham Road with step-free crossing facilities.
- 1.18. A central island rain garden and urban greening at Kingston Road junction.
- 1.19. A junction table at Hertford Road with a step-free zebra by converting the existing pedestrian refuge on Downham Road.
- 1.20. Removing 70m of parking bays within the proximity of the Hackney New Primary School entrance to reduce the width of the carriageway (kerb build out), including a rain garden, urban greening, a play area and seating.

- 1.21. Removing the existing left turning lane at the junction of Kingsland Road and providing a rain garden and urban greening - subject to funding and Transport for London (TfL) approval.
- 1.22. Removing 10m of parking bays at the Mortimer Road junction, providing kerb build outs, together with rain gardens, urban greening and a speed table across Downham Road with a step-free crossing facility.
- 1.23. Reallocating 24.5m parking bays on Downham Road to create a rapid EV charger, cycle hanger and a car club bay.
- 1.24. Reallocating 10m of parking bays in Hertford Road to create cycle parking facilities and a dockless cycle bay.

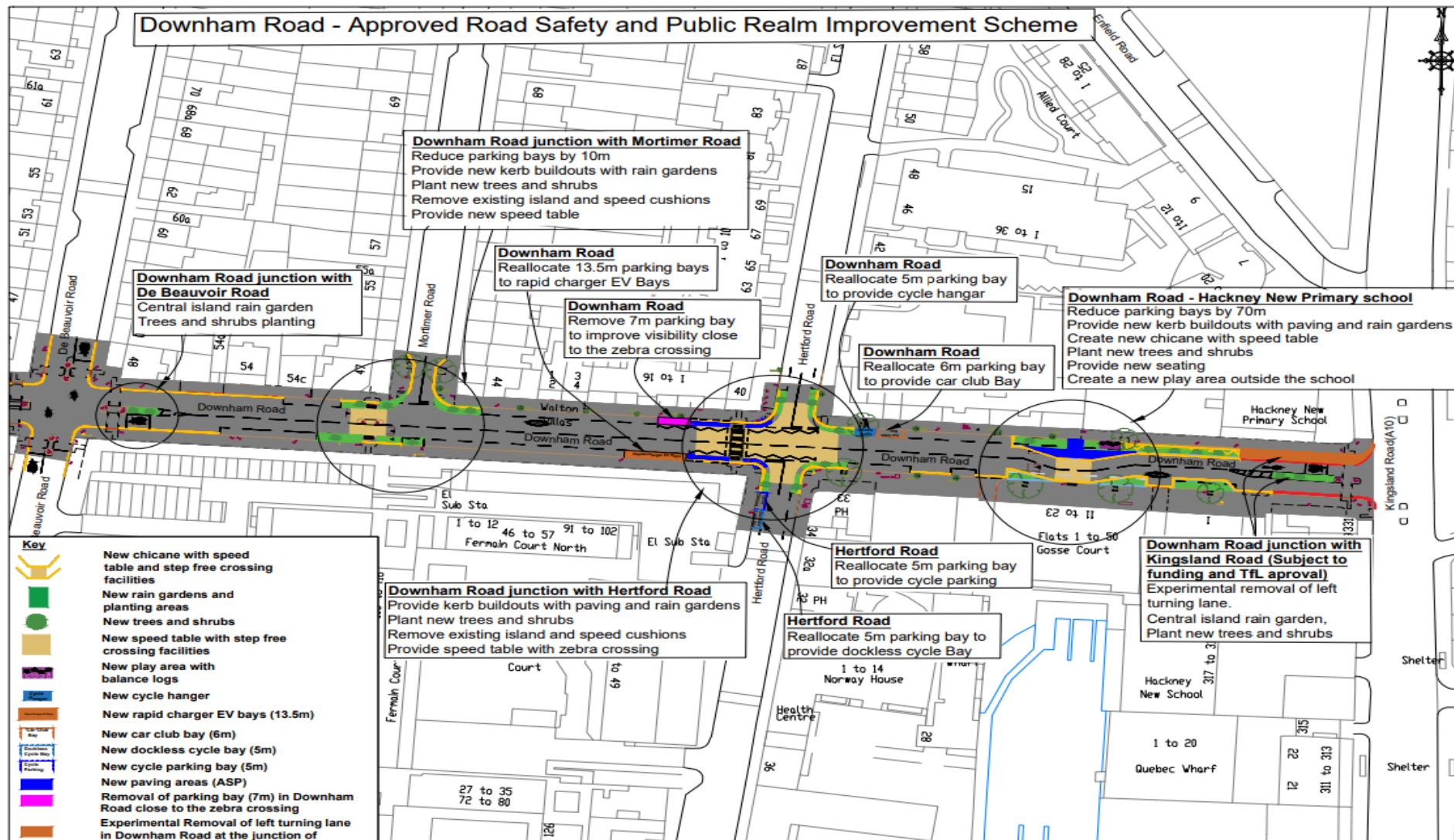


Figure 5 Downham Road safety and public realm improvement scheme

Alternatives Considered

- 1.25. The alternatives considered were
- 1.26. **Option B: Do Nothing:** This was rejected because it would leave local people, especially children, at continuing risk from traffic passing close by. It would also not contribute to the essential need to improve air quality in this area.
- 1.27. **Option C: Dedicated Cycle Lanes:** This was considered in detail and presented to a workshop of local people. Their preference, together with the fact that a cycle lane would have greatly reduced the available area for pedestrians and for green space meant that this option was rejected.

2. Data Collection Methodology

Traffic survey data

- 2.1. Automatic Traffic Counter (ATC) traffic surveys are usually undertaken over seven days in 24-hour periods. Surveys on Downham Road were undertaken between 2019 to July 2021.
- 2.2. Three surveys were undertaken on Downham Road in 2019, 2020 and 2021. The average volume, average speeds and 85th percentile speeds recorded on Downham Road in are summarised in **Table 1**

Table 1: Traffic **volume** and **speed** on Downham Road

Years	Downham Road East of Hertford Road		
	7 day Average	85% speed (mph)	Average speed (mph)
2019	9,145	21.6	17.6
Nov 2020	7,035	23.9	19.6
July 2021	7,827	23.7	19.6

- 2.3. A Classified Turning Counts (CTC) survey was carried out at the junction of Downham Road and Kingsland Road (A10) to understand vehicle types using Downham Road. This was completed on 20 April 2022 during morning peak hours between 07.00 hrs to 10.00 hrs and the evening peak hours between 15.00 hrs to 18.00.hrs The summary of the results can be seen in **Figure 6**.
- 2.4. A total of 600 vehicles were turning left from Downham Road into Kingsland Road. The majority of the vehicles were cars (409), followed by Light Goods

Vehicles (LGV) (87) pedal cycles (52) and Motorcycles (44). All other types of vehicles totaled (8).

- 2.5. A total of 1263 vehicles were turning right from Downham Road into Kingsland Road. The majority of the vehicles were cars (881), followed by LGVs (226) pedal cycles (94) and Motorcycles (39). All other types of vehicles totaled (23).
- 2.6. A total of 350 vehicles were turning right from Kingsland Road into Downham Road. The majority of the vehicles were cars (214), followed by pedal cycles (61), LGVs (51) and Motorcycles (20). All other types of vehicles totaled (4).
- 2.7. A total of 942 vehicles were turning left from Kingsland Road into Downham Road. The majority of the vehicles were cars (605), followed by LGVs (218), pedal cycles (75), and Motorcycles (42). All other types of vehicles totaled (2).

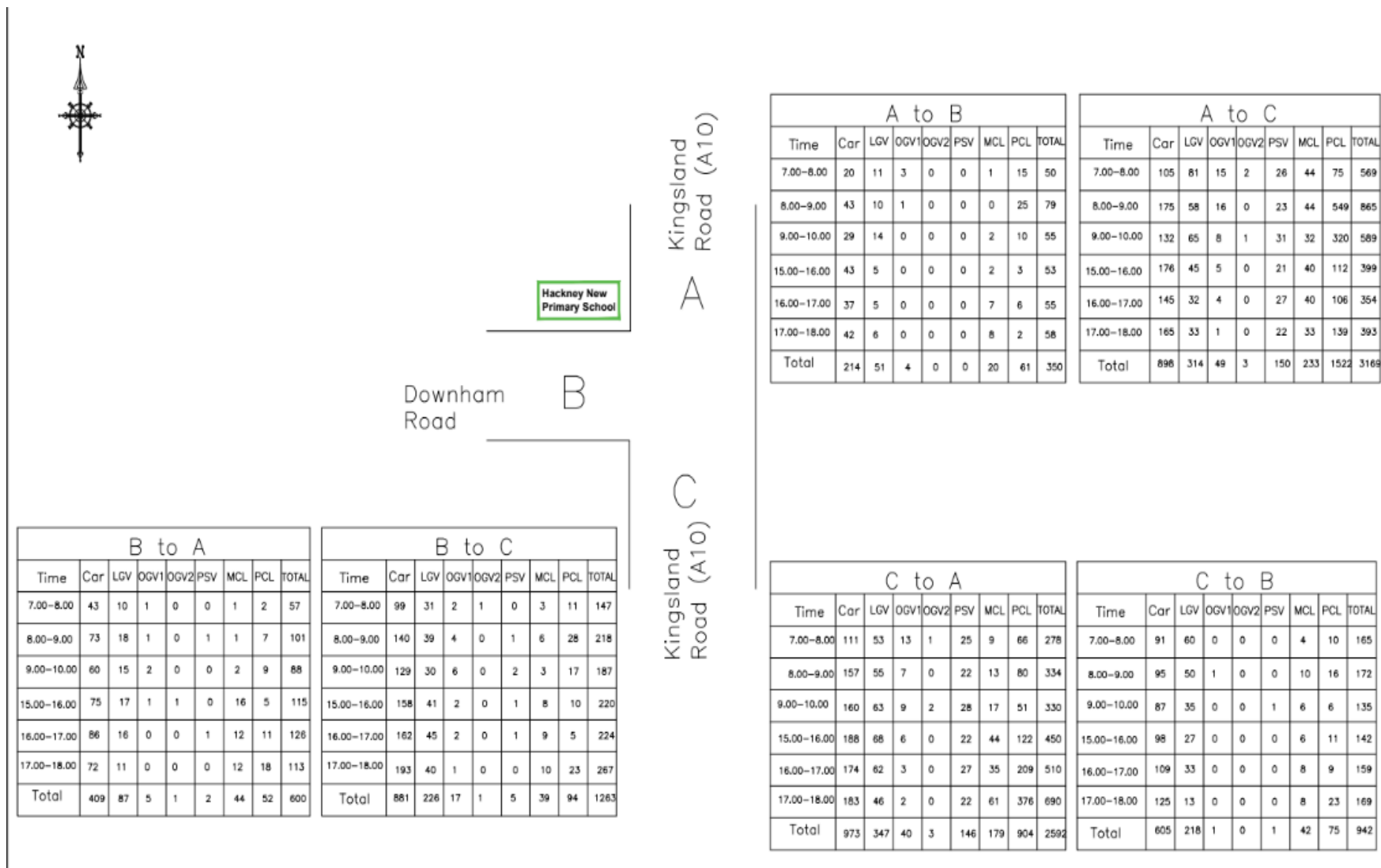


Figure 6 CTC completed at Downham Road and Kingsland Road junction

Collision data

- 2.8. Road traffic collision data for Downham Road (between the junction of the A10 and De Beauvoir Road) was analysed in **Table 2** from the period 1st January 2020 - 31th July 2023 using STATS19 data . See **Appendix 2**.

Table 2: Road traffic collisions on Downham Road

Year	Fatal	Serious	Slight	ALL
2020	0	0	1	1
2021	0	0	1	1
2022	0	0	1	1
2023	0	2	0	2
Total	0	2	3	5

- 2.9. There have been five collisions throughout Downham Road with two serious and three slight casualties since 2020. These incidents involved five drivers, three cyclists and one powered two wheeler.
- 2.10. Two slight casualty collisions occurred at the De Beauvoir Road junction. One involving a Light (LGV) Goods Vehicle and a powered two wheeler in which a contributory factor was LGV driver failed to look properly. The other collision was between a car and a pedal cyclist and the contributory factor was unknown.
- 2.11. A minor casualty collision involving a car and a pedestrian happened near the Kingsland Road intersection. Failing to look properly was a contributing factor in this incident. .
- 2.12. Both serious casualty collisions occurred within the vicinity of Mortimer Road junction. One involving a car and a pedal cyclist occurred during dark and lit conditions. Contributory factors were recorded as the car driver failing to look properly and the rider 'wearing dark clothing'. The other collision involved a car and a pedal cyclist, contributory factor unknown.

3. Policy Background

Hackney Transport Strategy

- 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 Strategic Plan 'Working Together for a Better Hackney' and other strategic policy documents, including the Council's Local Plan LP33 and the 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.

Road Safety Plan

- 3.6. Hackney Council is committed to making our streets safer for all users

and to reducing 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 TfL, our neighbouring boroughs and engagement with road users, persuading them to behave more safely. This [Road Safety Plan](#) 2015-2025 outlines some of the more successful initiatives undertaken by the Council to date.

Hackney Mayoral Priorities

3.7. The Scheme also aligns with Mayoral Priorities as set out in the [Strategic Plan](#)

- “We will create safe, vibrant, and successful town centres and neighbourhoods”.
- “We will continue to lead the way in the fight against climate change, working towards a net zero Hackney, with cleaner air, less motor traffic, and more liveable neighbourhoods.”

Mayor of London’s Policies

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) and its 2022 update 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.

3.8. 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, which was one of the main objectives

of the Scheme.

Climate Emergency Declaration

- 3.9. Hackney Council is committed to doing everything within its power to deliver net zero emissions across Council functions by 2040. That's ten years earlier than the target set by the government.
- 3.10. When we 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 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.
 - 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.

4. Public Engagement and Consultation

- 4.1. In 2022 the Council was approached by parents, residents and Hackney New primary school with concerns about road safety along Downham Road. In particular the group wanted the provision for wider footway outside of the school, crossing facilities for school children, preventing U- turning of vehicles and reduction of speeding along the road. There is support from the local residents to control their perception of regular high speeds and lack of crossing facilities on Downham Road between the junctions of De Beauvoir Road and Kingsland Road (A10).
- 4.2. The local community living with the area shown in Figure 7 was targeted for engagement regarding the scheme.

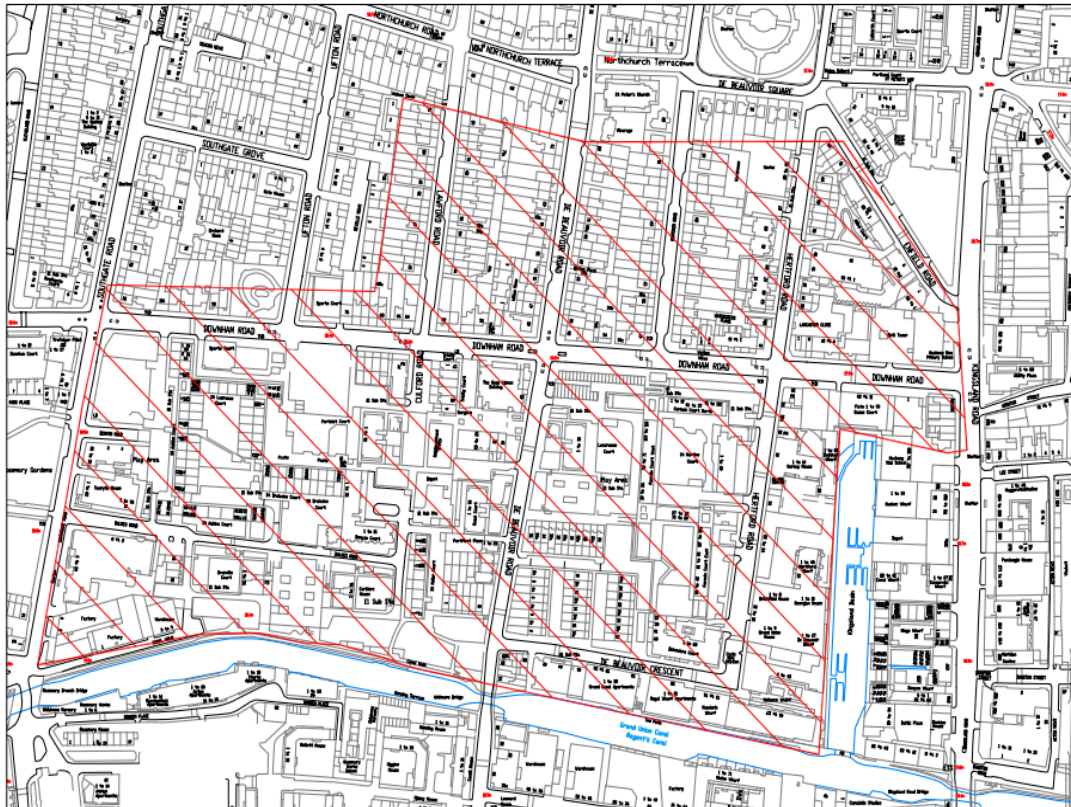



Figure 7: Downham Road consultation area (above) and Online Site (below)

Downham Road - Proposed road safety and public realm improvement scheme

Overview

Closed 14 Jan 2024
Opened 20 Nov 2023

Contact
02083562897
streetscene.consultations@hackney.gov.uk



Help us improve Downham Road

Following two drop-in events with local people, we are proposing to improve a

4.3. A full public consultation was carried out from the 20th November 2023 to 14th January 2024. Consultation leaflets were delivered to residents' properties, so they could provide their feedback to streetscene.consultations@hackney.gov.uk There was also the opportunity to respond by writing to 'Freepost Streetscene.'

- 4.4. The Hackney website had information on the Downham Road road safety and public realm improvement Scheme which included an online consultation form. <https://consultation.hackney.gov.uk/streetscene/downham-road/>
- 4.5. In response to requests for cycle lanes along Downham Road the Council developed two options:
 - 4.6. Option 1 – Public realm improvements: The design has sought to implement wider pavements and allow two lanes of traffic. The aim of the design is to prioritise pedestrians over all other modes of road users and improve road safety. The scheme introduces a chicane and speed table with crossing facilities to reduce vehicle speeds and improve crossing facilities close to the school. To accommodate this scheme, approximately 12 car parking spaces have to be relocated and/or removed.
 - 4.7. Option 2 – Segregated cycle lanes: This design would have provided two running lanes of 3.25m, and 2m wide cycle lanes in each direction. To accommodate this scheme, all 44 existing car parking spaces on Downham Road would have to be relocated and/or removed.
- 4.8. The local community were invited to attend two public drop in events on 16 and 23 November 2022 to provide feedback on both options with officers from Streetscene services in attendance. This took place between 3-7 pm at the Rose Lipman Hall in De Beauvoir Road. Large drawings of the two proposed options were provided which served as the focus point of discussions.
- 4.9. 101 residents signed the attendance register over the two days.
- 4.10. The London Borough of Hackney (LB Hackney) appointed Steer Group, an independent consultant, to analyse the engagement feedback. The majority of attendees at the engagement events favoured Option 1. Steer Group also conducted a multi-criteria assessment (MCA) of both options, identifying the benefits and constraints of each design option in a structured and comprehensive format. The MCA criteria were established to ensure a robust and holistic assessment, considering a wide range of direct and indirect impacts. Full details of the MCA summary note and MCA assessment can be found at www.hackney.gov.uk/downham-road

Internal Consultation

Parking

- 4.11. The Parking team considered the proposals and the potential impact it would have on parking stress in the area (meaning the number of permits issued to the amount of space available). Their response was as follows:

“In addition to the figures for Downham Road quoted below, there are also 12 P&D spaces (not included in the 90 as permit holders cannot use them) and 49 of the 90 spaces are Short Use so there is obviously a high demand for visitor parking in the area. Another thing we would need to consider this that there are 2 business spaces on the road near the junction with Kingsland Road which we will need to relocate with either of the options given the best options for this will be on Enfield or Hertford Road

Downham Road currently has 17 live permits and 90 spaces so overall stress of 19%. As has been mentioned there is a lot of visitor parking on the road so income from that may be worth looking into

Looking at the roads in the area and whether they could absorb the loss of parking on Downham. As some of the roads running off Downham are pretty long (Culford, De Beauvoir, Hertford etc) it is difficult to calculate the stress levels in that section of the road but It does not look like most roads in the area are particularly stressed

De Beauvoir Road has 75 permits and 190 spaces so 38% stressed, Culford Road has 57 permits and 90 spaces so 63% stressed, Hertford Road has 81 permits and 163 spaces so 50% stressed, Lawford Road has 19 permits and 39 spaces so 49% stressed Southgate Grove has 8 permits and 35 spaces so 23% stressed

The worst roads in the area are De Beauvoir Crescent has 22 permits and 27 spaces so 81% stressed Enfield Road has 30 permits and 40 spaces so 75% stressed Southgate Road has 67 permits and 50 spaces so 134% stressed Overall this is a total of 384 permits and 634 spaces or a stress level of 61% on the roads listed above. Zone H has 985 permits and 1598 spaces or 62% stress”

Hackney comments:

The concern over loss of parking is always taken seriously. In this case, the overall level of parking stress, and the stress on Downham Road itself is currently low at 19% (17 live permits and 90 spaces) hence the loss of further 12 spaces can be accommodated within Downham Road. As for the two business spaces, both can be easily accommodated within Hertford Road (50% stressed) or in Enfield Road (75% stressed) as there is adequate parking capacity available. Loss of income is always to be considered, but in this case environmental concerns should prevail.

Land, Water, Air Team

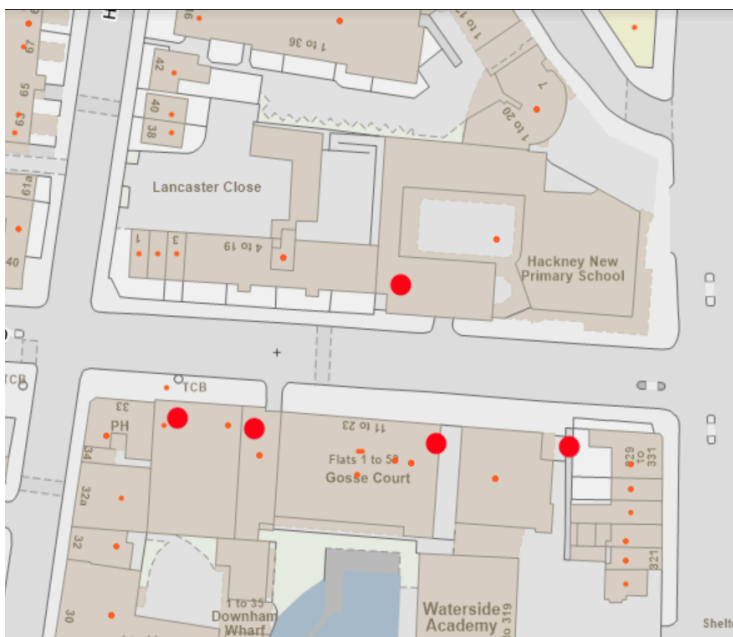
- 4.12. This team had no objection to the scheme on air quality grounds, and welcomed improvements in planting which is likely to result in wider environmental improvement.

Economy, Regeneration and New Homes

- 4.13. This team has no concerns about the proposals and said “they will certainly enhance the neighbourhood and the rain gardens will no doubt mitigate some surface water runoff.”

Waste and Recycling

- 4.14. The team pointed out that crews collect communal waste, recycling and food waste bins from sites on Downham Road as shown in our photo below. During collection there is then a risk of obstructing traffic, which may be an issue with the new proposals of restricting the road.



The team also pointed out that for Hackney New Primary school, there is a drop kerb crews use and sent a photo of that:



Hackney comments:

Where possible, we will work with the Waste Recycling team to find alternative locations to collect communal waste or collect during off peak hours to minimise any disruption. We will accommodate the existing drop kerb within our design for school waste collection.

Emergency Services

- 4.15. In anticipation of the needs of the emergency services care was taken to ensure access and response times are not adversely affected.

Specific feedback from the emergency services includes the following:

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

Metropolitan Police Service was consulted via email on 24 November 2023. A response was received from the Metropolitan Police Service on 30th November 2023.

My main concern is around the SuDS planting proposed at the junctions and at the crossings. We have had problems in Hackney “where there is an intervisibility issue caused by the planting. This is only going to get worse as time passes. Pedestrians and vehicle drivers need to be able to see each other at potential conflict points”.

Other concerns include parking bays behind the zig zags which are not permitted, other road markings behind zigzags, SuDS in the centre of the road and a play area that appears to be next to the carriageway? There is a small gap in the SuDS too, I’m not clear what it is for?

Hackney comments:

All trees will be planted within the SuDS areas and all shrubs will be low level plants in order to maintain clear visibility and sight lines for all road users.

The play facility will be small and is intended as a place for children to pause rather than a location that will draw high levels of activity. Combined with the 20mph speed limit and the speed reduction measures this is considered consistent with the need to balance space for children and road safety.

The Council will implement a maintenance plan for a period of 18 months that includes regular cleaning, waste management, and other necessary upkeep activities. After the 18 months maintenance period the landscaped area will be handed over to the Highway Team for ongoing regular maintenance.

The precise layout of the parking spaces will be assessed at the detailed design stage to ensure that the location with respect to zigzag markings conforms to DfT guidance.

4.17. Comments from London Ambulance Service:

London Ambulance Service was consulted via email on 20 November 2023. A response was received from London Ambulance Service on the 27th November 2023.

They confirmed that they cannot foresee any major issues with the plans. They asked for confirmation of lane widths, especially through the chicane.

Adding “as long as the road humps are bus friendly there should not be any major issues..when the works commence can you ensure emergency vehicle access/egress is maintained at all times during the works “

Hackney comments:

At least 3.25m road width will be maintained at all times including through the chicanes. During work, emergency vehicle access will be maintained at all times. All ramp gradients and humps will be bus friendly.

4.18. Comments from London Fire Brigade

London Fire Brigade was consulted via email on 20 November 2023. No comments were received from the London Fire Brigade.

4.19. Comments from London Buses:

London Buses was consulted via email on 20 November 2023. A response was received from London Buses on 5 December 2023.

Although there is not currently a bus service on Downham Road they wanted clarification that traffic will still be able to turn left and right out of Downham Road. Also for the left hand turn into Downham Road that tracking has taken place to confirm a LT type of bus is able to complete the turn.

Hackney comments:

These comments were noted and it was confirmed that there will not be any restrictions on turning left or right from Downham Road into Kingsland Road and that vehicle tracking has been used to design all bus turns.

External stakeholder consultation

4.20. Hackney Living Streets Group

This is a response on behalf of Hackney Living Streets who represent the interests of pedestrians especially, and all active travel measures on our streets.

“We see existing problems with Downham Road as a wide road that currently offers excessive motor vehicle lane widths, speeds, and excessive kerbside car parking. It is currently unpleasant and unsafe for walking and cycling with excessive vehicular speeds and volumes. Improvements to Downham Road are urgent as it provides access to two schools. We see positive elements in the scheme. The introduction of wider footways, improved crossings, raised tables and greenery would create a more pleasant and safer walking environment for parents and children.

However, we are disappointed that opportunities have not been taken to further reduce vehicular speeds and volumes that will still be excessive for walking and cycling. Without reduction in vehicular volumes that could be achieved by providing a bus gate or filter to Downham Road, it will not be safe to cycle here without provision of cycle lanes. If car parking along Downham was moved to side roads then more width would be available for provision of cycle lanes in addition to the other improvements. In the absence of a filter Downham Road to reduce motor traffic volumes to acceptably low levels, protected cycle lanes are a necessary intervention.

We very much welcome the positive elements that include:

- removal of left turning lane at Kingsland Road
- provision of buildouts at crossings and raised junctions to improve crossing safety and convenience
- the provision of the chicane to slow motor traffic.

- providing seating opportunities and play spaces
- provision of raised zebra crossing on Downham Road at Hertford Road
- provision of plentiful greening in the form of trees, shrubs and rain gardens at build outs
- replacement of private car parking spaces with cycle parking and car club spaces

We recommend following alterations/ improvements to the scheme.

- The carriageway width along Downham Road could be reduced further to 6m rather than 6.5m.
- The side road crossings on Mortimer Road and Hertford Road (north and south) should be provided with raised continuous footways (as the Queensbridge Road scheme) with give-way lines behind the continuous footway.
- Extend the build outs across vehicular accesses to prevent having frequent gaps in the buildouts (as recommended in the Steer report)
- Provide the zebra crossing at the raised table near Hackney New Primary School entrance, rather than west of Hertford Road.
- At Kingsland Road and Southgate Road, remove the central traffic islands and reallocate this space to the footways either side to shorten the crossing, or use this space to provide cycle feeder lanes.
- More private car parking space should be replaced by greenery, cycle parking, and car club bays.

Note: There have been long-standing issues with motor vehicles parking on the wide pavements on the eastern end of Downham Road (both on the north and south of Downham Road). The new scheme should ensure that no pavement parking is possible by Hackney New Primary School, and by the Riverside Academy. Downham Road). The new scheme should ensure that no pavement parking is possible by Hackney New Primary School, and by the Riverside Academy.

Hackney comments:

The support for the scheme is encouraging. This road has been considered for a full traffic filter, but this is not currently within the remit of this scheme and would have to form a separate study including considerations of alternative routes.

A lot of the scheme design is based upon the availability of funds. Although a route with full segregated space for cycling would have advantages, it would cost more than the current budget. This also explains why side road crossing improvements cannot be done at this time. Reallocation of the central space is also too expensive.

The design has been done in such a way that if more funds become available then more greenspace should be able to be added, especially in areas where parking stress is low.

Although it is not directly on a cycle route this road is still used by cyclists. Because it is also a bus route a running width of 6m would increase the chance of cyclists being close-passed. A 6.5m width will also accommodate construction traffic for new developments planned in this area.

The location of the zebra crossing to the west of Hertford Road is felt to be an extra support for pedestrians generally along this section of road. The more informal crossing outside the school is combined with a chicane and level change which should give significant assistance to people crossing. As this is so important it will be a key part of the monitoring and as such will be constantly reviewed to see if more is needed.

Similarly vehicle speeds will continue to be monitored. Despite the 6.5m width the presence of planting and the chicane should change the perception of the road and naturally encourage slower speeds.

4.21. Hackney Cycling Campaign in Hackney

- 4.22. Despite an invite sent in November 2023 there was no official response.
- 4.23. Based on previous correspondence and the views expressed in the online consultation as reported below, it is reasonable to suppose that there would be a call for more space for cyclists.
- 4.24. The Hackney response is that for this particular site the presence of large numbers of pedestrian destinations and the proximity to an important bus route on Kingsland Road means that some priority has been given to greenery and crossing facilities.
- 4.25. During the engagement and consultation process, it showed there is less support for segregated cycle lanes along Downham Road.
- 4.26. As shown in figure 4. There are main cycle routes C1 and C27 passing through this area but not on Downham Road. Both of these will be included in our future plans to improve cycle facilities to help keep Hackney as London's number 1 cycling borough. Although this road is not getting segregated lanes, cyclists will benefit from slower speeds and provision for cycle parking and cycle rental.

4.27. **Public consultation analysis**

4.28. An online event sited here <https://consultation.hackney.gov.uk/streetscene/downham-road/> was used. A total of 421 consultation responses received from residents, businesses, visitors to the area and people working in the area. A full consultation analysis report is in **Appendix 3**.

4.29. The majority of the respondents 221 (51%) stated they live in the N1 5 area.

What is your connection to Hackney? (Base 420 responses)

4.30. The majority of the respondents 361 (85%) stated they live in Hackney.

Please select which modes of transport you use to move around in Hackney (Base 419 responses)

4.31. The highest response relates to those who “walk” as their mode of transport to move around in Hackney (380). This is followed by “bus” (332), “cycling” (293), “train” (269), “car/van” (163) and “taxi” (141). All others accounted for a much smaller proportion.

Our ambition is to create a greener, healthier Hackney by supporting people to walk, use public transport and cycle locally, and to improve the public realm. To what extent do you agree or disagree with this aim? (Base 418 responses)

4.32. The majority of respondents stated that they agree 332 (79%) - (strongly agree and agree combined) with the ambition to create a greener, healthier Hackney by supporting people to walk, use public transport and cycle locally, and to improve the public realm. 70 (17%) - strongly disagree or disagree with it and 16 (4%) not sure about it.

To what extent do you agree or disagree with our proposals for Downham Road as outlined in this consultation? (Base 415 responses)

4.33. 415 responses were replied to the question.

4.34. 233 (approximately 56%) of these responses strongly agree or agree with the proposals whilst 161 (39%) respondents strongly disagree or disagree with the proposals and 21 responses (approximately 5%) not sure about the scheme proposals outlined in consultation.

4.35. **Summary comments for Downham Road scheme Consultation:**

4.36. **Traffic Disruption and Congestion (Approx. 24 comments).**

- Several respondents expressed worries about how the proposed changes to certain roads might lead to increased traffic congestion, pollution, and safety hazards in neighbouring areas. They are concerned about diversion of traffic on residential roads due to the restriction on main roads and the potential negative impact on traffic flow.
 - "People who need to drive for whatever reason, whether you agree with it or not, will divert their journey and concentrate the polluted air round the corner or down the road, making no difference whatsoever"
 - "This could result in significant congestion, pollution, and safety issues."

Hackney comments:

The Downham Road scheme does not restrict traffic flow through Downham Road or at the Kingsland Road junction, hence it is anticipated that it will not add further traffic congestion and pollution within the surrounding roads especially on Enfield Road. Enfield Road also has a school street in operation during school start and end times which prohibits motor vehicles driving through Enfield Road. The scheme also provides a zebra crossing, three speed tables and chicane to reduce vehicle speeds and step-free crossing points to improve road safety and encourage more walking and cycling.

4.37. **Concerns Over Cycling Safety (Approx. 28 comments)**

- Many respondents emphasised the need to improve cycling safety with suggestions such as segregated bike lanes and bike racks at school entrances.
 - "A segregated bike lane would be a lot more suitable to make cycling safer."
 - "Stop prioritising parking spaces over safe lanes for children to cycle."

Hackney comments:

The scheme will encourage slower speeds for motorised traffic through the use of a zebra crossing, three speed tables and chicane. The uplift in the area should also encourage more walking and will help cyclists feel better about this area. Furthermore, the scheme adds a cycle hanger, cycle parking and dockless bay which can also help to encourage more cycling. As described above we went to great lengths to test an option involving a cycle lane but ultimately chose the option with more space for pedestrians for the reasons described.

4.38. Infrastructure Proposal Evaluation (Approx. 9 comments)

- A small number of respondents emphasised their preference for Option 2 that includes segregated cycle lanes and pedestrian safety measures by adding comments such as:
 - "Option 2 is much preferred."
 - "Upgrade the proposal to include cycle lanes for both directions."

Hackney comments:

These comments were taken into consideration and Hackney does all it can to support cycling. But on this particular occasion an option favouring more walking and greenery was felt to be more appropriate and appeared to have more support amongst the community. .

4.39. Impact on Community and Accessibility (Approx. 30 comments)

- Some respondents raised concerns about the limitations imposed on mobility due to road changes, affecting ease of access for disabled individuals and the elderly.
 - "All the changes are limiting my mum's mobility even more."
 - "Stop forcing people to choose between walking or cycling."

Hackney comments:

Downham Road, road safety and public realm improvement scheme does not restrict any existing traffic manoeuvres through Downham Road or at the junction of Kingsland Road. The scheme further provides a zebra crossing, three speed tables and chicane to improve step-free crossing facilities to improve pedestrian mobility considerably on Downham Road.

4.40. Green Spaces and Sustainability (Approx. 30 comments)

- Several participants advocated for the inclusion of more green spaces and trees while expressing scepticism towards the impact on businesses.
 - "More CO2-consuming trees should be planted."
 - "Anything to slow down traffic and make it safer for children crossing the road."

Hackney comments:

Hackney has planted 5,000 new street trees in the last four years, one of the largest urban tree planting programmes in the country.

As a result of the programme, on-street tree canopy coverage is set to increase from 20 to 30%, helping to reduce carbon, filter air, mitigate local flooding by improving drainage, and cool streets during the hot weather that is becoming more prevalent as a result of climate change.

Additional trees will be planted where possible as well as low level shrubs within new rain gardens.

The scheme will provide over 500 m² of new SuDS area with trees and low level shrubs on Downham Road which will contribute towards overall CO₂ reduction. The proposals further provide a zebra crossing, three speed tables and chicane to reduce vehicle speed along Downham Road.

4.41. Pedestrian and Cyclist Safety Measures (Approx. 14 comments)

- There were calls for improved pedestrian crossings, cycle hangars, segregated cycle lanes, and a one-way road system to prioritise safety for vulnerable road users.
 - "A pedestrian crossing over Downham Road is very welcome."
 - "Should be a one-way road with a segregated cycle lane."

Hackney comments:

A primary aim of the scheme is to prioritise road safety and public realm improvements. The scheme provides a zebra crossing, three speed tables and chicane to improve road safety by reducing vehicle speeds to improve road safety for all road users including cyclists and encourage more walking and cycling. The idea of a one-way road was not taken forward as these generally increase vehicle speeds and increase traffic volumes in surrounding roads.

4.42. Concerns About Existing Road Closures (Approx. 8 comments)

- Respondents highlighted worries about the impact of additional road closures on driving difficulties and increased traffic in the area.
 - "There are already so many road closures causing issues with driving."
 - "Road closures are leading to congestion on other roads."

Hackney comments:

Downham Road road safety and public realm scheme does not restrict traffic manoeuvre at the junction of Kingsland Road, hence will not add further traffic within the surrounding roads especially Enfield Road. Evidence from our Low Traffic Neighbourhoods supports the hypothesis that increasing overall management of road traffic can reduce overall numbers.

4.43. Suggestions for Kingsland Road (Approx. 38 comments)

- Some feedback also touched upon the need for improvements on Kingsland Road, including addressing speeding drivers, noise, and the absence of bike lanes.
 - "Something should be done with Kingsland Road as well."

- "Drivers exceed the speed limit on Kingsland Road, and bike lanes are missing."

Hackney comments

These comments are noted and will be forwarded to Transport for London (TfL) as Kingsland Road (A10) is part of the TfL road network.

4.44. Lack of Provision for Cyclists (Approx. 5 comments)]

- The feedback highlights the concern that the proposed improvements to Downham Road do not adequately cater to cyclists' safety, with the removal of parking spaces not sufficient to create safer conditions. There is a call for the provision of cycle lanes and wider pavements to address these shortcomings.
 - "I am worried that without a strong provision for cyclists, i.e. elimination of all parking spaces to make way for both cycle lanes and wider pavements - the change to road safety will be minimal."
 - "It is shocking that on a road as wide as this protected cycle lanes cannot be provided."

Hackney comments:

It is the case that on many occasions decisions have to be made and priorities allocated. Where there are large numbers of cyclists or for roads on the principal cycling network we will do all we can to create segregated facilities. When there is a limited budget this does mean that other roads, and other users, will miss out. In the Downham Road area the priority has been given to pedestrians and green space. Cyclists should benefit from lower speed and also from cycle parking and rental provision. Should cycle numbers increase, or new cycle routes be created, and budgets change then this decision will be reviewed in future.

4.45. Concerns About Impact on Specific Roads (Approx. 16 comments)

- Feedback specifically highlighted concerns regarding the potential implications of changes to Enfield Road, including increased congestion, safety risks for cyclists, and possible conflicts with the road's recent designation as a school street. There are reservations about the redirection of traffic and the impact on the original objectives of road safety and a safe environment for school children.
 - "I recommend a thorough assessment of the traffic impact on Enfield Road."
 - "The potential increase in traffic could render [Enfield Road] impassable for cyclists."

Hackney comments:

Downham Road road safety and public realm scheme does not restrict traffic manoeuvre at the junction of Kingsland Road, hence will not add further traffic within the surrounding roads especially Enfield Road. Enfield Road also has a school street in operation during school start and end times which prohibits motor vehicles driving through. However the situation on Enfield Road will be monitored and if future problems arise, and if future budgets allow then the scheme could be extended to include this.

4.46. Negative Impact on Residents (Approx. 8 comments)

- Residents raised concerns about the potential adverse effects on their immediate living environments due to increased traffic noise, pollution, and traffic flow changes. There are worries about the impact of altering traffic lanes on congestion and the overall quality of life in areas like Southgate Road.
 - "Does it mean that things will get even worse for Southgate Road?"
 - "It is particularly bad in the Summer when I have the choice between opening windows and putting up with high levels of traffic noise + pollution or be very hot. My balcony is unusable."

Hackney comments:

Downham Road scheme does not restrict any traffic manoeuvres at the junction of Kingsland Road, hence will not add further traffic within the surrounding roads especially on Southgate Road. The scheme will have additional greening which will further improve the air pollution and local environment. The reduction in space for motor vehicles will contribute to the feeling that the prioritisation of private motorists over other modes, dominant for 50 years, is starting to be rebalanced.

4.47. Accessibility for Vulnerable Road Users (Approx. 5 comments)

- There are concerns regarding the lack of consideration for vulnerable road users, such as cyclists and pedestrians, in the proposed changes. The focus on road redesigns and potential traffic diversions raises apprehensions about safety, particularly for those who rely on walking or cycling as their primary mode of transport.
 - "The proposal must not go ahead if it does not include segregated cycle lanes."
 - "Will the new traffic plan consider all forms of mobility - not just cars?"

Hackney comments:

The proposal will improve road safety for all road users including pedestrians and cyclists by reducing vehicle speeds and providing further cycling infrastructure like cycle hanger and dockless cycle bays to improve cycling infrastructure. The scheme's primary objective is to improve crossing

facilities and slow vehicle speeds along Downham Road. The scheme will considerably improve mobility for various road users by providing step-free crossing facilities, a car club bay, EV bays, cycle hanger, cycle parking facilities and dockless cycle bay.

4.48. Dissatisfaction with Decision-Making Process (Approx. 7 comments)

- Some respondents expressed dissatisfaction with the decision-making process for selecting the proposed options, suggesting that the chosen designs did not adequately consider cyclists' needs or prioritise safety. There is a call for more transparent and inclusive decision-making to address these concerns.
 - "Option 2 was preferred, and the decision-making process was flawed."
 - "The proposal seems arbitrary and poorly thought out."

Hackney comments:

The Council gave due consideration to all options. Going beyond what is required to ensure that opportunities were given to scrutinise all options. The workshop and the use of an external facilitator and reviewer were an important part of this process which is described in full in section 4.1 onwards above.

4.49. Environmental Sustainability Concerns (Approx. 3 comments)

- A few comments touched on the need for environmentally conscious urban planning that prioritises green spaces and sustainable transport options. The lack of dedicated cycling infrastructure and emphasis on car parking raise doubts about the commitment to creating a greener environment in the affected areas.
 - "Please make an effort to create a green space outside the roads."
 - "It's essential to consider the environmental impact of the proposed changes."

Hackney comments:

The scheme will increase green spaces by adding further new green areas outside the school, at Hertford Road junction, Mortimer Road junction and two central islands at DeBeauvoir Road and Kingsland Road junctions. It is anticipated these changes will improve the existing environment positively. The scheme also encourages people to walk and cycle more within the local area by providing more step-free, safe crossing points on Downham Road and cycle parking facilities.

4.50. Livelihood and Social Impact (Approx. 19 comments)

- Some feedback highlighted worries about the potential negative impact on local businesses, residents, and overall community well-being due to increased traffic flow, congestion, or shifts in road usage patterns.

Concerns about livelihoods, noise pollution, and social connectivity emerged as significant issues.

- "Increased traffic may compromise the safety and accessibility of the area."
- "Will there be an impact on local businesses with all the changes?"

Hackney comments:

The scheme is not expected to increase in traffic as the scheme does not restrict through traffic along Downham Road.

The proposal considerably improves pedestrian facilities by providing a zebra crossing at the junction of Hertford Road and other step-free crossing facilities within the proximity to The Hackney New Primary school and the junction of Mortimer Road. The proposal also adds cycle parking facilities, a car club bay, EV charging facilities and over 500m² of SuDS and green area along Downham Road.

The Council believes these changes will have positive impacts on local businesses as it encourages more people to walk and cycle more within the local area.

4.51. Need for Community Consultation (Approx. 19 comments)

- Several respondents underlined the importance of involving the local community in decision-making processes concerning road redesigns and traffic management. Suggestions for increased public consultation, engagement, and transparency were offered to ensure that residents' voices are heard and their concerns addressed.
 - "The local community should have a say in road changes."
 - "Please consider the local community's input in the decision-making."

Hackney comments:

The scheme came about precisely because the council was approached by community members in the form of Hackney New primary school parents of pupils and residents, regarding road safety along Downham Road. In particular, requests were made to explore the provision for wider footways and improved crossing facilities outside the school, as well as measures to prevent vehicles from u-turning and speeding.

The Council gave due consideration to all options. Going beyond what is required to ensure that opportunities were given to scrutinise all options. The workshop and the use of an external facilitator and reviewer were an important part of this process which is described in full in section 4.1 onwards above.

The Council now completed a full public consultation from 20 November 2023 until 14 January 2024 and will complete a statutory consultation before implementing the proposals. Comments made by residents in response to the consultation with regards to design will be taken on board.

5. Impact Assessment - potential impacts of proposals

- 5.1. Motor vehicles travelling along Downham Road will be most impacted as they will be required to maintain their speed to the legal limit of 20 mph or less. Vertical traffic calming measures will help ensure that vehicles maintain a speed of 20 mph or less.
- 5.2. Motor vehicles will further be affected through stopping at the new zebra crossing on Downham Road for crossing pedestrians which could add several seconds to individual journeys, especially during morning and afternoon peak times.
- 5.3. As traffic speeds will reduce on this route, pedestrians and local residents will be impacted positively in that there will be a reduced risk of collision between vehicles and pedestrians. Pedestrians will also be able to cross Downham Road in a safer manner with pedestrian priority on the Zebra crossing.
- 5.4. Cyclists will be impacted positively. Cycle safety would increase as a result of reduced vehicle speeds on Downham Road. Increased provision of safe storage and rental bikes will help raise the profile of cycling.
- 5.5. Emergency services will not be impacted negatively by the Downham Road road safety and public realm improvement scheme, as traffic calming measures provide minimal vertical deflection. Carriageway widths will be appropriate and emergency vehicles are able to use the full width of the carriageway if necessary.
- 5.6. Buses will not be directly impacted as there is no bus route on this road. However it will positively benefit those travelling to the bus stops on Kingsland Road.
- 5.7. There will be minor but positive social and economic impacts. Sustainability is a main focus for the scheme and will benefit.

6. Equalities Impact Assessment (EQIA)

- 6.1. 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. 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. An equality impact assessment (EqIA) is a process designed to ensure that a policy, project or scheme does not unlawfully discriminate against any protected characteristic. This section describes how we ensured that the design for each scheme serves all users;
- 6.3. A full analysis has been done and made available online [here](#) in which knowledge about protected groups has been examined from a variety of sources. This reaches the following conclusions:
- The benefits of reduced car use include improved air quality, safer streets and increased health. All of these strongly benefit all road users.
 - At the aggregate level, all of the protected groups do, as far as evidence is available, have lower car use than the population average.
 - Groups that tend to have lower incomes and higher health needs will benefit even more from reduced car use.
 - It is the case that some members of some groups will be disadvantaged for some journeys. This is accepted and recognised. Where this results in a disadvantage that is not compensated for by other advantages then changes to scheme design will be considered.
 - Some groups will have a higher reliance on driving a private car. Others will use taxis or rely on car-bound visitors and carers. It is important to recognise this and if necessary to put in place measures to mitigate their specific difficulties.
 - Benefits will vary within groups and even within individuals. Some people may be disadvantaged whilst driving but gain substantially when they are walking or cycling.
 - Most Hackney residents (around 70%) do not own a car. This should be considered when appraising the impact on any group.
- 6.4. The evidence strongly supports the conclusion that any project that has the result of lowering car use, improving conditions for walking and buses is likely

to be positive for the whole population and will, if anything, be disproportionately beneficial to people with protected characteristics.

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 designated roads. • Make the area more pleasant. • Improve the street environment. <p>Improvements in the condition of roads and footways and green space, and other measures, continue to provide substantial improvements for the benefits of residents and visitors alike. 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>The scheme will have a positive improvement for people in all parts of the population whether they are cycling or walking.</p> <p>There will be no surface material changes. A slower speed of traffic will make crossing Downham Road easier for pedestrians including visually impaired.</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. 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>Note also that among some protected groups, for example pregnancy, the difference in the impact of the project on them, as</p>				

	<p>opposed to other groups, will be marginal but is still expected to be overall positive.</p>
<p>Negative</p>	<p>All destinations will remain accessible by all modes. There will, however, be a loss of parking space, although these can be accommodated within nearby side roads. 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>

Comments	<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 (here) 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 will be 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 <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 Downham Road road safety and public realm scheme is approximately £600,000. This is fundable within the Council's capital budget for road safety.
- 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.
- 8.3. In the short term, the maintenance of the location will be under an 18 month warranty of the installation contractor. Beyond 18 months, the site will be included within scope of the the Council's review of the maintenance for all SUD's areas in the borough, which includes maintenance provision for new locations. The review will look to establish a team that will routinely maintain all SUD's areas in the borough and to seek additional funding that will ensure that all current and future maintenance are maintained to standard. The design prioritises low maintenance features

9. Authority to make decisions

- 9.1. Within the scheme of delegation for Neighbourhoods and Housing, delegation (authority) for making permanent orders under Section 6 of the Road Traffic Regulation Act (RTRA 1984) falls under (what is currently numbered as): NH256 - Making "permanent" orders for prescribed routes, waiting and loading restrictions, bus stop and school clearways, disabled persons' parking places, doctors' parking places, free parking places, loading bays, bus and cycle lanes, pedestrian zones, weight, height and length restrictions, delegated to Director, Public Realm and Assistant Director, Streetscene. The Assistant Director, Streetscene is able to approve the recommendations set out in this report.

10. Recommendations

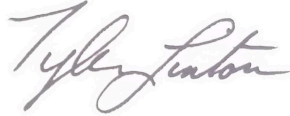
In considering the results of the monitoring, consultation responses and objections received for the Downham Road road safety and public realm

scheme, **it is recommended that the Assistant Director of Streetscene approves that the Council:**

- 10.1. Proceed with statutory consultation and the advertising of the necessary Traffic Management Orders to:
- 10.2. Provide wider pavements.
- 10.3. Construct permanent greening features such as rain gardens with Sustainable Drainage Systems to improve the look and feel of the environment on Downham Road.
- 10.4. Install kerb build-outs with chicanes and an 8-metre-long speed table on Downham Road, 64 metres west from the western kerbline of Kingsland Road.
- 10.5. Install a central island rain garden and urban greening on Downham Road at the junction of De Beauvoir Road.
- 10.6. Install kerb build outs at the junction of Hertford Road and Downham Road.
- 10.7. Install a junction table at Hertford Road and Downham Road junction with a step-free zebra crossing by converting the existing pedestrian refuge on Downham Road.
- 10.8. Remove 70 metres of parking bays within proximity of the Hackney New Primary School entrance to reduce the width of the carriageway (kerb build out), including a rain garden, urban greening, a play area and seating.
- 10.9. Remove the existing left turning lane at the junction of Kingsland Road and provide a rain garden and urban greening - subject to funding and Transport for London (TfL) approval.
- 10.10. Remove 10 metres long parking bays at the Mortimer Road junction , providing kerb build-outs together with a rain garden, urban greening and a speed table across Downham Road with a step-free crossing facility.
- 10.11. Reallocate 24.5 metres of parking bays on Downham Road to create a rapid EV charger, provide cycle hanger and a car club bay.
- 10.12. Reallocate 10 metres of parking bays on Hertford Road to create cycle parking facilities and a dockless cycle bay.

11. Conclusion

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



Signed:-.....

Dated: 4/10/2024

Tyler Linton - Assistant Director, Streetscene

- cc. Caroline Woodley (Mayor - London Borough Of Hackney
- cc. Geeta Subramaiam-Mooney- Director, Environment and Climate Change
- cc Maryann Allen – Group Engineer, Design and Engineering

APPENDICES

Appendix 1 - [Downham Road consultation drawing A3](#)

Appendix 2 - [Downham Road accident map](#)

Appendix 3 - [Downham Road Consultation Report'](#)