

DELEGATED POWERS DECISION

STREETSCENE SERVICE PUBLIC REALM DIVISION, CLIMATE, HOMES AND ECONOMY

Hackney Downs LTN review

AGREE TO:

1. Proceed with the statutory consultation and advertisement of the necessary permanent traffic management orders to:
 - Shorten the existing residents' parking bay on Durlston Road from the property boundary of 1& 3 Durlston Road for a distance of approximately 8.0 m.
 - Introduce "Waiting and Loading restriction" on Durlston Road where the parking bays will be removed.
 - Introduce cycle permeability (exemption for cyclists to the existing one way) in Maury Road and Norcott Road
 - Introducing a one-way system (southbound) with cycle permeability, on Benthal Road between its junctions with Brooke Road and Evering Road to help manage northbound traffic between Jenner Road and Benthal Road and reduce localised traffic congestion.
 - Introducing a one-way system (southbound) with cycle permeability, on Jenner Road between its junctions with Brooke Road and Evering Road to prevent northbound traffic using Jenner Road to cut through the cell.
 - Introducing a one-way system (northbound) with cycle permeability, on Jenner Road between its junctions with Stoke Newington Common and Brooke Road to prevent southbound traffic using Jenner Road to cut through the cell.
2. Proceed with the rain gardens/SuDS for Northwold Road as seen in **Appendix I (scheme drawing)** of this report

1. REASONS

The proposals will:

- Create a safer, more pleasant environment for walking and cycling and assist to make Hackney a more sustainable, greener and safer borough by encouraging users of the borough to give further consideration to using more sustainable modes of transport. This would help to improve local air quality, reduce car dominance and traffic speeds, reduce accidents and continue to assist in the reduction of the use of residential roads by through-traffic.
- Introducing divergent one-ways and new one-ways on Benthall Rd and Jenner Road will prevent N/S traffic cutting through and traffic would remain on boundary roads.
- Introduction of a new layout with two build outs to install SuDS areas (rain gardens) with trees and low level planting to capture surface water.
- Provide partial footway resurfacing within the extent of the scheme.
- Provide improved pedestrian facility by introducing refuge island outside Clapton library on Northwold Road to improve pedestrian safety.
- Improve the public realm for pedestrians on Northwold Road by improving pedestrian safety and increasing greenery.

1.0. Background and Proposals

- 1.1. The Hackney Downs LTN was implemented under an Experimental Traffic Order in August 2020. The LTN is bounded by A107 Upper/Lower Clapton Road to the east, Northwold Road to the north, A10 Rectory Road to the west and Downs Road to the south.
- 1.2. Six traffic filters (planters in the road that allow only cyclists, waste and emergency vehicles to pass through) were set up on Benthall Road, Maury Road, Narford Road, Powell Road, Reighton Road and the Brooke Road/Evering Road junction.
- 1.3. A bus gate that allows buses, cyclists, waste and emergency vehicles to pass through was introduced on Downs Road. **Figure 1.1:** Map of the Hackney Downs LTN shows the locations of the traffic filters.

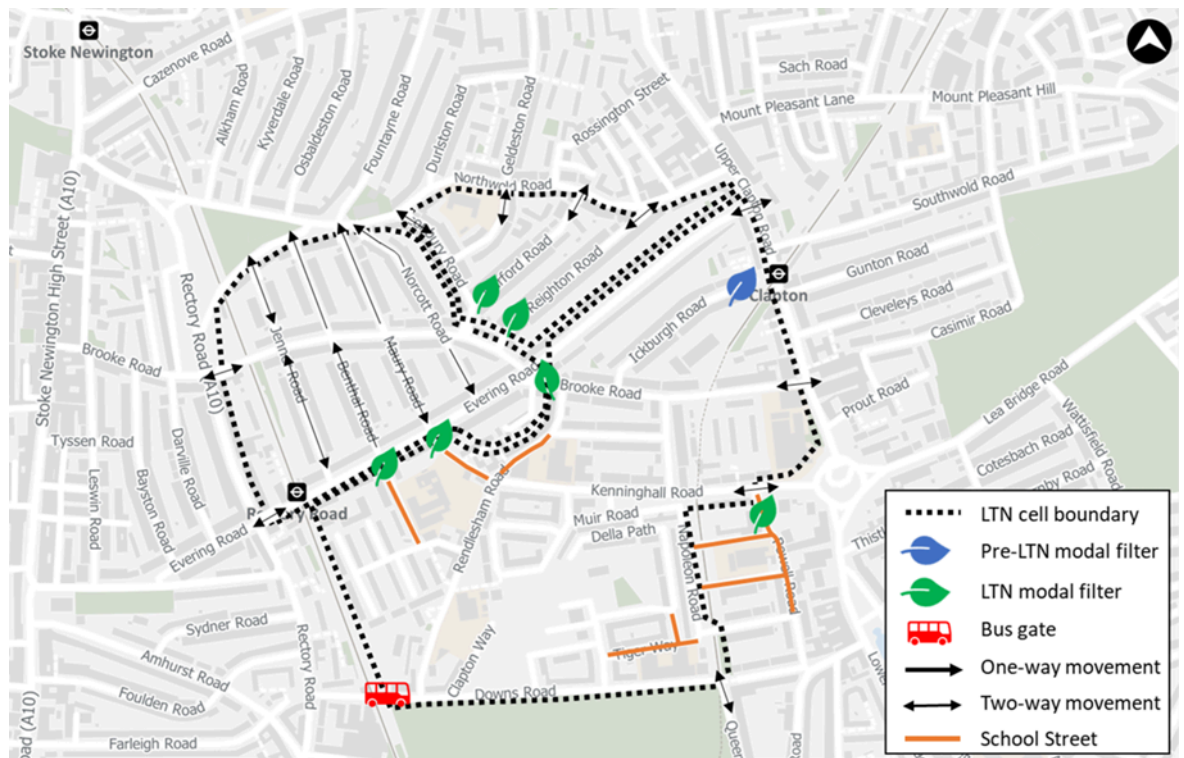


Figure 1.1

- 1.4. After considering traffic and air quality data, alongside responses provided by residents to the public consultation, the decision was made to make the Hackney Downs LTN permanent in February 2022.
- 1.5. As part of the permanent scheme, LB Hackney committed to investigating issues raised by residents about impacts potentially brought about by the implemented measures.
- 1.6. Consultants were commissioned in June 2022 to undertake an assessment of motor traffic movement across and within the Hackney Downs Low Traffic Neighbourhood (LTN).
- 1.7. The report considered concerns raised by residents at particular locations, including, Northwold Road, Benthal and Jenner Road, Nightingale and Kenninghall Road.
- 1.8. A survey was conducted using Automated Traffic Counters (ATCs) to capture traffic volumes and speeds at 14 locations within and around the LTN, (**Figure 1.2**). Additionally, an Origin-Destination (OD) survey was conducted using ANPR (automatic number plate recognition) cameras to capture movement patterns inside and through the LTN. (**Figure 1.3**)

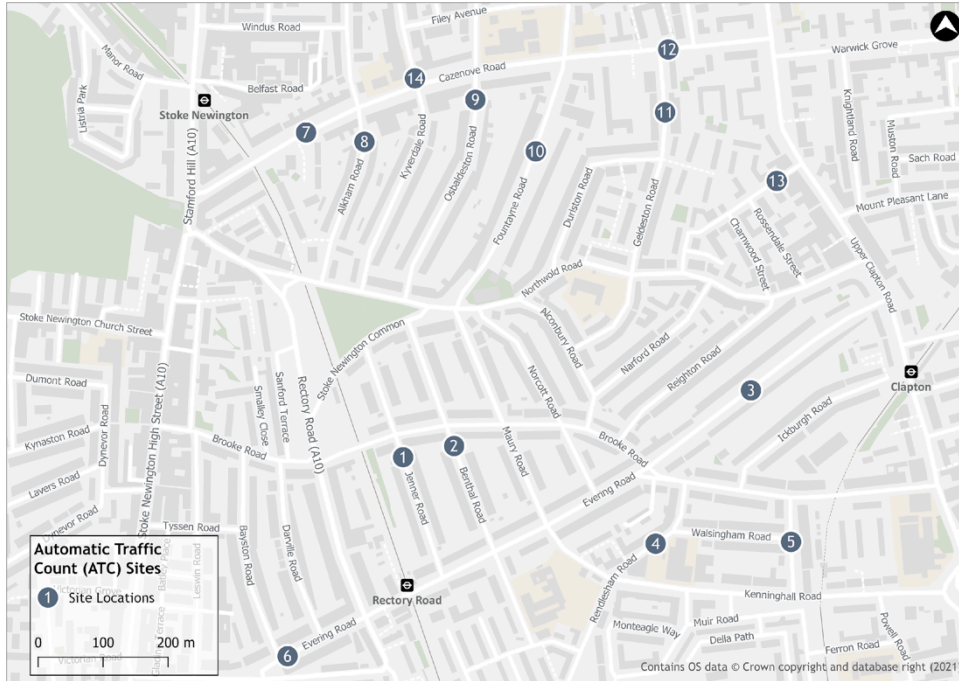


Figure 1.2

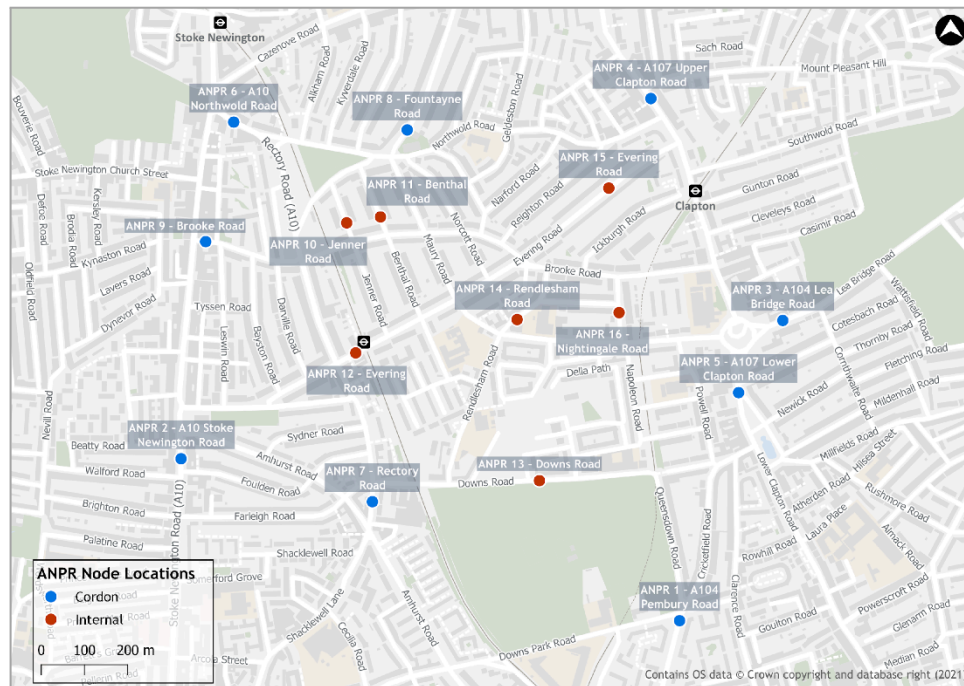


Figure 1.3

1.9. Traffic movement analysis indicates that southbound traffic from Brooke Road to Evering Road tends to prefer Benthall Road over Jenner Road. The flow of traffic southbound on Benthall Road is higher than northbound during both the morning (AM) and evening (PM) peak periods. This indicates that Benthall Road is favored as a shortcut from Brooke Road to Evering Road southbound. While Jenner Road is also used by northbound drivers, it is preferred to a lesser extent.

1.10. **Figure 1.4** shows the position of ATC's 1 & 2 on Benthall Road and Jenner Road.

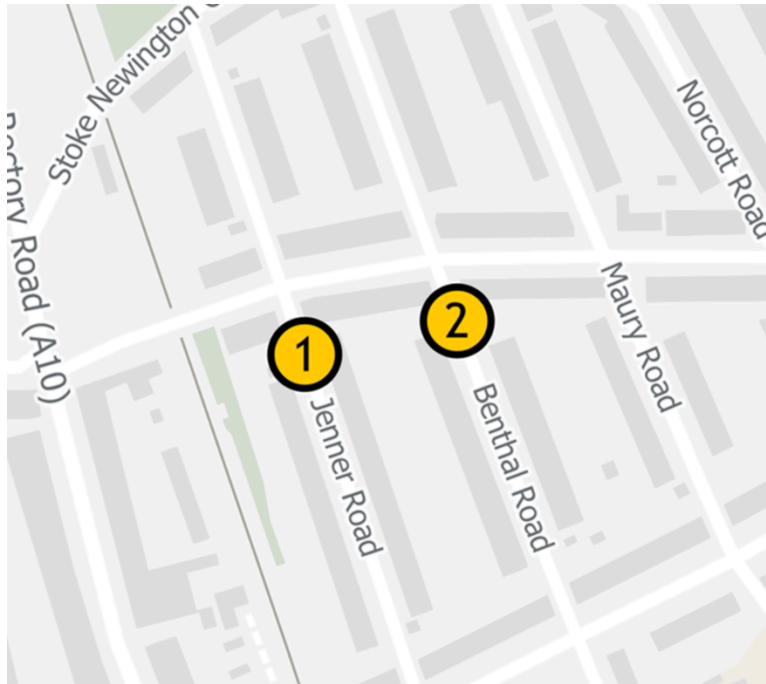


Figure 1.4

1.11. **Table 1.4.1** shows the ATC data for Jenner Road and Benthall Road, it is notable that most southbound traffic uses Benthall Road rather than Jenner road, with flows being almost three times higher on Benthall Road in the AM peak

Location	Southbound			Northbound		
	AM Peak (7-10am)	PM Peak (4-7pm)	Daily Total (24hrs)	AM Peak (7-10am)	PM Peak (4-7pm)	Daily Total (24hrs)
Jenner Road ATC 1	30	37	1,256	54	78	2,134
Benthall Road ATC 2	86	131	3,404	15	32	783

Table 1.4.1

1.12. **Figure 1.5** shows the traffic flow during the morning (AM) and evening (PM) peak periods for both northbound and southbound directions in Jenner and Benthall Road.

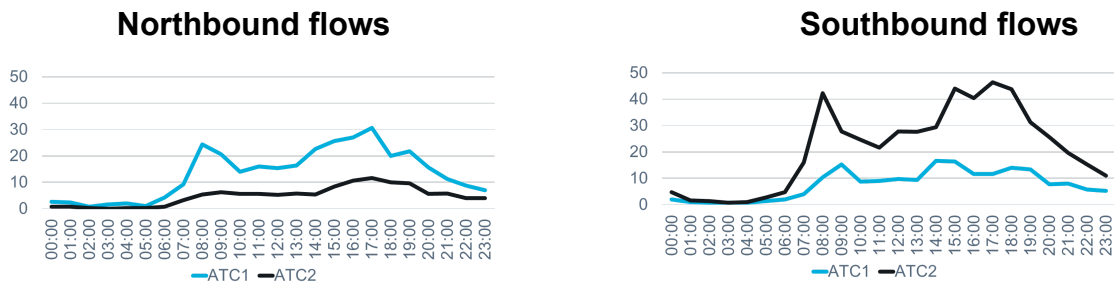


Figure 1.5

1.13. Nightingale Road experiences significantly higher traffic flows throughout the 24-hour period, with notable spikes during the AM and PM peak hours, Rendlesham Road shows low traffic volumes throughout the day, with a clear reduction in traffic between 3 PM and 4 PM, due to existing School Street restrictions that limit vehicular access during these times. Figure 1.6 shows the positions of Automated Traffic Counters (ATCs) on both Rendlesham and Nightingale Road.

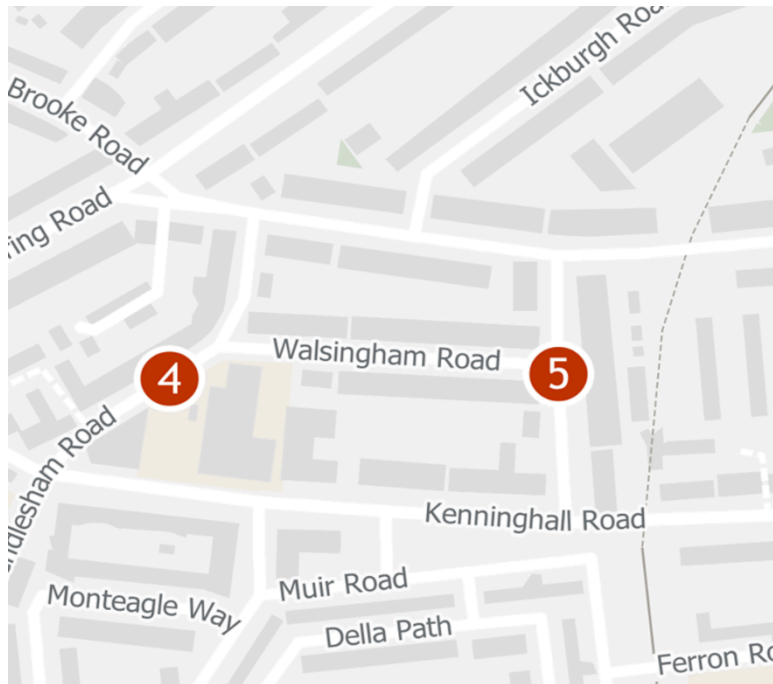


Figure 1.6

1.14. Figure 1.7 shows the traffic flow during the morning (AM) and evening (PM) peak periods for both northbound and southbound directions in Rendlesham

Road and Nightingale Road.

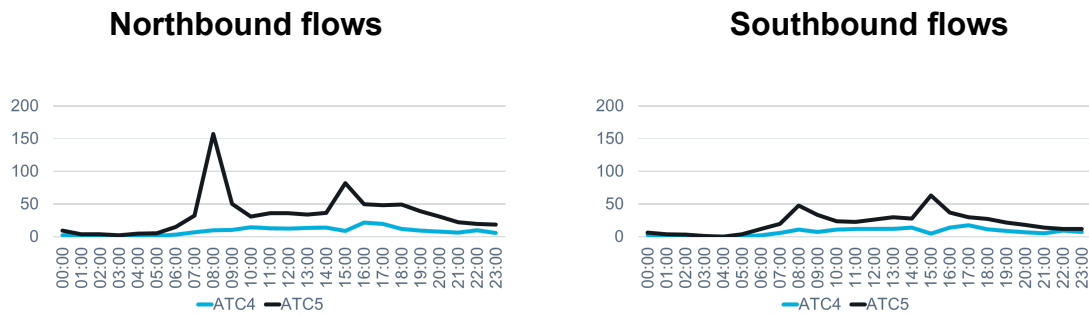
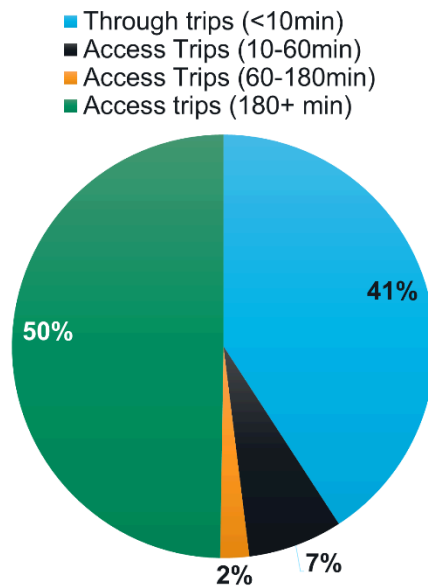


Figure 1.7

- 1.15. An Origin-Destination survey was conducted to analyze movement patterns within and around the area. The trips were categorized into "through trips" and "access trips" based on a duration threshold of 10 minutes. Trips that were completed within 10 minutes were considered to be simply passing through the cordon, and thus classified as "through trips".
- 1.16. The chart below shows a breakdown of recorded trips categorised by their duration, differentiating between through trips (below 10 minutes), and access trips. Through trips makeup 41% of all trips.



- 1.17. Analysis was conducted to identify the top 10 "through trip" movements passing through at least one of the internal nodes. Nightingale Road, Benthal

Road, and Jenner Road were found to be featured prominently in most of these routings.

Route	Recorded Trips (with Uplift) (12hrs)	Share of Total Flow Between Start and End Nodes
A104 Lea Bridge Rd - IN -> Nightingale Rd - N -> Evering Rd - E -> A107 Upper Clapton Rd - OUT	264	8%
A107 Lower Clapton Rd - IN -> Nightingale Rd - N -> Evering Rd - E -> A107 Upper Clapton Rd - OUT	162	2%
Rectory Rd - IN -> Evering Rd - E -> Benthall Rd - N -> Fountayne Rd - OUT	138	49%
A104 Lea Bridge Rd - IN -> Nightingale Rd - N -> A107 Upper Clapton Rd - OUT	117	4%
A10 Northwold Rd - IN -> Evering Rd - W -> Rectory Rd - OUT	115	1%
A104 Lea Bridge Rd - IN -> Nightingale Rd - N -> Evering Rd - E -> Fountayne Rd - OUT	93	40%
Rectory Rd - IN -> Evering Rd - E -> Jenner Rd - N -> Fountayne Rd - OUT	71	26%
A104 Lea Bridge Rd - IN -> Nightingale Rd - N -> Evering Rd - E -> A104 Lea Bridge Rd - OUT	60	22%
A107 Upper Clapton Rd - IN -> Evering Rd - W -> Nightingale Rd - S -> A107 Lower Clapton Rd - OUT	58	1%
Downs Rd - IN -> Rendlesham Rd - E -> Evering Rd - E -> A107 Upper Clapton Rd - OUT	54	41%

- 1.18. Between 2018 and 2021, traffic on Northwold Road decreased by 14%. Furthermore, in the year from October 2021 to September 2022, traffic flows continued to gradually decline, showing a further reduction of 4%.
- 1.19. In May 2023, a ward forum meeting took place to discuss the Hackney Downs LTN, where residents expressed concerns about increased traffic congestion, accessibility, safety issues at certain junctions, and traffic flow within the LTN. Responding to these concerns and following an investigation, the council has proposed changes aimed at addressing the identified issues and reflecting the feedback from residents.
- 1.20. The proposals considered in this report form part of our plans to create a greener, healthier Hackney, improve road safety and support people walking, shop and cycle locally.

The proposals include:

Benthall Road

- Introducing a one-way system (southbound), on Benthall Road between its junctions with Brooke Road and Evering Road to help manage southbound traffic between Jenner Road and Benthall Road and reduce localised traffic congestion, **Figure 1.8**.

Jenner Road

- Introducing a one-way system (southbound), between its junctions with Brooke Road and Evering Road to prevent southbound traffic using Jenner Road to cut through the cell.
- Introducing a one-way system (northbound), between its junctions with Stoke Newington Common and Brooke Road to prevent northbound traffic using Jenner Road to cut through the cell. **Figure 1.9**

Northwold Road

- Widening the pavement on Fountayne Road junction with Northwold Road outside the parade of shops, removing the existing raised wall in the island and converting the island west of Fountayne Road into a new rain garden (outside shops), installing new cycle stands and resurface the carriageway between Fontayne Road and Alconbury Road.
- Widening the pavement at the Durlston Road junction with Northwold Road to provide rain gardens, planting trees and shrubs and providing a new crossing for pedestrian and wheelchair users.
- Replacing the existing block paving outside 93-95 Northwold Road through realigning the kerb and providing rain gardens, trees and shrubs.
- Realigning the kerblines on Northwold Road west of Geldeston Road adjacent to the bus stop, adding low level plants and extending the existing kerb build-out east of Gladstone Road outside No 125 Northwold Road.
- Extending the existing kerb build-out outside 125 Northwold Road to provide better visibility for pedestrians crossing the road.
- Introducing a new pedestrian island outside the library to improve pedestrian safety and planting new trees.(**Figure 1.8**)

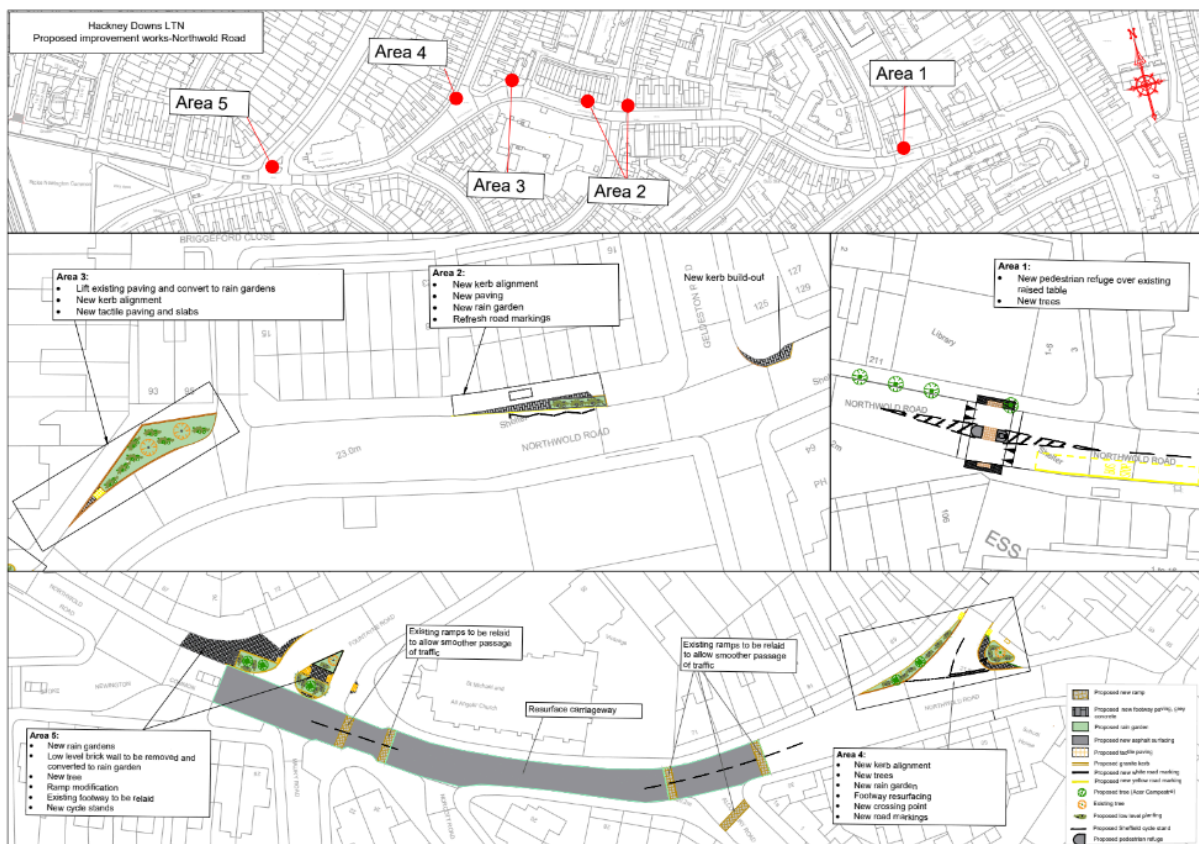
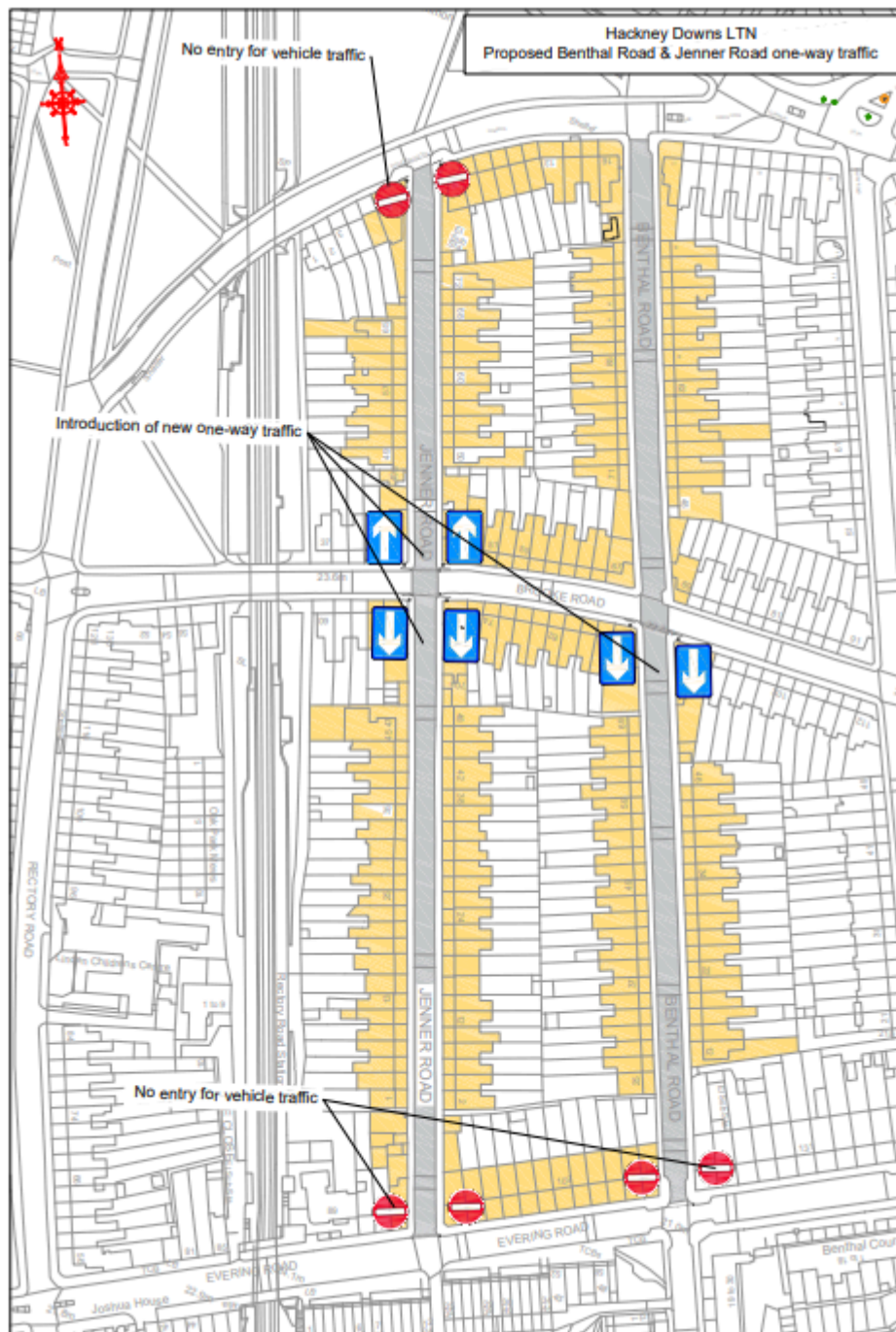


Figure 1.8 – Northwold Road, Green and Healthy proposal

Figure 1.9 – Benthal Road & Jenner Road proposal



2.0 Policy Context

Hackney Transport Strategy

- 2.1 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.
- 2.2 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.

- 2.3 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.
- 2.4 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.
- 2.5 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

- 2.6 Hackney Council is committed to making our streets safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates, and will seek to address this through the Road Safety Plan. Achieving further casualty reductions will require greater effort and a coordinated approach with TfL, 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.

Mayor's Manifesto Commitments

- 2.7 The Scheme also aligns with certain manifesto commitments made by the 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

- 2.8 It is also considered that the Scheme would accord with a number of the Mayor of London’s policies. The central aim of the Mayor of London’s Transport Strategy (2018) is to create a future London that is not only home to more people, but is a better place for all of those people to live in. It recognises that the success of London’s future transport system relies upon reducing Londoners’ dependency on cars in favour of increased walking, cycling and public transport use, and that this will bring with it other benefits.
- 2.9 The Mayor of London’s aim for 2041 is for 80 percent of Londoners’ trips to be on foot, by cycle or by using public transport. Further, the Mayor of London’s Vision Zero (2018) sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London’s transport network. One of the ways to achieve this goal is to facilitate and prioritise walking and cycling through modal filters, which was one of the main objectives of the Scheme.

Climate Emergency Declaration

- 2.10 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.
- 2.11 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.

- Call on the UK government to provide powers and resources to make the 2030 and 2040 targets possible.
- Campaign to change national policy where failure to tackle the challenges has undermined decarbonisation and promoted unsustainable growth.
- Support the campaign to create a just transition for workers and users.
- Help create a million public sector jobs nationally to help minimise the effects of the climate crisis.
- Involve, support and enable residents, businesses and community groups to speed up the shift to a zero carbon world.
- Work closely with them to establish and implement successful policies, approaches and technologies that reduce emissions across our economy while also improving the health and wellbeing of our citizens.
- Conduct an annual Citizens' Assembly with a representative group of local residents to allow for public scrutiny of the Council's progress and explore solutions to the challenges posed by climate change.
- Work with other local governments (in the UK and internationally) to discover the best methods to limit climate change and put them into practice.

3.0 Consultation

Stakeholder consultation

- 3.1 For any major traffic scheme, there are a number of statutory consultees including the Local Ward Members. There were no objections or concerns received from any of the Ward Members consulted. An important group of stakeholders who are always consulted is the emergency services:

Ward Councillors

- 3.2 On 20 November 2024 a draft copy of the report was sent to the ward councillors. One councillor commented that they would like to see the existing zip car bay on Reighton Road relocated to the Northwold Road end and in its place a turning circle as the current position of the zipcar bay is close to the filter. The request has been passed to the sustainable transport team for review with the next batch of zipcar bays.
- 3.3 The councillor also commented about the Rendlesham Road to Nightingale Road route which still exists through the LTN. The Council is still investigating this matter. Previous automatic counts were carried out either when the Lea Bridge roundabout works were taking place or when Downs Park was closed due to the Bodney Road bridge repairs, both of which will have a material impact on the counts. The Lea Bridge roundabout works are complete and Downs Park Road, we are informed by Network Rail, will be open before Christmas 2024. Once the bridge works are complete we will commission

further automatic traffic counts surveys to ensure we have an accurate picture of the movements through the LTN.

- 3.4 The councillor also mentioned that whilst they appreciate the enhanced crossing location, which reduces the carriageway width, they would have liked to have seen a full zebra crossing installed. We have reviewed the accidents at this location and there were 2 accidents between 4 January 2020 and 31 May 2024. One accident was in 2021, the other in 2024. Both were slight and both involved pedestrians. There is close by, the added attractor for pedestrians of the local library. The accident record is not indicative of an endemic issue at this location. It is considered that the narrowed crossing width combined with the better sightlines the proposals provide, will improve road safety for pedestrians
- 3.5 A second councillor commented that they would like to see trees and greening at the Evering Road/ Brooke Road filter. The council will be upgrading this filter this financial year and as part of the design will incorporate rain gardens/SuDS to provide additional greening. We will be upgrading the rest of the filters in the Hackney Downs LTN next financial year

Hackney Cycling Campaign

- 3.6 We welcome the opportunity to respond to the consultation for improvements to the Hackney Downs Low Traffic Neighbourhood and to Northwold Road. Since its inception in 2020 the Hackney Downs LTN has radically improved the experience of cycling in the area, and our comments are made with those benefits as a foundation.
- 3.7 As additional context, we write the response to this consultation alongside our responses to the other consultations published in November 2023, namely the consultation on Downham Road and the consultation on Queensbridge Road improvements. We believe it is important to note the context as our response to the proposals on Northwold Road and to Downham Road are substantially different, despite them being similar roads in many ways. Hackney Cycling Campaign's Vision map (<https://hackneycycling.org.uk/the-vision-map/>) places a cycle lane along both Downham Road and Northwold Road. However, we recognise that implementing cycle lanes on Northwold Road would be much more challenging and require compromises that would not be required by implementing cycle lanes on Downham Road. Northwold Road would not be our priority road to implement segregated cycle lanes. Therefore, we are not requesting cycle lanes on Northwold Road at this point, even if our long-term goal remains to ensure that every road in Hackney with high motor traffic volume has the provision of safe segregated cycle lanes.
- 3.8 With cycle lanes not currently possible on Northworld Road, we argue that it is even more vital that; 1) the other east-west routes in the area are made as

low-traffic as possible, and 2) that cycling crossings across Northwold Road are prioritised so that the cycle network is strengthened. We do not believe that the current plans go far enough in these aspects.

- 3.9 While the LTN has improved cycling in the area south of Northwold Road, there are some routes that remain open to through motor traffic, which compromises the LTN's benefits. The council-commissioned report from Steer recommended exploration of measures on Nightingale Rd and Rendlesham Rd to prevent drivers cutting through the LTN from Kenninghall Rd to Brooke Rd/Evering Rd, in an attempt to avoid delays on Upper & Lower Clapton Rd. This issue with rat-running is well-known, and has been reported by residents since the installation of the LTN in 2020. However the current consultation proposals contain nothing on this area, which is a grave omission given that reported traffic on Nightingale Rd is twice as high as either Jenner Rd or Benthall Rd. HCC members have been told by officers that the TfL works on Lea Bridge Roundabout have invalidated the findings of the Steer report. However, we note that monitoring for the Steer report took place in September 2022, and work on Lea Bridge Roundabout did not begin until 2023. We are extremely concerned that this vital work is going to be needlessly delayed for at least as long as it takes for new monitoring to be done, and a new consultation to be run. This through traffic is diminishing the value of the LTN as a safe route for cyclists, while the lack of provision on Northwold Rd makes it all the more vital. The current works being installed on Lea Bridge Roundabout have potential to exacerbate the problem if the new design slows traffic on the A107, since drivers may be more likely to try to avoid the roundabout by cutting through the LTN.
- 3.10 The proposed one-way changes on Benthall Road and Jenner Road look like they will solve the immediate problem of drivers cutting through from Evering Rd to Northwold Rd. However they risk creating new through routes whereby drivers will proceed along Evering Rd to the junction with Brooke Rd, then turn onto Brooke Rd before making a right turn onto Norcott Rd or Maury Rd. For this reason we would prefer a solution involving new modal filters.
- 3.11 Please ensure that the traffic orders exempt cyclists from the no-entry signs so as to enable cycle counterflows. The lack of provision for cycling on Northwold Rd itself makes convenient cycle access to the LTN especially important. Cycle crossings across Northwold Road need to be prioritised.
- 3.12 The Gateways map (<https://hacknecycling.org.uk/gateways/>) shows a number of locations across the borough where the cycle network is compromised by the lack of good quality and segregated cycle (and pedestrian) crossings. Two of the gateways that we identified cross Northwold Road - namely the link from Kyverdale Road to Jenner Road, and the link from Fountayne Road to Maury Road. The current consultation proposes some changes to Fountayne Road,

but without specific cycling improvements, while Kyverdale Road is not included at all, and we believe that it would be a wasted opportunity not to address both of these gateways while works are implemented on Northwold Road. Fountayne Road - Maury Road gateway the western arm of Fountayne Rd is c. 6m across at its narrowest point, so a better repurposing of this space would be to close the eastern arm to motor traffic altogether, and use it as a cycle crossing to Maury Rd with a parallel crossing from Fountayne Road to Maury Road. The proposals do include relaying a ramp nearby, so speeds should generally be low here for cyclists to cross from Fountayne Road to Maury Road.

3.13 Maury Road does not have a formal counter-flow provision for cycling, and we request that all the one-way roads in the area that do not have counter-flow are reviewed with the goal of providing permitted cycle counter-flow wherever possible. Counter-flow cycling is a simple and inexpensive way of enhancing and expanding the cycling network, and so we would ask for the following roads to have cycle counterflow provision:

- Maury Road (at the junction with Stoke Newington Common),
- Norcott Road (at the junction with Stoke Newington Common),
- Norcott Road (at the junction with Evering Road)
- Kyverdale Road to Jenner Road

The current consultation document does not address the Kyverdale Road to Jenner Road route, but we request that this gateway is addressed as part of the overall changes on Northwold Road, by upgrading the existing zebra crossing to a parallel crossing to formalise cycling across Northwold Road.

We believe that the published consultation proposals do not provide for safer cycling on Northwold Road, while also not doing enough to facilitate alternative routes for cyclists. Our proposals to address the two gateways, addressing the lack of formal cycle counterflows, and tackling the remaining through routes in the LTN, would greatly strengthen the current proposals without adding significant resources, or greatly impact other road users.

Hackney response:

3.14 We understand the concerns about traffic on Nightingale Road and Rendlesham Road and we acknowledge the concerns regarding through traffic affecting the safety of cyclists. The recent works at the Lea Bridge Roundabout are significant, and we will need to monitor the impact of these works on local traffic patterns. While the monitoring for the Steer report was indeed conducted in September 2022, prior to the start of the roundabout works in 2023, the completion of the current works may still influence traffic flow and patterns in

the area. Once these improvements are fully implemented, we will carry out additional monitoring of both traffic and cycle movement to compare with the previous data. Should the results indicate any increase of through traffic or new issues for cyclists, we will explore appropriate mitigations to address these concerns.

- 3.15 Regarding the possibility of drivers seeking alternative routes, such as using Evering Road, Brooke Road, and then Norcott or Maury Roads, we believe that this option is highly convoluted and less likely to become a preferred through route. The added complexity and increased journey times make this a less attractive option for drivers, particularly when compared to more direct routes available on boundary roads. We will continue to monitor the situation post-implementation and assess whether any further interventions, such as modal filters, are necessary.
- 3.16 We acknowledge the concerns and recommendations for improving cycling infrastructure, particularly the suggestion to introduce cycle counterflows on several roads and will be included in the scheme design and traffic orders.
- 3.17 Following your suggestion for safer crossing for cyclists in Northwold Road, we are currently in the process of bidding for funding to carry out a feasibility study for a cycle gateway on Northwold Road junction with Fountayne Road and Kyverdale Road. If successful, this scheme could potentially be implemented in 2026-2027. However, at the Fontayne Road/Northwold junction, there is a large island which provides protection for underground services. We will need to investigate this further to ensure a crossing at this point is technically feasible and not cost prohibitive. We will also further investigate the possibility of a crossing point for cyclist at the Northwood Road/Gelderston junction
- 3.18 Counter-flow cycle provision by way of cycle permeability will be provided in both Jenner Road and Benthall Road. Following your suggestion to extend this facility to one way roads in the immediate vicinity, cycle permeability will be added to both Maury Road and Norcott Road. These are existing one way roads .
- 3.19 We are in the process of designing an upgraded Brook Road/Evering Road filter this year. The proposed improvements will focus on improving safety and public realm enhancement by incorporating rain gardens.
- 3.20 We understand the importance of improving cyclists safety at Northwood Road junction with Upper Clapton Road. However this junction falls outside the scope of the current scheme.

Public consultation

3.21 On 20 November 2023, Hackney Council delivered approximately 5800 public consultation leaflets and questionnaires to give residents the opportunity to comment on the proposals put forward for the Hackney Downs LTN review. The consultation closed on 14 January 2024. The consultation and proposals were also published online, where residents could also share their views: <https://consultation.hackney.gov.uk/streetscene/hackney-downs-ltn/>. Residents were also able to write to streetscene.consultations@hackney.gov.uk.

3.22 **Figure 3.1** shows the area of distribution covered by the public consultation.

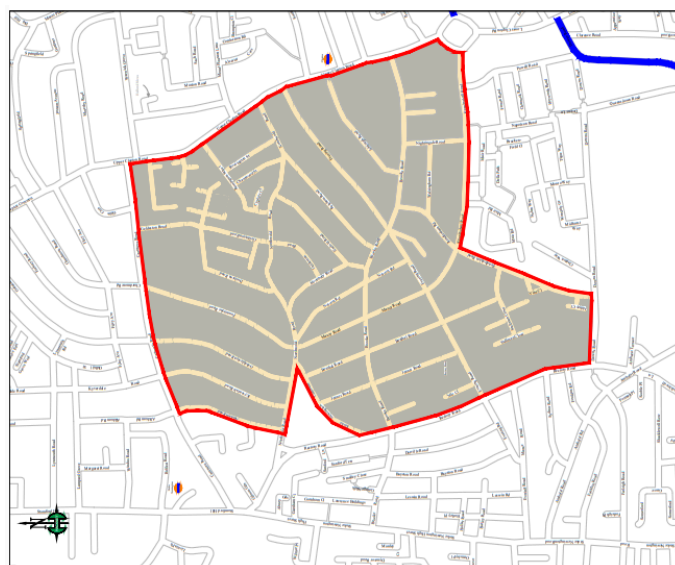


Figure 3.1 Distribution area

3.23 All responses received by post or submitted online were allocated a unique reference for purposes of analysis.

3.24 A copy of the consultation document is included as Appendix II of this document.

Public consultation analysis

3.21 Out of 5800 consultations delivered, **610** responses were collected during the consultation period, consisting of both text comments and responses to tick box questions. This represents approximately 10.52% of the total deliveries.

3.22 **348** of these responses originated from within the Hackney Downs LTN area while **262** were from outside the LTN area.

3.23 A summary of the consultation results is shown on **Figure 3.2**.

Modes of Transport



The most popular mode of travel amongst respondents was walking (84%), followed by bus (80%) and train (62%).

A greener, healthier Hackney

Among those who provided feedback on the Hackney Downs LTN, more respondents agree with the ambition to create a greener, healthier Hackney.



62%



31%

Feelings towards the Hackney Downs LTN proposals



45%



48%

45% of respondents have positive feelings about the proposals for Hackney Downs LTN compared to 48% who feel negative about the proposals.

Most common likes



21% said proposals are positive/increased greenery is welcome



13% said proposals are positive but could be improved

Most common dislikes



34% said proposals will increase congestion



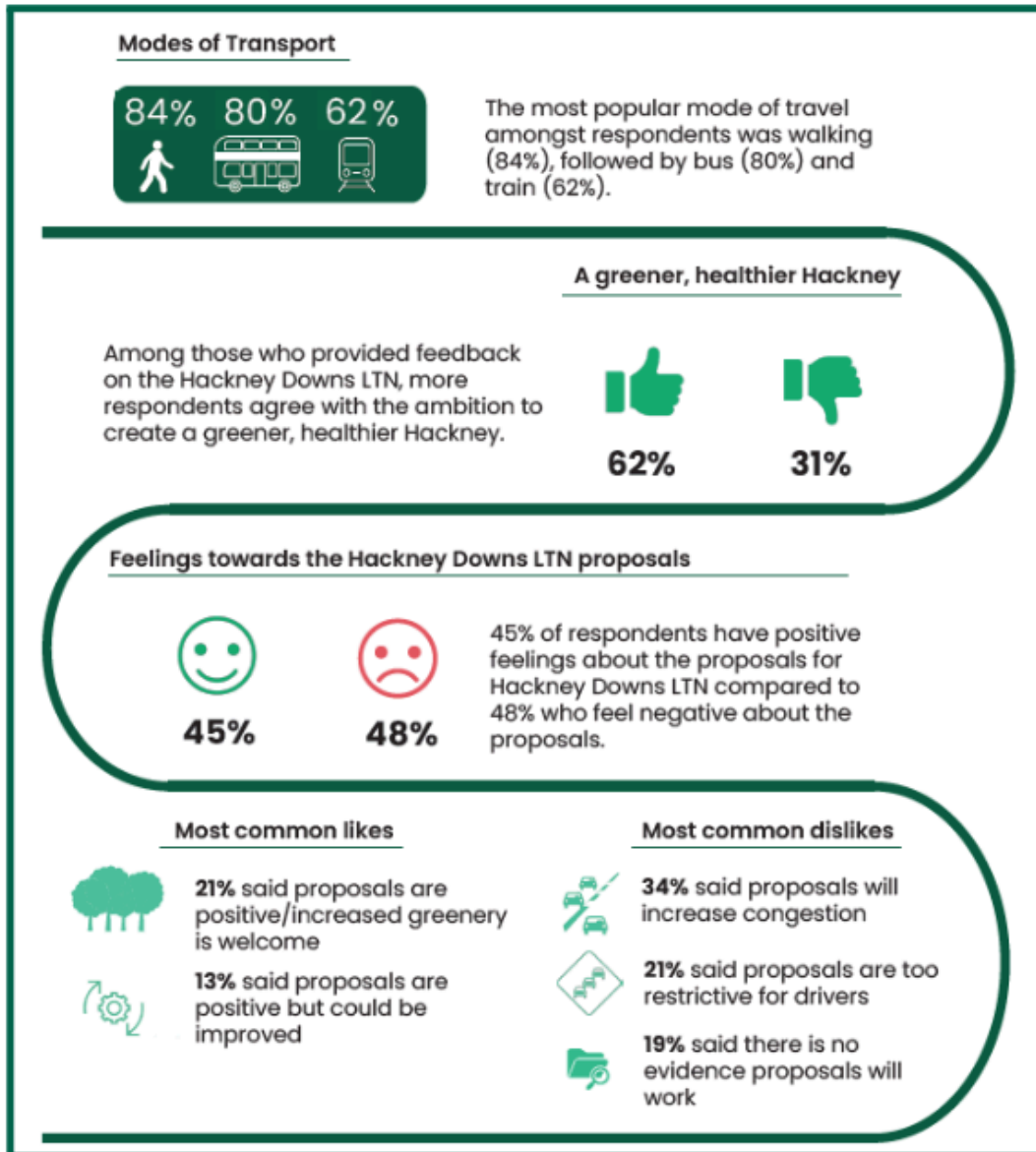
21% said proposals are too restrictive for drivers



19% said there is no evidence proposals will work

Figure 3.2

3.24 A consultant was engaged to analyse the 690 comments submitted online and



by post. The most popular mode of travel amongst respondents was walking (84%), followed by bus (80%) and train (62%). **Figure 3.3**

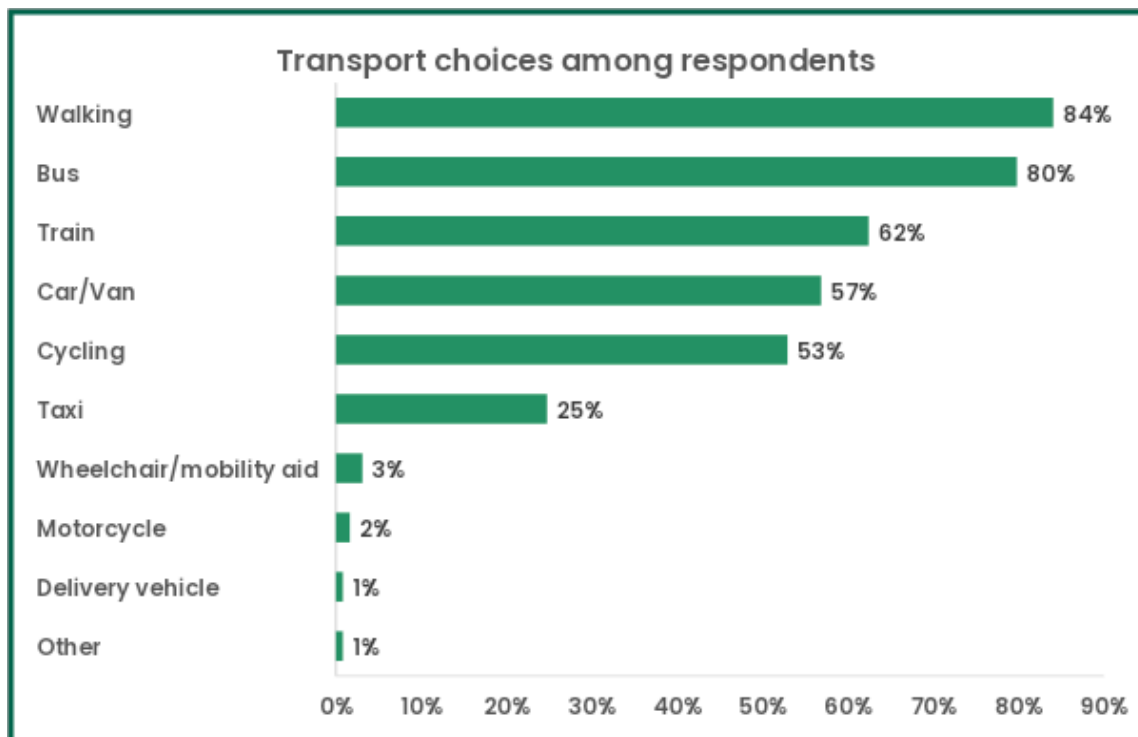


Figure 3.3

3.25

A count of responses per postcode district is shown in **Figure 3.4** below. Postcodes located outside of Hackney boundaries were grouped in the 'Other' category. Responses were predominantly from the N16 (49%) and E5 (43%) postcode districts where the Hackney Downs LTN is located.

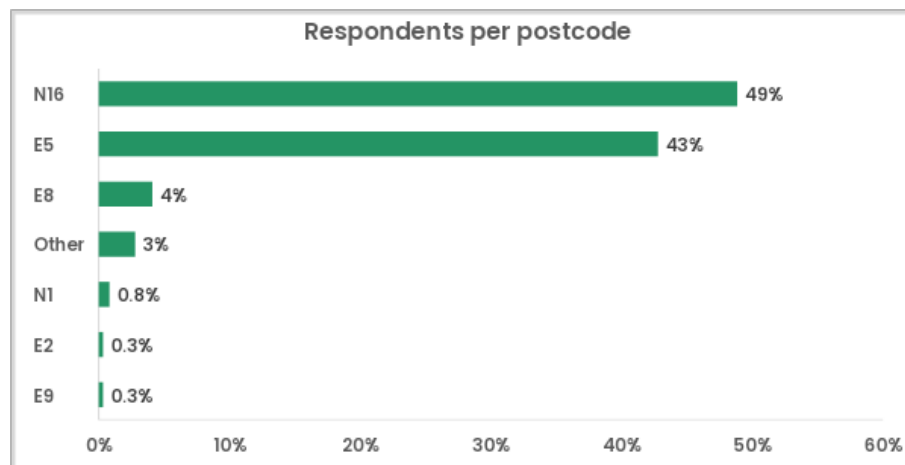


Figure 3.4

3.26 Responses were broken down to those located within the LTN area, and those outside it. 57% of the respondents were within the Hackney Downs LTN while 43% were outside the LTN. **Figure 3.5**

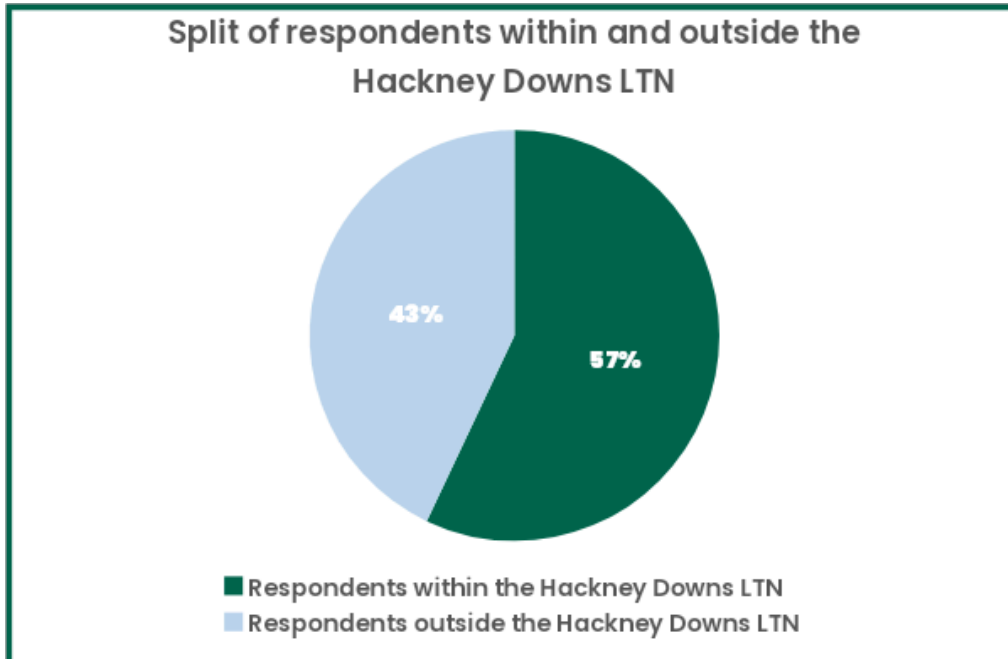


Figure 3.5

3.27 Overall 62% of respondents express support for the Council’s ambition to create a greener, healthier Hackney.

3.28 **Figure 3.6** shows that there is a greater degree of support (72%) for a greener healthier Hackney among respondents within the Hackney Downs LTN, compared to those outside the LTN (49%). There are also greater levels of opposition to a greener, healthier Hackney by respondents outside the LTN (43%) than those within the LTN (23%)

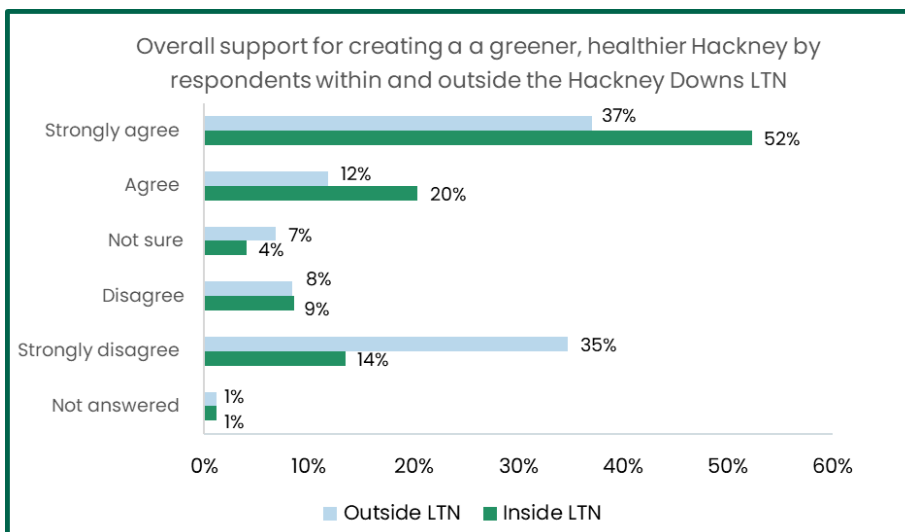


Figure 3.6

3.29 In question five of the survey, respondents were asked to express their agreement or disagreement with the Council’s proposals for the Hackney Downs LTN.

3.30 **Figure 3.7** shows that 45% of respondents agree with the proposals, while 48 % disagree. There is a negative relationship between respondents' support for a cleaner, healthier Hackney and their support of the Hackney Downs LTN.

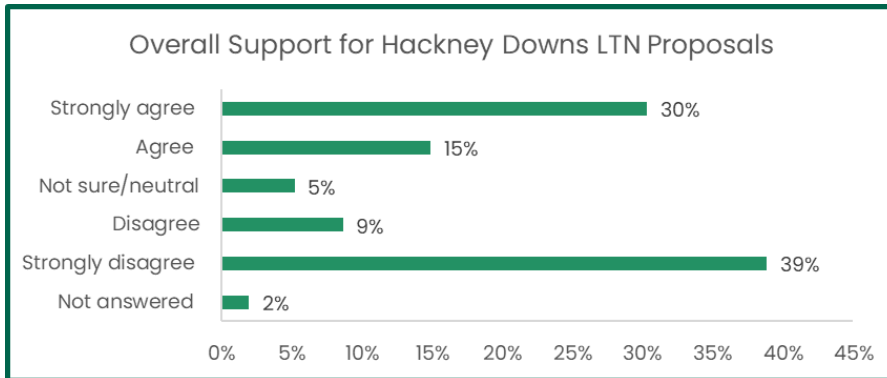


Figure 3.7

3.31 **Figure 3.8** shows that there is a greater degree of support (52%) for the Hackney Downs LTN proposals among respondents within the Hackney Downs LTN, compared to those outside the LTN (35%). There are also greater levels of opposition to the Hackney Downs LTN proposals by respondents outside the LTN (56%) than those within the LTN (42%).

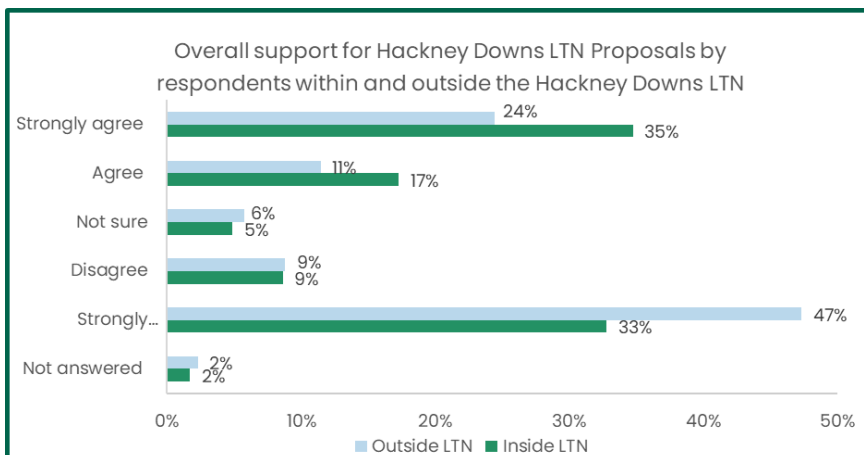


Figure 3.8

3.32 **Figure 3.9** shows overall support for a greener, healthier Hackney based on the area they mentioned in respondents’ response. Comments relating to ‘Benthal and Jenner Road’ and ‘Northwold Road’ reveal an identical level of support (68%) for the Council’s green ambitions, with levels of opposition being near identical (16% and 15% respectively). Benthal and Jenner Road have been grouped as respondents mentioned them together in all occurrences.

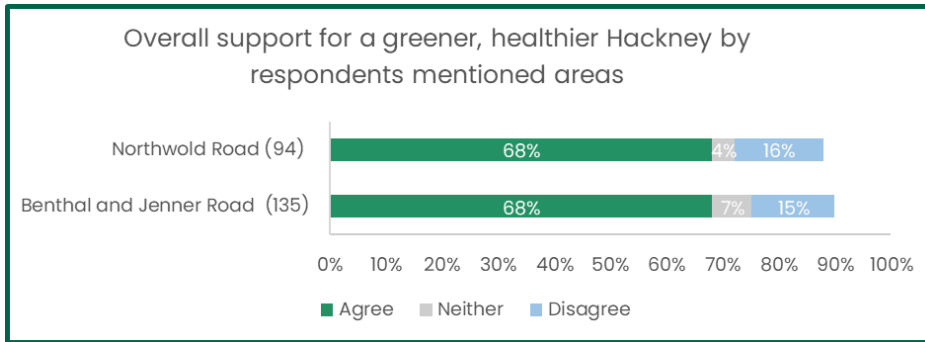


Figure 3.9

3.33 **Figure 3.10** shows that there is a greater degree of support for the proposals on Northwold Road (43%) than the proposals on Benthall and Jenner Road (30%). Respondents express opposition to the proposed one-way systems on Jenner and Benthall Road, citing concerns about their alleged impact on traffic and congestion on adjacent roads.

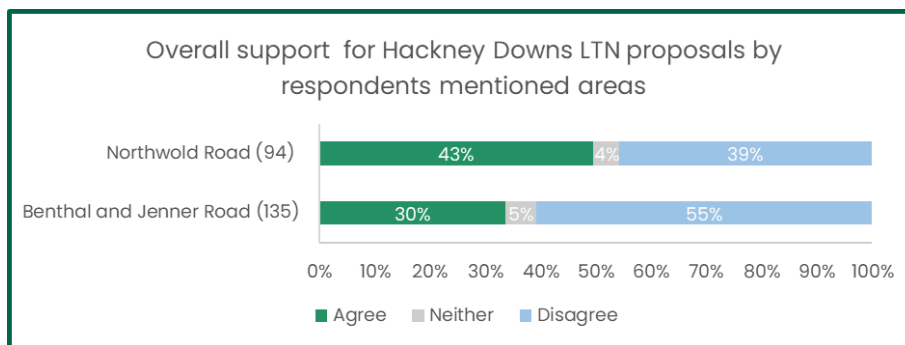


Figure 3.10

3.34 **Figure 3.11** below shows the variation in support and opposition held by respondents regarding the Hackney Downs LTN proposals based on the areas mentioned in their response to the open question in the survey. There was a higher proportion of negative sentiments towards the proposals' impact on Benthall and Jenner Road (70%) compared to Northwold Road (54%). The greater level of positive sentiment (46%) towards changes on Northwold Road could be due to respondents' high levels of approval for the proposed rain gardens and kerb realignment.

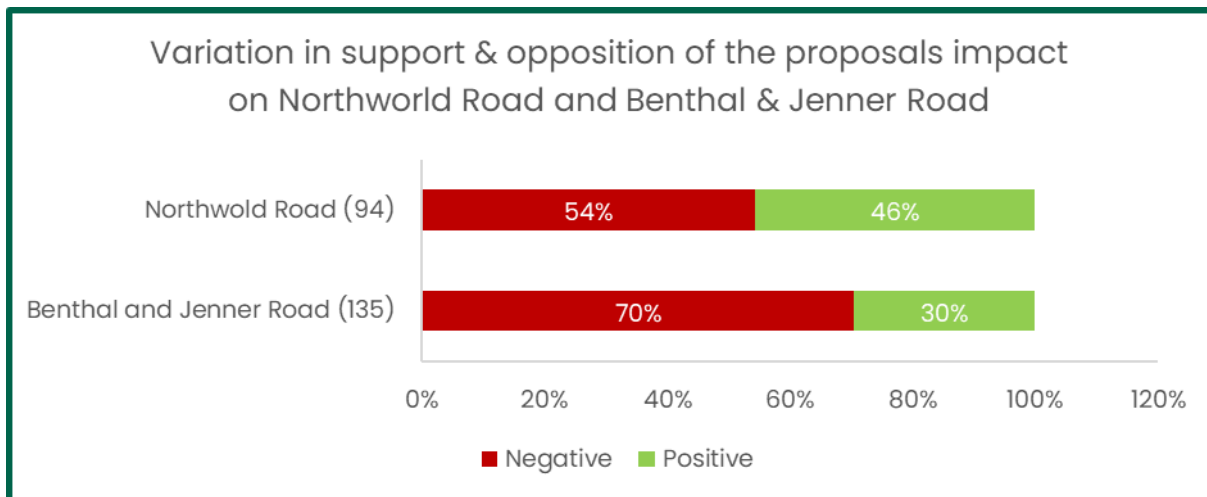


Figure 3.11

3.35 Example comments relating to general positivity For Benthall & Jenner Road are provided below:

- The proposals will help mitigate the increased traffic on Jenner Road, which has been present since the Hackney Downs LTN was first implemented.
- The proposed one-way systems are beneficial to cyclists and pedestrians in the area.
- The changes to Benthall & Jenner Road are supportive of Hackney Council’s active travel objectives and push back against car-centric neighbourhoods.

3.36 Example comments relating to general concerns on Benthall & Jenner Road are provided below:

- The one-way system on Jenner Road will lead to increased journey times for Jenner Road residents.
- The proposals mean that access to Maury Road and Norcott Road, will be solely dependent on Brooke Road. This will lead to increased congestion and traffic on Brooke Road.
- The one-way systems on Benthall and Jenner Road lead to east-bound traffic being displaced to Norcott Road. This is problematic as Norcott Road is a narrow road with already existing congestion issues.

Hackney response:

3.37 The implementation of the one-way system may result in some displaced local traffic onto Eversing Road and/or Brooke Road. This could lead to minor reductions in motor vehicle accessibility for residents on Jenner Road and Benthall Road. Data from the Origin-Destination survey indicates that Benthall Road is used more frequently than Jenner Road in the southbound direction from Brooke Road to Eversing Road. Additionally, traffic flow analysis shows that southbound traffic on Benthall Road is higher during peak hours compared to northbound traffic, suggesting that Benthall Road is preferred as a shortcut from

Brooke Road to Evering Road in the southbound direction. Jenner Road is preferred by northbound drivers. Despite these potential changes, implementing the one-way system effectively prevents north/south traffic from cutting through residential areas, as most through traffic would remain on boundary roads.

3.38 Much of Hackney's residential areas are very accessible by frequent and reliable public transport, are within easy walking and cycling distance to local amenities and car ownership levels are also amongst the lowest in the country.

3.39 Example comments relating to general positivity For Northwold Road are provided below:

- Increased greenery and smoothing of speed bumps on Northwold Road are welcome.
- The proposals would improve the walkability of Northwold Road.
- The proposals would help stop speeding vehicles at the current entry from Northwold Road into Durlston Road.
- The proposals on Northwold Road would help address the dangerous pinch points between Clapton Library and the Royal Sovereign pub.

3.40 Example comments relating to general concerns on Northwold Road are provided below

- Building out the kerb on the corner of Northwold Road and Geldeston Road will lead to a pinch point too close to the westbound bus stop on the other side of the road.
- There is a lack of cycling provision at the junction of Northwold Road with Upper Clapton Road.
- Proposals don't include an improved crossing for cyclists on Northwold Road between Maury Road and Fountayne Road.
- The proposed rain gardens are being introduced on pedestrian desire lines which makes the area less pedestrian friendly.

Hackney response:

3.41 The kerb build-out west of Geldeston Road has been designed with several objectives in mind,

- It aims to straighten the kerb for the bus stop providing easier manoeuvring for buses.
- It also increases the boarding zone for bus passengers, improving safety and accessibility.
- Introduce more greenery which improves the public realm.

- 3.42 The proposal may not include an improved crossing on Northwold Road for cyclists due to various factors, including space limitations and prioritisation of pedestrian safety.
- 3.43 Improvement of cycle facilities requires substantial infrastructure changes which may not be feasible within the scope and budget of the current project.
- 3.44 The rain gardens are designed in a way to maintain the existing pedestrian desire line.
- 3.45 Text responses to the open question in the survey have been analysed, broken down into themes are detailed below. 397 respondents wrote suggestions, highlighted issues and expressed their thoughts about the proposals. The three most popular themes from the open question were:
- Proposals will increase traffic and congestion (34%),
 - Proposals are positive/increased greenery is welcome (21%)
 - Proposals are too restrictive for drivers (21%)
- 3.46 A detailed breakdown of each theme and the main comments associated with them is provided below (**Figure 3.12**)

Figure 3.12

- 3.47 **Figures 3.13 & 3.14** provide a further breakdown of respondents' comments, distinguishing between those within the Hackney Downs LTN and those outside of it.

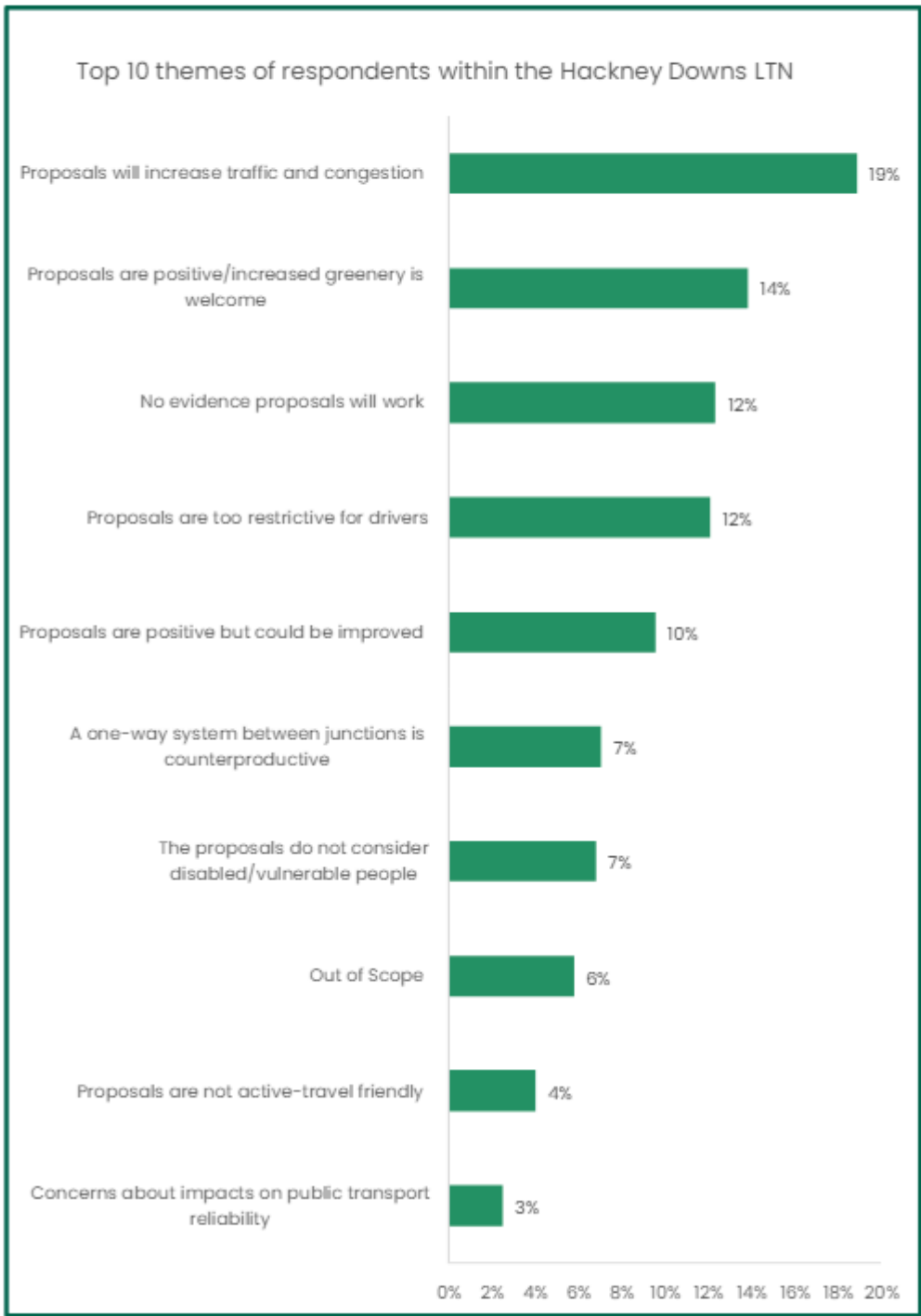


Figure 3.13

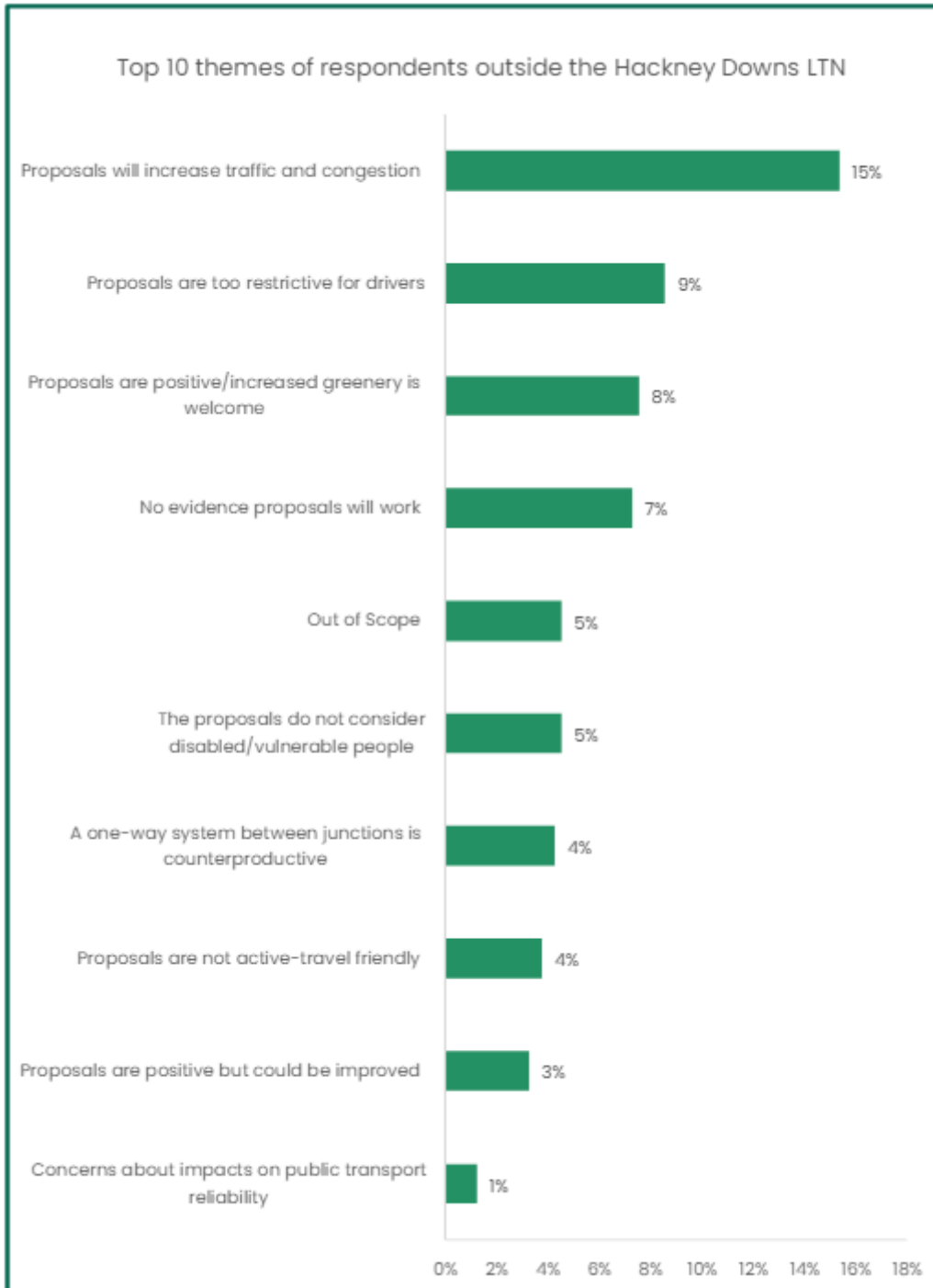


Figure 3.14

Proposals will increase traffic and congestion

3.48 (34%) (135 respondents) expressed this sentiment. Among them, 75 (19%) were from within the Hackney Downs LTN, while 61 (15%) were from outside the LTN.

3.49 Residents within the LTN expressed their concerns that:

- The proposals cause increased congestion and traffic for private motor vehicle users.

- The proposals increase vehicle journey times for residents within the LTN area, especially when traveling from a northeastern direction. Some respondents were worried this would also increase air pollution within the LTN.
- The proposals lead to increased levels of traffic displacement on adjacent streets. Some respondents shared concerns about traffic increasing on main roads around the LTN area, in particular there was concern about the southbound one way proposal for Benthall and Jenner Roads pushing traffic onto Rectory Road, Stoke Newington Common, Brooke Road and Evering Road

Hackney response:

- 3.50 The Council acknowledges that rerouting traffic can create areas of low traffic while increasing traffic on other routes especially boundary roads to the LTN however a reduction in traffic flows across the area can be achieved, as some drivers may change their mode of transport as a result.
- 3.51 The proposed scheme would create a safer, more pleasant environment for walking and assist to make Hackney a more sustainable, greener and safer borough by encouraging users of the borough to give further consideration to using more sustainable modes of transport. This would help to improve local air quality, reduce car dominance and traffic speeds, reduce accidents and continue to assist in the reduction of the use of residential roads by through-traffic.
- 3.52 The Council acknowledges that some drivers will have increased journey times, but believes that the scheme is not a traffic generator so there will not be more traffic in the local road network and in the majority of cases the benefits of these one-ways outweighs the disadvantages. Access to all properties and businesses is maintained even though some of the routes to them have changed.

Proposals are positive/increased greenery is welcome

- 3.53 85 (21%) respondents expressed this sentiment. Among them, 55 (14%) were from within the Hackney Downs LTN, while 30 (8%) were from outside the LTN.
- 3.54 Residents within the LTN stated:
- The proposals provide effective traffic calming measures and promote sustainable modes of travel. Some respondents even suggested that more could be done to discourage through traffic in the area.
 - Adding more greenery enhances the attractiveness and quality of the area, helps improve air quality and supports wildlife. Some respondents mentioned they have asthma and hope more greening and less traffic will help their symptoms.
 - The proposals improve the walkability and road safety of streets within the LTN. Respondents commented on how much nicer it was to walk in a quieter, greener area.
 - The proposals help reduce noise from traffic.

- The proposals will reduce surface water flooding. Respondents hope that more rain gardens will help decrease flooding during heavy rain on Fountayne Road and Northwold Road, where there have historically been issues.

Proposals are too restrictive for drivers

3.55 82 (21%) respondents expressed this sentiment. Among them, 48 (12%) were from within the Hackney Downs LTN, while 34 (9%) were from outside the LTN.

3.56 Residents within the LTN stated:

- The proposals do not consider the existing needs of private motor vehicle users. Some respondents felt their freedom of movement was being reduced. Respondents with carer obligations were concerned that they may not be able to continue fulfilling these effectively. Respondents who needed their vehicles for work felt unfairly impacted.
- The proposals will significantly increase journey times for residents. In particular, the proposed one way on Jenner Road concerned some respondents who said it would lengthen their journeys.
- The proposals restrict people's ability to choose their preferred mode of transportation. Some respondents were concerned that older people and those with disabilities that prevented them from walking or cycling might be disproportionately affected.
- The proposals do not consider those vehicle owners living within the LTN. Some respondents felt ignored, and that their views as residents within the LTN weren't being considered. Some respondents felt the proposals would further disconnect their area from neighboring communities such as Stoke Newington.

Hackney response:

3.57 The proposals will not take away access to any property. All properties will remain accessible by car however longer journey times may be experienced by some residents particularly those close to one-way systems who may want to access services on the other side.

3.58 It is accepted that the proposal may increase journey times for some local residents including disabled drivers, or disabled residents who rely on other drivers and that the inconvenience on disabled people could be higher than anyone else. However, not all disabled people rely on motor vehicles (or those who do, do not all of the time) with very high levels of walking and public transport use.

No evidence that the proposals work

3.59 77 (19%) respondents expressed this sentiment. 48 (12%) of them were from within the Hackney Downs LTN, while 29 (7%) were from outside the LTN.

3.60 Residents within the LTN stated:

- There is not enough evidence to justify the implementation of the proposals. Some respondents feel that their current experience of the LTN is that it has increased traffic and congestion in the area.
- The proposals on Benthall Road, Jenner Road and Northwold Road will not help facilitate active travel in the area. Some respondents thought a better way would be to introduce more cycle lanes, such as on Rectory Road northbound so cyclists could avoid the looping A10 road traffic. Other respondents felt that the current scheme had reduced traffic within the LTN to an extent that it now felt too quiet and unsafe after dark, and discouraged walking.

Hackney response:

- 3.61 The proposed measures aim to restrict through traffic flow, pedestrian and cyclist safety, and promote active travel within the area. We are aware, through data analysis, that 49% of traffic uses Benthall Road and 26% of traffic uses Jenner Road to go through the LTN. These proposals will prevent this from occurring
- 3.62 While there are different opinions on the effectiveness of specific proposals, they are part of a broader strategy to create a more sustainable and livable neighborhood.
- 3.63 Improvement of cycle facilities requires substantial infrastructure changes which may not be feasible within the scope and budget of the current project.

Proposals are positive but could be improved

- 3.64 Residents within the LTN stated:
- Increased support for active travel is welcome but the proposals do not go far enough. Some respondents urged the council to be more ambitious. Respondents suggested there's not enough cycle storage/bike hangers in the area. Some respondents also thought that general cycle and pedestrian infrastructure could be further improved through segregated cycle lanes, more official pedestrian crossings in areas like Northwold Road, and more flexible design around pedestrian desire lines.
 - The proposals are environmentally beneficial but do not address rat runs within the LTN. Some respondents felt that Northwold Road needed a traffic filter or bus gate. Others suggested something more was needed in the eastern section of the LTN, where roads such as Nightingale Road are often used as a rat run.
 - The proposals do not address some issues within the LTN. Some respondents suggested a pedestrian crossing on Northwold Road would be safer and better

for people walking. Other respondents were concerned the one way system might increase vehicle speeds.

- Increased greenery on Northwold Road is welcome but should be extended to other streets within the LTN.

Hackney response:

- 3.65 While the current proposals represent significant steps forward, we acknowledge that there is always room for improvement, and we remain committed to exploring opportunities to further enhance cycling and pedestrian infrastructure in the area if funding is available .
- 3.66 The Council has installed 650 hangars, giving almost 3,800 residents an accessible and secure place to store their bikes. Residents can request their interest for a new cycle hangar in their area following this link: <https://hackney.gov.uk/cycle-hangar>
- 3.67 Hackney council planted 5000 trees in 2021/2022 as part of the Street Tree Project, the scheme aimed to increase greenery and improve the air quality across the borough.
- 3.68 In September 2023, Hackney Council announced their plans to start installing 675 new bike hangars in Hackney to begin in October 2023, giving local residents more secure hangar space than any other borough in London

(<https://news.hackney.gov.uk/biggest-cycle-hangar-rollout-in-london-to-start-in-october/>). This will help the Council more than double the number of hangars in the next three years to 1,325, supporting an additional 4,000 people without space in their homes to store bikes safely on the street.

The proposals do not consider disabled/vulnerable people

- 3.69 45 (11%) respondents expressed this sentiment. Among them, 27 (7%) were from within the Hackney Downs LTN, while 18 (5%) were from outside the LTN.
- The proposals overlook the needs of vulnerable individuals who rely on private motor vehicles for mobility. Respondents had concerns that disabled people and their carers would be disproportionately affected by the proposals, especially in the case of an emergency where they may need urgent care.
 - The proposals do not provide adequate accessibility considerations within the LTN. Respondents mentioned that some people can't choose to walk or cycle due to disabilities or age, and need to drive or have access to a car. There was also concern that vulnerable and disabled people may feel more isolated due to the LTN restricting vehicle movement.

- The proposals could encourage conflict between active travel modes. Some disabled respondents were concerned that more cycling could lead to more pavement cycling and a higher risk to pedestrians, especially those with disabilities.

Hackney response:

- 3.70 Our design aims to balance the goals of promoting active travel, reducing traffic congestion and SUDS with the need to maintain accessibility for all residents, including those with disabilities. While the design may display vehicle movement in some areas, it is intended to create safer and more pleasant roads for pedestrians and cyclists, which can benefit individuals with disabilities as well.
- 3.71 The Low Traffic Neighbourhood (LTN) reduces motorised traffic, making it less likely for cyclists to ride on the footway as they won't feel intimidated by heavy traffic. With fewer cars on the roads, cyclists can safely use the carriageway, reducing the potential for cyclists with pedestrians on the footway. However, it is important to note that this is not an LTN scheme.

A one-way system between junctions is counterproductive.

3.72 Residents within the LTN:

- A one-way system on Benthall and Jenner Road will lead to increased congestion on surrounding roads. Respondents were specifically concerned about Rectory Road and Norcott Road. Respondents were also concerned about permeability through to Stoke Newington Common.
- The proposed one-way system between junctions will increase journey times for all private motor vehicle users. Some respondents have already found it more challenging to get to and from their home since the LTN was introduced and are concerned the one way proposals will make their journeys more difficult.

Hackney response:

- 3.73 The implementation of the one-way system may result in some displaced traffic onto Eversing Road and/or Brooke Road. While this could lead to minor reductions in motor vehicle accessibility for residents on Jenner Road and Benthall Road, implementing the one-way system effectively prevents north/south traffic from cutting through residential areas, as most through traffic would remain on boundary roads. Residents can either use Northwold Road if they are north of Brooke Road or Eversing Road if they are south of Brooke Road. There is no reasonable evidence to suggest severance from Stoke Newington.

- 3.74 The traffic analysis indicates that between 7am-7pm, at least 246 through trips are made from Fountayne Road to Rectory Road, with 33% passing through Benthall Road, and at least 34,423 through trips are made from Northwold Road to Rectory Road, with 168 (<1%) passing through Benthall Road and Jenner Road.

Proposals are not active travel friendly

- 3.75 Residents within the LTN
- The proposals do not adequately consider cyclists / scooter behaviour and preferred cycle routes within the LTN. Respondents shared concerns over the proposals for wider pavements encouraging more pavement cycling and scooting and creating conflict between walking and wheeling.
 - The proposals do not provide additional active-travel infrastructure to encourage people to walk and cycle. Respondents wanted to see more pedestrian and cycle crossings and priority throughout the area, including on Northwold Road and Evering Road, where vehicle speeds and visibility were also mentioned as a safety concern.
 - Pavements and footways are not adequately maintained, which discourages people from using them.

Hackney response:

- 3.76 We carry out routine inspections and maintenance to ensure the safety and accessibility of pedestrian pathways. If there are specific areas that require attention.
- 3.77 We acknowledge the importance of pedestrian and cycle crossings, as well as prioritising active travel throughout the area. While the current proposals may not include all desired infrastructure, we are committed to exploring the feasibility of incorporating additional pedestrian and cycle crossings, particularly on Northwold Road and Evering Road.
- 3.78 We will assess the feasibility of implementing cycle routes in the area, where possible and feasible.
- 3.79 The Low Traffic Neighbourhood (LTN) reduces motorised traffic, making it less likely for cyclists to ride on the footway as they won't feel intimidated by heavy traffic. With fewer cars on the roads, cyclists can safely use the carriageway, reducing the potential for cyclists with pedestrians on the footway. However, it is important to note that this is not an LTN scheme.

Concerns about impacts on public transport reliability

3.80 15 (4%) respondents expressed comments that were out of the survey's scope. Among them, 10 (3%) were from within the Hackney Downs LTN, while 5 (1%) were from outside the LTN.

Residents within the LTN:

- There is not sufficient consideration of the proposals' impact on public bus routes in the surrounding area. Respondents reported issues with bus times and reliability since the LTN had been introduced, the 106 bus route was mentioned.
- One-way systems will increase journey times for people who use the bus to get around.
- Road works and collisions impact the wider network and bus services. Some respondents reported having experienced bus service delays due to roadworks in the area since the LTN had been implemented.

Hackney response:

3.81 We understand that changes to road layouts and traffic patterns within the LTN can indirectly affect bus services and their reliability. We are committed to ensuring that any proposed changes take into account the needs of public transport users, including those who rely on bus services such as the 106 route. We will work closely with Transport for London (TfL) and bus operators to mitigate any potential disruptions and address issues related to bus times and reliability. If it is considered necessary, the council can temporarily suspend filters to allow these roads to be used as diversion routes.

3.82 Our Network management team liaises with TfL and the police to manage road works effectively to mitigate the impact on bus services and improve traffic flow.

- a. Comments received from residents express their perspectives that fall beyond the**
- b. scope of current scheme**

3.83 41 (10%) respondents expressed this sentiment. Among them, 23 (6%) were from within the Hackney Downs LTN, while 18 (4%) were from outside the LTN.

3.84 Electric vehicles should be exempt. Some respondents queried why electric vehicles were not exempt from the restrictions.

- General complaints / comments about wider issues. Some respondents left comments or complaints about wider issues for example fly tipping and rubbish collection, potholes and borough-wide roadworks.

- Money should be spent elsewhere. Some respondents commented that they would prefer funding to be spent elsewhere in the borough / on other things.
- Focus on wider restrictions, Some responses focused on wider restrictions faced by vehicle owners, such as the ULEZ, higher fuel charges and the congestion charge.
- The proposals will negatively impact business patronage. Some respondents were concerned that the LTN had already affected business patronage and that the proposals would further impact on businesses.

Hackney response:

- 3.85 Local authorities have a duty to manage their roads for the benefit of all users, including cyclists and pedestrians. These types of schemes are not considered to be a waste of money, they are explicitly promoted and supported by the Government and the Mayor of London, as well as being supported by the Council's own Transport Strategy. The scheme will deliver a number of benefits in the immediate area, including improved pedestrian facilities.
- 3.86 Overall, the cost benefit of these proposals is more than proportional to the benefits they bring to public health, by helping reduce harmful emissions from motor vehicles, reduce accidents on residential streets, and reduce the risk of surface flooding. The fund for the proposal is ring-fenced and specifically allocated to be spent on transport schemes.
- 3.87 We also know that electric vehicles still produce harmful pollution from brake and tyre wear as well as contributing to congestion and associated road safety issues. Alongside our electric vehicle strategy we have a policy of reducing private car ownership and on street parking, while creating environments that make it easier to walk and cycle.
- 3.88 While electric vehicles are a positive development in terms of air quality, they carry the same risk to pedestrians and cyclists as petrol or diesel vehicles and exemptions for EVs would not achieve the benefit of creating an environment to support walking and cycling
- 3.89 For any fly tipping issues, please email the London Borough of Hackney's environmental enforcement team on enforcementsupport@hackney.gov.uk to take necessary actions.
- 3.90 The Mayor of London's aim for 2041 is for 80 percent of Londoners' trips to be on foot, by cycle or by using public transport. Further, the Mayor of London's Vision Zero (2018) sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. One of the ways to achieve this goal is to facilitate and prioritise walking and cycling through modal filters, which was one of the main objectives of the Scheme.

- 3.91 Evidence from implemented LTNs suggests that creating safer, more pleasant environments for walking and cycling can actually benefit local residents by increasing walking and encouraging more people to shop locally. The area is residential and there is no reason to believe that businesses will be adversely impacted. Northwold Road has no through restriction so passing trade is unaffected.

4.0 Impact Assessment - potential impacts of proposals

Permanent Impacts

- 4.1 The introduction of trees and greenery, would create a more attractive environment and encourage people to drive slower. The proposal includes measures to improve biodiversity and improve air quality by incorporating green spaces and removing hard materials, these changes not only create a more attractive environment but also have positive impacts on public health by reducing harmful emissions from motor vehicles.
- 4.2 The accessibility for pedestrians, road safety and overall travel experience would be improved for all road users.
- 4.3 Better facilities would encourage more people to walk and cycle, improving personal mobility by the use of sustainable transport with the associated health benefits.
- 4.4 The introduction of rain gardens would help capture surface water to prevent flooding and overloading of the sewer system and help with watering the trees and vegetation. This is an area of medium and high risk of surface flooding.
- 4.5 The changes would help achieve benefits which would make the streets better adapted to climate change by reducing flood and heat risk.
- 4.6 The provision of trees inside the new rain gardens would help improve air quality and make the area more attractive.
- 4.7 Introduction of divergent one-ways and new one-way (northbound) on Benthall Road and Jenner Road will prevent N/S traffic cutting through and traffic would remain on boundary roads.
- 4.8 The changes would support Transport for London's (TfL) ambitions for "Healthy Streets", which would contribute towards a liveable neighbourhood, improve

the ambience of our streets and directly benefit people's health. Achieving greener roads helps to deliver on a number of key indicators of TfL's "Healthy Streets", including encouraging residents to walk and cycle and reducing the worry about road dangers.

- 4.9 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.

Temporary Impacts

- 4.10 All works would be carried out under normal working hours of 08:30am to 4:30pm Monday to Friday. No works would be carried out on Saturdays in line with local practices, unless considered necessary to minimise disruptions in the area.
- 4.11 The majority of construction works would be undertaken under lane closures. Access for residents and emergency access would be maintained.
- 4.12 Implementation of the proposals are programmed to start in Autumn 2024 subject to approvals.

Air Quality Impacts

- 4.13 The Healthy Streets framework established an evidence base that shows that public realm improvements, for example, through providing 'shade and shelter' that make the environment more attractive lead to positive healthy outcomes from increases in walking and cycling. This can help to reduce emissions as well as reducing exposure (people are exposed to higher levels of air pollution when in their motor vehicles compared to being in the open air) to provide green infrastructure, climate adaptation measures and active travel improvements.
- 4.14 Overall we believe the proposals would have a neutral impact on emissions of nitrogen dioxide emitted by traffic using the associated stretch of Northwold Road.
- 4.15 Hackney Council is currently consulting on a new Air Quality Action Plan (AQAP) for 2020-25. A draft plan has been produced as part of the Council's duty under London Local Air Quality Management (LLAQM) and has regard to the Greater London Authority's (GLA) guidance on air quality. The draft plan outlines the actions we would take to improve air quality in Hackney between 2020 - 2025.

Air Quality Reports
<https://hackney.gov.uk/air-quality-reports>

Air Quality Action Plan Matrix
<https://drive.google.com/file/d/11u2i0y5CBapLnFWggJdqI2Knw5omNKJ2/view>

Road Safety Impacts

- 4.16 The introduction of the new rain garden buildouts with greenery would act as horizontal deflections in the path of vehicle travel, which helps to reduce speed and make drivers pay more attention to their surroundings. Pedestrians and local residents will be impacted positively in that there will be a reduced risk of collision between vehicles and pedestrians.
- 4.17 Cyclists will not be negatively affected in terms of access as they will continue to be permitted to travel through the area. Cyclists using the area will be positively impacted as there will be a lower chance of encountering speeding motor vehicles along the street due to the introduction of the build outs and the overall greener environment.
- 4.18 Pedestrians including vulnerable road users such as wheelchair users, pram users and children traveling to and from school will be impacted positively on the residential roads as there is an expected lower risk of speeding traffic and associated traffic collisions. The improved pedestrian crossings would also be a benefit.
- 4.19 Introduction of a new pedestrian island outside the library will improve pedestrian safety and will reduce the risk of collision between vehicles and pedestrians.

5.0 Equalities Impact Assessment (EQIA)

- 5.1 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; a full analysis has been done in which knowledge about protected groups has been examined from a variety of sources.
- 5.2 Equality is a fundamental part of the aims of the scheme. The Mayor of Hackney's Priorities are:
- Fairer: working and campaigning to keep Hackney a place for everyone with genuinely affordable homes, job opportunities, and excellent schools; where

everyone can play a part, and where tackling inequality is at the heart of what we do.

- Safer: making Hackney a place where everyone can feel healthy and safe, at home, at work, and on streets, parks, and estates.
- More sustainable: making Hackney an economically, and environmentally sustainable place, with strong, cohesive, and diverse communities.

5.3 In order to achieve this, our Equality Objectives, as set out in our Single Equality Scheme 2018-22 are:

- Increase prosperity for all and tackle poverty and socio-economic disadvantage.
- Tackle disadvantage and discrimination that is linked to a protected characteristic.
- Build a cohesive and inclusive borough.
- Embed preventative approaches across the Council.
- Create an inclusive and diverse workforce.

The Equality Act

5.4 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, harassment, victimisation or any other conduct that is prohibited by or under the Equality Act 2010; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.5 As part of our decision-making process on the proposal for each 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:

- Age
- Disability
- Gender reassignment
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

5.6 The Act goes on to say “Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

- remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

5.7 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

- tackle prejudice, and
- promote understanding”

5.8 This section has also given consideration to people experiencing or at risk of poverty, as although this is not a protected group, it is a strong component of Council priority.

Links between Equality and Traffic Management

5.9 A full analysis has been done in which knowledge about protected groups and their travel patterns has been examined from a variety of sources. This in particular considers what will be the general impact of a scheme that reduces car use on the majority of streets with some potential increase on others. This suggests the following key points:

- 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, appear to 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.
- 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 have a car. This should be considered when appraising the impact on any group.
- The overall impact is almost certainly in every case going to be positive for the whole population and will, if anything, be disproportionately beneficial to people with protected characteristics.

5.10 These summaries of the available data have been used as an integral part of the design process in establishing the overall objectives of the scheme. The proposals are designed to benefit the majority of people in all user groups whilst minimising any disadvantage, especially to those groups who are protected by the Equality act.

Area-Specific Data

5.11 The next sections consider whether a variation at the detailed level is necessary for this particular scheme.

5.12 Data is not always available at a level which can establish the precise impacts on every household. For the purposes of this review reference has been made to census data and to available ward-level information.

5.13 Key Characteristics are as shown in the box below:

- Hackney Downs Ward lies in the center of Hackney. At the time of the 2021 Census it was home to 12,998 people.
- Hackney Downs Ward has a large proportion of 25-30 years old and a fewer aged 50 to 85 and over.
- Hackney Downs Ward has proportionately fewer White residents and more Black residents than Hackney as a whole, as well as a higher proportion of Bangladeshi and Indian residents than the borough average
- The ward has a greater proportion of lone parent, single person, cohabiting couples and other households
- Over 40% of households in Hackney Central live in social rented housing with a slightly higher proportion of owned homes.
- Hackney Downs economic and social profiles show just over 50% of adults have degree-level qualifications or higher, but unemployment is above the borough average. Over 60% of the working-age population is in work.
- Residents of Hackney Downs report poorer levels of health than the borough average.

5.14 Full information on the ward in 2021 is available here [E05009373_Hackney Downs](#)

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 reass sexual orientation, marriage and civil part	Poverty
P	P	P	P	P	P	IP

Positive	<p>The scheme would provide improved pedestrian facilities with narrower carriageway width, making it safer to cross the road.</p> <p>The proposals would encourage more people switching from private car use to walking or cycling with the associated health benefits.</p> <p>Rain gardens are designed to capture surface water to prevent surface flooding and overloading of the sewer system as this area is classified as medium and high risk of surface water flooding.</p> <p>The planting and trees within the proposed rain gardens would enhance the public realm and help improve air quality.</p> <p>The rain gardens would increase the distance between pedestrians and moving traffic, reducing their exposure to tailpipe emissions.</p> <p>Air quality, flooding prevention and road safety improvements are beneficial to all protected groups.</p>	
Comments	<p>Improving road safety, the environment and measures that achieve better air quality benefits the majority of people living or working in, or passing through the area.</p> <p>Overall it is believed that the scheme is beneficial in terms of equalities. Walking and cycling enhancements and air quality improvements have benefits for all protected groups.</p>	

6.0 Legal implications

- 6.1. The Council's powers to implement the measures proposed in this report are set out in the Highways Act 1980 (HA80) and Road Traffic Regulation Act 1984 (RTRA).
- 6.2. Statutory consultation as part of the Traffic Management Order (TMO) process is required to permanently change or make new orders that affect the function of a road or any waiting and loading restrictions. In this case, the introduction of double yellow lines on Durlston Road to replace six parking bays and one-way proposals on Benthall Road and Jenner Road would require statutory consultation. In addition, TMO's are needed for the adjustment of existing double yellow lines to match the new buildouts need to be amended on the map database.
- 6.3. 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. The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made. Any subsequent objections received during the consultation period would need to be resolved prior to scheme implementation.
- 6.4. The scheme as seen in Appendix I is located within 2 wards, Hackney Downs and Cazenove. In considering whether this report is a key decision report, officers have considered the impact of the scheme both in terms of Council expenditure and the impact on the community. The financial impact as seen paragraph 8.1 below, is neutral as this scheme is funded through the TFL Local Implementation Plan (LIP). The impact of the scheme, which is making 2 roads one way and providing cycle permeability on 2 others roads (Narcott Road and Maury Road) which are already one way, are not considered to be significantly impactful. The Northwold Road element of the scheme is also not considered to be significantly impactful as it does not prevent any movements that currently are permitted.

7.0 Authority to make decisions

- 7.1 The scheme of delegation for Climate, Homes and Economy, delegation for making permanent orders under s.6 of the Road Traffic Regulation Act (RTRA 1984) falls under: 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, Environment and Climate change and Assistant Director, Streetscene.

- 7.2 The Assistant Director, Streetscene would use his delegated powers to take forward the scheme.

8.0 Financial implications

- 8.1 The Hackney Downs LTN reviews scheme would be funded by the Transport for London's Local Improvement Plan (TfL LIP) budget. There is an allocation of £300K for implementation of this scheme.
- 8.2 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 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.

9.0 Recommendations

It is recommended that the Assistant Director, Streetscene :

- 9.1 Use his delegated powers to agree that the Council proceeds with the proposals for the Hackney Downs LTN review as detailed in this report, subject to a satisfactory statutory exercise..

10.0 Approval

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

Signed



Dated 17 December 2024

Tyler Linton - Assistant Director, Streetscene

cc Sarah Young (Cllr) - Cabinet Member for Climate Change, Environment and Transport

cc Geeta Subramaiam-Mooney- Director, Environment and Climate change

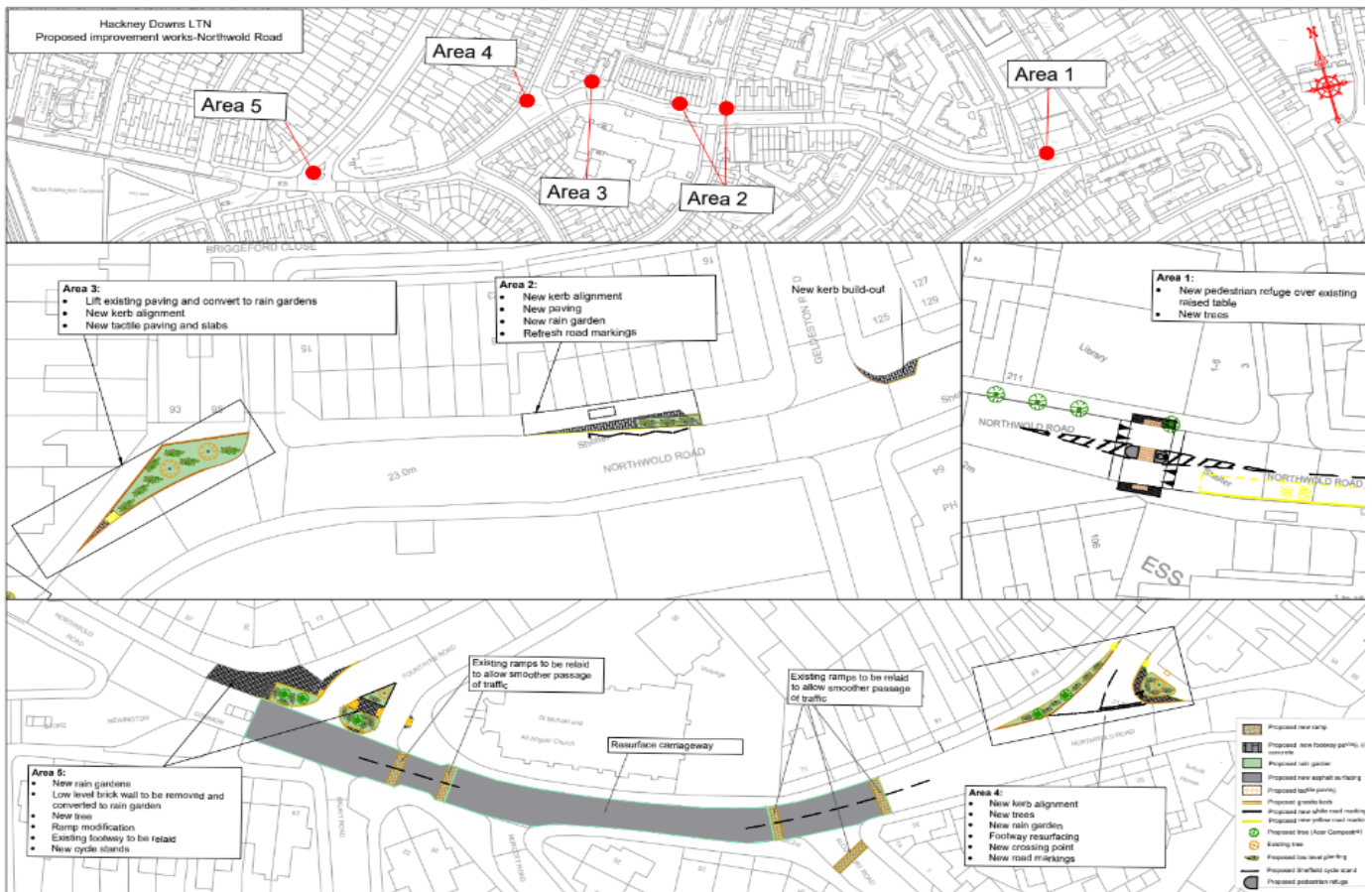
cc Maryann Allen – Group Engineer – Design & Engineering Group

APPENDICES

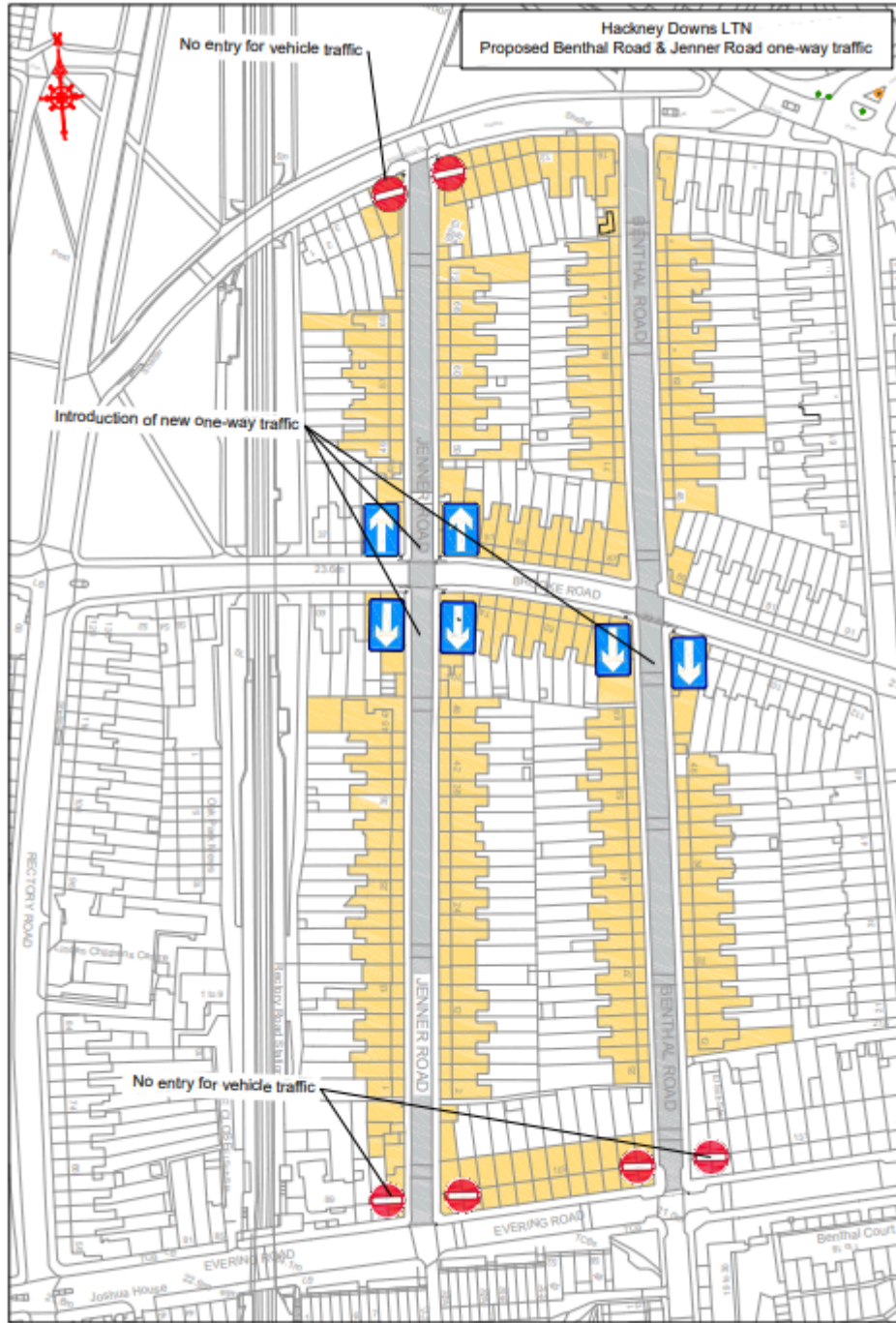
Appendix I: Scheme Drawing

Appendix II: Consultation leaflet

Appendix I: Scheme Drawing



Appendix I Scheme Drawing



Appendix II: Consultation document

Hackney Downs Low Traffic Neighbourhood

Proposed improvements

Questionnaire

Please return this questionnaire in the FREEPOST envelope provided or complete online at consultation.hackney.gov.uk by 14 January 2024.

Please review all the information in the consultation document and accompanying plans before completing the questionnaire.

1. What is your postcode? (required)

2. What is your connection to Hackney?

Tick all that apply

- | | |
|---|--|
| <input type="checkbox"/> I live here | <input type="checkbox"/> I do the school run here |
| <input type="checkbox"/> I work here | <input type="checkbox"/> I visit family and friends here |
| <input type="checkbox"/> I study here | <input type="checkbox"/> I represent a local group or organisation |
| <input type="checkbox"/> I own a business here | |
| <input type="checkbox"/> I commute through here | |

Other (please state if you wish):

3. Please select which modes of transport you use to move around in Hackney.

Tick all that apply

- | | |
|------------------------------------|--|
| <input type="checkbox"/> Walking | <input type="checkbox"/> Motorcycle |
| <input type="checkbox"/> Cycling | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Car / van | <input type="checkbox"/> Wheelchair / mobility aid |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Delivery vehicle |
| <input type="checkbox"/> Train | |

Other (please state if you wish):

4. 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?

- Strongly agree
 Agree
 Disagree
 Strongly disagree
 Not sure

have  say

 Hackney

About you

This information will help us to understand our service users and residents, allowing us to establish if the response to the questionnaire is representative of the borough. All information is used under the strict controls of the 1998 Data Protection Act and the 2016 General Data Protection Regulations (GDPR).

This information is optional and will not be used in a way that identifies you.

7. Gender: Are you...

- Male Non Binary Prefer not to say
 Female Another term

If you prefer to use your own term please provide this here:

8. Age: what is your age group?

- Under 16 45-54
 16-17 55-64
 18-24 65-74
 25-34 75-84
 35-44 85+

9. Disability: Under the Equality Act you are disabled 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. Do you consider yourself to be disabled? (required)

- Yes No

10. Caring responsibilities: A carer is someone who spends a significant proportion of their time providing unpaid support to a family member, partner or friend who is ill, frail, disabled or has mental health or substance misuse problems. Do you regularly provide unpaid support caring for someone?

- Yes No

11. Ethnicity: Are you...

- Asian or Asian British Mixed background
 White or White British Other ethnic group
 Black or Black British

Other (please state if you wish):

12. Religion or belief: Are you or do you have...

<input type="checkbox"/> Atheist/no religious belief	<input type="checkbox"/> Hindu	<input type="checkbox"/> Sikh
<input type="checkbox"/> Christian	<input type="checkbox"/> Secular beliefs	<i>Other (please state if you wish):</i>
<input type="checkbox"/> Muslim	<input type="checkbox"/> Charedi	
<input type="checkbox"/> Buddhist	<input type="checkbox"/> Jewish	

13. Sexual orientation: Are you...

<input type="checkbox"/> Heterosexual	<input type="checkbox"/> Pansexual	<input type="checkbox"/> Prefer not to say
<input type="checkbox"/> Bisexual	<input type="checkbox"/> Asexual	<i>Other (please state if you wish):</i>
<input type="checkbox"/> Gay man	<input type="checkbox"/> Queer	
<input type="checkbox"/> Lesbian or Gay woman	<input type="checkbox"/> All other sexual orientations	

14. Housing Tenure: Which of the following best describes the ownership of your home?

<input type="checkbox"/> Being bought on a mortgage	<input type="checkbox"/> Rented (private)
<input type="checkbox"/> Owned outright	<input type="checkbox"/> Shared ownership (part rent/part buy)
<input type="checkbox"/> Rented (Local Authority/Council)	<input type="checkbox"/> Don't know
<input type="checkbox"/> Rented (Housing Association/Trust)	

If you would like to find out what this document says please tick the appropriate box, put your name, address and phone number at the bottom of this page and return it to the address below.

এই নথির লিখে দেওয়া চক্রে জানতে চাইলে সঠিক বক্সে চিহ্ন দিন, আপনার নাম, ঠিকানা এবং ফোন নম্বর নিচে লিখে এবং এই নথি ফিলাইট করে ফেরান। (Bengali)

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Ger hûn diwazîn bizanibin ku ev dokument çî dibêje, ji kerema xwe qutika minasib îşaretê bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpelê binivîsîn û wê jî navnîşana jêrîn re bişînin. (Kurdish)

Jeśli chcesz dowiedzieć się, jaka jest treść tego dokumentu, zaznacz odpowiednie pola, wpisz swoje nazwisko, adres i nr telefonu w dolnej części niniejszej strony i przesył na poniższy adres. (Polish)

Haddii aad jeclaan lahayd in aad ogaato waxa dokumentiganii sheegayo fadlan calaamadii godka ku haboon, ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi cinwaanka hoose. (Somali)

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(Urdu) اگر آپ یہ مٹھا دیکھیں ہیں کہ دستاویز میں کیا لکھا ہے تو آزاد کریم مناسب بکس میں صحیح کا نشان لگھیں اور اپنا نام، پتہ اور فون نمبر اس حصہ کے نیچے لکھیں اور اسے نیچے بھیج دیں۔

Nếu bạn muốn biết tài liệu này nói gì hãy đánh dấu vào ô thích hợp, điền tên, địa chỉ và số điện thoại của bạn vào cuối trang này và gửi lại theo địa chỉ dưới đây. (Vietnamese)

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