

## DELEGATED POWERS DECISION

### STREETSCENE SERVICE SUSTAINABILITY AND PUBLIC REALM, CLIMATE HOMES AND ECONOMY

#### LORDSHIP PARK- LOCAL SAFETY SCHEME

##### AGREE TO:

1. Proceed with the statutory consultation and advertisement of the necessary permanent traffic management orders to.
  - Remove the existing permit holders only parking spaces between Nos. 8-12 Lordship Park for a distance of 22 m and replace them with a No Waiting “at any time” restriction.
  - Remove existing permit holders only parking spaces between Nos. 37-39 and Nos. 38-40 Lordship Park each for a distance of 10 m and replace them with a “No Waiting at any time” restriction.
  - Proceed with the advertising of Section 90 Statutory Notices for the installation of raised tables on Lordship Park at its junction with Allerton Road, outside 37 and 39 Lordship Park and 35m east of No. 95 Lordship Park.as detailed in **Appendix I**.
2. Subject to successful statutory consultation, proceed with the rain gardens/SuDS, along with a series of raised tables on Lordship Park as shown in **Appendix I (scheme drawing)** of this report.

##### REASONS

- 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 traffic speeds and reduce accidents.

## **1.0 Background and Proposals**

- 1.1 Lordship Park, which is a bus route, is primarily a residential road with low rise private residential housing. A 20 mph speed limit is in place. It is noted that a new school development is nearing completion at the site of St Mary's Lodge, adjacent to No. 94 Lordship Park.
- 1.2 The scheme focuses on the section of Lordship Park between its junctions with Green Lanes and Lordship Road.
- 1.3 Residents raised concerns during a public event in November 2023 about vehicles speeding (specifically at night) and road safety, particularly for pedestrians and cyclists. 26 collisions were recorded between March 2020 and December 2022. There were 16 casualties, of which one was a serious injury and 15 slight injuries. Records indicate one of the casualties was a passenger, one a cyclist, one a motorcycle rider and the remaining thirteen were drivers.
- 1.4 In May 2024, as part of our commitment made at the November 2023 meeting to improve road safety on Lordship Park, new Vehicle Activated Signs (VAS) were installed on Lordship Park with the existing VAS relocated to Manor Road to warn drivers of the speed limit of the road. Also, all the road markings on Lordship Park and Manor Road were refreshed.
- 1.5 Automatic Traffic Counts (ATC) were carried out at 3 locations on Lordship Park to ascertain traffic volumes, vehicle classifications and speed along the road, the results indicated that the 85% percentile speed (aggregated across all 3 counter locations) on Lordship Park is 22.3 mph.
- 1.6 The ATC results indicated that while most drivers adhere to the speed limit, a noticeable number of vehicles, particularly at night, exceed the limit along Lordship Park. This highlights the need for traffic calming measures to effectively address speeding concerns and improve road safety for both pedestrians and other road users. Residents have requested additional trees/greening and pinch points.

### **The proposals include:**

- 1.7 Introduce traffic calming measures which will help physically enforce the 20 MPH speed limit and improve pedestrian and cyclist safety. Traffic calming measures consist of three raised tables located on Lordship Park: at its junction with Allerton Road, outside 37-39 Lordship Park, and 35m east of No. 90 Lordship Park. The raised tables are to have 6.0 m 'table' with 1:20 ramp gradients to comply with Traffic Advisory Leaflet 2/96, and avoid excessive discomfort for bus passengers.
- 1.8 Introduce two build outs to install SuDS areas (rain gardens) with low level planting to capture surface water. The raised table outside Nos. 37 and 39 is to incorporate an

informal crossing and rain gardens with low level planting.

The raised table at the junction of Allerton Road will require removal of parking bays to include the additional rain garden.

- 1.9 Remove existing permit holders parking spaces, (42m in total, approximately 9 parking spaces) between the common boundary of Nos. 37- 39, and Nos.38-40 for a distance of 10m each side and outside Nos. 8-12 Lordship Park for a distance of 22m, and replace them with “No Waiting at any time” Restriction”.
- 1.10 Introduce an informal pedestrian crossing which reduces the crossing width and provide safer crossing points for pedestrians

## **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.  
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 2022 to 2026, titled “Working Together for a Better Hackney” and other strategic policy documents, including the Council’s Local Plan LP33 and the Health and Wellbeing Strategy.
- 2.3 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.

- 2.4 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**

- 2.5 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 2015-2025](#) outlines some of the more successful initiatives undertaken by the Council to date.

### **Cycling Plan**

- 2.6 The Scheme should help to encourage cycling, which would align generally with Hackney's Transport Strategy. Hackney is synonymous with cycling in London, with many thousands of trips being made every day on the borough's streets, parks and towpaths. Hackney has the highest levels of cycling in the capital and has set an ambitious long-term target of 15% of all journeys to be made by bicycle by 2025. Reducing the dominance of the private vehicle will contribute to achieving this aspiration.
- 2.7 It is considered that the Scheme would accord with a number of relevant policies set out in the Council's supporting plans to the Transport Strategy i.e. Walking Plan / Cycling Plan / Public Transport Plan / Liveable Neighbourhoods Plan / Road Safety Plan / Sustainable Transport Supplementary Planning Document, which form part of the Council's Transport Strategy:
- LN15/C33: Filtered Streets - reducing motor traffic on residential streets. Hackney Council will continue to work with local residents and key stakeholders to identify, trial and roll out additional filtered streets schemes across the borough to reduce rat-running and through motor traffic.
  - C08: Reallocation of Road Space - the Council will continue to reallocate carriageway road space from private motor vehicles to cycle infrastructure provision, whether it be cycle parking or route provision.
  - LN3: Improving air quality - Hackney will continue to tackle poor air quality, seeking to reduce NO<sub>2</sub> emissions to achieve the National Air Quality objective of 40 mg/m<sup>3</sup>.

## **Hackney Mayoral Priorities**

2.8 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**

2.9 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.

2.10 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**

2.11 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.

2.12 When we made [our commitment](#), the Council’s resolutions include to:

- Tell the truth about the climate emergency we face and 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.

## **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. An important group of stakeholders who are always consulted is the emergency services:

**Specific feedback from the emergency services includes the following:**

#### **London Ambulance Service NHS Trust**

- 3.2 “Like all changes to road layouts and traffic management schemes, introduction of speed humps have the potential to delay our response to or conveyance to hospital of our most critically ill and injured patients. Speed cushions also increase pain and discomfort to vulnerable and frail patients in the back of ambulances and increase the wear and tear on our fleet.
- 3.3 Lordship Park/Manor Road is a route heavily utilised by our crews traversing the borough on 999 calls therefore, the introduction of speed cushions could potentially delay our response. However, the proposed table top design (bus friendly) speed tables are the ones we prefer if no other speed reduction measures can be used.
- 3.4 Parking along Lordship Park may need to be reviewed to ensure emergency vehicle progression is not hindered with the introduction of further obstacles in the form of speed tables.

#### **Hackney comments:**

- 3.5 The proposed speed tables have been carefully designed with the appropriate ramp profile to accommodate emergency and large vehicles, buses and other large vehicles as smoothly as possible. This minimises any impact on response times and patient comfort.
- 3.6 With regard to parking on Lordship Park, the presence of parking along Lordship Park creates an impression of road narrowing, which effectively discourages speeding. Removing parking spaces would result in a wider road that leads to increased vehicle speed. Therefore minimal changes to parking have been proposed to ensure that the scheme achieves its objective of reducing speed.

#### **Wheels For Welbeing**

- 3.7 Unfortunately we do not have the capacity to review this scheme at present (and we normally charge for our review services). We are however concerned that our lack of ability to respond in the time frame may be construed as us not having any objections or recommendations that would improve the accessibility of the scheme as per the email below. I would appreciate your reassurance on this matter.

**Hackney comments:**

3.8 In recognition of the needs of people with health conditions or impairments, the proposed raised tables at crossing points will be level with the carriageway, eliminating any level changes or kerb upstand to improve accessibility for all users. To ensure all safety issues are carefully considered, we have conducted a road safety audit with an independent auditor. This audit is an essential part of our process to identify and address potential safety concerns effectively.

**Metropolitan Police**

3.9 With regards to this, from a Designing Out Crime perspective, we have no specific concerns based on these changes.

3.10 As always when public realm improvements are proposed we would always ask that considerations are given with regards to sightlines across areas, and ensure low level planting remains at a max of 1m, whilst tree canopies are a minimum of 2m, to give people the opportunity to see across an area unobstructed.

3.11 Any additional/ updated lighting should be to the latest BS 5489 standards, with the option to install CCTV cameras for ASB/ Crime monitoring on commando sockets on lampposts.

**Hackney comments:**

3.12 We will ensure that the low level plants are kept at a maximum height of 1m to maintain clear unobstructed views. There are no trees proposed for this scheme.

3.13 The design has been reviewed by our lighting engineer. No upgrades to the existing lighting levels are necessary at this stage. We will monitor the area to ensure it remains well lit and meets safety standards.

3.14 We will ensure that low-level plants are maintained at a maximum height of 1m to provide clear sight lines. There are no trees proposed for this scheme, however, we will contact our arboriculture team to ensure that any existing trees are regularly pruned to maintain the appropriate lumen level at street level.

**London Fire Brigade**

3.15 Any speed reducing measures will have an impact on 999 response, as such LFB Hackney would be in a position to object to traffic calming measures, what alternatives have been considered to address any speeding concerns prior to the raised tables?

## Hackney comments:

3.16 The proposed speed tables have been carefully designed with a proper profile to accommodate emergency vehicles, large vehicles, buses and other large vehicles as smoothly as possible, minimising impact on response times and patient comfort. We also considered speed cameras to address speeding issues in our proposal. However, this was ruled out as the road does not meet the safety camera criteria requirements. The raised tables were considered the most effective solution to balance traffic calming with accessibility for emergency and large vehicles.

## Public consultation

3.17 On 01 August 2024, Hackney Council delivered approximately 530 public consultation leaflets and questionnaires to give residents the opportunity to comment on the proposals put forward for the proposed road safety scheme at Lordship Park. The consultation closed on 11 September 2024. The consultation and proposals were also published online, where residents could also share their views: <https://consultation.hackney.gov.uk/streetscene/lordship-park/>. Residents were also able to write to [streetscene.consultations@hackney.gov.uk](mailto:streetscene.consultations@hackney.gov.uk).

3.18 The consultation results are summarised and tabulated below. A total of 84 responses, (15.84%) were received to this consultation, of which 48 supported the proposal, 25 opposed, 8 unsure and 3 not answered.

Strongly agree	Agree	Disagree	Strongly Disagree	Not sure	Not answered
24	24	17	8	8	3
28.57%	28.57%	20.23%	9.52%	9.52%	3.57%

## Main comments raised from those who responded to the proposals

3.19 A number of respondents expressed their concerns about the proposal being insufficient to address the issues on Lordship Park. Some highlighted that the proposed measures fail to reduce traffic volume which has increased since the introduction of Stoke Newington Church Street LTN.

3.20 Speeding was another concern raised by respondents, with raised tables viewed as ineffective compared to speed cameras.

3.21 Congestion at the Lordship Park/ Lordship Road end was raised.



- 3.22 A review of parking spaces and HGV restrictions to ease traffic congestion was suggested in the feedback.
- 3.23 Several residents asked for a right-hand turn from Green Lanes to Seven Sisters Road to provide alternative routes for through traffic.

### **Responses to key objections:**

- 3.24 The proposed measures, including raised tables, greening and uncontrolled crossing, aim to slow down traffic and improve safety on Lordship Park.
- 3.25 Speed cameras are effective in enforcing speed limits, however their installation requires meeting TfL's safety camera criteria. Speed cameras were considered as potential measures to address speeding issues in our proposal, but this option was ruled out as the road does not meet the safety camera requirements.
- 3.26 We acknowledge respondents' concern about congestion, the current proposal focuses on reducing vehicle speed. We will continue to monitor traffic volumes in the area and explore additional measures to address congestion as part of ongoing reviews and our main roads plan.
- 3.27 Current parking stress is 60-68% which shows there are sufficient spaces for residents during the day. The scheme focuses on traffic speed mitigation. Removing parking spaces would result in a wider road that leads to increased vehicle speed. Therefore minimal changes to parking have been proposed to ensure that the scheme achieves its objective of reducing speed.
- 3.28 We note respondents' suggestion to allow the right -turn from Green Lanes to Seven Sisters Road. However Seven Sisters Road is managed by TfL, they have confirmed that due to capacity issues, introducing this right turn ban is not feasible.
- 3.29 The officer comments to respondents' objections to the scheme can also be found in **Appendix II** of this report.

## **4.0 Impact Assessment - potential impacts of proposals**

### **Permanent Impacts**

- 4.1 The introduction of low level shrubs and greenery, would create a more attractive environment and improve fauna habitat. The proposal includes measures to improve biodiversity and assist in improving air quality by incorporating green spaces and replacing hard materials with green spaces to reduce the thermal heat transfer from hard materials which absorb heat, raising the local temperature. These changes not only create a more attractive environment but also have positive impacts on public health by helping to reduce harmful emissions from motor vehicles.

- 4.2 The accessibility and road safety enhancements for pedestrians will provide a better travel experience for all vulnerable road users.
- 4.3 Better facilities such as raised tables and improved pedestrian crossing points 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/overloading of the sewer system and help with watering the low-level plants and vegetation. By incorporating these measures, it will make the road better equipped to deal with climate change, reducing flood and heat generation.
- 4.5 Introduction of traffic calming measures by the installation of raised tables would reduce vehicle speeds along Lordship Park, making the area safer for pedestrians and cyclists.
- 4.6 Approximately 10 parking spaces would need to be removed to allow for the implementation of the raised tables and rain gardens.
- 4.7 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 a number of key indicators of TfL's "Healthy Streets", including encouraging residents to walk and cycle and reducing the worry from road danger.

### **Temporary Impacts**

- 4.8 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.
- 4.9 The majority of construction civil works would be undertaken under lane closures. During the construction works, access for residents and emergency services would be maintained at all times. Temporary traffic signals will be used to manage traffic flow during construction.
- 4.10 A full closure of Lordship Park and Allerton Road will be required for the implementation of the raised table at this location. During the closure appropriate diversion signs will be installed to direct traffic around the area to minimise disruption.

### **Air Quality Impacts**

- 4.11 The Healthy Streets framework established an evidence base that shows that public realm improvements, for example, through providing green infrastructure that make

the environment more attractive leads 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.

- 4.12 Overall we believe the proposals would have a neutral impact on emissions of nitrogen dioxide emitted by traffic using Lordship Park.
- 4.13 Hackney Council has just completed its engagement on a new Air Quality Action Plan (AQAP) for 2026-30. 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 2026 - 2030.

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**

- 4.14 The introduction of the new raised tables at key locations will physically force drivers to slow down and reduce the risk/severity of collision.
- 4.15 The raised tables help 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.
- 4.16 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 raised tables.
- 4.17 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 road as there is an anticipated lower risk of speeding traffic and associated traffic collisions. The improved pedestrian crossings would also be a benefit.

## **5.0 Equalities Impact Assessment (EQIA)**

- 5.1 Hackney Council and its delegated authority decision-makers must comply with the Public Sector Equality Duty set out in Section 149 of the Equality Act (2010), which requires us to have due regard to the need to:

- Eliminate discrimination, 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.
- 5.2 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; a full analysis has been done in which knowledge about protected groups has been examined from a variety of sources.
- 5.3 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
  - Marriage and civil partnership
  - Pregnancy and maternity
  - Race
  - Religion or belief
  - Sex
  - Sexual orientation
- 5.4 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**

- 5.5 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.

5.6 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

5.7 Full consideration was given to whether any variations, at the detailed level, were necessary for this particular scheme.

5.8 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.

5.9 Full information on the wards profile in 2021 is available here [E05009384 Stamford Hill West](#) . [E05009369 Clissold](#)

### EQIA Summary Table

Key: P - Positive Impact, N - Neutral Impact, A- Adverse Impact

Protected Characteristic						
Disability	Pregnancy Maternity	Age	Religion & Belief	Race & Ethnicity	Gender, reassignment, orientation, and m and civil partnersh	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>The introduction of raised tables would physically enforce slower</p>	
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	<p>driving.</p> <p>The planting within the proposed rain gardens would enhance the public realm and help improve air quality.</p> <p>Improved pedestrian crossing will increase visibility and make crossing the road safer for all, in particular, children, elderly and those with mobility issues.</p> <p>Air quality, flood prevention and road safety improvements are beneficial to all protected groups.</p>	
Negative	<p>The removal of car parking space will disadvantage some sub-sectors of groups during times when they need access to a vehicle parked at the kerbside.</p> <p>No blue badge spaces will be removed as part of this project.</p>	
Comments	<p>Improving road safety, the environment and measures that achieve better air quality benefits the majority of people living, 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 Lordship Park to replace ten parking bays 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.

## **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 for Streetscene would use their delegated powers to take forward the scheme.

## **8.0 Financial implications**

- 8.1 The Lordship Park scheme would be funded by the Transport for London’s Local Improvement Plan (TfL LIP) budget. There is an allocation of £100K for implementation of this scheme.
- 8.2 The maintenance cost will be added to the council’s maintenance budget.

## **9.0 Recommendations**

It is recommended that the Assistant Director, Streetscene

- 9.1 It is recommended that the Assistant Director, Streetscene agrees to proceed with the proposals for the Lordship Park scheme 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

**Tyler Linton** - Assistant Director, Streetscene

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

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

cc Maryann Allen – Group Engineer – Design & Engineering Group

## APPENDICES

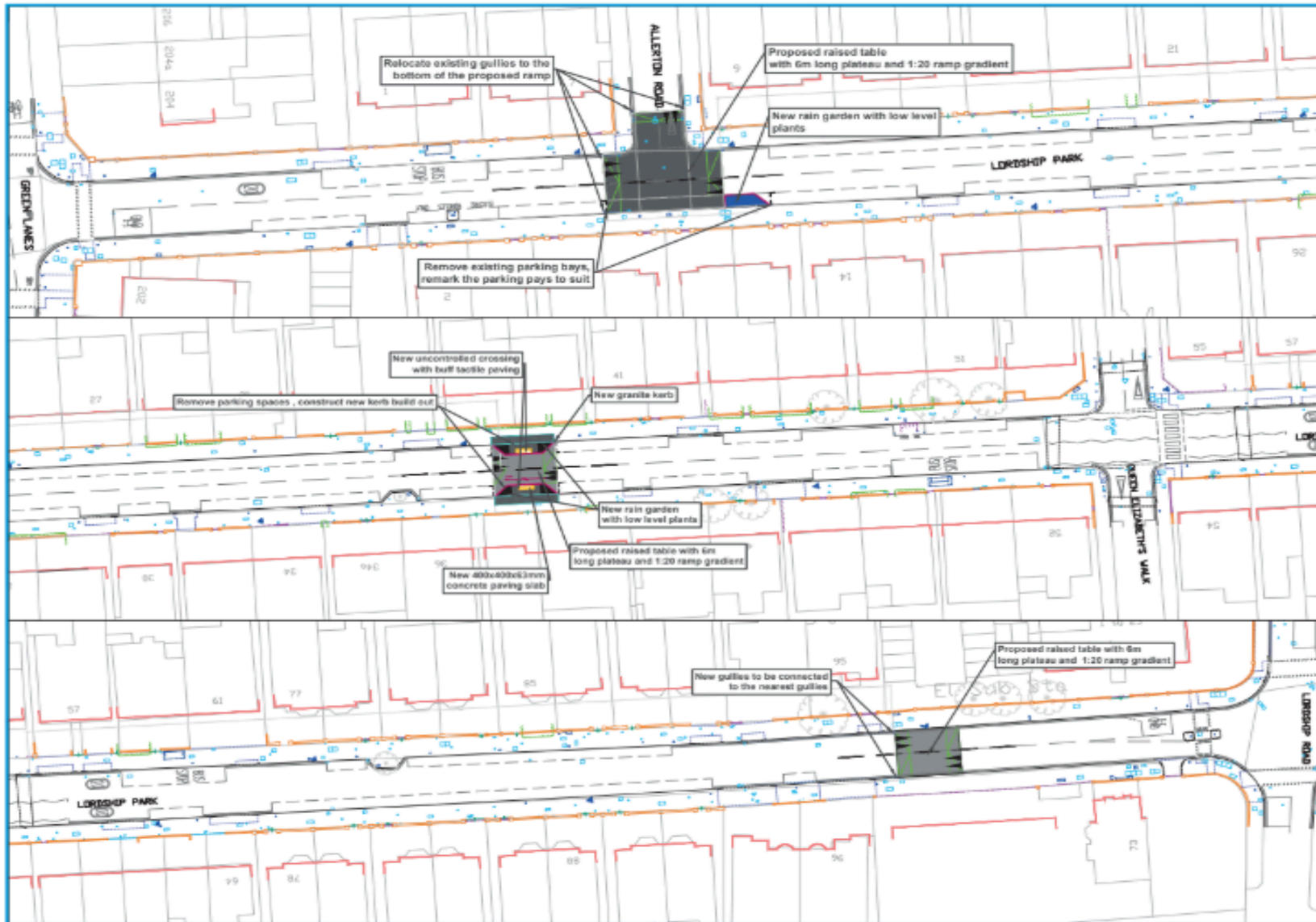
**Appendix I: Scheme Drawing**

**Appendix II: London Borough of Hackney responses**





## Appendix I: Scheme Drawing



**Appendix II: London Borough of Hackney responses**

Respondents feedback	Hackney Comments
<p>I've been highly concerned at the high speed of both motorbikes and cars down this road. Many use it as a deliberate road to speed down due to the long straight run which is highly dangerous considering the actual speed limit and high density of housing and therefore people. I fully support this plan to make the road safer for all.</p>	<p>Raised tables will help slow down traffic. As the proposals are full width raised tables rather than speed cushions, these will also slow down motorcyclists</p>
<p>The proposal is very welcome. Living in a flat overlooking Lordship Park I witness many drivers not adhering to the 20mph speed limit. I regularly see drivers driving down at 30mph+</p>	<p>The proposed raised tables aim to slow down traffic. From the traffic data we have commissioned, the 85th percentile speed is 22.3 MPH</p>
<p>I appreciate that the Council is finally getting around to looking at doing something on Lordship Park, and think that the new speed readout signs have been helpful. However, this proposal fails from the start in that a) the background ignores significant recent road safety incidents on LP (bus collision and serious cycle accident in H1 2024) as well as the council's own data on high speeds; and b) notes the objective of increasing tree canopy cover on the borough's highways, but does nothing to address this (and also neglects to mention the prior commitment to three trees in build-outs, only two of which were ever implemented, and only one of which is thriving).</p> <p>Then the proposed scheme 1) is short on ambition in its own right 2) falls short of the ambition the Council showed for the other East-West B-Road in the area, Church Street, implying the Council regards the residents of Lordship Park as second class citizens 3) is likely to cause significant side effects to buildings on the</p>	<p>Our data shows that some drivers go over 20mph on Lordship Park, however the 85%ile is 22.3mph. The scheme has been designed with the focus on reducing traffic speed and has used recent accident data to improve overall safety.</p> <p>Regarding the maintenance of the trees, our Green Spaces Team is responsible for ensuring that trees are regularly maintained to prevent overgrowth and maintain their health.</p> <p>We considered the option to introduce horizontal deflection measures as part of the scheme, however due to the limited width of carriageway and loss of parking spaces, this was not considered feasible.</p> <p>Vehicle Activated Signs are installed as a visual reminder of the speed limit and repeated 20mph signage is erected along the road to warn traffic of the speed limit.</p>

<p>street and their residents when the heavy vehicles which use Lordship Park do not slow down for the proposed 'raised tables' given the well-rehearsed issues with the sub-structure of the road.</p> <p>I suggest that there are only two ways in which the issues on the road are going to be addressed. 1) with road arrangements which require horizontal displacement of traffic, and require drivers to negotiate their right of way with oncoming traffic. Ideally with central islands which make it easier for pedestrians to cross the road and also prevent crazy double overtaking, acknowledging that this will require more parking spaces to be removed, but most of the time there is a decent surplus. 2) through enforcement - ideally permanent, but if that is genuinely not an option, intermittent, so that drivers on LP learn to assume that they must comply with the 20mph limit.</p>	
<p>Cars go so fast down this road, we live on 25 lordship park, and I notice cars every day and night going at least 30/40 miles per hour and also see a small amount of cars on a daily basis exceeding at least 50 mph.</p> <p>It is first of all very dangerous for pedestrians and also cyclists, but also is a major noise pollutant.</p> <p>I have seen myself numerous crashes and ambulances on this road due to accidents.</p> <p>The implementation of speed bumps / raised tables AND speed cameras would only be a massive benefit to everyone that uses this road.</p> <p>Please let's do something about this to make it safer for everyone that uses lordship park.</p>	<p>Implementation of the raised tables will slow down traffic speed and create a safer environment for all road users, including pedestrians and cyclists.</p> <p>The introduction of speed cameras requires approval from Transport from London and the police as they are responsible for enforcement. This option was ruled out as the road does not meet the safety camera requirements.</p> <p>The carriageway has been recently resurfaced to provide a smoother area for all road users, which contributes to less vibration.</p>

<p>The traffic situation outside my home is already increasingly problematic due to the poorly planned tree islands intended to mitigate congestion. Instead of reducing traffic, these tree islands have caused obstructions that worsen the flow, leading to increased traffic jams and heightened air pollution. Moreover, these traffic issues create significant challenges for daily commuters, such as those on school runs or visiting family and friends, ultimately hindering their ability to efficiently and safely reach their destinations. Adding more tree islands or similar as the proposals suggest will only worsen the situation.</p>	<p>The proposed raised tables aim to slow down traffic. Proposed tree pits are intended to provide greenery and improve air quality and are located in line with existing parking spaces and will not obstruct drivers' sightline or affect traffic flow.</p>
<p>It doesn't go far enough. The proposed scheme doesn't help reduce traffic. Lordship Park has too much space allocated to cars and car parking. Both need to be reduced, with more space for cycling, trees and buses.</p>	<p>The scheme proposal is focusing on reducing speed through raised tables and adding greenery.</p> <p>We will explore options to balance traffic management and cycle facility improvements.</p>
<p>It still doesn't fully tackle points raised at the meeting re volume of traffic and pollution levels on boundary roads.</p>	<p>The scheme objective is to slow down the traffic speed, we are aware of traffic flow increase on Lordship Park and we will be reviewing the impact of existing LTN's on Lordship Park and explore options to mitigate excessive traffic flow. see here <a href="https://hackney.gov.uk/transport-in-hackney">https://hackney.gov.uk/transport-in-hackney</a></p> <p>Hackney has been successful in tackling air pollution in recent years. This can be reviewed in the link below</p> <p>Air Quality Reports: <a href="https://hackney.gov.uk/air-quality-reports">https://hackney.gov.uk/air-quality-reports</a></p>
<p>Support bus movements along the route and try to reduce road works which have blighted the lordship park/road junction</p>	<p>We are working closely with Transport for London Buses and they will be notified of</p>

<p>for 2 years</p>	<p>any planned road works to plan bus journeys helping to minimise disruption to bus services and reduce delays for passengers.</p> <p>Hackney council works to minimise disruption caused by planned works. Many road works are emergency utility works undertaken by utility companies over which the council has limited control.</p>
<p>My view is that the proposal does not go nearly far enough, and is not sufficient to tackle the traffic problems on Lordship Park.</p> <p>There is nothing to reduce the volume of traffic at all. Why not? What about insisting that TfL reinstate the right hand turn at Manor House to reduce the volume of vehicles using LP as the only east/west option?</p> <p>I would like to see speed cameras installed to discourage speeding, as I do not believe the raised tables will be enough to stop speeding vehicles. I have witnessed many cars doing excessive speeds on Lordship Park, and a couple of raised tables is simply not good enough.</p> <p>What about the pinch point where busses get jammed up close to the Lordship Road junction, as at this point the road is too narrow for cars and busses to pass each other? Surely we should remove parking to keep the flow of busses moving here?</p> <p>We also need to remove the parking space by the bus stop eastbound close to Green Lanes, as again busses get stuck here, unable to pull out after stopping at the bus stop due to parked cars right in front of the bus stop.</p> <p>The pedestrian crossing close to Queen Elizabeth's Walk remind very dangerous as cars frequently fail to stop for people crossing the road here.</p>	<p>Seven Sisters Road is managed by TfL, they have confirmed that due to capacity issues, introducing this right turn ban is not feasible.</p> <p>The introduction of speed cameras requires approval from Transport from London and the police as they are responsible for enforcement.. This option was ruled out as the road does not meet the safety camera requirements.</p> <p>Removing parking spaces would result in a wider road that leads to increased vehicle speed.</p> <p>Road markings along Lordship Park were refreshed to emphasise pedestrian crossing point. Regarding traffic not giving way to pedestrians, the enforcement of the highway code falls under the responsibility of the police but we will raise this with them.</p>

<p><b>Overall this is a disappointing proposal which is insufficient and lacking anything which will have a significant impact on traffic volumes, congestion, air pollution and road safety for cyclists and pedestrians.</b></p> <p><b>Please rethink this proposal and come back with something stronger and more impactful.</b></p>	
<p><b>I have been experiencing significant negative impacts as a result of the speed table on brownswood road with buses and heavy traffic exiting and causing vibration and noise issues to property. It is not recommended that speed tables is a solution giving detrimental impacts to flats it is constructed in front of</b></p>	<p><b>The proposed raised tables are bus-friendly and are not inconvenient for passengers and vibrations will be minimal. Furthermore the carriageway along Lordship Park was resurfaced which reduces uneven surfaces that can cause vibrations.</b></p>
<p><b>The proposals as outlined in your document are woefully inadequate. So much so that it's hard to understand how it could have taken you so long to come up with them.</b></p> <p><b>Firstly, you make no suggestions to reduce the volume of traffic on Lordship Park. This is a direct consequence of prohibiting traffic on Church St. In other words, you have closed a commercial street to traffic and, instead, moved it onto a residential one.</b></p> <p><b>Secondly, there is also nothing to reduce speeding. Why can't speed cameras be installed? Surely that is the obvious solution, one that is proven to work, if backed up with a determination to fine speeding drivers.</b></p> <p><b>Thirdly, despite your stated ambition of making Hackney greener, there is nothing on reducing pollution - and even less on cycling. It's a death trap cycling along Lordship Park.</b></p>	<p><b>We are aware of increased traffic flow on Lordship Park and we will be reviewing the impact of existing LTN's on Lordship Park and exploring additional measures to mitigate excessive traffic flow. The council will undertake further Automatic Traffic Counts to monitor the volume, type and speed of vehicles.</b></p> <p><b>The proposed raised tables have been proven effective in reducing vehicle speed in other areas.</b></p> <p><b>The introduction of speed cameras requires approval from Transport from London and the police as they are responsible for enforcement.. This option was ruled out as the road does not meet the safety camera requirements.</b></p> <p><b>The proposal adds more greening to Lordship Park.</b></p>

<p>All in all, I don't think adding a couple of trees, some raised tables and your other suggestions will make much, if any, difference. Frankly, you're just tinkering around the edges of the problem.</p>	
<p>Our main problem is the increased traffic flow from Green Lanes to Stamford Hill along Lordship Park due to the closure of Church St N16 to traffic. We have really suffered as a result of this - increased traffic, pollution, accidents, unpleasant traffic jams outside our house and an increase in social problems. Perhaps the accidents mentioned in the consultation could be attributed to the increased traffic flow as a result of the closure of Church St to traffic??? So I do not feel that trusting of the proposal being the solution, I think the volume of traffic and reopening of Church St should be considered. The proposal will increase stop/start behaviour and pollution outside our door + probably cause more accidents.</p>	<p>We are aware of increased traffic flow on Lordship Park and we will be reviewing the impact of existing LTN's on Lordship Park and exploring additional measures to mitigate excessive traffic flow.</p> <p>The proposed raised tables have been proven effective in reducing vehicle speed in other areas. Installation of speed cameras requires specific assessment criteria from TfL as they will be enforced by TfL/Police.</p> <p>The proposal adds more greening to the Lordship Park.</p> <p>We will review parking stress in future and will consult with the residents before any changes are implemented.</p>
<p>I agree with the statements in the proposal as throughout the day and night, vehicles (cars and motorbikes) drive dangerously fast along our road. These reckless drivers not only are unsafe but also very disruptive and loud. Often we have to keep our windows (that are roadside) closed just to minimise noise that affects our mood, interrupts online meetings, pets and will majorly affect our expecting new-born.</p> <p>We have also encountered numerous collisions due to reckless and speeding drivers, including wing-mirrors broken off our own personal car, bus collisions and cyclist injuries. This community and street is great but the road is a serious safety and well-being concern. I believe the VAS system is ineffective. The lights are not visible during the day and even at night,</p>	<p>The scheme objective is to slow down traffic speed, proposed raised tables are designed to slow down traffic and they have been proven effective to slow down traffic.</p> <p>The introduction of speed cameras requires approval from Transport from London and the police as they are responsible for enforcement, this option was ruled out as the road does not meet the safety camera requirements.</p>



<p>are ignored.</p> <p>I am hopeful that the flat top raised tables along Lordship Park will force drivers to drive sensibly and respectfully to adhere to the speed limit.</p> <p>Alternatively, additional speed cameras and fines should be considered.</p>	
<p>Lordship Road is an important bus corridor. Getting more people using the bus is key to getting to net zero etc. To get more people on the bus requires better performance of buses, i.e. improving journey time. As such buses should have priority over parking, electric charging and rain gardens. Buses get delayed on Lordship Park because of the amount of parking. Hackney should be taking out more of the parking on Lordship Road to improve the performance of bus services.</p>	<p>Removing more parking spaces will affect residents parking outside their property and would result in a wider road that leads to increased vehicle speed.</p>
<p>How would you monitor the 20 mph zones? Many drivers ignore the painted signage on Hackney roads.</p> <p>It would be helpful to include designated cycle lanes (e.g. linking with Green Lanes).</p>	<p>The road width is not sufficient to introduce cycle lanes, though this will remain under consideration.</p>
<p>I live on Lordship Park by the proposed raised table outside no.37. I agree that something needs to be done about the traffic on Lordship Park, which has got worse since the introduction of LTNs especially the daytime closure of Church Street.</p> <p>The problems are firstly caused by traffic jams at times of high vehicle volume (inconsiderate drivers tooting horns, not giving way, scraping parked cars and taking wing mirrors off) which the raised tables will not reduce.</p> <p>Secondly, problems of speeding traffic at quieter times. However, I am not convinced that raised tables are the best option. Have you carried out any</p>	<p>We acknowledge your concern about congestion, the current proposal focuses on reducing vehicle speed.</p> <p>We will continue to monitor traffic volumes in the area and explore additional measures to address congestion as part of ongoing reviews.</p> <p>Speed cameras are managed and implemented by Transport for London and enforced by the Police, This has been ruled out as the road does not meet the safety camera requirements.</p> <p>The raised tables are proven to be effective in reducing the vehicle speed.</p>

<p>assessment of the possible increase in noise and pollution as vehicles slow down and speed up? I think it will make the environment worse. Why have you not considered other proposals such as installing speed cameras?</p>	
<p>1. I welcome the proposals. The new VAS signs are an improvement. People still speed and we have had several serious accidents since the document was written.</p> <p>2. Raised table Allerton Road . Will we loose parking or can it be reinstated on raised table? Residents of 2-8 lordship have lost parking to electric hook ups.</p> <p>3. Not sure if plans solve problem of buses and large lorries passing and bottle necks. We had 3 cars rammed by bus earlier in year , one a right off. We think that some more parking spaces should be removed particularly at the Lordship Road end to enable buses and large vehicles to pass</p> <p>4. Does not solve problem of safety of cyclists – one cyclist on the road on a lime bike seriously injured in June. With increase in cyclists and electric lime bikes we have lime bikes speeding along the pavement!</p> <p>5. Trees we have only 2 . One has died and needs replacing outside 34/36 LP</p> <p>6. Pelican crossing at QEW residents have asked for 30 years to slow traffic.</p> <p>7. Narrow section of LP at lordship Road end still a bottle neck . solutions need to be found .</p>	<p>1.The VAS signs complement the raised table encouraging speed reductions.</p> <p>2.To maintain effectiveness of the raised tables, the parking spaces on the raised table at Allerton Road will not be reinstated.</p> <p>3.Current parking stress is 60-68% which shows there are sufficient spaces for residents during the day, removal of parking spaces will result in a wider road and leads to increased vehicle speed.</p> <p>4.Regarding cycle safety scheme, this scheme is focusing on traffic calming but we are working on borough-wide strategies to improve cycle safety. However the implementation of the raised tables will assist cyclists by reducing the overall speed. This can lead to the road being less intimidating and therefore remove cyclist from the footway</p> <p>5. Regarding the tree outside 32/34, our Green spaces team will investigate the situation and will take necessary action.</p> <p>6.We will explore options to put up more signs on QEW to warn traffic of the zebra crossing.</p> <p>7.The narrow section of the Lordship Park resulting in a bottleneck requires further study which is outside the scope of this scheme.</p>
<p>I live in one the large houses on Lordship Park. The house has been converted into 4 flats. Each flat is occupied by couples, who are all bike riders.</p>	<p>Please contact the cycle team to request a bike hangar. You can access the cycle parking request form and find more</p>

<p><b>Bike storage is a particularly big problem for us and would like to see the council provide road side storage as was done further down the road.</b></p> <p><b>This is not just for the convenience of our household but also for other who live on the street who may be facing the same problem.</b></p>	<p>information <a href="#">here</a></p>
<p><b>To put in a chicane scheme down the road so that all traffic has to slow down.</b></p> <p><b>There is very little mention of where trees can be put in. And the one tree that was put in around 32/34 Lordship Park has not survived.</b></p> <p><b>Speed tables do not change the speed and the ensuing vibrations caused by heavy vehicles hitting the speed tables causes the houses to shake.</b></p>	<p><b>Traffic calming measures will slow down traffic and have been proven sufficient in slowing traffic.</b></p> <p><b>We are proposing new rain gardens in the form of low level planting and this will be maintained regularly to ensure that they are in a good shape.</b></p> <p><b>Regarding the tree outside 32/34, our Green spaces team will investigate the situation and will take necessary action.</b></p>
<p><b>1. I welcome the proposals. The new VAS signs are an improvement. Some people still speed and we have had several serious accidents since the document was written. Speed cameras would greatly reduce the speeding .</b></p> <p><b>2. The raised table Allerton Road . Will we loose parking or can it be reinstated on raised table? Residents of 2-8 lordship have lost parking to electric hook ups.</b></p> <p><b>3. Does not solve problem of buses and large lorries passing and bottle necks. We had 3 cars rammed by bus earlier in year , one a right off. Suggest loosing some further parking spaces to widen the road so there are passing places.</b></p> <p><b>4. Does not solve problem of safety of cyclists – one cyclist on the road on a lime bike seriously injured in June. With</b></p>	<p><b>1.The VAS signs complement the raised table encouraging speed reductions.</b></p> <p><b>2.To maintain effectiveness of the raised tables, the parking spaces on the raised table at Allerton Road will not be reinstated.</b></p> <p><b>3.Current parking stress is 60-68% which shows there are sufficient spaces for residents during the day, removal of parking spaces will result in a wider road and leads to increased vehicle speed..</b></p> <p><b>4.Regarding the cycle safety, this scheme is focusing on traffic calming but we are working on borough-wide strategies to improve cycle safety. The current scheme focuses on the speed reduction, which is reflective of the residents key concerns</b></p>

<p>increase in cyclists and electric lime bikes we have electric lime bikes speeding along the pavement!</p> <p>5. Trees we have only 2 - 3 were promised. One has died and needs replacing outside 34/36 LP. The street could be planted with many more trees and parking reduced.</p> <p>6. Pelican crossing at QEW residents have asked for 30 years to slow traffic.</p> <p>7. Narrow section of LP at lordship Road end still a bottle neck . solutions need to be found . Suggest loosing some further parking spaces to make passing places at that end of LP to widen the road.</p> <p>8. We would like the right turn at Manor House reinstated and think this would reduce some traffic from LP .</p>	<p>5. Regarding the tree outside 32/34, our Green spaces team will investigate the situation and will take necessary action. We will explore the options to mitigate the bottleneck issues in future.</p> <p>6. We will explore options to put up more signs on QEW to warn traffic of the zebra crossing.</p> <p>7. The narrow section of the Lordship Park resulting in a bottleneck requires further study which is outside the scope of this scheme.</p> <p>8. Seven Sisters Road is managed by TfL, they have confirmed that due to capacity issues, introducing this right turn ban is not feasible</p>
<p>I am not convinced that your proposals will actually solve the two competing problems on LP: speeding at most times and congestion during morning and evening rush hour or when there is traffic diversion onto LP. What I would like to see to solve the former are speed cameras on both LP and Manor Road. The speed monitors currently in place are not deterrents and are four or five mph slower than actual speeds. To help with the latter issue I strongly believe that the introduction of a right-hand turn from Green Lanes northbound onto Seven Sisters would reduce the traffic on LP, which, since the introduction of the Bus Gate on Stoke Newington Church Street, the only west-to-east thoroughfare in the area. Giving traffic the option of turning onto Seven Sisters to go eastward would surely help.</p>	<p>Traffic calming measures will slow down traffic and have been proven sufficient in slowing traffic.</p> <p>Traffic cameras are effective in enforcing speed limits, their installation requires certain criteria from TfL as they manage and maintain speed cameras, in this instance TfL ruled out the installation of a speed camera as it does not meet their camera safety requirements.</p> <p>We note your suggestion to allow right -turn from Green Lanes on to Seven Sisters Road, however, Seven Sisters Road is managed by TfL and they have confirmed that due to capacity issues, introducing this right turn ban is not feasible.</p>

<p>Lordship Park should be closed to through traffic, failing this more should be done to reduce traffic volumes and traffic speed. Too many dangerous drivers use this route and I don't think the measures will prevent them from continuing to ignore the speed limit and other measures. The current proposals do not go far enough in reducing traffic speed and increasing safety for pedestrians and cyclists (especially children).</p>	<p>Closure of Lordship Park will have a significant impact on the surrounding roads and requires detailed study and modelling. There are no available resources for this at present</p> <p>The council will undertake further Automatic Traffic Counts to monitor the volume, type and speed of vehicles.</p> <p>Traffic calming measures will slow down traffic and have been proven sufficient in slowing down traffic.</p>
<p>who will be responsible for the maintenance of the rain gardens? Will this be the responsibility of local residents?</p>	<p>The rain gardens and trees will be maintained by the London Borough of Hackney.</p>
<p>your ambition should be to give freedom for people to decide how to move &amp; how to live in a free democratic country.</p>	<p>This scheme plays a role in enabling freedom of movement by prioritising safety for all road users, including vulnerable road users.</p>
<p>Although we agree with these proposals, we do not think they go nearly far enough. The main issue on Lordship Park is the traffic volumes and the resultant noise and pollution this causes. Traffic volumes have increased since the creation of the Stoke Newington LTN, and it is unfair that the residents of Lordship Park are bearing the brunt of this and have their quality of life significantly impacted.</p> <p>We would like to see more substantial measures that will reduce traffic volumes and noise. One area to target is re-instating the right turn onto Seven Sisters road from Green Lanes, to stop Lordship Park being cut through.</p> <p>As for the existing proposals they seem very minor.</p> <p>Traffic Tables: Will these reduce noise? If so we are in favour, but some residents</p>	<p>We acknowledge your concern about congestion, the current proposal focuses on reducing vehicle speed.</p> <p>We will continue to monitor traffic volumes in the area and explore additional measures to address congestion as part of ongoing reviews.</p> <p>The proposed speed tables have been carefully designed with a proper profile to accommodate emergency vehicles, and large vehicles, buses and other large vehicles as smoothly as possible.</p> <p>We note your suggestion to allow right -turn from Green Lanes on to Seven Sisters Road, however, Seven Sisters Road is managed by TfL and they have confirmed that due to capacity issues, introducing this right turn ban is not feasible</p>

<p>have raised concerns that the the tables will increase noise as heavy vehicles go over them</p> <p>Urban greening: Any efforts to add more greenery to the road are welcome if they will improve the urban environment. However, we are concerned this may increase congestion and traffic jams, which leads to incessant honking of horns. Horns are one of the biggest noise contributors, and the road is almost unliveable when there are roadworks that cause jams and honking</p> <p>Parking bays: Will removing parking bays restrict the flow of traffic? Again concerned this will cause congestion, traffic jams and the honking of horns.</p> <p>All in all, we feel these measure to not address the core issues of traffic volume and noise. We would like to see a much more substantial intervention.</p>	<p>Raised tables are effective traffic calming measures to slow down traffic speed, gentle ramp gradients will reduce the noise level.</p> <p>The proposed greening and low-level plants aim to enhance the local environment and contribute to improved air quality.</p> <p>The kerb build-outs have been carefully designed to align with existing parking spaces and are not intended to obstruct bus movements or traffic flow. They do not protrude out further than the adjacent parking places</p> <p>We acknowledge your concern about congestion, the current proposal focuses on reducing vehicle speed. We will continue to monitor traffic volumes in the area and explore additional measures to address congestion as part of ongoing reviews.</p>
<p>I rely on public transport to get to work, and the introduction of a recent tree-bay outside our house and others nearby has resulted in huge delays at times while trying to take the bus to work, since the road is narrow, and with the new obstructions taking up road space, buses often cannot pass each other or other traffic. It is hugely frustrating when the bus journey to Finsbury Park Station used to take under ten minutes, and when there are roadworks nearby and diversions, the journey time in either direction is anyone's guess.</p> <p>The proposed kerb build-outs are far too close to the current ones, which will severely inhibit traffic flow - compounded when there are roadworks in the vicinity as traffic and other bus routes are usually diverted down our road.</p>	<p>We are working closely with Transport for London (TfL) Buses to ensure that any planned changes or roadworks are coordinated to minimise disruptions.</p> <p>The kerb build-outs have been carefully designed to align with existing parking spaces and are not intended to obstruct bus movements or traffic flow.</p> <p>The proposed greening and tree pits aim to enhance the local environment and contribute to improved air quality.</p>

**Longer bus journeys, particularly for those of us trying to hold down jobs, are extremely undesirable and this will likely encourage private vehicle ownership as a necessity for ensuring timely arrival to work and other commitments - surely not the desired outcome of the scheme. Removing parking spaces does not help - most are unoccupied a lot of the time and the buses still get stuck. I imagine this feedback is an exercise in futility, but I hope you will reconsider these ill-planned measures which will make life more difficult for those of us who actually live where you plan to implement them.**

**I fully support these proposals and any efforts to slow down traffic on Lordship Park where I live. I do not have a car and nor does anyone in my household so have no concerns about reducing parking. Indeed I hope that reducing access to car parking may encourage people to get rid of their cars to reduce traffic + improve their own health + that of other people.**

**The one thing I would very much like to see is the reinstatement of the planned street tree outside no. 11 which seems to have vanished off the plans since the last version.**

**Also, if you are planting trees or plants please water them! Otherwise they will die as the one outside no 34 has done.**

**Regarding the tree outside 11, we will pass it on to our Arboriculture team to review.**

**We will maintain newly planted low level plants ensuring that they are watered and maintained during their establishment period.**

<p>1) There are no measures included to tackle congestion – despite their being repeatedly highlighted as a major issue for residents.</p> <p>2) FOI requests have highlighted some extreme speeding – Why no speed cameras?</p> <p>3) How will “urban greening” be increased along LP? This does not explain other than a reference to “rain gardens”</p> <p>4) What is the evidence base that horizontal deflection measures reduce speeding?</p> <p>5) Why are all measures (kerb build outs) situated in one half of the road? Why is there no rain garden with the raised table at the Lordship Road end?</p>	<p>1. We acknowledge your concern about congestion, the current proposal focuses on reducing vehicle speed. We will continue to monitor traffic volumes in the area and explore additional measures to address congestion as part of ongoing reviews.</p> <p>2. Speed cameras are managed and implemented by Transport for London and enforced by the Police, TfL has ruled out installation of Speed cameras on Lordship Park as it does not meet their camera safety requirements.</p> <p>3. The scheme includes rain gardens and these measures aim to both improve air quality and the public realm.</p> <p>4. Horizontal deflection measures are widely used in urban traffic calming schemes and have been demonstrated to reduce speeds by narrowing carriageway and visual impression for drivers</p> <p>5. The raised tables are designed based on site condition. They are not situated in one half of the road. The scheme is for Lordship Park, not Manor Road</p>
<p>- I THINK YOU NEED TO ADDRESS THE BOTTLE NECK AT LORDSHIP PARK / LORDSHIP ROAD JUNCTION</p> <p>- YOU NEED TO GET HGV'S OFF THE STREET! THEY SHAKE MY WHOLE HOUSE. THEY SHOULD BE USING SEVENS SISTERS ROAD INSTEAD.</p> <p>- YOU NEED TO SLOW TRAFFIC DOWN BUT STILL KEEP IT MOVING Thanks!</p>	<p>Proposed raised tables aim to slow down traffic, further study will be carried out to improve congestion of traffic on Lordship park/Lordship Road as well, however this is outside the scope of the scheme.</p> <p>HGV movement will be reviewed to assess potential restrictions in future.</p>
<p>I have ticket "not sure" above for the following reasons:</p>	<p>Proposed changes to the right-turn</p>



1] The plans outlined may improve the look of the street and may, hopefully, reduce the speed of the traffic - and for this are to be applauded. BUT they will do nothing to reduce the number of vehicles coming down the road at rush hour periods.

2] Going South --> North up Green Lanes from Newington Green, Lordship Park is the only right hand turn to carry traffic Eastwards. This does not make sense. Why is Hackney not trying to get a right hand turn option at Manor House? Seven Sisters road is WIDER. Lordship Park is a RESIDENTIAL area and the road is not wide enough to accommodate the volume of industrial traffic at rush hours. The changes in Church St have been at our expense - a few water gardens are just sticking plaster

restrictions at Manor House would involve collaboration with Transport for London (TfL). This would require detailed traffic modeling and justification to ensure that the change does not negatively impact traffic flow on the surrounding network. We are maintaining dialogue with TfL about this important junction.

I agree with statements in the proposals as throughout the DAY and NIGHT vehicles (Cars and bikes) drive dangerously fast along our road. These reckless drivers not only are unsafe but also very disruptive and loud. Often we have to keep our windows (that are road side) closed just to minimise noise that affects our mood, interrupts online meetings, pets and will majorly affect our expecting newborn.

We have also encountered numerous collisions due to reckless and speeding drivers including wind mirrors broken off our own personal car, but collisions and cyclist injuries. This community and street is great but the road is a serious safety and wellbeing concern.

I believe the VAS system is ineffective. The sign lights are not visible during day and even at night, it is ignored. I am hopeful that flat top raised tables along Lordship Park will force drivers to drive sensibly and respectfully to adhere to the speed limit.

Alternatively, additional speed cameras and fines should be considered.

The proposed flat-top raised tables are designed to physically reduce vehicle speeds, and we believe they will complement the existing Vehicle Activated Signs (VAS) in encouraging safer driving behavior. Speed cameras fall under the responsibility of Transport for London (TfL) and require specific assessments and justification.

<p>Please plant trees along the street. It is not clear from the plans that this will be done. There are too many cycles/scooters using the pavements. Unclear whether the new plans will address this/exchange people to use the road.</p>	<p>Trees and rain gardens are proposed where possible. We will send your request to our Arboriculture team to review.</p> <p>Very often cyclists can be intimidated by fast flowing traffic and will occasionally use the footway. With this scheme, it is anticipated traffic will move slower and therefore encourage cyclists to use the carriageway rather than the footway</p>
<p><b>RAISED TABLE AT JUNCTION OF LORDSHIP PARK AND ALLERTON WILL STOP VEHICLES SPEEDING AWAY FROM LIGHTS AT GREEN LANES</b></p>	<p>Noted.</p>
<p>The biggest concern is that the raised table at the junction of Allerton Road and Lordship Park to slow traffic will increase the antisocial behaviour with regard to the sex workers. The sex workers are a huge problem at this junction and slowing down the traffic might increase this problem as it will give the kerb crawlers the opportunity to legitimately drive slowly. What is being done in this proposal to take this into consideration? Have the local police been involved with these traffic calming measures?</p> <p>Also at this junction can there be more rain gardens at each corner, not just one!</p>	<p>The Metropolitan Police have been consulted during the planning stages to provide their comments on the proposal.</p> <p>Any Anti social behavior will be reported to the police for their enforcement.</p>
<p>My only comments is that whilst I agree with the aim of supporting people to cycle locally, there has been a noticeable increase in cyclists running red lights, cycling through zebra crossings and cycling very quickly through Clissold Park. This is particularly dangerous where e-bikes are concerned, which go very fast and are heavy.</p> <p>E-bikes driven by delivery drivers are also increasingly using pavements to avoid traffic, again putting pedestrians at risk. Encouraging more cycling without an appropriate framework in place to address these issues will not achieve the intended</p>	<p>We support cycling as a sustainable mode of transport and acknowledge that behaviours such as running red lights or riding on pavement can conflict with pedestrians, this kind of behavior is included in our work to educate the public about cycling and to make cyclists aware of dangerous riding.</p>

aim of protecting pedestrians.	
<p>"Traffic calming" measures and "green" are all well and good but fail to address the fundamental issue on Lordship Park which is TOXIC CONGESTION. Traffic cannot pass safely or easily especially where there are parking spaces and rain gardens lining both sides of the road, eg. between 78 and 90/79 and 89 Blanket restrictions on parking for non-residents should be extended in the morning and evening Monday to Friday</p>	<p>Proposed raised tables aim to slow down traffic, further study will be carried out to improve congestion of traffic on Lordship park/Lordship Road as well, however this is outside the scope of the scheme.</p> <p>Your suggestion for parking restriction and narrow carriageway width between parking spaces is noted.</p> <p>We will review parking stress in future and will consult with the residents before any changes are implemented.</p>
<p>I don't think the scheme is ambitious enough. I hope that there will be further phases of traffic calming some year ago two build outs for trees were added there was a note saying that the council would seek to plant an additional 12 trees. I would definitely like to see the additional 12 trees.</p>	<p>Trees and rain gardens are proposed where possible. We will send your request to our Arboriculture team to review.</p>
<p>Put speed cameras and/or limit the access to the road like church street. If you don't put speed cameras and produce fines, the motorists and motorcycles will continue to speed over 20 mph anyway. Put green on the side will not help driver behaviour yet I agree with your other suggestions in the consultation.</p>	<p>Speed cameras are managed and implemented by Transport for London and enforced by the Police, the raised tables are proven to be effective in reducing the vehicle speed</p>
<p>106 Bus service is pretty bad already How will the buses on 106 route manage?</p>	<p>We have consulted with the Transport for London Buses to seek their views on the proposal to ensure that the proposals do not hamper bus operations or movement</p> <p>.</p> <p>The proposed speed tables have been carefully designed in accordance with Traffic Advisory Leaflet 02/96 with a proper profile to accommodate emergency vehicles, and large vehicles,</p>

	<b>buses and other large vehicles as smoothly as possible</b>
<p>I like the additional Rain Garden,  - The raised table will slow the speed but as I walk from home I will say the main issue is that when there is some car not well park and the bus want to pass, there is enormous traffic as it makes the way too narrow and cars get blocked.  - People ?? and get upset.  - I have difficulty to understand how it will make Lordship Park greener and healthier but I might miss something.  - Thanks for the consultation</p>	<p>Proposed raised tables aim to slow down traffic, further study will be carried out to improve congestion of traffic on Lordship park/Lordship Road as well, however this is outside the scope of the scheme.</p> <p>Your suggestion for parking restriction and narrow carriageway width between parking spaces is noted, we will review parking stress in future and will consult with the residents before any changes are implemented.</p>
<p><b>THE EXCESSIVE SPENDING ON THIS STRETCH OF ROAD (AND BROWNSWOOD STREET TOO) IS OUT OF CONTROL IN SUCH A RESIDENTIAL AREA, WITH SCHOOLS, PARKS AND DOCTOR'S SURGERY, MEASURES TO CURB THIS SHOULD BE CONSIDERED GREAT.</b></p> <p><b>MY ONLY SUGGESTION MIGHT BE THAT THESE MEASURES DON'T GO FAR ENOUGH. OTHER TRAFFIC CALMING DEVICES SHOULD BE INCORPORATED</b></p>	<p>Traffic calming measures will slow down traffic and have been proven sufficient in slowing traffic.</p>