

DELEGATED POWERS DECISION

STREETSCENE SERVICE Climate, Homes and Economy Directorate

Scheme: Pembury Road and Cricketfield Road Safety Scheme

AGREE TO:

- Proceed with statutory consultation and the advertising of the necessary Traffic Management Orders to:
 - Construct permanent greening features such as rain gardens with Sustainable Drainage Systems to improve the look and feel of the environment on Pembury Road and Cricketfield Road.
 - Install a 12 metre long raised speed table on Pembury Road, 58 metres north from the northern kerblines of Pembury Place.
 - Install a 10 metre long raised speed table on Pembury Road, 96 metres south from the junction of Downs Park Road.
 - Install a 10 metre long raised zebra crossing on Pembury Road, 146 metres north from the junction of Pembury Place.
 - Install 1.8 metre wide mandatory cycle lane northbound starting 4 metres north of Pembury Place and ending 82 metres south of Downs Park Road.
 - Install 1.8 metre wide mandatory cycle lane southbound on Pembury Road starting 35 metres south of Downs Park Road and ending 11 metres north of Pembury Place.
 - Install a 10 metre long raised speed table on Cricketfield Road, 45 metres north from the junction of Queensdown Road (outside number 7).
 - Install a 10 metre long raised speed table on Cricketfield Road, 3.7 metres north from the boundary of number 53 and number 55.

- Raise the existing zebra crossing on Cricketfield Road at the junction of Downs Road and Powell Road starting 1 metre north from the boundary of number 100 and 102 for 26 metres.
- Proceed with statutory consultation to permanently replace no waiting or loading restriction between 7am to 7pm Monday to Saturday (single yellow line) on the western and eastern kerblines of Pembury Road from the junction of Pembury Place to the junction of Downs Park Road, with no waiting or loading at any time (double yellow lines with blips).

REASONS

The proposals will assist to make Hackney a more sustainable, greener and safer borough by encouraging users of the borough to give further consideration to using more sustainable modes of transport to assist improving local air quality, reduce car dominance, reduce accidents and assist in the reduction of the use of residential roads by through-traffic.

The Council is also committed to its 2019 Climate Emergency Declaration to achieve a 45% reduction in emissions against 2010 levels and net zero emissions by 2040. Delivering schemes such as the cycle lanes on Pembury Road alongside traffic calming to slow speeds throughout the borough, is seen as a key contributor to Hackney achieving this target.

Under the Traffic Management Act 2004, local authorities have a duty of care to all road users, including pedestrians and cyclists, and to facilitate more sustainable and better use of road space.

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

The proposals will:

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

1. Background

Pembury Road

- 1.1. Pembury Road is a two-way road with single lanes and forms part of the A104 route which runs from Islington Green in London to Epping in Essex.
- 1.2. Pembury Road is within the Hackney Central Ward. See **Figure 1**.
- 1.3. It is part of the Strategic Road Network (SRN), a network of 4,500 miles of motorways and major A roads at the core of our national transport system and the biggest and most important piece of infrastructure in the country. Its many arteries connect our major towns and cities. The SRN is the most heavily used part of the national road network, carrying a third of all traffic and two-thirds of all freight. It provides businesses with the means to get products and services to their customers, gives access to labour markets and suppliers and encourages trade and new investment. See **Figure 3**.
- 1.4. The London Strategic Road Network (SRN) accounts for 2.87% (587.7kms) of the total roads within the Greater London Authority boundary. It shares approximately 0.3% (2kms) of its roads with Transport for London Road Network and 97.3% (571.6 kms) with the Borough Principal Road Network.
- 1.5. The speed limit of both Pembury and Cricketfield Road is 20mph.
- 1.6. Pembury Road is a very straight road that links Pembury Circus junction with Downs Park Road and Queensdown Road connecting to Cricketfield Road.
- 1.7. Pembury Road is part of the 56 bus route with two bus stops in either direction. See **Figure 4**.
- 1.8. There are two uncontrolled crossing points (refuge islands) along Pembury Road, one outside Crandale House and Monkton House and one outside Cranbrook House and Northbourne House.
- 1.9. On the west side of Pembury Road, Pembury Nursery & Pre-School operated by [LEYF Nurseries](#) provides Early Years education and childcare to children from birth to five years old. See **Figure 5**.
- 1.10. North-west of Pembury Road, is Hackney Downs Park, one of Hackney's major green spaces. Within the park there are several amenities such as an athletics track, basketball and tennis courts and a children's play area.

- 1.11. South-east of Pembury Road, there are two residential buildings, and on either side along Pembury Road there are several blocks of flats in the Pembury estate operated by [Peabody](#).
- 1.12. As stated by Peabody on their website, Pembury estate has two distinct parts; Old Pembury (divided into East and West) and New Pembury. Old Pembury consists of 24 walk-up blocks dating from the 1930s. New Pembury consists of streets of maisonettes and bungalows dating from the 1960s. Pembury Community Centre can be found at 1 Atkins Square, Dalston Lane, London E8 1FA.
- 1.13. Pembury Road is part of Controlled Parking Zone S however, there are no parking bays along Pembury Road. See **Figure 6**.
- 1.14. Double yellow lines with no waiting or loading restrictions at any time are in place at the junctions and near the estate entrances. Single yellow lines operating between Monday to Saturday 7am to 7pm are in place along the remaining parts of the road. No loading is permitted between Monday to Saturday between 7am and 10am and 4pm to 7pm.

Cricketfield Road

- 1.15. Cricketfield Road is also a two-way road with single lanes and forms part of the A104 road which runs from Islington Green in London to Epping in Essex.
- 1.16. Cricketfield Road is within the Hackney Downs Ward. See **Figure 2**.
- 1.17. It is also part of the Strategic Road Network. See **Figure 3**.
- 1.18. The speed limit is 20mph.
- 1.19. Cricketfield Road is part of the 56 bus route. There are two bus stops in either direction. See **Figure 4**.
- 1.20. There is an existing zebra crossing at the junction with Down Road and Powell Road.
- 1.21. On the south east of Cricketfield Road, a Church is located named The New Testament Church of God.
- 1.22. Cricketfield Road is part of Controlled Parking Zone S. See **Figure 6**.

- 1.23. Parking bays are located along the west side. Double yellow lines are in place at the junctions, and along the east side. A short section of single yellow line on the western kerbline south of the existing parking bays operates Monday to Saturday 8.30am to 6.30 pm.
- 1.24. The area is characterised by terraced houses on both sides of the street.

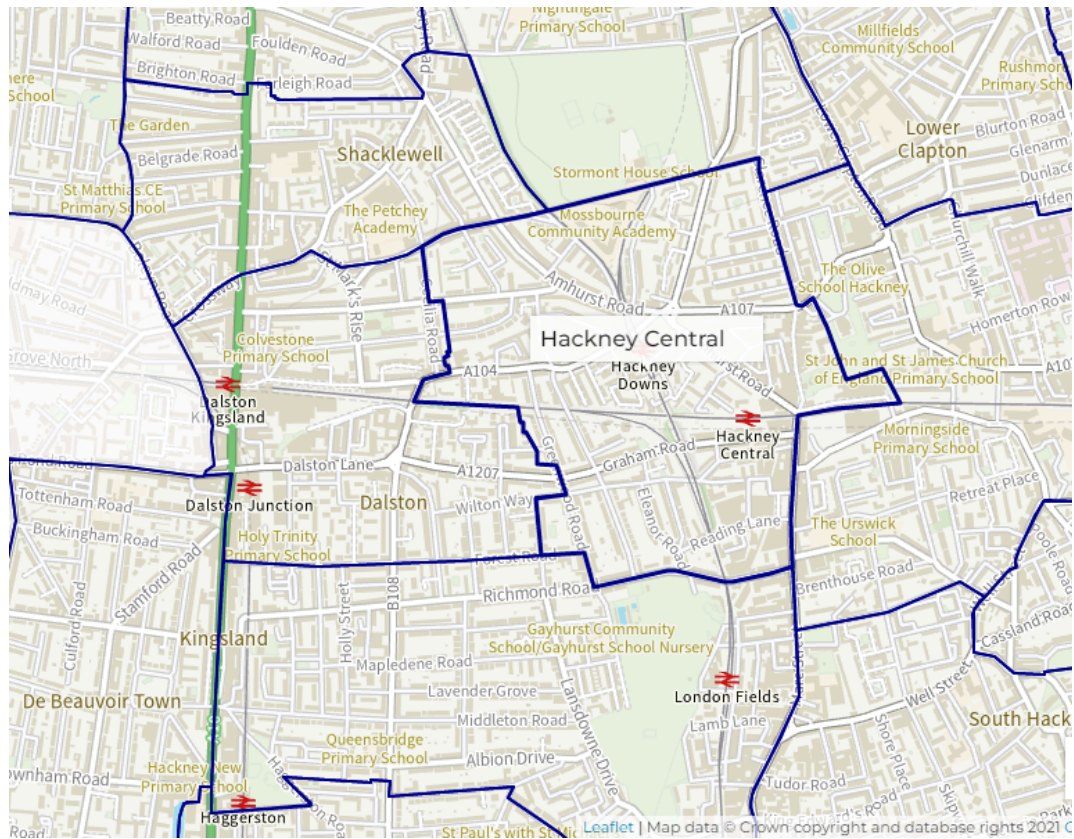


Figure 1 Hackney Central Ward

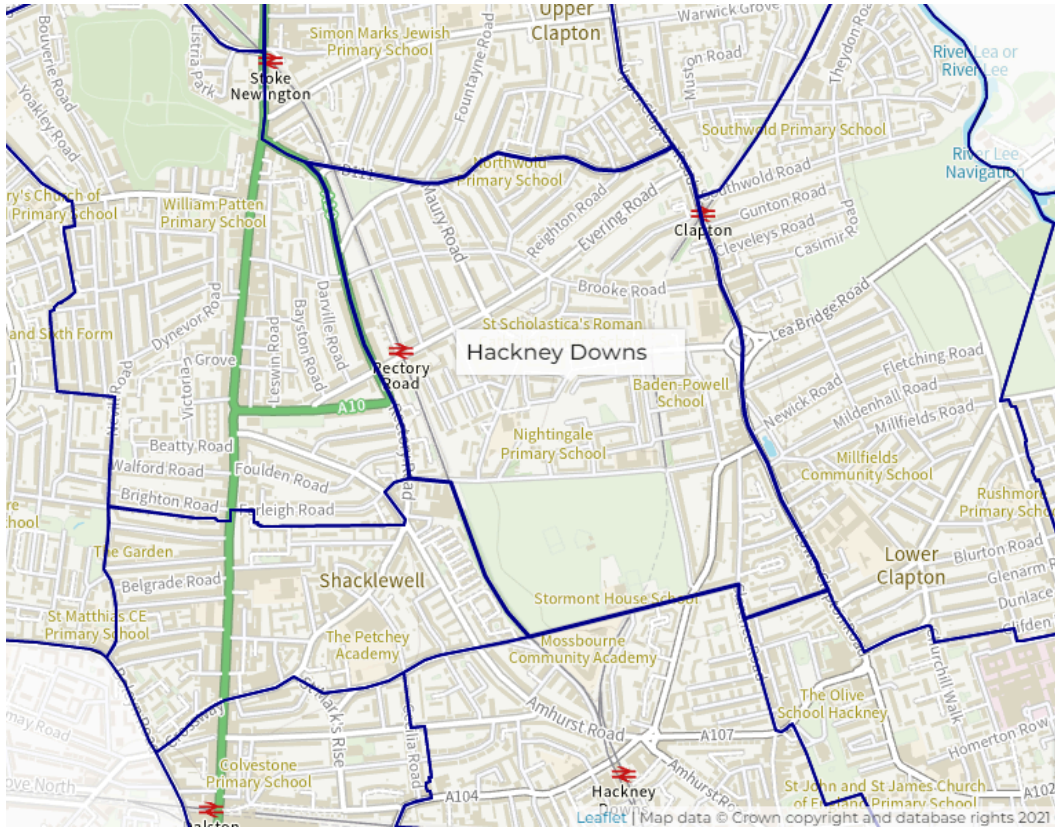


Figure 2 Hackney Downs Ward

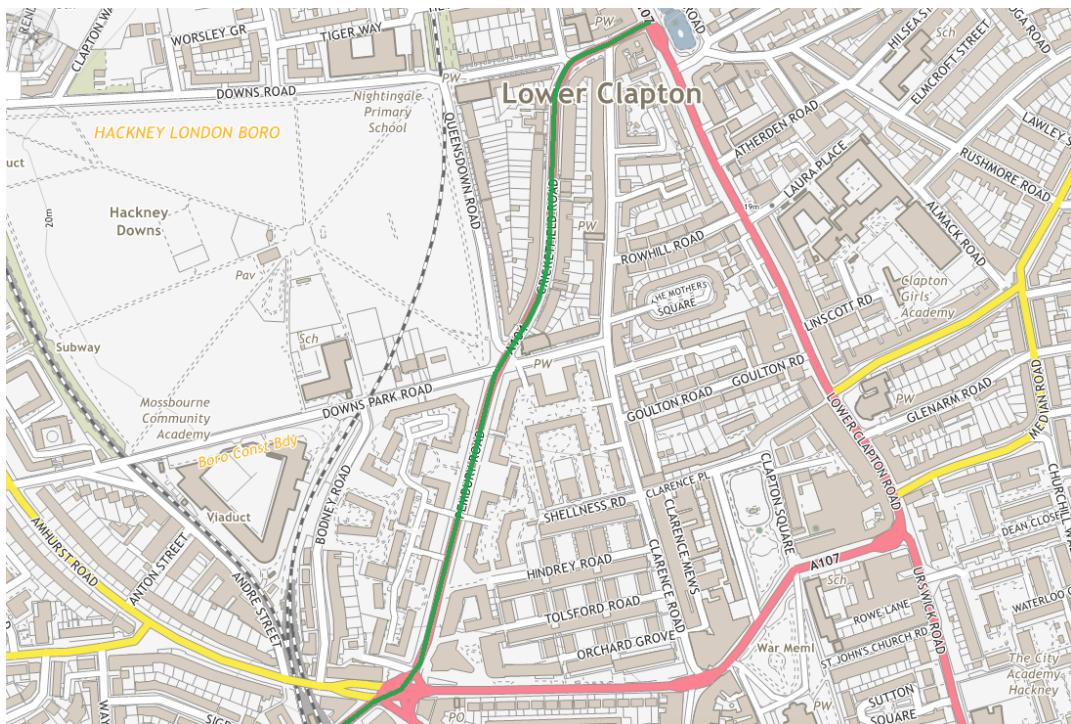


Figure 3 Pembury Road/Cricketfield Road - Strategic Route Network

Delegated Powers Decision - Pembury Road and Cricketfield Road - January 2024

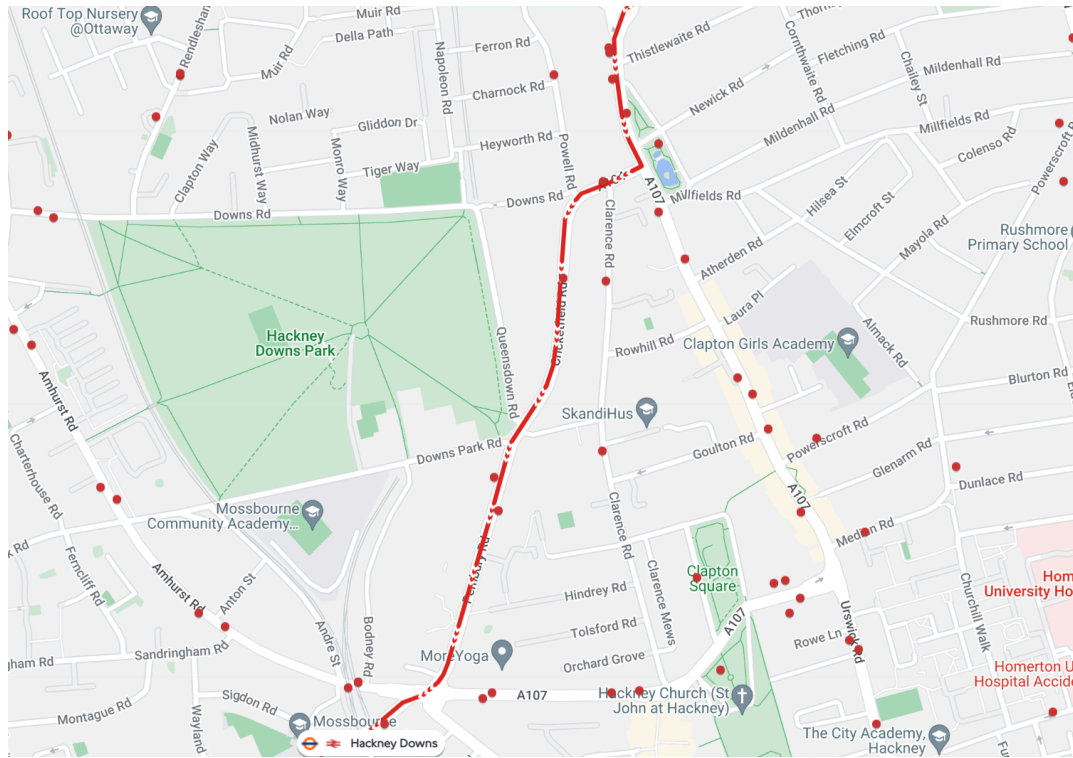


Figure 4 Bus route 56

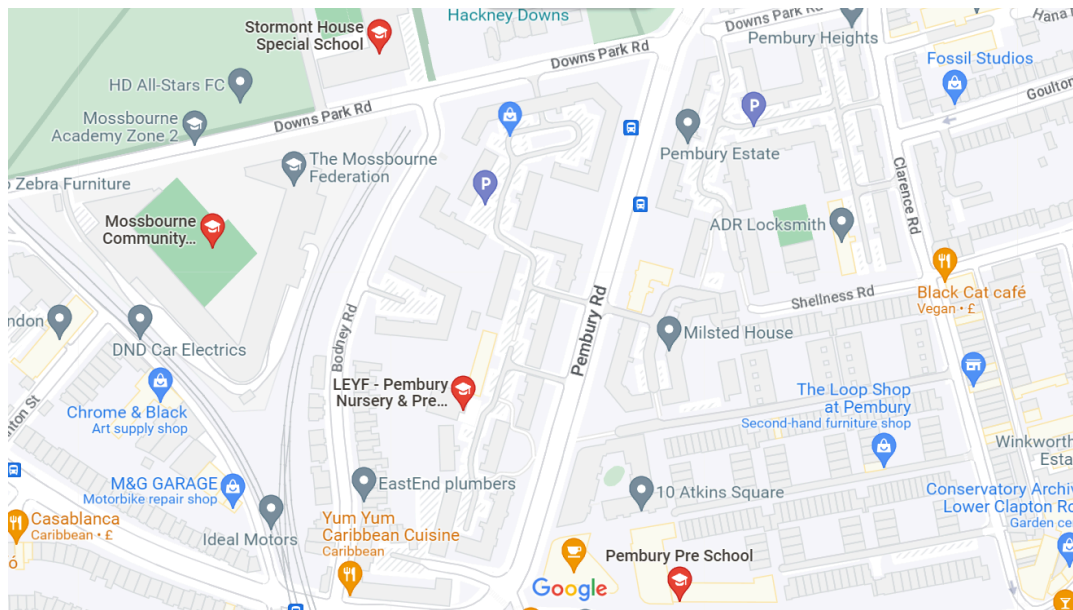


Figure 5 Schools around Pembury Road

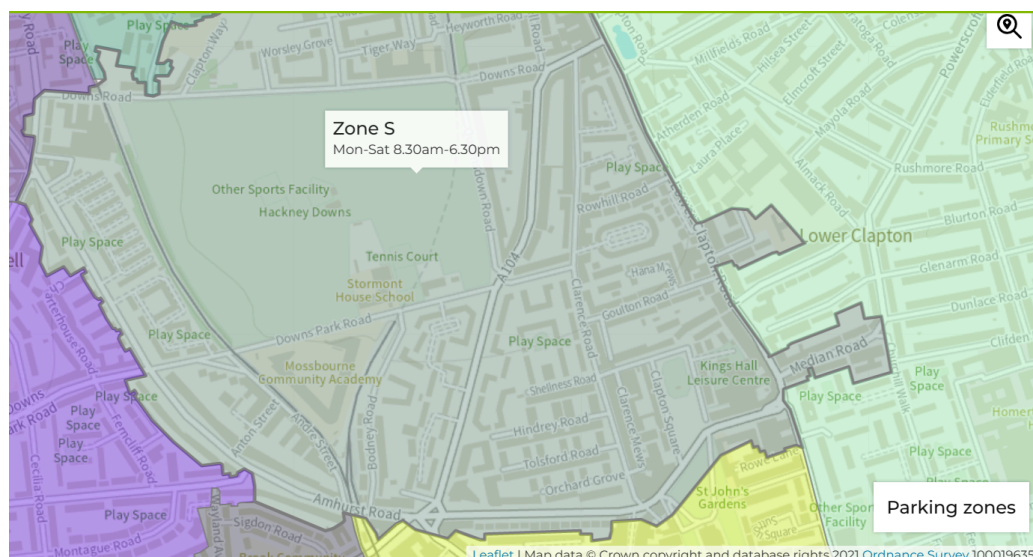


Figure 6 Controlled Parking Zone S

Proposals

- 1.25. A map of the proposed scheme on Pembury Road and Cricketfield Road is shown in **Figure 7** and **Figure 8** respectively.
- 1.26. The Pembury Road and Cricketfield Road scheme proposal is to install raised speed tables at appropriate intervals considering the needs of all road users including buses, cyclists, and pedestrians, reducing traffic speeds and risk of collision. Raised speed tables will assist vehicles maintain a speed of 20 miles per hour or less.
- 1.27. The Pembury Road and Cricketfield Road scheme proposal will have Sustainable Drainage Systems in the form of rain gardens installed at appropriate sections of the route considering available space. Appropriate vegetation will be planted to maintain visibility yet be aesthetically pleasing. The rain gardens will capture localised rain water that would otherwise go directly into the sewer system.
- 1.28. On Pembury Road, mandatory cycle lanes in both directions will be provided and protected with flexible reflective wands.
- 1.29. Reallocation of part of the carriageway to protected cycle lanes will further aid in slowing motor traffic by reducing available carriageway width used by motor vehicles.

- 1.30. This scheme will be integrated with the Amhurst Road Green Corridor and Pembury Circus Levelling up scheme which incorporates Advanced Stop Lines as part of its current design for Pembury junction.
- 1.31. Although cycling infrastructure will be provided, Pembury Road and Cricketfield Road are not signed routes or recommended cycling routes. See **Figure 9**.
- 1.32. A new raised zebra crossing on Pembury Road will replace the two current informal crossing points, slowing traffic and prioritising safer crossings for pedestrians.
- 1.33. The existing zebra crossing on Cricketfield Road will be raised to slow traffic as they approach the bend reducing the potential for collisions while pedestrians are crossing. Slower traffic will also aid pedestrians including vulnerable people to cross confidently.



Figure 7 Proposed traffic calming measures and improvements on Pembury Road

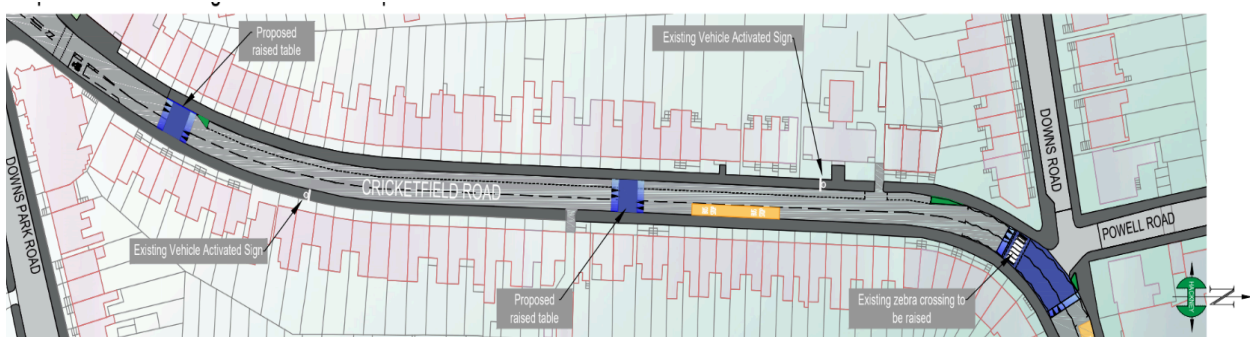


Figure 8 Proposed traffic calming measures and improvements on Cricketfield Road

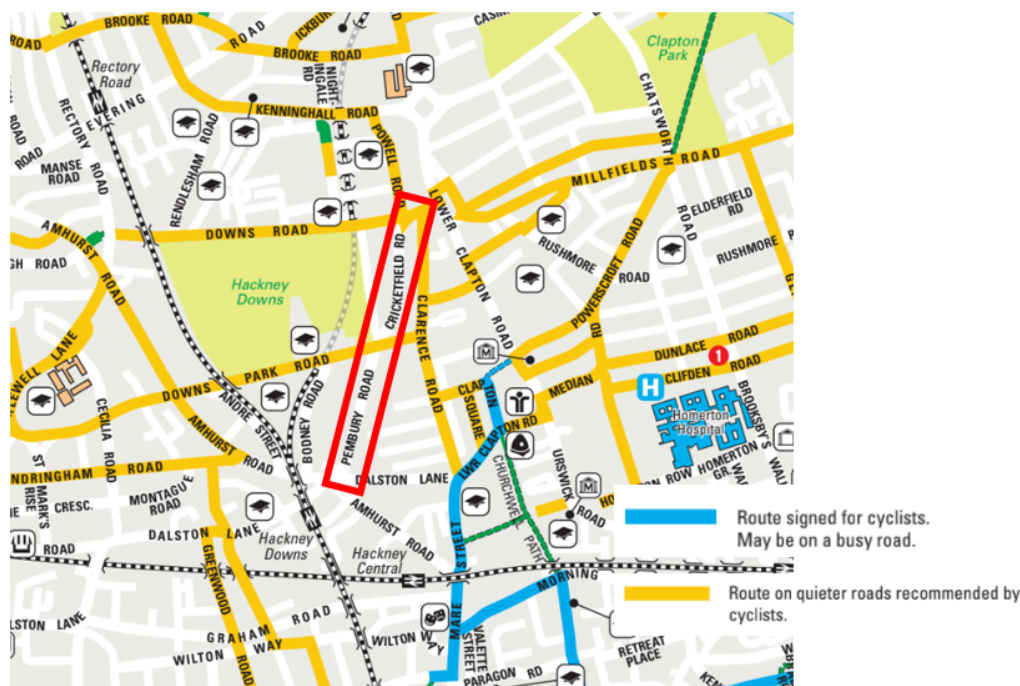


Figure 9 Hackney cycle map

2. Data Collection Methodology

Traffic survey data

- 2.1. Traffic surveys are usually undertaken over seven days in 24 hour periods. Surveys on Pembury Road and Cricketfield Road were undertaken between 7th October 2022 to 21st October 2022.
- 2.2. Two surveys were undertaken on Pembury Road and two on Cricketfield Road.
- 2.3. Traffic surveys were undertaken on Pembury Road - site 1 - for seven days from 8th October 2022 and on site 2 for seven days from 11th October 2022.
- 2.4. Traffic surveys were undertaken on Cricketfield Road - site 1 - for six days from 7th October 2022 . Due to a tube failure on the 13th October 2022 an additional 3 days were surveyed between 18-20 October 2022.
- 2.5. Cricketfield Road - site 2 - was surveyed for seven days from 10th October 2022.
- 2.6. Please see **Appendix 2** for the location of the surveys.

- 2.7. The average volume, average speeds and 85th percentile speeds recorded on Pembury Road in each direction are summarised in **Table 1**
- 2.8. The average volume, average speeds and 85th percentile speeds recorded on Cricketfield Road in each direction are summarised in **Table 2**

Table 1: Traffic volume and speed on Pembury Road

Road	Direction	7 day average		
		traffic volume	85th percentile speed (mph)	speed (mph)
Site 1 (LC14) Pembury Road (near junction with Dalston Lane/Amhurst Road)	Northbound	5,133	28.5	23.3
	Southbound	4,981	26.8	22.5
Site 2 (LC3) Pembury Road (near junction with Downs Park Road/Cricketfield Road)	Northbound	5,085	26.1	22.2
	Southbound	5,010	22.8	17.1

Table 2: Traffic volume and speed on Cricketfield Road

Road	Direction	7 day average		
		traffic volume	85th percentile speed (mph)	speed (mph)
Site 1 (LC7) Cricketfield Road (near junction with Downs Park Road/Pembury Road)	Northbound	6,255*	25.9	21.0
	Southbound	6,526*	24.4	19.2

*Due to tube failure on 13th October 2022, 6 days were surveyed between 7 to 12 October 2022 providing a 6 day average

Site 1 (LC7) Cricketfield Road (near junction with Downs Park Road/Pembury Road) **Due to tube failure on 13th October 2022, 3 additional days were surveyed between 18-20 October 2022 providing a 3 day average	Northbound	6,066**	25.4	20.7
	Southbound	6,408**	24.0	19.0
Site 2 (LC15) Cricketfield Road (near junction with Downs Road Road/Powell Road)	Northbound	5,772	23.4	18.4
	Southbound	6,078	24.7	20.1

2.9. On Pembury Road traffic surveys undertaken in October 2022 showed 85th percentile speeds averaging 27.3 mph in the Northbound direction and 24.8 mph in the Southbound direction.

2.10. On Cricketfield Road traffic surveys undertaken in October 2022 showed 85th percentile speeds averaging 24.9 mph in the Northbound direction and 24.4 mph in the Southbound direction.

Pedestrian counts

2.11. A pedestrian count survey was undertaken on the 11th October 2022 between 7.00am to 7:00pm at the two informal crossing points on Pembury Road.

Table 3: Pedestrian Count Results

Zone 2A - Pembury Road (uncontrolled pedestrian crossing outside Cranbrook House)	
Direction	Number of pedestrians from 7:00 am to 7:00 pm
East footway northbound	505
East footway southbound	680
Crossing eastbound	130

Crossing westbound	144
West footway northbound	476
West footway southbound	622

Zone 2B - Pembury Road (uncontrolled pedestrian crossing outside Crandale House)	
Direction	Number of pedestrians from 7:00 am to 7:00 pm
East footway northbound	573
East footway southbound	848
Crossing eastbound	184
Crossing westbound	178
West footway northbound	505
West footway southbound	719

Cycle counts

- 2.12. A cycle count survey was undertaken on the 11th October 2022 from 7.00am to 7:00pm on Pembury Road and Cricketfield Road.

Table 4: Cycle count results

Zone 1 – Cricketfield Road (outside n.57)	
Direction	Number of cyclists from 7:00 am to 7:00 pm
East footway northbound	3
East footway southbound	11
Carriageway northbound	319
Carriageway southbound	386
West Footway northbound	17
West Footway southbound	14

Zone 2 – Pembury Road (outside Crandale House)	
Direction	Number of cyclists from 7:00 am to 7:00 pm
East footway northbound	18
East footway southbound	17
Carriageway northbound	378
Carriageway southbound	447
West Footway northbound	9
West Footway southbound	10

Collision data

- 2.13. Road traffic collision data for Pembury Road was analysed from the period 1st January 2016 - 30th January 2022 using STATS19 data. See **Appendix 3**.

Table 5: Road traffic collisions in Pembury Road

Year	Fatal	Serious	Slight	ALL
2016	0	1	3	4
2017	0	0	1	1
2018	0	0	0	0
2019	0	0	1	1
2020	1	1	0	2
2021	0	0	0	0
2022	0	0	0	0
Total	1	2	5	8

- 2.14. Road traffic collision data for Cricketfield Road was analysed from the period 1st January 2016 – 30th January 2022 using STATS19 data. See **Appendix 4**.

Table 6: Road traffic collisions in Cricketfield Road

Year	Fatal	Serious	Slight	ALL
2016	0	1	1	2
2017	0	0	0	0
2018	0	0	0	0
2019	0	0	1	1
2020	0	1	1	2
2021	0	0	1	1
2022	0	0	0	0
Total	0	2	4	6

- 2.15. There have been eight collisions throughout Pembury Road with one fatality, two serious and five slight casualties since 2016. These incidents involved five drivers, one passenger and two cyclists.
- 2.16. There have also been six collisions throughout Cricketfield Road with two serious and four slight casualties since 2016. These incidents involved four drivers and two pedestrians.

Detailed Collision summary

- 2.17. Four road traffic collisions on Cricketfield Road have occurred near or on the existing zebra crossing and involved two pedestrians.
- 2.18. Five road traffic collisions on Pembury Road have involved powered two wheelers or pedal cycles. Some incidents involved vehicles carrying out overtaking or U-turn manoeuvres. One of these collisions resulted in a fatality.
- 2.19. By reducing the speed of vehicles using Pembury Road and Cricketfield Road implementing the speed tables along the streets, introducing a cycle lane on Pembury Road and raising the existing zebra crossing on Cricketfield Road, the scheme will aim to reduce the number of collisions as outlined above.

Road Safety Audit

- 2.20. A stage 1 and Stage 2 Road Safety Audit (RSA) was conducted by Project Centre in August 2023 and repeated on the detailed design in December 2023.
- 2.21. A number of potential improvements were identified and design alterations recommended.

Specific comments from the Road Safety Audit

- 2.22. **Summary:** Inadequate surface water drainage may cause ponding, which can compromise road safety in icy conditions.
- 2.23. **Recommendation:** It is recommended to confirm drainage requirements at the speed tables and raised zebra crossings and ensure that appropriate measures are provided to eliminate ponding issues.
- 2.24. **Hackney comments:** It is agreed that adequate drainage and levels are provided during the detailed design stage of the scheme to prevent surface water ponding.
- 2.25. **Summary:** Inconspicuous buildouts could lead to vehicles clipping the kerb, leading to loss of control collisions.
- 2.26. **Recommendation:** It is recommended to provide measures such as bollards with reflective features, to inform or warn road users of the presence of the proposed buildouts.
- 2.27. **Hackney comments:** Buildouts will be tapered gradually at a maximum width less than existing parking spaces. Reflective bollards will be provided at the edge of the build outs at the beginning as well as the end of the taper.
- 2.28. **Summary:** Lack of advance warning prior to the section with raised speed tables, may result in an increased risk of shunt collisions or loss of control type collisions.
- 2.29. **Recommendation:** It is recommended that appropriate advance warning signs of traffic calming devices be provided, in advance of vehicles entering the section of roads with vertical measures.

- 2.30. **Hackney comments:** Pembury Road and Cricketfield Road have a 20 miles per hour speed limit, therefore, additional advanced warning signs of humps are not required. Furthermore, all speed tables will have appropriate road marking on the entry ramps.
- 2.31. **Summary:** Insufficient plateau lengths and steep ramp gradients of the proposed raised tables, may result in loss of control type collisions for buses or personal injuries for bus passengers.
- 2.32. **Recommendation:** It is recommended to revisit the design and confirm that both the plateau length and the ramp gradient, of the proposed raised tables, do not lead to buses grounding.
- 2.33. **Hackney comments:** Speed table plateau lengths and ramps are designed in accordance with Transport for London's guidance document titled [traffic calming measures on bus routes](#).
- 2.34. **Summary:** Insufficient width may cause vehicles to swerve suddenly, resulting in loss of control collisions or swipe-type collisions with cyclists.
- 2.35. **Recommendation:** It is recommended to confirm that sufficient lane width is provided. It may be beneficial to carry out a vehicle swept-path analysis and provide appropriate taper with merging arrow markings, leading to the proposed cycle lane.
- 2.36. **Hackney comments:** Adequate lane widths will be provided to both cyclists, regular vehicles and large vehicles such as buses. The entry taper to the cycle lane will be elongated to make it easily identifiable.
- 2.37. **Summary:** Vehicles unaware of the proposed traffic island on the nearside at the carriageway bend, may swerve suddenly, resulting in loss of control collisions or vehicles clipping / hitting the traffic island.
- 2.38. **Recommendation:** It is recommended to ensure smooth alignment for vehicles and that adequate measures are provided to direct vehicles away from the proposed cycle lane traffic island. It may be beneficial to carry out a vehicle swept-path analysis and provide appropriate taper with merging arrow markings, leading to the proposed cycle lane traffic island. In addition, it may also be beneficial to provide bollards with reflective features.

- 2.39. **Hackney comments:** The traffic island will not be installed. Reflective wands and Orcas will segregate the cycle lane from the vehicle running lane.
- 2.40. **Summary:** Misleading road markings layout may lead to improper vehicle manoeuvres, increasing the risk of side-swipe collisions or the conflicts with traffic islands.
- 2.41. **Recommendation:** It is recommended to revisit the design and ensure that proposed road marking layout does not increase the conflicts for vehicles approaching the junction and the traffic island. It may also be necessary to include improvements to the traffic signals and signage at this junction.
- 2.42. **Hackney comments:** All road marking will be to TSRGD 2016. Road markings such as the Advanced Stop Line near the Pembury Circus junction will not be included as part of this scheme however, it will be included in a separate scheme when the junction is upgraded.
- 2.43. **Summary:** The location of the proposed raised speed table may encourage pedestrians to cross in front of the bus stop, increasing the risk of collisions with passing vehicles on the far side.
- 2.44. **Recommendation:** It is recommended to revisit the design, to prevent creating a scenario where pedestrians might cross in front of a bus stop. It may be beneficial to relocate the southbound bus stop downstream of the proposed raised speed table.
- 2.45. **Hackney comments:** Pedestrians will be prevented from informally crossing at this point by the installation of rain gardens.

3. Policy Context

- 3.1. Hackney Council's Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough.
- 3.2. The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration, but is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions. In all cases, the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions, and through providing sustainable alternatives to meet the aspirations of Hackney's people while improving social inclusion and combating climate change.
- 3.3. This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council's Strategic Plan and other strategic policy documents including the Council's Local Plan and Health and Wellbeing Strategy.
- 3.4. In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney's population and employment are amongst the fastest growing in London, meaning that future travel patterns and the demand for travel will need to be carefully managed.
- 3.5. Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing the Transport Strategy.
- 3.6. **Road Safety Plan** - Hackney Council is committed to making our highways safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority

based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates and will seek to address this through the Road Safety Plan. Achieving further casualty reductions will require greater effort and a coordinated approach with Transport for London, our neighbouring boroughs and engagement with road users persuading them to behave more safely. This Road Safety Plan outlines some of the more successful initiatives undertaken by the Council to date.

- 3.7. **Cycling Plan-** The Scheme should help to encourage cycling, which would align generally with Hackney's Transport Strategy. Hackney is synonymous with cycling in London, with many thousands of trips being made every day on the borough's streets, parks and towpaths. Hackney has the highest levels of cycling in the capital and has set an ambitious long-term target of 15% of all journeys to be made by bicycle by 2025. Reducing the dominance of the private vehicle will contribute to achieving this aspiration.
- 3.8. It is considered that the Scheme would accord with a number of relevant policies set out in the Council's Local Implementation Plan and supporting plans to the Hackney Transport Strategy i.e. Walking Plan / Cycling Plan / Public Transport Plan / Liveable Neighbourhoods Plan / Road Safety Plan / Sustainable Transport Supplementary Planning Document, which form part of the Council's Transport Strategy.
- C08: Reallocation of Road Space - the Council will continue to reallocate carriageway road space from private motor vehicles to cycle infrastructure provision, whether it be cycle parking or route provision.
 - LN3: Improving air quality - Hackney will continue to tackle poor air quality, seeking to reduce NO2 emissions to achieve the National Air Quality objective of 40 mg/m³
 - Road Safety - LIP Target 10 - Reduce the number of KSI casualties by 48% from a 2005-2009 baseline average of 218 to 114 on all roads, by 2022 and by 70% (from the 2010-2014 baseline of 177) to 53 by 2030 and to zero by 2041
 - Road Safety - LIP Objective 11 - Reducing road danger for all our residents but particularly more vulnerable groups such as the older people and children, cyclists, pedestrians and motorcyclists

Mayor of London's Policies

- 3.9. 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) is to create a future London that is not only home to more people, but is a better place for all of those people to live in. It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use, and that this will bring with it other benefits.
- 3.10. 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 through modal filters, which is one of the main objectives of the Scheme.

Climate Emergency Declaration

- 3.11. Hackney Council is committed to doing everything within its power to deliver net zero emissions across Council functions by 2040. That is ten years earlier than the target set by the government.
- 3.12. When it made [our commitment](#), the Council resolved to:
- tell the truth about the climate emergency we face.
 - pursue our declaration of a climate emergency with the utmost seriousness and urgency.
 - do everything within our power to deliver against the targets set by the Intergovernmental Panel on Climate Change (IPCC's) October 2018 1.50C report, across our functions (including a 45% reduction in emissions against 2010 levels by 2030 and net zero emissions by 2040), and seek opportunities to make a greater contribution.
 - call on the UK government to provide powers and resources to make the 2030 and 2040 targets possible.
 - campaign to change national policy where failure to tackle the challenges has undermined decarbonisation and promoted unsustainable growth.

- support the campaign to create a just transition for workers and users.
- help create a million public sector jobs nationally to help minimise the effects of the climate crisis. involve, support and enable residents, businesses and community groups to speed up the shift to a zero carbon world.
- work closely with them to establish and implement successful policies, approaches and technologies that reduce emissions across our economy while also improving the health and wellbeing of our citizens.
- conduct an annual Citizens' Assembly with a representative group of local residents to allow for public scrutiny of the Council's progress and explore solutions to the challenges posed by climate change.
- work with other local governments (in the UK and internationally) to discover the best methods to limit climate change and put them into practice.

4. Consultation

- 4.1. There is support from the local residents in the area to reduce the traffic speeds on Pembury Road and Cricketfield Road, due to the regular high speeds on this route. There is a safety implication involved as there are a number of schools and nurseries in the vicinity and collision and traffic count data supports mitigation measures.
- 4.2. The local community was consulted on the Pembury Road and Cricketfield Road Scheme with the map attached, as shown in **Figure 7 & 8**, through consultation leaflets being distributed to the area highlighted in yellow in **Figure 10**.
- 4.3. A public consultation was carried out from the 31 July 2023 to 10 September 2023. Consultation leaflets were delivered to residents' properties, so they could provide their feedback to the proposals by writing to 'Freepost Streetscene.'
- 4.4. Residents were also able to electronically write to streetscene.consultations@hackney.gov.uk
- 4.5. The Hackney website had information on the Pembury Road and Cricketfield Road Scheme consultation found at <https://consultation.hackney.gov.uk/streetscene/pembury-cricketfield/>
- 4.6. The involvement of local councillors was important in order to cascade the information through their surgeries and networks.
- 4.7. The Cricketfield Road Tenant Management Organisation, Peabody and Pembury Estate Residents' Association was also kept updated with the consultation process, in order to reach the wider community.

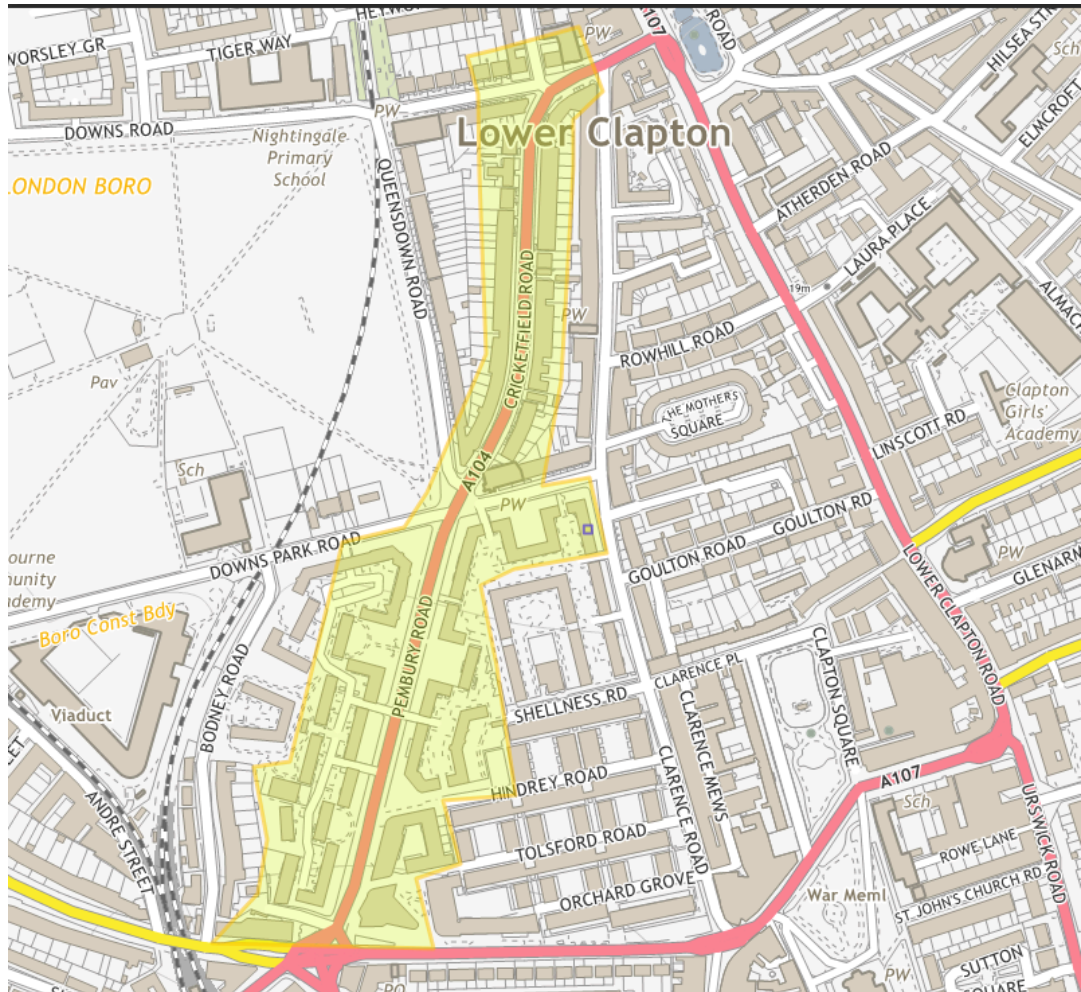


Figure 10 Pembury Road and Cricketfield Road consultation area

Internal Consultation- Parking and Housing Services

- 4.8. Hackney's Parking Services were consulted on the proposed removal of single yellow lines on Pembury Road during the consultation period from 31st July 2023 to 10th September 2023 and again on 16th October 2023. No objections were received to the proposal.
- 4.9. As no estate parking is affected by the scheme, Hackney's estate manager was not notified regarding the conversion of the single yellow lines to a mandatory cycle lane. All local housing associations however, were consulted regarding the scheme. No objection was received to the proposal.

Emergency Services consultation

- 4.10. The emergency services generally agree to traffic management changes including road closures and traffic calming measures, so long as access and response times are not adversely affected. The emergency services have made clear that these measures need to ensure emergency vehicles have unobstructed access. As a result, the Pembury Road and Cricketfield Road scheme is designed with traffic calming measures suitable for emergency vehicles.

Specific feedback from the emergency services includes the following:

4.11. **Comments from Metropolitan Police Service:**

Metropolitan Police Service was consulted via email on the 31st January 2023 and 1 August 2023. A response was received from the Metropolitan Police Service on the 19th December 2023.

“1. What type of separators are you proposing to use. Following the death of a motorcyclist who struck one of these, the MPS have concerns with their design and use. Will they all have upright bollards attached? What is your maintenance plan for these, as they are routinely damaged by vehicles. Is there a reason why you haven't used kerbing instead of paint and plastic lumps? Will they be placed on the mandatory line?

2. At the Pembury junction where the lane ends, cyclists are back into general traffic lanes at the point where they will potentially need to cross with motor vehicle traffic due to the lane layout. There are no 1057 markings to highlight the presence of cyclists to other road users in the main lane. Do you have any designs for the junction itself yet?

3. 1057 markings are permitted within the controlled area of crossings. These can sometimes be useful to deter parking as has been seen in other boroughs.

4. You have ended the cycle route at a bus stop and there are no 1057 markings in the main carriageway which cyclists will now have to join. There should be at least one that can be seen by bus drivers pulling away from the stop. You also have a separator shown very close to the end of the lane where cyclists are likely to be looking over their shoulder to merge with traffic.

5. Similar comments for the opposite direction where the bus stop is. Was any consideration given to using bus stop bypasses at these stops? There appears to be enough room for SuDS.

6. What is the remaining carriageway width if a bus is at either stop now that they will be opposite a cycle lane?

7. Any reason why there are 12 zig zag markings on one side of the road for the Cricketfield Road zebra? It's not a concern – just a bit strange!"

Hackney comments:

1. Cycle lanes will be protected with reflective flexible bollards that emergency vehicles are able to pass through without damage to emergency vehicles. The Orcas will also be part of the reflective wands and be made of reflective material which will be visible at all times of the day and night. Wands and Orcas will not be placed near any bends making them clearly visible to all road users. This option was chosen considering the limited funding available to accommodate all road users with the primary aim of reducing vehicle speeds along the route. The units will be placed on the mandatory cycle lane marking which no motor vehicle should be crossing. Routine inspection should pick up any wands that are missing and these will be replaced as part of the Council maintenance programme.

2. We acknowledge the issues raised. As part of the levelling up scheme the Council is working on a major redesign of the Pembury Circus junction. The cycle lanes along Pembury Road will be phased so that it links in with the wider strategic scheme. To accommodate the current design, the mandatory cycle lane will end near a dropped kerb to allow cyclists to mount the footway if required. The Pembury Circus junction is at an early stage but will eventually link into the Pembury Road cycle lanes.

3. There will be no parking facilities along Pembury Road and the carriageway widths will not allow for inconsiderate parking.

4. Additional advisory markings will be added and two wands will be removed to allow cyclists to move into the main carriageway.

5. The existing footway widths do not allow the minimum space required to accommodate bus stop bypasses.

6. Lane widths will be reduced to 3.5 metres in either direction. Therefore, when a bus has stopped, vehicles will be expected to wait behind the bus.

7. The existing road marking layout will remain unchanged at this location. Removing the additional zig zags will require no waiting and loading restrictions and as the crossing is near a bend, a longer distance of visibility is preferred.

Speed tables will be appropriately designed to ensure minimum impact to emergency vehicles and will be suitable for bus journey comfort and therefore emergency services will be able to navigate the traffic calming measures without hindrance.

Minimum carriageway widths will be maintained between cycle lanes with both running lanes available for use if required.

4.12. **Comments from London Ambulance Service:**

London Ambulance Service was consulted via email on the 31st January 2023 and 1 August 2023. A response was received from London Ambulance Service on the 17th August 2023.

“Thank you for sending across the plans for proposed traffic calming measures and cycle lane installation on Pembury Road, E8 and Cricketfield Road, E5.

London Ambulance Service (LAS) is the busiest ambulance service in the country; our focus is on achieving the best outcomes for ill and injured patients and ensuring we reach them in response times set by the government.

Although we support measures to improve public health and road safety by reducing and calming traffic, and encouraging walking and cycling, we are also mindful that any changes to road layouts and traffic calming schemes all have the potential to impede our response to the most critically-ill people. The introduction of speed cushions of any kind have the potential to delay our response and cause increased discomfort, pain and distress to injured, unwell and frail patients. Where possible we would suggest the use of alternative means of traffic calming like reduced speed limits and associated enforcement in order to assist us in providing a timely response to patients and aid in maintaining the comfort and distress of our most vulnerable patients.”

Hackney comments:

The design has been modified to ensure no speed cushions are used through the route. Instead, speed tables will be appropriately designed to ensure minimum impact to emergency vehicles and will be suitable for bus journey comfort and therefore emergency services will be able to navigate the traffic calming measures without hindrance.

Minimum carriageway widths will be maintained between cycle lanes with both running lanes available for use if required.

Cycle lanes will be protected with flexible bollards that emergency vehicles are able to pass through without damage to emergency vehicles.

4.13. Comments from London Fire Brigade:

London Fire Brigade was consulted via email on the 31st January 2023 and on 1 August 2023. No comments were received from the London Fire Brigade.

Hackney comments:

Speed tables will be appropriately designed to ensure minimum impact to emergency vehicles and will be suitable for bus journey comfort and therefore emergency services will be able to navigate the traffic calming measures without hindrance.

Minimum carriageway widths will be maintained between cycle lanes with both running lanes available for use if required.

Cycle lanes will be protected with flexible bollards that emergency vehicles are able to pass through without damage to emergency vehicles.

The carriageway space available to pass through unhindered on emergencies is adequate and is within the guidance document of the London Fire Brigade [GN29 - Fire Safety Guidance Note: Access for Fire Appliances.](#)

External stakeholder consultation

4.14. Hackney Living Streets Group

Our further suggestions and requests are:

Provision of adequate crossing opportunities for pedestrians on Cricketfield Road and Pembury Road which should be at every 100m length and provided with dropped kerbs or level crossings, according to DfT guidance Inclusive Mobility 2022.

On Cricketfield Road, the parking at the north end should be replaced with a Bus Lane to give the 56 priority as it approaches the difficult junction at Upper Clapton Road (where it is often delayed), in the section before the road bends round to the right and becomes too narrow.

More SUDS and tree cover on both streets on the carriageway.

Improvement of footway to the east side of Cricketfield Road which is in a terrible condition with narrow, uneven tarmac, steep crossfall, information for parking placed in middle of the footway, unsuitable cobbled and kerbed vehicular crossover, tree roots obstructing the footway etc. (see photos attached) The east side has been repaved and is level, firm and smoother. Removal of some or all car parking on the west kerbside of Cricketfield Road, as this obstructs bus and cycle traffic, and makes it dangerous for pedestrians to cross, as well as lost opportunities for cycle parking, tree planting, SUDS and seating.

Hackney comments:

Crossing points along Pembury Road will be upgraded to include a zebra crossing making it easier and safer to cross where pedestrians have priority. There will be 160 metres between the crossing point at Pembury Circus and the new zebra crossing on Pembury Road and 170 metres between the zebra crossing and the crossing point at the north of Pembury Road. As there are no front facing properties or businesses along Pembury Road nor any kerbside activity, additional crossing points are not provided.

Similarly on Cricketfield Road, there are houses along the length of the road where crossing to the appropriate side of the road can be made at either end of Cricketfield Road without the need for additional crossing points.

As Cricketfield Road is a single carriageway lane, it is difficult to incorporate a bus lane for such a short distance before the road narrows and this will not bring a great benefit to the bus timings. However, it is noted that the modelling for the redesigned Pembury Circus junction reduces traffic levels significantly which will aid bus journey times along Pembury Road and Cricketfield Road.

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

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

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

As the scheme is predominantly to prioritise road safety and is limited in scope due to funding, major footway works and parking removal will not take place at this current time. The footway section mentioned in the email will be reviewed by the Council's Highways Maintenance team, and if it is determined that it does not meet our standard, localised maintenance work will be done on the sections of the footway that are in need of repair.

4.15. Hackney Cycling Campaign in Hackney

Pembury Road:

We welcome the addition of the zebra crossing.

We welcome the addition of the two new raised tables.

We welcome the addition of the wands to separate the cycle lanes. Ideally, we would prefer stepped or separated cycle lanes – however the wands are preferred over simply paint. If wands are to be used, they should be placed outside the painted the white solid lines.

It seems that the cycle lanes are 1.5m wide, which is below the recommended width in LTN 1/20 of 2m wide. We would ask whether a wider cycle lane is possible, as narrower general traffic lanes would help with reducing speeds on the road. 1.5metres means that cycling side by side is not possible, and also makes overtaking more difficult. 2 metre-wide cycle lanes are possible here.

We appreciate that the zigzag lines running up to the zebra crossing are placed outside the cycle lanes.

We believe that there is plenty of space here for bus-stop bypasses that follow the guidance developed by TfL. Perhaps these would be beyond the

scope of the funding available at the moment but these should be the long-term goal.

There doesn't seem to be a means for getting between the cycle lanes from Queensdown Road (and Hackney Downs) and Pembury Road. We believe that this should be a key link and the junction is clearly vital in facilitating this route.

We have concerns regarding the southern end of Pembury Road and would like to see the cycle lane extend to the advance stop box. However, we appreciate that there are bigger upcoming schemes for Pembury Junction and that the junction may change with those upcoming changes.

The additional greenery on the wide pavements are welcome.

Downs Park Road. The link from Downs Park Road and the cycle lanes on Pembury Road are key, yet there is nothing in these designs.

We would like to see a safe route on the short section between Downs Park Road to Pembury Road southbound cycle lane.

Pembury Road northbound, right onto Downs Park Road. Currently there is no space for cyclists to stop. This could be addressed like recent TfL 'right in two stages' movements, where cyclists are directed to veer left, wait for the traffic light stages on Downs Park Road to guide them over Pembury Road. An early release for cyclists here would also facilitate cyclists to continue onto Downs Park Road or Queensdown Road.

Cricketfield Road:

The changes on Cricketfield Road will not benefit cycling in particular, although we recognise that many cyclists will choose to divert onto Queensdown Road rather than continue on Cricketfield.

For the cyclists that do use Cricketfield Road, we appreciate the addition of the sinusoidal humps replacing the previous speed cushion. We ask sinusoidal humps to be incorporated as standard practice in future Hackney plans.

We believe that not removing more parking spaces on Cricketfield Road is a missed opportunity to move towards the 15% removal of parking that Hackney Council are committed to, with the inclusion of cycle hangers (including cargo bike parking) and SuDS.

We approve of raising the existing zebra crossing to further benefit pedestrians. However, there is a long distance between any pedestrian crossing points on Cricketfield Road. The removal of parking and addition of a pedestrian crossing would have great benefits in creating a more livable street.

Hackney comments:

Cycle wands will be installed to ensure minimum widths are available for the cycle lane as well as the vehicle running lane to ensure the wands are not driven into.

Due to funding constraints, a stepped cycle track cannot be implemented however, a minimum of 1.5 metres is provided for the cycle lane. Where possible, widths are increased to at least 1.8 metres however, the widths for the cycle lane will be according to a maintained running lane width of 3.5 metres for vehicles which include buses.

Due to funding constraints, the existing kerbline is not being altered to provide a wider cycle lane. Similarly, bus stop bypasses are not included as part of this scheme.

As the primary purpose of this scheme is to lower vehicle speeds and reduce the number of traffic collisions, the junction between Pembury Road and Queensdown Road is not included in the remit of the scheme.

Pembury Circus will be adapted as part of the Hackney Central scheme and is not included as part of this scheme. The cycle lanes can be connected at a later stage.

As the primary purpose of this scheme is to lower vehicle speeds and reduce the number of traffic collisions, as well as funding constraints, parking on Cricketfield is not being removed. The narrow nature of Cricketfield Road will not allow adequate widths for cycle lanes as well as lanes for vehicles. Currently the parking is also serving as a traffic calming measure by reducing the lane widths.

4.16. Public consultation analysis

- 4.17. There was strong support from respondents for the both Pembury Road and Cricketfield Road schemes, with a few residents and/or businesses opposed to the scheme.
- 4.18. 131 responses were received from 123 residents, 6 businesses, 12 visitors to the area and 15 people working in the area. A respondent could be a resident and a business owner or person working in the area.

Pembury Road

- 4.19. 113 (86%) of these responses support the scheme proposals whilst 13 (10%) opposed. 4 (3%) do not know if they support or oppose and 1 (1%) did not respond.

Cricketfield Road

- 4.20. 115 (88%) of these responses support the scheme proposals whilst 11 (8%) opposed. 5 (4%) do not know if they support or oppose.

Summary comments opposing the Pembury Road scheme:

- 4.21. **Unnecessary:**
- There is no need for any additional road works or cycle lanes or green areas here. This wouldn't matter with regards to walking, crossing or cycling as the roads are already safe. The area already has wide enough pavements for cyclists as well as people walking on this massive road. You would only be making it more polluted for vehicles as they have less space to manoeuvre as well as the unnecessary roadworks which would take lord knows how long. Traffic flow is already good because no changes have been implemented in this area. Areas that have these changes in place already as shown in your example have busier traffic flow than we do in our area. It's counter productive and does not provide a positive impact as you so 'suggest' and does the opposite. The road is wide enough already to have cyclists and cars on the road. Making a whole cycle lane is stupid as you rarely even see cyclists use these lanes in other areas. I still see people riding on the road and in the way of vehicles rather than using their own lanes so it's a waste.

- The cyclists are already taking up so much of our roads and do not pay as much as the vehicle drivers. I do not wish for there to be a cycle lane as there is already not enough space for them. They do not follow any rules or the road and as a paying road tax driver I do not wish for this to happen. I can go on and on about how adding a cycle lane does not benefit the majority rather becomes a block to the road. I do not want a cycle lane. Leave it as it is and add humps that are fine but NO cycle lane.
- There is no need for these measures in Pembury Road, where I regularly cycle. I feel safer when everyone shares the road space respectfully. And how are cyclists supposed to turn right out of a lane along the left? You don't even mention this. These wands only increase the risk to cyclists. Don't you look at the records? I would prefer you spent the money fixing potholes, which I increasingly find myself swerving to avoid.
- Again the council wants to spend money on cycling lanes that cyclists don't use! half the time then drive as they want. Spending money on something that's not even going to help but just going to make traffic worse. Why not fix all the pot holes in roads? That would help.
- This road has always seemed a hostile road, but there have not been many casualties. Looking back, no cycling casualties for years. A better model is Albion Road that has longer speed tables.

Hackney comments:

Traffic survey data indicate Pembury Road has high traffic speeds compared to any roads within Hackney. The most recent data shows that 85 percentile vehicle speeds regularly exceed the legal speed limit. Furthermore, accident data also shows at least one fatality and two serious incidents. Available data therefore justifies intervention by the council to make Pembury Road into a safer road with the aim of lowering vehicle speeds and therefore serious collisions.

Although footways are wide, cyclists are not permitted to cycle on the footway along Pembury Road. Reducing the lane width will not restrict vehicle movements nor traffic flow as the road is straight with side entries to the local estate. There are no other traffic management measures being implemented along the corridor and these measures are to lower vehicle speeds to below the legal speed limit. Encouraging walking and cycling by providing better infrastructure will aid in the reduction of local traffic and air

pollution. Construction works will take place within a short period of time yet provide the long term benefit over many decades.

Protected cycle lanes will protect almost 900 cyclists per day using Pembury Road, encourage new cyclists such as children and enforce lane discipline from motor vehicles. There is adequate width along Pembury Road to incorporate protected cycle lanes. Protected cycle lanes do not block any roads. Although cycle lanes are provided, cyclists do not necessarily need to use them and can cycle in line with regular motor traffic. Those who choose to remain within the cycle lane can move safely, protected between Pembury Place to the junction of Downs Park Road although, the wands and Orcas will not be placed near the estate entrance points allowing cyclists to align themselves into the main carriageway to make a right turn.

Improvements to the right turn movement for cyclists from Pembury Road into Downs Park Road will require significant traffic signal changes which are not within the scope of this scheme.

Cyclists take up less carriageway space than motor vehicles. All road users including cyclists must follow the highway code ensuring they cycle safely and abide by directions from traffic signals.

Hackney's highway maintenance team regularly inspect the condition of the highway and where potholes appear they are repaired as soon as possible.

Traffic calming interventions are not solely based on cycle casualties. All road users are considered in the design of schemes. The length of the new speed tables is adequate for buses and emergency services and they have been consulted on the designs.

4.22. Traffic management:

- I find it very bad how all the roads are getting closed. Creating more traffic on the main roads and more pollution on main roads.
- The roads are often jammed/congested as a result of all traffic having to continue along the full length of Cricketfield from Pembury to Clapton with no alternative roads available as was the case prior to all road closures. No right turn to Lower Clapton Road for me near the church so it's necessary to continue to Clapton pond and then turn right. No left or right turns off Cricketfield for drivers to reach homes/destinations that would not require going Near to Lower

Clapton/Pond at all. Thus more congestion caused by short sighted and poorly informed measures without local knowledge. Time to rethink, no?

- We are opposed to the new scheme as they won't address the heavy traffic, air or noise pollution. Instead, we suggest you use the money to address these issues and consider bus gates, a one-way traffic system, time restricted access or diverting traffic along Lower Clapton Rd (less residential). We ask you to look at improving the road cleanliness, pavement and number of trees.
- This is a main vehicle route out of London - if traffic is displaced from here it has to go down Dalston lane or Amhurst road towards the M11 - these are already very busy
- Please could you come up with a way to slow down bikes on Hackney Downs (I am a cyclist myself) Where there are animals or children - cyclists should proceed with caution.
- As a disabled resident, I will be unable to safely exit a London taxi that I rely on for travel if wands are placed between the road and pavement to separate the cycle lane.

Hackney comments:

The Pembury Road and Cricketfield Road scheme does not include road closures. Pembury Road is a designated "A" route designed to carry larger volumes of traffic. Tree and shrub planting are included in the design to combat local air pollution and sustainable infrastructure such as new protected cycle lanes will encourage more people to cycle and walk rather than drive resulting in lower air pollution.

This scheme does not seek to change any of the existing traffic management in the area. It is a road safety scheme aimed at lowering vehicle speeds simultaneously providing sustainable infrastructure and additional sustainable drainage where possible.

Reducing vehicle speeds will reduce road noise and lower air pollution. Traffic is not expected to be displaced from this route following the introduction of the traffic calming measures.

Hackney Downs and cycle speeds within the park are outside the scope of this scheme, and this scheme does not prevent other separate measures or projects to address cycle behaviour in the park.

There are no kerbside properties along Pembury Road. Taxis are able to enter into the estate on either side of Pembury Road to drop-off people with disabilities within the estate. There are also no other kerbside activities requiring any vehicle to stop along Pembury Road such as stalls, businesses, building accesses etc.

4.23. **Air Pollution:**

- Open side roads so traffic can flow better and pollution to be spread out and not in one place. Not like you guys reading this survey anyway. On my roads because you guys closed all side roads it takes me 15 minutes to get home with a car from work or to work instead of the 5 to 7 min it did before. Now my house has so much pollution on the main road. Using more fuel to get back home. It's all stupid changes.

Hackney comments:

Low Traffic Neighbourhoods (LTN) are schemes aimed at stopping through traffic and lowering local air pollution on residential roads. Through encouraging safer roads to walk and cycle on, local residents are encouraged to switch travel methods from using private cars to sustainable forms of transport further reducing local air pollution, especially for shorter journeys.

We consider different points of views from people who live, work, study and travel through the borough and ensure that we provide an overall benefit such as promoting better health, lower air pollution, reduce congestion and improve local infrastructure.

A 5 minute car journey is a short distance that can be cycled or walked by most people commuting to a nearby workplace subsequently reducing local air pollution.

The Pembury Road and Cricketfield Road scheme will not result in changes to any existing traffic management in the area. Air quality and traffic volume impacts were reviewed for each LTN in deciding whether or not to make the experimental scheme permanent . More information about Low Traffic Neighbourhoods can be found at <https://hackney.gov.uk/menu#low-traffic-neighbourhoods>

4.24. Suggestions:

- Would be good to have a box for cyclists to go before cars at lights. The cycle junction across Pembury road towards downs park road doesn't work - the wait for lights to change takes so long cyclists just go when they see it's clear.
- It would be good to have more trees.
- Please don't slow down the buses.
- Just put speed cameras on Pembury Road. Most of the time Cricketfield road is too busy for anyone to speed.
- The right turn into Downs Park Road is wide and should be tightened to slow turning vehicle speeds. This should be a routine intervention where it can be done.
- Cycling at speed confined within the plastic poles will be quite unpleasant and result in the occasional collision with pole or cyclist.
- Turning right from a position to the lefthand side of the road is both contrary to the highway code and cycle training. Turning right requires the cyclist to look for signals and manoeuvre well before the junction. One is not able to safely do this if there is a line of plastic poles. There are 3 legitimate right turns one may make. Right turning at the Pembury Junction from the gutter will be unsafe as there is not the time to do as described. See rule 74.
- Two stage right turns have been misinterpreted in the LCDS. Danish two stage turns have a filter lane for all vehicles turning. The London two stage turn is daft as it leaves you vulnerable to left hooks.
- So Pembury Road has a fair cycle safety record. Your proposal of plastic poles will mean cyclist injuries. Not sure of the spacing proposed for the poles, but on Green Lanes they at least spaced them out sufficiently for cabs etc to legitimately pull in to pick up disabled passengers.
- The rain gardens are nice, but take up pavement space. In my view a better scheme for Pembury Road would be some narrowing of the

road and perhaps a bus lane as part of the Pembury Circus proposals. I would welcome the chance to discuss my concerns with the designer.

Hackney comments:

There is an Advanced Stop Line on Pembury Road at the traffic signals before the junction of Downs Park Road. Advanced Stop Lines for Pembury Circus will be investigated further when the junction improvements are proposed at a later date. This scheme does not include any changes to any existing junctions along the Pembury Road and Cricketfield Road corridor.

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

As a result of the programme, on-street tree canopy coverage is set to increase from 20 to 30%, helping to sequester carbon, filter air, mitigate local flooding by improving drainage, and cool streets during the hot weather that is becoming more prevalent as a result of climate change. Additional trees will be planted where possible as well as low level shrubs within new rain gardens.

Bus speeds are limited to the posted speed limit of 20 miles per hour.

Speed camera installation processes are managed by the Police service. There are currently no plans to install a speed camera on Pembury Road.

Speeding regularly occurs in off peak periods and during late evenings when traffic volume is lower. Traffic calming measures will reinforce the speed limit 24 hours a day.

The scheme excludes the junctions. Resource limitations restrict the scope of the scheme.

Cyclists should use the road with due care and attention. Adequate widths and additional protection are provided using flexible cycle wands to encourage new cyclists and vulnerable users. Wands will not be placed where cyclists are expected to make right turn movements.

There is no kerbside activity requiring taxis to pull over on Pembury Road.

The addition of rain gardens will enhance the public realm and make walking more enjoyable. There is adequate footway space to accommodate

rain gardens while providing enough footway space for the volume of pedestrians using Pembury Road.

Summary comments opposing the Cricketfield Road scheme:

4.25. Traffic management:

- The main issue on Cricketfield Rd is not only SPEED, but more importantly volume of traffic. Cricketfield is a narrow residential road.
- We have bumper to bumper traffic for several hours a day.
- The volume of traffic has gotten even worse since the implementation of the LTNs (which we support). Most of the traffic seems to be through traffic and is of no economic value to Hackney.
- I would prefer any money spent on Cricketfield Road going into measures that will reduce the amount of traffic or improve the quality of the pavement and street which is currently very poor.
- We would like to see more impactful measures to address the volume of traffic on Cricketfield Rd, eg:
 - Bus gates
 - restricted hours for through traffic
 - a one way system only
 - diverting traffic onto Lower Clapton road (TfL red route)
- Please consider alternative measures to address these issues, including a one-way traffic system along Cricketfield Road. Please can you let me know what the alternatives would be to reduce traffic on Cricketfield Rd.

Hackney comments:

Cricketfield Road is a designated 'A' route designed to carry large volumes of traffic and can become congested during peak hours as with many roads in London. By enabling a better environment for cycling, the scheme contributes to the overall goal of decreasing motor traffic in the borough in favour of sustainable modes although this scheme does not directly restrict traffic.

Sustainable modes of transport such as walking, cycling and using public transport are therefore always encouraged and improvements to walking and cycling infrastructure are made consistently throughout the borough.

As Cricketfield Road is a designated route and part of the strategic road network, intended to provide large-scale transport links within or between areas, there are limited traffic management measures that can be undertaken on the route and the objectives of the scheme are balanced to reduce the impact of traffic against the function of the road.

4.26. **Air and noise pollution:**

- Road safety and especially air and noise pollution are way above legal limits.
- We are concerned for the health implications on our children.
- The proposed measures won't do anything to address the major issues on Cricketfield Rd which are:
 - Heavy traffic, making it impossible at times to cycle down the road or for emergency vehicles and buses to pass through
 - Air pollution
 - Noise pollution

Hackney comments:

The Cricketfield Road scheme primarily aims to improve road safety along the route reducing traffic speeds and as a result, the number of road traffic incidents whether serious or slight.

Slowing the speed of vehicles to the below the legal limit of 20 miles per hour will reduce road and tire noise. Slower speeds will also result in lower engine noise however, it is important to note that larger vehicles such as heavy goods vehicles are able to make more noise due to their larger engines and sizes.

Measures such as Ultra Low Emission Zone overall aid the lowering of air pollution within London while investment is made consistently to improve walking and cycling infrastructure throughout the borough.

4.27. Suggestions:

- As a boundary road, the proposal is inadequate.
- As a boundary road Cricketfield road should see more investment such as:
 - fixing the sidewalks
 - installing EV charging plugs in lamp posts
 - more trees to address pollution
- The residents of Cricketfield Road put a petition together last year to address the traffic issues. It would be much appreciated if more tangible proposals could be developed to address the widespread concerns.
- There is a similar scheme on Albion Road. It has longer, but still effective speed tables. This slows traffic better and is more comfortable for bus passengers.
- I think the speed tables will have little benefit because drivers will just accelerate afterwards. Improved crossings at the junctions are helpful but the speed tables in between seem unnecessary

Hackney comments:

As Cricketfield Road is a designated route and part of the strategic road network, there are limited traffic management measures that can be undertaken.

The Cricketfield Road scheme primarily aims to improve road safety along the route reducing traffic speeds and as a result, the number of road traffic incidents whether serious or slight.

New trees are planted where possible considering existing infrastructure. Hackney Council has planted 5,000 new street trees in the last four years, one of the largest urban tree planting programmes in the country.

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

The Council notes receipt of the petition undertaken by the residents on Cricketfield Road. Speed reduction measures will reduce the high speeds

along Cricketfield Road which is a limited measure that can be undertaken on a strategic road network and designated route.

Speed tables are designed in consultation with London Buses and emergency services.

5. Impact Assessment - potential impacts of proposals

- 5.1. Motor vehicles travelling along Pembury Road and Cricketfield Road will be most impacted as they will be required to maintain their speed to the legal limit of 20 mph or less. Vertical traffic calming measures will ensure that vehicles maintain a speed of 20 mph or less.
- 5.2. Motor vehicles will further be affected through stopping at the new zebra crossing on Pembury Road for crossing pedestrians which could add several seconds to individual journeys, especially during morning and afternoon peak times.
- 5.3. As traffic speeds will reduce on this route, pedestrians and local residents will be impacted positively in that there will be a reduced risk of collision between vehicles and pedestrians. Pedestrians will also be able to cross Pembury Road in a safer manner with pedestrian priority on the zebra crossing.
- 5.4. Cyclists will be impacted positively. Cycle safety would increase as a result of reduced vehicle speeds on Pembury Road and Cricketfield Road. Furthermore, cycles will be protected in both directions on Pembury Road with mandatory cycle lanes, additionally protected with physical features.
- 5.5. Pembury Road and Cricketfield Road have bus route 56 operating northbound and southbound. The bus route will not be impacted negatively by traffic calming measures as they are designed considering bus lengths and speeds, minimising sudden bumps. Bus journey times may be delayed by several seconds when pedestrians are crossing on the new Pembury Road zebra crossing.
- 5.6. Emergency services will not be impacted negatively by the Pembury Road and Cricketfield Road scheme, as traffic calming measures provide minimal vertical deflection. Carriageway widths will be appropriate and emergency vehicles are able to use the full width of the carriageway if necessary.

6. Equalities Impact Assessment (EQIA)

- 6.1. Hackney Council and its delegated authority decision-makers must have regard to the Public Sector Equality Duty set out in Section 149 of the Equality Act (2010), which requires us to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics. As part of our decision-making process on the proposal for this scheme, consideration has been given to the impact of them on those with the following protected characteristics: disability, pregnancy and maternity, age, and religion and belief.
- 6.2. It is considered that the protected characteristic groups of race, ethnicity, gender, gender reassignment, sexual orientation, and marriage and civil partnership, do not need to be separately assessed for these proposals as they are minor works required for road safety purposes.

EQIA Summary Table

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

Protected Characteristic						
Disability	Pregnancy & Maternity	Age	Religion & Belief	Race & Ethnicity	Gender, gender reassignment, sexual orientation, and marriage and civil partnership	Poverty
Overall P	Overall P	Overall P	Overall P	Overall P	Overall N	Overall P
Positive		<p>The scheme will have a positive improvement to road safety and public realm for all users.</p> <p>This scheme's objectives are to:</p> <ul style="list-style-type: none"> ● Reduce road safety risk on designated roads. ● Make the area more pleasant. ● Improve the street environment. <p>Improvements in the condition of roads and footways and these, and other measures, continue to provide substantial improvements for the benefits of residents and visitors alike.</p>				

	<p>Disabled and black and mixed ethnic groups are more reliant on bus services than the general population in Hackney. Bus services will be improved as they will alight to the kerb side without obstructions.</p> <p>The scheme will have a positive improvement for people in all parts of the population whether they are cycling or walking.</p> <p>There will be no surface material changes. A slower speed of traffic will make crossing Pembury Road and Cricketfield Road easier for pedestrians including visually impaired.</p> <p>There can reasonably be expected to be an overall improvement in road safety as traffic becomes more orderly and travels slower. An overall reduction will be particularly beneficial for older people and young children, who are overrepresented in road collision accidents.</p> <p>Traffic management changes will not affect in any way any individual's religion or belief.</p> <p>The area has a large residential population with many vulnerable road users and there is a safety implication as there are a number of schools and nurseries in the vicinity.</p> <p>The intention of the proposed traffic calming measures on Pembury Road and Cricketfield Road is to reduce vehicle speeds along this route. Protected cycle lanes on Pembury Road and additional cycle symbol road markings on Cricketfield Road will make drivers aware of their speed and other road users, thereby reducing the potential for collisions and improving road safety.</p> <p>The impact on Air Quality is predicted to be slightly positive and benefits should increase as modal shift changes become established. Air quality improvements are beneficial to all protected groups.</p> <p>Note also that among some protected groups, for example pregnancy, the difference in the impact of the</p>
--	--

	<p>project on them, as opposed to other groups, will be marginal but is still expected to be overall positive.</p>
<p>Negative</p>	<p>The loss of spaces vehicles utilise on existing single yellow lines, can be accommodated within nearby side roads. Existing single yellow lines will be replaced with double yellow lines with “No waiting or loading” restrictions. Mandatory cycle lanes will further utilise the carriageway, reallocating road space to sustainable modes of transport.</p> <p>This will affect car users more than others. It is accepted that car users may have different representations from those people with protected characteristics. All destinations will remain accessible by all modes. Users that are more reliant on cars/vehicles will be marginally disadvantaged and will have to walk a short distance further to their parked cars. Subgroups of the group of car dependent people will include members of protected groups including older people and people with disabilities.</p> <p>As a mitigation to this, the Council has a clear policy of prioritising Blue Badge parking as set out here www.hackney.gov.uk/blue-badge</p>

<p>Comments</p>	<p>Impacts on certain groups cannot be fully evaluated, or contrasting impacts identified without intrusive household data.</p> <p>Certain groups are estimated to experience both positives and negatives due to the scheme. This can be due to a difference in terms of chosen transport mode, i.e. benefits when being in a bus, but being disadvantaged when in a car. Overall, data and research show that groups with protected characteristics, e.g. ethnicity or disability, are more frequently pedestrians or bus users than car passengers or drivers.</p> <p>Balancing these positives and negatives and the impact on different locations, overall it is believed that the scheme has been beneficial in terms of equalities.</p> <p>Certain measures have been incorporated into the proposals to mitigate negative impacts, or to ensure that certain negative impacts would not increase. These include:</p> <ul style="list-style-type: none">• The maintaining of access for all emergency services in the scheme area• All properties are still accessible by vehicles including taxis• Blue badge parking is available <p>Current proposals do not preclude further amendments to the scheme as further impacts on protected groups become apparent. It is therefore necessary to see this EQIA as a live document that will require continual updating and assessment even after the scheme has been made permanent.</p> <p>To monitor the scheme and collect feedback, the Council will continue to liaise with stakeholder representatives of protected groups. Searching for the best possible representative data sources will also continue.</p>
-----------------	--

7. Legal implications

- 7.1. The Council's powers to implement the measures proposed in this report are set out in the Highways Act 1980 and Road Traffic Regulation Act 1984 (RTRA) and will require the making of new Traffic Management Orders (TMO).
- 7.2. In making such Orders, the Council must follow the statutory consultation procedures set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.3. Permanent Traffic Management Orders will be used to legally enforce the traffic management changes.

8. Financial implications

- 8.1. The estimated cost of implementing the traffic management improvements at Pembury Road and Cricketfield Road is approximately £550,000. This is fundable within the Council's capital budget for road safety.
- 8.2. The maintenance of the road markings, signs and rain gardens will be incorporated into the Council's routine maintenance and will not have a substantial impact on the revenue budgets.

9. Authority to make decisions

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

10. Recommendations

In considering the results of the monitoring, consultation responses and objections received for the Pembury Road and Cricketfield Road safety scheme, **it is recommended that the Assistant Director, Streetscene approves that the Council:**

- 10.1. Proceed with statutory consultation and the advertising of the necessary Traffic Management Orders to:
- 10.2. Construct permanent greening features such as rain gardens with Sustainable Drainage Systems to improve the look and feel of the environment on Pembury Road and Cricketfield Road.
- 10.3. Install a 12 metre long raised speed table on Pembury Road 58 metres north from the northern kerblines of Pembury Place
- 10.4. Install a 12 metre long raised speed table on Pembury Road 96 metres south from the junction of Downs Park Road.
- 10.5. Install a 10 metre long raised zebra crossing on Pembury Road 146 metres north from the junction of Pembury Place.
- 10.6. Install 1.8 metre wide mandatory cycle lane northbound starting 4 metres north of Pembury Place and ending 82 metres south of Down Park Road.
- 10.7. Install 1.8 metre wide mandatory cycle lane southbound on Pembury Road starting 35 metres south of Downs Park Road and ending 11 metres north of Pembury Place.
- 10.8. Install a 10 metre long raised speed table on Cricketfield Road 45 metres north from the junction of Queensdown Road (outside number 7).
- 10.9. Install a 10 metre long raised speed table on Cricketfield Road 3.7 metres north from the boundary of number 53 and number 55.
- 10.10. Raise the existing zebra crossing on Cricketfield Road at the junction of Downs Road and Powell Road, starting 1 metre north from the boundary of number 100 and 102 for 26 metres.
- 10.11. Proceed with statutory consultation to permanently replace no waiting or loading restriction between 7am to 7pm Monday to Saturday (single yellow line) on the western and eastern kerblines of Pembury Road from the

junction of Pembury Place to the junction of Downs Park Road, with no waiting or loading at any time (double yellow lines with blips).

11. Conclusion

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

Signed:-..... 

Dated: 31 January 2024

Tyler Linton - Assistant Director, Streetscene

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

cc Maryann Allen – Group Engineer, Design and Engineering

APPENDICES

Appendix 1 - [Pembury Road Proposed Drawing](#)

Appendix 2 - [Pembury / Cricketfield Road survey data comparison](#)

Appendix 3 - [Pembury Road accident map](#)

Appendix 4 - [Cricketfield Road accident map](#)

Appendix 5 - [Pembury / Cricketfield Road consultation](#)