

## **DELEGATED POWERS DECISION**

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

#### **UFTON ROAD CLOSURE - PERMANENT PUBLIC REALM IMPROVEMENTS**

##### **AGREE TO:**

Note the outcome of the public consultation exercise for the Ufton Road permanent public realm improvements.

Give approval to:

- Proceed with statutory consultation and the advertising of the necessary Traffic Management Orders to implement permanent public realm improvements at the existing traffic filter on Ufton Road at the junction with Downham Road by removing approximately 28.5 metres of parking provision (resident bays).
- Replace the existing planters with permanent features to improve the look and feel of the environment and better connect the 'Ufton Gardens' on either side of the carriageway, subject to the outcome of the statutory consultation.
- Remove the two EV charging bays (currently to the east side of the carriageway) to allow for the implementation of a rain garden. The two EV charging bays will be relocated in a suitable location at a later stage.
- Relocate the two two Car Club Bays (currently to the west side of the carriageway) to a site in close proximity on Ufton Road subject to the outcome of the statutory consultation.
- Install 2 'No motor Vehicle' restriction signs approximately 25 metres from the Junction with Downham Road and retain the ones near the junction.

## **REASONS**

### **The proposals will:**

- Help 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.
- Help visually and physically connect the two parts of 'Ufton Gardens' located east-west of the carriageway at the junction with Downham Road.

## **1. Background and Proposals**

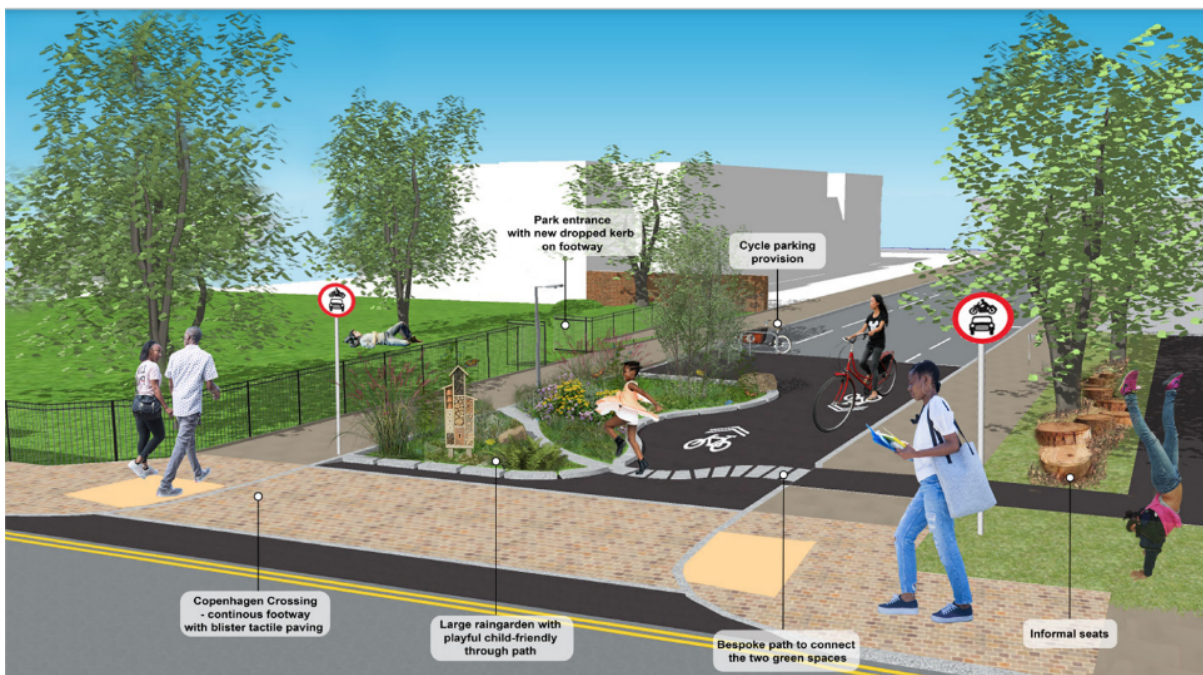
- 1.1. Ufton Road is a pretty tree-lined street in the heart of the De Beauvoir, Hackney conservation area to the east of the East Canonbury neighbourhood in Islington. There are excellent bus routes to London Bridge and Lewisham via bus services 21 and 141, and Lambeth via service 76 to the south as well as Tottenham Hale, Stoke Newington and Palmers Green to the north from Southgate Road via services 76, 21 and 141 respectively. The overground station at Dalston is within 13 minutes walking distance and Haggerston station within 7 minutes walk. Currently there are three traffic filters along the street; the northern one at the junction with Englefield Road, one at the junction with Northchurch Road and the most recent one at the junction with Downham Road.
- 1.2. Since June 2020, Ufton Road has been closed to through-traffic at the junction with Downham Road. Following the introduction of an experimental traffic order to implement the closure, a decision has been made to make the closure permanent. Currently, the traffic filter uses planters in the road along with enforcement signs to restrict through traffic – allowing only cyclists, waste and emergency services vehicles to pass through
- 1.3. As part of Hackney's 'Connecting Green Spaces' programme, the Council wants to create streets that are safe, easier and more pleasant to walk or cycle on, reduce vehicle dominance and help improve air quality. Where two or more green spaces are closely located, the Council would like to create more direct, safer and attractive links.
- 1.4. Evidence gathered during the experimental period of closing Ufton Road indicated that vehicles using the street as a shortcut before now do not,

without an adverse impact on Downham Road and Southgate Road. The results of traffic surveys completed during November 2020 and May 2021 demonstrated significant decreases in traffic volumes on Southgate Grove, Downham Road and Southgate Road compared to baseline traffic counts taken before the start of the coronavirus pandemic.

- 1.5. The full Delegated Decision Report for making the closure at Ufton Road (junction with Downham Road) permanent can be found here:  
<https://hackney.gov.uk/ufton-road-ltn/>
- 1.6. The proposed scheme will enhance the public realm by implementing permanent features as detailed in the below paragraphs.
  - 1.6.1. Introducing a new layout at the junction by installing a large SuDS area (rain garden) with trees and low level planting to capture surface water, mimic natural infiltration and prevent overloading of the sewer system. Child friendly features will also be incorporated (creative path to navigate from one side of the rain garden to the other towards the entrance of the west part of Ufton Gardens as shown in **Figures 1 and 2**).
  - 1.6.2. Reduce the road carriageway width on Ufton Road from the junction with Downham Road up to Ufton Gardens to the north to create a more attractive entrance to the gardens and improve road safety. A gap of 3.50m will be kept clear for emergency vehicle access.
  - 1.6.3. Implement carriageway and footway resurfacing from its junction with Downham Road to the north end of Ufton Gardens.
  - 1.6.4. Provide improved pedestrian facilities by introducing a blended crossing with tactile paving at the junction with Downham Road, making it easier for people to cross the road. Plant new trees on either side of the junction to create a gateway feature (subject to underground utility services)
  - 1.6.5. Remove approximately 28.5 metres of parking provision (resident bays) to allow space for a large rain garden while making the entrances to the Ufton Gardens more visible and accessible by introducing dropped kerbs with tactile paving as shown in **Figure 2**. The frame of the proposed rain garden will be made primarily using granite kerbs and in some areas natural shape boulders for a more organic feel. A combination of water loving plants and 2 medium size trees will be introduced within the rain garden.
  - 1.6.6. Remove the two EV charging bays to the west side of Ufton Road to allow for the implementation of a large rain garden. The new location of the two EV

charging bays will be determined at a later stage. This will be advertised in a separate TMO to this scheme.

- 1.6.7. Relocate the two Car Club Bays to a site in close proximity on Ufton Road as shown in **Figure 3**.
- 1.6.8. Install new inclusive cycle parking (including those suitable for cargo bikes) on both Ufton Road and Downham Road to encourage more people to cycle. Three standard cycle stands and one cargo bike stand are proposed near the park entrance (west part of Ufton Gardens) and two more cycle stands on Downham Road near the junction with Ufton Road.
- 1.6.9. Install child friendly elements/stepping stones along the green verge that sits along the footway on the eastern part of Ufton Gardens. The stepping stones will be creatively sculpted objects made of durable material e.g. FSC timber, metal or stone suitable for children to use as stepping stones or informal seating.
- 1.6.10. **Figures 1 and 2** below present an artist's impression of how the junction of Ufton Road/Downham Road might look if a permanent scheme is to be implemented and **Appendix I** presents a preliminary drawing (with dimensions) for more details.
- 1.6.11. The above proposals are consistent with the Council's Transport Strategy.

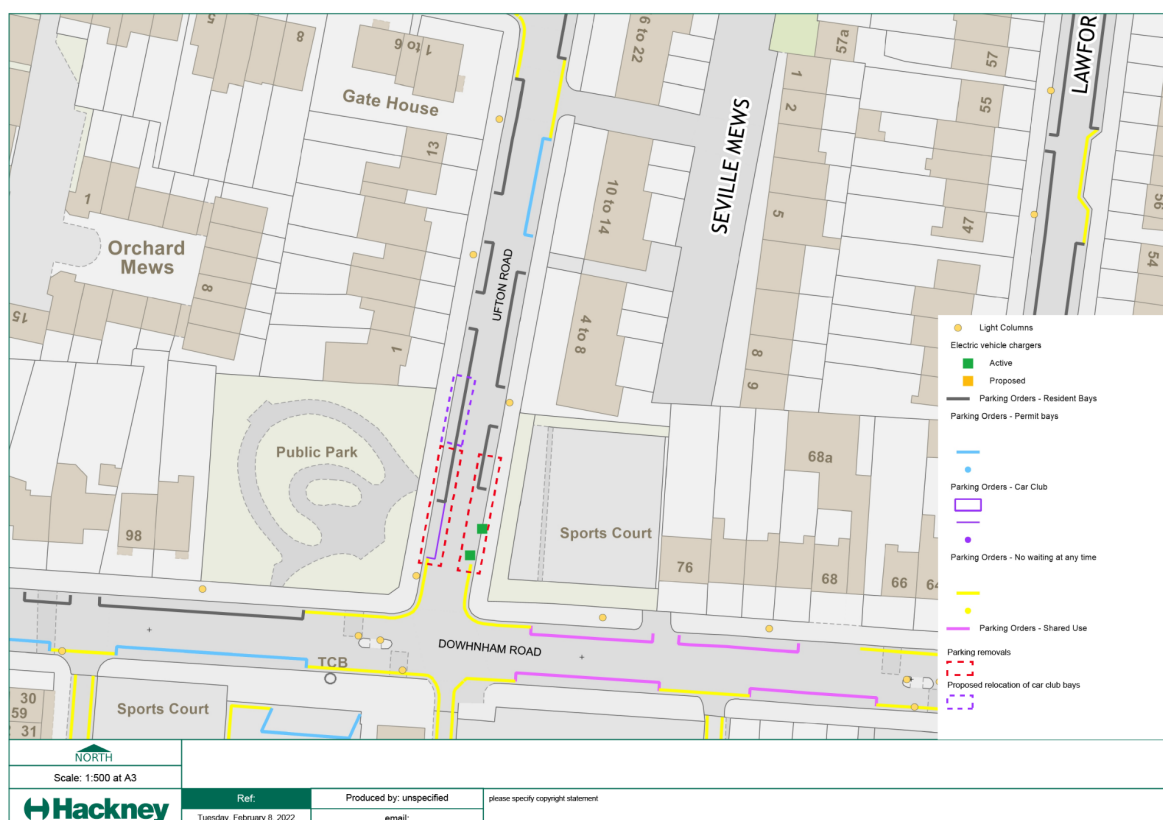


**Figure 1: Proposed public realm improvements at the existing Ufton Road filter (looking towards Ufton Road)**





**Figure 2: Proposed public realm improvements at the existing Ufton Road filter (looking towards Downham Road)**



**Figure 3: Proposed parking amendments**

## **2. Policy Context**

### **2.1. Hackney Transport Strategy 2015-2025**

#### **Hackney Transport Strategy**

- 2.1.1. 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.
- 2.1.2. The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration but is also a key factor in achieving other key borough priorities, such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions. In all cases, the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions and through providing sustainable alternatives to meet the aspirations of Hackney's people while improving social inclusion and combating climate change.
- 2.1.3. This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council's Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents including the Council's emerging Local Plan and Health and Wellbeing Strategy.
- 2.1.4. In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney's population and employment are amongst the fastest growing in London, meaning that future travel patterns and the demand for travel will need to be carefully managed.
- 2.1.5. 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.

## **2.2. Road Safety Plan**

- 2.2.1. 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.

## **2.3. Cycling Plan**

- 2.3.1. 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.
- 2.3.2. 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>

## **Mayor's Manifesto Commitments**

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

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

### **2.4. Mayor of London's Policies**

- 2.4.1. It is also considered that the Scheme would accord with a number of the Mayor of London's policies. The central aim of the Mayor of London's Transport Strategy (2018) is to create a future London that is not only home to more people, but is a better place for all of those people to live in. It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use, and that this will bring with it other benefits
- 2.4.2. 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.

### **2.5. Climate emergency declaration**

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.

When we made [our commitment](#), we resolved to:

- Tell the truth about the climate emergency we face
- Pursue our declaration of a climate emergency with the utmost seriousness and urgency

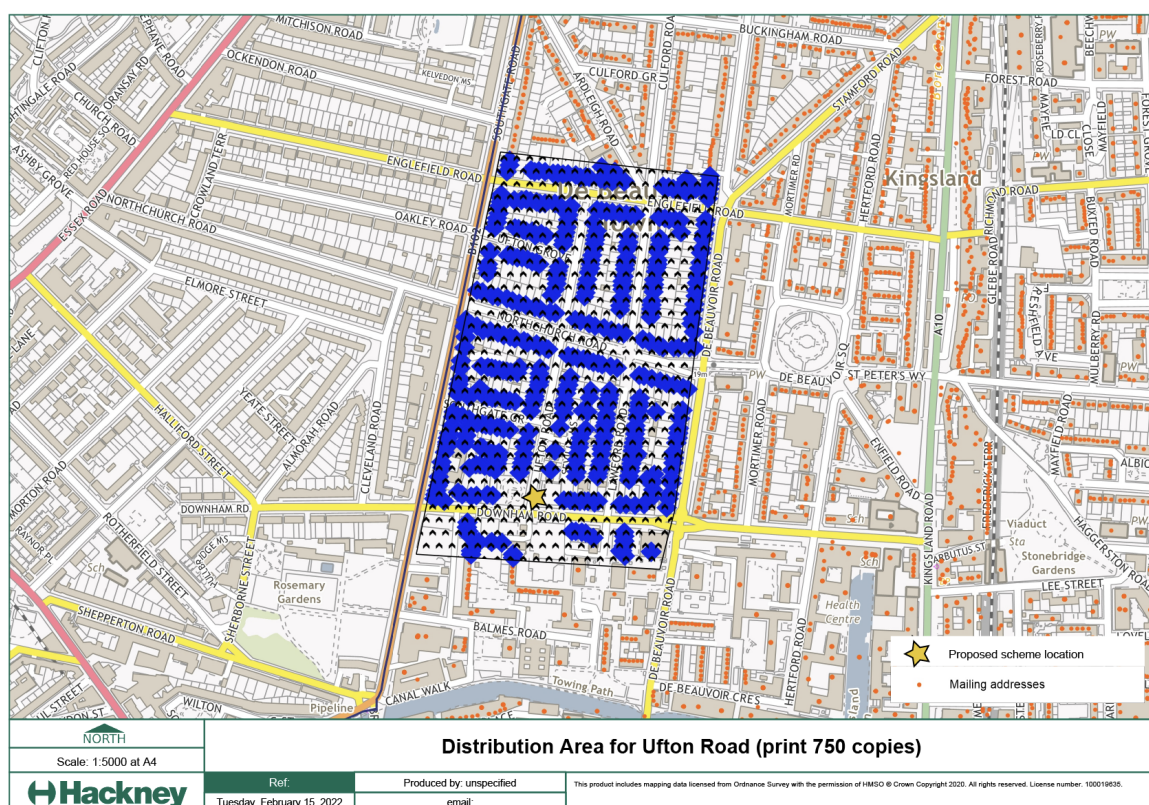
- Do everything within our power to deliver against the targets set by the IPCC's October 2018 1.50C report, across our functions (including a 45% reduction in emissions against 2010 levels by 2030 and net zero emissions by 2040), and seek opportunities to make a greater contribution
- Call on the UK government to provide powers and resources to make the 2030 and 2040 targets possible
- Campaign to change national policy where failure to tackle the challenges has undermined decarbonisation and promoted unsustainable growth
- Support the campaign to create a just transition for workers and users
- Help create a million public sector jobs nationally to help minimise the effects of the climate crisis
- Involve, support and enable residents, businesses and community groups to speed up the shift to a zero carbon world
- Work closely with them to establish and implement successful policies, approaches and technologies that reduce emissions across our economy while also improving the health and wellbeing of our citizens
- Conduct an annual Citizens' Assembly with a representative group of local residents to allow for public scrutiny of the Council's progress and explore solutions to the challenges posed by climate change
- Work with other local governments (in the UK and internationally) to discover the best methods to limit climate change and put them into practice

### **3. Consultation**

- 3.1. The Ufton Road closure became permanent in December 2021 and on 24th of February 2022 we launched a new consultation proposing permanent features to improve the public realm for the longer term. The consultations ended on 23 March. The consultation and proposals were also published online: <https://consultation.hackney.gov.uk/streetscene/ufton-road/>.
- 3.2. Schemes can be implemented as permanent measures straight away, using Permanent Traffic Management Orders (TMOs) via the section 6 of the Road Traffic Regulation Act (RTRA) 1984 or they can be implemented as experiments using Experimental Traffic Orders (ETOs) via the section 9 of the RTRA. The Council is recommended to implement this scheme using a TMO after a favourable public consultation. The TMO is needed for the removal of the 28.5m of parking provision to facilitate the rain garden, cycle parking and the creation of an overall more attractive and safer space for active transport users. It is also needed for the removal of the two EV charging bays and the relocation of the two car club bays in a close proximity to the proposed scheme as shown in the Appendix II.



- 3.3. As part of the recent public consultation for making permanent public realm improvements at the modal filter, the Council has separately engaged with emergency services and have requested feedback from various key stakeholders, internal and external. Emergency services were happy with the proposals as long as a gap of 3.5m is retained on the public highway for emergency vehicle access.
- 3.4. The Council has also liaised and met separately with a small group of local gardeners that look after the 'Ufton Gardens'. They were in favour of the proposed scheme and supported the proposals. A few suggestions were made e.g. to provide a list of potential planting species and to engage with them throughout the process, this has been committed to.
- 3.5. Public consultation took place between 24/02/2022 and 23/03/2022. This was advertised online and paper copies were sent to all postcodes within the scheme's catchment area as can be seen below in **Figure 4**.



**Figure 4: Ufton Road (proposed permanent public realm improvements) consultation letter distribution area**

- 3.6. The consultation conversation was also promoted by:



- Distribution of 750 consultation leaflets, drawings and questionnaires to residents in the surrounding area as shown in **Figure 4**.
- Encouraging residents to provide feedback via Council social media channels and relevant e-newsletters, including through targeted, area-based social media ads.
- Nextdoor, a neighbourhood hub which enables online local engagement.
- The involvement of local Councillors was important in order to cascade the information through their surgeries.

3.7. A total of 130 responses were received, which equates to a response rate of 17.3%. Of all responses, 76 were online and 54 by post (paper copies). As **Table 1** illustrates below, the proposed scheme is supported by the local community with almost 81% of the responders supporting the designs. Only 16.2% were opposed to the scheme, equivalent to 21 responders, while 4 were neutral.

<b>SUPPORT</b>	<b>OPPOSE</b>	<b>NEUTRAL</b>
105 (80.8%)	21 (16.2%)	4 (3.1%)

**Table 1: Summary of consultation responses**

3.8. From all the comments that were received, the following analysis presented in **Table 2** provides a summary of the main comments and concerns that were found within the responses.

<b>Negative or Neutral Consultation Comment</b>	<b>Officer's response</b>
"...would appreciate more of a focus on formal play equipment as there is a lack of play equipment in the area including Ufton Gardens itself. I appreciate the value of the proposed improvements and the child-friendly approach taken but this should not be seen as a substitute for formal play opportunities".	Unfortunately, the funding is very limited for installing formal play equipment/facilities. However, it is intended to install child friendly elements (e.g creatively sculpted informal seats that will aid play while they can also be used as stepping stones) along the green verge to the east side of Ufton Gardens and creative graphics within the 'Rainbow Park' - west part of the Ufton Gardens to aid play.

<p>If the changes to the junction are to create a link between the garden and the sports pitch cycles should be prohibited from crossing the junction. Everything Hackney does these days is for the benefit of cyclists and they do not observe any rules of the road. They should be barred from using the Ufton Road junction with Downham Road. Instead, Hackney Council's illustration of the area gives them priority over pedestrians. This prejudice against all other road users including pedestrians must stop.</p>	<p>This is not the intention. The scheme will be in favour of both pedestrians and cyclists. It is proposed to introduce a raised continuous footway at the junction point to join the two footways on either side of the carriageway and prioritise pedestrian movements. As a mitigation, the Council will consider the use of textured lining or ladder paving to warn and slow down cyclists before and after the pedestrian crossing points; including the creative path that will traverse through the rain garden Alternatively, lines of textured split face stone setts before and after areas of potential user conflict again to slow down oncoming cyclists.</p>
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<p>You have already decided to make this road closure permanent although many elderly residents, such as myself, despair at the reduction in freedom these closures mean to us. Your plans for making the blocked junction more attractive are laudable but also, very sadly, quite laughable. There are two similar green spaces further up Ufton Road which you should examine closely as these are realistic templates for what your idealistic proposals will morph into. The existing patches of “greenery” (Ufton Road junctions with Northchurch Road &amp; Englefield Road) are filled with litter which we residents have to remove as Hackney street cleaners won’t as it comes under the control of “Hackney Parks”. Hackney Parks send workers once a year armed with industrial cutters that hack the growth back insensitively destroying the few nice shrubs. Most tellingly though, the blocked off nature of the road encourages crime – drug dealers sit in their cars adjacent to the shrubberies at night with the plants providing cover to hide their illicit goings on. Worse still, they use the shrubberies to urinate and defecate on and their discarded litter accumulates there. You can understand my cynicism at your proposal for a sunny flower-filled bee-friendly area where children can enjoy the delights of nature when the reality will most likely be a tip heaped with human excrement and drug dealers’ detritus.</p>	<p>The Council is fully aware of the issues that currently take place at the filters further north of the Ufton/Downham Road junction. The funding is specific to this scheme and therefore, it cannot be used to improve the pre-existing filters further north, unless relevant funding becomes available.</p> <p>In terms of anti-social behaviour, none of the features of the proposed scheme anticipate anti-social behaviour. No formal benches or comfortable seats are proposed nor dense landscaping (e.g. tall impermeable shrubs) However, there are already a few benches with armrests within the community park that forms the west part of Ufton Gardens which is locked at night. No anti-social behaviour has been correlated with the specific benches.</p>
<p>You plan to relocate two electric vehicle charging bays. While doing this work, please take the opportunity to significantly increase the number of charging bays in this area. Thanks.</p>	<p>Hackney Council has installed over 300 charge points and is now progressing with plans to install 1500 charge points by 2024 and 3000 charge points by 2030.</p> <p>The Council collects requests for EV charge points and uses this information to plan the network to meet demand. It is recommended that residents fill out the online form the Hackney electric vehicles</p>

	<p>website</p> <p><a href="https://hackney.gov.uk/electric-vehicles">https://hackney.gov.uk/electric-vehicles</a>.</p>
<p>It is unclear why additional funds need to be used in this manner given that the road is already currently blocked off with what appears to be expensive flower beds.</p>	<p>The existing timber box planters are a temporary measure that were used to close off the street during the experimental closure of the road that has now been made permanent. They already look tired and outdated. The Council has had comments about the poor condition and look of the pre-existing filters further to the north and therefore like to introduce something attractive and sustainable that will last long. The proposed scheme aims to link the two parts of Ufton Garden (east - west of the Ufton Road at its junction with Downham Road) currently separated by the road.</p>

<p>I strongly object to the removal of the electric vehicle charging stations from Ufton Road. I have an electric vehicle and will not be able to leave my car unattended on Downham Road (which is doubling the journey time for me to charge my car) and as a result will look to sell my electric vehicle if the plans go ahead (to be replaced with a petrol or diesel one). We should not be removing charging points but increasing them in order to promote greener solutions.</p> <p>The plans appear ill thought out because cyclists rarely use this road (as it is not a through road like Lawford Road or De Beauvoir Road) and the space is not good enough to be a destination in and of itself for cyclists to deserve a cycling rack space. There is also the danger of having children playing in what is a cycle path in the event that it is used. All in all, the money would be better spent upgrading the existing spaces where Ufton Gardens should have more shelter from the traffic of Downham Road to make it more enclosed (the local residents do a wonderful job of up keeping the space) and the basketball court should be resurfaced so that residents may get the best use out of the space - this is what the residents deserve.</p>	<p>The scheme is not removing the EV charge points; they will be relocated at a later stage and the proposed new location will be advertised as part of the Traffic Management Order process. The Council appreciates that there may be an inconvenience for some users based on this relocation. The bays will be open to all EV drivers so there are no restrictions leaving your vehicle unattended on Downham Road.</p> <p>Hackney Council has installed over 300 charge points and is now progressing with plans to install 1500 charge points by 2024 and 3000 charge points by 2030.</p> <p>The Council collects requests for EV charge points and uses this information to plan the network to meet demand. It is recommended that residents fill out the online form the Hackney electric vehicles website <a href="https://hackney.gov.uk/electric-vehicles">https://hackney.gov.uk/electric-vehicles</a> this will allow us to best plan future installations. It may be possible to install a charger much closer to your preferred location.</p> <p>Officers have already got in touch with the gardeners who are keen and supportive of the proposals. The scheme will complement and enhance Ufton Gardens whilst reclaiming the carriageway space for play and relaxation.</p>
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My opposition to the scheme is concerned solely with bicycle access. The document states that the aim is to achieve 'a safer and more pleasant walking environment along the street' and this is supported by the proposals for the introduction of the rain garden, Copenhagen crossing, reduced road width, removal of parking provision and the planting of new trees. Linking the two halves of Ufton Gardens and incorporating the creative pavement for children should encourage more young people to use the space. However, if cyclists are also encouraged to share this space by cycling through it it cannot at the same time be a safe space for children. ...The speed at which many cyclists travel is another danger and parents/ carers will constantly have to be vigilant. In what way can this realistically provide a safe and pleasant environment? Bicycles currently have an east-west route along Northchurch Road, if cyclists want to turn south towards Downham Road, surely it would be safer for all concerned if they travelled along Lawford Road, which many already do, and left the Ufton Road junction to pedestrians, including children, to enjoy in safety.



Proposed sign to be installed where most appropriate on the footway.



Example of road marking that could be introduced before and after the informal crossing point (from the basketball court ramp to the rain garden) to encourage cyclists to slow down.



<p>The design does not fit in with the built environment around it - houses approached 200 years old, of symmetrical design. I think it looks twee and cheapens the look of Ufton Road.</p> <p>I think any design should have straight edges, which look smart over time rather than wavy edges which may be in vogue today but which will look dated in a few years when people will say "oh that was done around 2020's when the council blocked loads of roads off creating more congestion in the name of being green!"</p>	<p>This is not a point that has been raised by many people, with the large majority expressing support for the designs. It has been designed with wavy edges to create a more child friendly and interesting rain garden especially for kids.</p>
<p>I support the scheme generally. However, the transfer of the source (undo car charging points) to Downham Road is ill-considered and potentially dangerous - certainly a charge carrying a foreseeable risk of injury, about which you should consult your lawyers. The chargers in their Ufton Road position are in a quiet, safe place, with no through traffic. Downham Road is very busy with through traffic. Connecting and disconnecting electric cars sometimes involves trailing cables, walking round vehicles, and a note of entering the roadway, EV charges should be set away from busy commuter roads. The Ufton Road ##### is much safer.</p>	<p>Initial consultation indicated that the current location is not convenient for people, as they have to drive down a one way street to charge their car and then do a tight reverse manoeuvre. The new locations will be easier to drive in and out of, and will be designed with Health and Safety considerations in mind. The locations for the EV charging points are planned to meet demand and are also subject to a number of technical criteria as well as public realm considerations. Great care is taken to meet all of these requirements for each location. It has not been decided yet if the EV charging bays will be located on Downham Road as this might conflict with the Council's future schemes along this section of the street. A separate formal consultation/TMO process will take place for this.</p>
<p>There is just not enough traffic to warrant the proposed restriction. I have not seen many children playing in this area and it seems a paradox to suggest a nursery be located on Southgate Road, the busiest road. Nursery currently going through planning permission. Surely if you want children off the main streets, locate the nursery in the quiet streets. None of these proposals seem joined up and counter productive.</p>	<p>The proposed permanent public realm improvements on Ufton Road do not relate with the nursery mentioned on Southgate Road.</p> <p>Hackney Council is supportive of and encourages the creation of child-friendly spaces. You can read more about this here:  <a href="https://hackney.gov.uk/child-friendly-spd">https://hackney.gov.uk/child-friendly-spd</a></p> <p>Reclaiming streets for outdoor play is one way of achieving this. Families with</p>

	<p>young children are everywhere in London and the upgrade of the public realm can always incorporate a child friendly element to encourage more outdoor play in a predominantly residential neighbourhood which is a positive and healthy thing to do.</p> <p>By implementing this scheme the Council are hoping to attract more families and children that will better utilise the filtered space and the more accessible and well connected two parts of Ufton Gardens. The use of a creative planter shape, the through path, the introduction of varied sensory planting and the addition of creative/child friendly installations in the form of stepping stones will further encourage play and the attractiveness of the junction.</p>
<p>1 ) Too much money  2) So much traffic on the main road.  3) Too dangerous on side street too quiet (phone got stolen)  4) Because the street is too quiet people bring stolen cars and take chip out the car have called the police 5/6 times.  5) I live in the area where I do not see anyone outside using the park!! Only people with dogs.</p>	<p>By improving the public realm around the green space, it is anticipated that more people will choose to use it, and in turn the area will feel safer. Increased positive use of spaces tends to reduce crime and antisocial behaviour. The scheme will not increase the amount of vehicles on the main road as Ufton Road was previously closed as part of the Street Space programme</p>
<p>This filter was made permanent despite 62% of responses being opposed and 59% of local responses. You decided that motorists' voices didn't count and went ahead anyway. How democratic is that? So I see little point in this consultation as you will take no notice of the result if you don't get the right answer. For what it's worth, I think you would be better spending my council tax on higher priorities. Fine if you want to plant more trees, but there is ZERO need for any more help for cyclists or pedestrians of this junction. It is entirely safe. Better spend the money on picking up all the litter left around the play area.</p>	<p>The improvements are all proposed on Ufton Road just after the junction of Downham Road and not the junction itself.</p> <p>The section of Ufton Road between Downham Road and Southgate Grove has previously suffered from through traffic which is unnecessary given the proximity to main roads. The Delegated Power Decision Report (DPD) for making the Ufton Road closure permanent details all the reasons we went ahead despite the consultation outcome. You can review the DPD here: <a href="https://hackney.gov.uk/ufton-road-ltn">https://hackney.gov.uk/ufton-road-ltn</a></p>

	<p>In addition, Hackney Council's transport Policies align and encourage filtering the streets when there is reason and evidence to do so while creating safer places that encourage active transport. The Mayor of London policies also support the creation of walking and cycle friendly spaces and making the streets safer for all users. Please refer to section 2.0 (Policy Context) of this report for more details on how the proposed scheme adheres to the Council's and London-wide policies.</p>
<p>In order for this area to resemble your unrealistic image you would have to spend a fortune on the little path, the sports court, the railings and the pavements before even beginning on the road.</p> <p>Your map shows no evidence of the electric remote chargers on Downham Rd. The "rain garden" is actually tiny and can't have much effect.</p> <p>I think your craze for improving the environment for bikes + walkers has overtaken your common sense.</p>	<p>As mentioned earlier, the Council has not decided the proposed new location for the EV charging points.</p> <p>The proposed rain garden will be sixteen metres long which is quite large. One of the reasons two permanent SuDS areas on either side of the carriageway were not proposed is to provide one larger rain garden on one side that is also not shaded by the mature trees along the eastern part of the Ufton Gardens.</p>

<p>I support creation of a park, I do not support having a cycle route as that is not necessary and the wealth of designs if you just made a park should be part of the consultation.</p> <p>I support creating a park as long as the sports court is kept.</p> <p>I do NOT SUPPORT HAVING A CYCLE PATH THROUGH THE PARK.</p> <p>There are multiple other roads for cyclists, creating an actual park that's safe for smaller children.</p> <p>Furthermore, you should have a policy on antisocial cyclist behaviour on pavements. You need to think about all residents on your schemes.</p> <p>Having a park which serves all residents would be unique and beneficial to all residents.</p> <p>Also, comparing Southgate Road traffic pre &amp; post pandemic is not a competent way of assessing impacts. It doesn't matter in this case but in general the lack of competency in the data analysis is either a) staggering b) deliberately misleading.</p>	<p>The basketball court that forms the east part of Ufton Gardens will be kept intact.</p> <p>The design is aimed at delivering safe public spaces for all users. Where Council can, it discourages anti-social behaviour. At the same time, the Council encourages active transport. Where pedestrian and cycle movements might conflict, the Council tries to enhance priority for pedestrians over cyclists by introducing relevant warning signs or road markings eg 'cyclists slow down'.</p> <p>The Council does not condone unlawful or inconsiderate cycling and it is the Council's view that the vast majority of cyclists ride their bikes at safe speeds and are law-abiding people. However, some clearly do not and the Council does review similar issues, where there are continuing problems, with the Metropolitan Police at the ongoing, regular Traffic Management Liaison meetings; the Council and Metropolitan Police then look at what further civil enforcement is needed to curb those choosing to cycle without due care and attention. For example the Council may carry out speed sensor programmes, supported both by the MET Safer Transport team with additional participation from local schools, which allows us not just to enforce but raise awareness and promote considerate cycling within shared spaces.</p> <p>Also, the Council's Road Safety Team can add a location to the ongoing programme of community awareness events. At these events officers engage with cyclists in a proactive fashion to remind them of their duty of care towards other users of footpaths and cycle routes.</p>
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	Bicycles are considered vehicles under British law and it is therefore illegal to ride a bicycle on a pavement which has not been designated as a cycle way. The maximum penalty is £500, but it is often dealt with by a £50 fixed penalty notice and said enforcement remains with police.																																										
<p>This road closure has redirected all the traffic down Southgate Road. Increasing noise &amp; pollution &amp; congestion.</p> <p>Also, evidence gathered Nov 2020 to May 2021, was during Covid lockdown and is therefore representing an unreal traffic situation. New evidence is required before any permanent changes are implemented.</p>	<p>May 2021 was outside the lockdown period and all the Automatic Traffic Counts (ATC) were significantly lower in comparison to the 2018/2019 baseline data and the ones commissioned in November 2020. Despite this comparison the daily average ATCs in May 2021 are considered overall normal for the nature of the streets.</p> <table><tr><th colspan="7">Traffic Change in Ufton Road LTN compared to pre-COVID Baseline</th></tr><tr><th>Road</th><th>Baseline Date</th><th>Baseline</th><th>November 2020</th><th>Change from Baseline (%)</th><th>May 2021</th><th>Change from Baseline (%)</th></tr><tr><td>Southgate Grove</td><td>July 2018</td><td>1071</td><td>445</td><td>-626 (-58.5%)</td><td>434</td><td>637 (-59.5%)</td></tr><tr><td>Ufton Road</td><td>No Data available</td><td>-</td><td>113</td><td>-</td><td>155</td><td>-</td></tr><tr><td>Downham Road</td><td>March 2019</td><td>8789</td><td>7859</td><td>-930 (-10.6%)</td><td>5022</td><td>-3767 (-42.9%)</td></tr><tr><td>Southgate Road</td><td>May 2019</td><td>13962</td><td>11082</td><td>-2880 (-20.6%)</td><td>11988</td><td>-1,974 (-14.1%)</td></tr></table>	Traffic Change in Ufton Road LTN compared to pre-COVID Baseline							Road	Baseline Date	Baseline	November 2020	Change from Baseline (%)	May 2021	Change from Baseline (%)	Southgate Grove	July 2018	1071	445	-626 (-58.5%)	434	637 (-59.5%)	Ufton Road	No Data available	-	113	-	155	-	Downham Road	March 2019	8789	7859	-930 (-10.6%)	5022	-3767 (-42.9%)	Southgate Road	May 2019	13962	11082	-2880 (-20.6%)	11988	-1,974 (-14.1%)
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<p>I believe the improvement will be a waste of money, we as residents with kids will not be using that space, it will only be a walking path, a space for people to throw rubbish and a space for dog owners to let their dog do their 'business". At the moment the road closure has reduced traffic on our road, but people don't use the road to walk freely, it has caused more traffic to us as residents can't cut through, especially during the numerous road works we had last year. The good thing about not blocking Ufton Road completely, is that police, ambulances, fire engines and rubbish collectors can easily get through it without going around and wasting time and causing more traffic.</p>	<p>Playable elements for children will be designed into the space. By improving the environment between Ufton Gardens and the ball court, the Council anticipates it becoming more pleasant for young people to use,</p> <p>As part of the public consultation the Council has engaged with the emergency services who were happy with the proposals. A gap of 3.5m on the public highway will be retained for emergency vehicle access.</p>																																										

<p>Unnecessary - finds would be better spent improving the existing park which is a bit sad. NO need for additional greenscape that will look equally tired quickly. Moving the only electric charges in the area seems counterproductive, especially to a busy road. We need more electric charges (not just relocation) if people are to be increasing usage of electric vehicles as it's currently not feasible to charge a car locally reliably.</p>	<p>Initial consultation indicated that the current location is not convenient for people, as they have to drive down a one way street to charge their car and then do a tight reverse manoeuvre. The new locations will be easier to drive in and out of, and will be designed with Health and Safety considerations in mind. Hackney Council has installed over 300 charge points and is now progressing with plans to install 1500 charge points by 2024 and 3000 charge points by 2030 to meet and drive demand for charging electric vehicles</p>
<p>As a resident who has lived here as a little girl I do not see the need to permanently close the road. Downham Road has resulted in traffic jams due to the provisional changes and it's frustrating that I have to wait in the traffic to get around to my house which is just a stone throw away. Extremely inconvenient as I have a young baby and sometimes he gets irritated when we are waiting in jams. At the moment there is only one way into my road. There are always temporary lights on Southgate Road which causes even longer wait times to get home.</p>	<p>The temporary traffic lights are not currently in place. Vehicles were previously using Ufton Road - Southgate Grove as a shortcut to avoid the Southgate Road and Downham Road signalised junction.</p>

**Table 2: Officer's responses to key consultation comments**

#### **4. Impact Assessment - potential impacts of proposals**

- 4.1. The proposals are likely to have a positive impact on local residents. Ufton Gardens will feel more connected as a green space, with tree planting and landscaping creating a pleasant street environment for local people. Residents will benefit from an enhanced and expanded green space, which will help the street feel calmer and safer. Removing the car parking spaces will enhance the link between the two spaces, making it easier for young people to move between the garden and the ball court.
- 4.2. The proposed improvements will keep being enforced via CCTV to ensure no vehicles other than emergency services will access the filter. In addition, the 'no motor vehicles' signs will remain in place.



- 4.3. The two electric vehicle parking bays will be relocated to a more accessible location on Downham Road and the two car club bays will be relocated a few metres further north on Ufton Road. Overall, the scheme will not cause an adverse impact on parking as residents' parking stress is relatively low.

## 5. Equalities Impact Assessment (EQIA)

- 5.1. 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.
- 5.2. 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 and public realm enhancement purposes.
- 5.3. This scheme prioritises walking, cycling and improves road safety and pollution, suggesting that the overall equalities impact would be generally positive. While those cycling and walking would be the primary beneficiaries, the schemes would have positive impacts for all vulnerable users of the borough's road network.

### EQIA Summary Table

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

Protected Characteristic	Impact Summary	Positive / Neutral / Adverse Impact
Disability	<p>As part of the scheme, it is proposed to introduce a Copenhagen style crossing along the footway on Downham Road to prioritise pedestrian movements at the junction with Downham Road. The proposal will retain the tactile pavement at either side of the footway to warn visually impaired pedestrian users.</p> <p>A dropped kerb will be introduced in front of the entrance of the west part of Ufton Gardens (community park) to improve access for all users,</p>	Neutral

	especially those with a disability. Access will be eased for wheelchair or mobility scooter users.	
Pregnancy/ maternity	The streetscape will be substantially improved. Ufton Gardens will be more inviting and the overall public space will feel safer for pregnant women to sit, relax or enjoy a car-free walk along the street. The road is already closed, so there will be no additional impact on health, community workers and midwives travelling in the area. Additional trees within the rain garden will provide shade during the hotter weather which is also a benefit for pregnant women.	Overall Positive
Age	The scheme will substantially improve public realm for kids creating a more attractive and child friendly environment that encourages informal play but also connection between the two parts of Ufton Gardens for better and more frequent use of the two spaces. Also, the proposed scheme will significantly increase opportunities for older adults to socialise while making Ufton Gardens a better connected and more inviting place for relaxation. This will specifically benefit the elderly as the scheme may increase active lifestyle by encouraging older people to rest mid journey using the existing benches at the west part of Ufton Gardens. It will also provide a place to converse, socialise and help eliminate social isolation which some elderly people do suffer.	Overall Positive
Religion and belief	<p>St Peter's Church on De Beauvoir Road is the closest church to the scheme. The scheme is unlikely to impact access to the Church, which is just a 6 minute walk from Ufton Gardens. For those driving to the church, access is maintained at the north end of Ufton Road, and is only a 2 minute drive away.</p> <p>The nearest mosque is Markazul Uloom London.</p> <p>On Sandringham Road in Dalston. As this is north of the road closure there will be no impact on anyone wishing to drive to the mosque.</p>	Neutral

	<p>Chabad Lubavitch of Islington is the nearest Jewish Synagogue &amp; Community Centre from the proposed scheme. This is located within London Borough of Islington approximately 1.2miles west of the proposed scheme. Therefore, no impact is anticipated in relation to the proposed scheme.</p> <p>In summary, the proposed infrastructure will be religious neutral so should not cause offence regardless of belief.</p>	
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## **6. 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 the Road Traffic Regulation Act 1984 (RTRA). The measures will require the making of new permanent Traffic Management Orders (TMO).
- 6.2. 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.
- 6.3. A Permanent TMO is needed to facilitate this scheme as described in the link contained in paragraph 3.1 of this report..
- 6.4. If approved, the measures would be implemented under a permanent traffic order using Sec. 6 of the RTRA.

## **7. Financial implications**

- 7.1. The estimated cost of implementing the proposed improvements at Ufton Road as described in Section 1.0 is £150,000. This is jointly funded by the 'Connecting Green Spaces' programme (£100,000) and the GLA 'Grow Back Greener Fund' (£50,000).
- 7.2. The maintenance of the road markings and planting will be incorporated into the Council's routine maintenance and will not have a substantial impact on the revenue budgets.

## **8. Authority to make decisions**

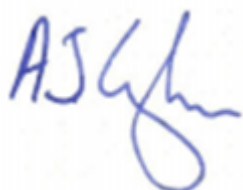
- 8.1. Within the scheme of delegation for Neighbourhoods and Housing, delegation (authority) for making permanent orders under Section 6 of the Road Traffic Regulation Act (RTRA 1984) falls under (what is currently numbered as): NH256 - Making “permanent” orders for prescribed routes, waiting and loading 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, is delegated to Director, Public Realm and Head of Streetscene. The Head of Streetscene is able to approve the recommendations set out in this report.

## **9. Recommendations**

- 9.1. It is recommended that the Head of Streetscene use his delegated powers to agree that the Council proceeds with the proposals for the permanent improvements at the existing traffic filter at Ufton Road as detailed in this report, subject to the statutory consultation process.

## **10. Conclusion**

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



Signed:

Dated: [2nd of August 2022](#)

Andrew Cunningham - Head of Streetscene

cc Cllr Mete Coban – Cabinet Member for Energy, Waste, Transport and Public Realm

cc Aled Richards – Strategic Director Sustainability and Public Realm

cc Maryann Allen – Group Engineer, Design and Engineering

## **APPENDICES**

*Appendix I - Consultation leaflet, poster & survey*

*Appendix II - Preliminary drawing of the scheme proposal*



## **Appendix I - *Consultation leaflet, poster & survey***

- Installing new cycle parking near the entrance to Ufton Gardens (as shown in Figure 2) to encourage more people to cycle.
- Relocating the two electric vehicle charging bays from Ufton Road to Downham Road and the Car Club Bays a bit further north on Ufton Road (to the west of the street just after the park) as shown in Figure 3.

The below images show how the junction of Ufton Road/Downham Road might look if the proposed permanent scheme is to be implemented.

**Figure 1:** Proposed public realm improvements at the existing Ufton Road closure (looking towards Ufton Road).



**Figure 2:** Proposed public realm improvements at the existing Ufton Road closure (looking towards Downham Road).



## How to have your say

Your views are a very important part of our decision making process. You can have your say by returning the questionnaire provided using the **FREEPOST** envelope enclosed or by completing the online questionnaire at [consultation.hackney.gov.uk](https://consultation.hackney.gov.uk) by **23 March 2022**.

## What happens next?

Your views will also be taken into account as part of the detailed design process. We will publish the consultation responses as well as the decisions made at [consultation.hackney.gov.uk](https://consultation.hackney.gov.uk)

To keep up to date with this and other plans, please visit [hackney.gov.uk/street-consultations](https://hackney.gov.uk/street-consultations)

## Permanent Works

If the scheme goes ahead, following consultation, we expect construction works to start around the middle of May 2022 with completion in six to eight weeks. Further information regarding the works would be sent out closer to the time.

## Information

For further information on this proposal, please contact the Hackney Service Centre by calling **020 8356 2897** or by emailing [streetscene.consultations@hackney.gov.uk](mailto:streetscene.consultations@hackney.gov.uk)

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

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Ger hun diwacodin bizaadin ku ay dokument g'i dibajje. Ji kerema xwe qutika minasib isaret bikin. nav, navnigani u hejmara telefona xwe li jêrê rûpelê binivîstin û wê jî navnigana jêrin ne bişînin. (Kurdish)

Jeli chesaz cawidzêdê eie, jaka jest trekô lepo dokumentu, zaznacz odpowiednie pole, wpisz swoje nazwisko, adres i nr telefonu w dolnej części niniejszej strony i przekaż na poniższy adres. (Polish)

Hadii aad jecdaan lahayd in aad ogaato waxa dokumentigan sheegayo fadlan caasimadi godka ku haqoon. ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi cinwaanka hoose. (Somali)

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(Urdu) اگر آپ یہ جاننا چاہی ہیں کہ اس دستاویز میں کیا لکھی ہو تو براہ کرم مناسب باکس میں صحیح کا نشان لگھیں اور نام، پتہ اور فون نمبر اس دستاویز کے نیچے لکھیں اور اسے درج ذیل پتہ پر بھیجیں۔ (Urdu)

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# Ufton Road Public Realm Improvements

Public consultation  
February 2022

have **your** say

**Hackney**

## What is this document about?

We are looking to improve the junction of Ufton Road and Downham Road by installing permanent features to achieve a safer and more pleasant walking environment along the street, and visually connect the two halves of Ufton Gardens (the garden on one side and the basketball court on the other).

We are now seeking your views on the proposals.

## Why are these changes being proposed?

From June 2020, Ufton Road was closed to through-traffic at the junction of Ufton Road and Downham Road. Following the introduction of an experimental traffic order, a decision has been made to make the closure permanent. As part of Hackney's 'Connecting Green Spaces' programme, we want to create streets that are safe, easy to walk or cycle on, reduce vehicle dominance and help to improve air quality. Where two or more green spaces are closely located we would like to create more direct, safer and attractive links.

Evidence gathered during the experimental period of closing Ufton Road indicated that vehicles using the street as a shortcut before now do not, without adverse impact on Downham Road and Southgate Road. The results of traffic surveys completed during November 2020 and May 2021 demonstrated significant decreases in traffic volumes on Southgate Grove, Downham Road and Southgate Road compared to baseline traffic counts taken before the start of the coronavirus pandemic.

## What are the proposals?

The proposals cover the section of Ufton Road from its junction with Downham Road up to the end of the entrance to Ufton Garden. They include:

- Introducing a new rain garden with a combination of trees, sensory and pollinator plants to capture rain water and prevent overloading of the sewer system. Playful features would also be incorporated, such as boulders, logs and a creative pavement for children that will connect the two green spaces.
- Reducing the road width to create a more attractive entrance to the gardens and improve road safety. A gap of 3.50m would be left for Emergency Services access along the street.
- Resurfacing the road and footway where needed.
- Providing improved pedestrian facilities by introducing a continuous footway (Copenhagen crossing) with tactile paving at the junction with Downham Road, making it easier for people to cross the road.
- Planting new trees on either side of the junction and removing approximately 44 metres of parking provision to allow space for the large rain garden and tree planting while making the entrances to Ufton Gardens more visible and accessible.

Figure 3



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# We are improving Ufton Road



To have your say, search 'Ufton Road' at  
[www.consultation.hackney.gov.uk](http://www.consultation.hackney.gov.uk)



# Ufton Road

## Public Realm Improvements

### Questionnaire

Please return this questionnaire in the **FREEPOST** envelope provided or complete online by **23 March 2022** at [consultation.hackney.gov.uk](https://consultation.hackney.gov.uk)

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

#### About you:

Name (optional): .....

House/flat number (required): .....

Postcode (required): .....

Email address (optional): .....

*Your email address will be stored and used under the strict controls of the 2018 Data Protection Act and the 2016 General Data Protection Regulations (GDPR). We will use it to send you updates of the consultation outcome. Your email address will be used only by Hackney Council and it will not be made public or passed on to any third party. You can choose to be taken off our database at any time by emailing [consultation@hackney.gov.uk](mailto:consultation@hackney.gov.uk)*

#### 1. Are you a:

- ☐ resident ☐ visitor to the area  
☐ business owner ☐ person who works in the area  
☐ other, please specify: .....

#### 2. Do you support or oppose the proposed public realm improvements for Ufton Road as outlined in the consultation document?

- ☐ Support ☐ Oppose ☐ Don't know

Continued overleaf

#### 3. Do you have any comments on our proposed public realm improvements for Ufton Road as outlined in the consultation document?

Please use this space for any comments you may have on the proposed scheme.

#### How we use your feedback

Due to the high volume of consultation forms we expect to be returned, it may not be possible to provide an individual response to everyone. However, we will consider all comments received to help us make a decision about the proposals.

We can only consider your response if you supply your address and postcode. You do not need to supply your name. Under the Local Government Act 1985, all replies will be available for public inspection although names will not be made public.

***Appendix II - Preliminary drawing of the scheme proposal***







