

Monday 21 October 2019

Dear Resident,

Walford Road Area (Road safety and traffic scheme) Consultation Clarification

As you may be aware, we are currently consulting on proposals to improve road safety and reduce traffic in Walford Road, Nevill Road and Brighton Road. Consultation packs were posted to people in the area at the beginning of September, and the consultation is available online at consultation.hackney.gov.uk/streetscene/walford-road-area/

Since the consultation was launched, we have received requests to clarify two pieces of information contained in it:

1) A typing error in the table on page 11 (Table 1b online) of the document.

This table sets out the predicted daily increase or decrease in vehicle numbers if the proposals for the area were to be implemented (column 4). Columns 5 and 6 demonstrate how this traffic might be distributed per hour throughout the day, if split evenly over 24 hour and 12 hour periods.

The last column of the final row of the table (Stoke Newington Church St (east of Wilmer Place) contained a typing error. It should have read 134/hr instead of 9/hr.

Original row:

Outer boundary roads	Original vehicle flow	Calculated new vehicle flow	Total increase or decrease in vehicle numbers over 24hrs	Increase in vehicle numbers calculated over a 24 hour period	Increase in vehicle numbers assuming all of the traffic uses the roads during a 12 hour period of 7am–7pm
Stoke Newington Church (east of Wilmer Place)	9545	11157	1612	67/hr or approx 1/min	9/hr or approx 2/min

Corrected row:

			Total increase or decrease in vehicle numbers over 24hrs	Increase in vehicle numbers calculated over a 24 hour period	Increase in vehicle numbers assuming all of the traffic uses the roads during a 12 hour period of 7am–7pm
Outer boundary roads	Original vehicle flow	Calculate d new vehicle flow			
Stoke Newington Church (east of Wilmer Place)	9545	11157	1612	67/hr or approx 1/min	134/hr or approx 2/min

2) Some residents have also asked to see the air quality monitoring that supports the following paragraph on page 12:

‘Most local schools and nurseries are not significantly impacted by the scheme. Monitoring for 2018 at William Patten and St Mary’s Schools show that air quality is better than predicted by modelling and therefore air quality at William Patten, St Mary’s and Grasmere Schools is predicted to meet air quality objectives within playground areas and at school buildings.’

To explain this paragraph further, monitoring refers to air quality measurements, usually taken from diffusion tubes placed in specific locations, and modelling refers to the process by which factors including monitoring figures, traffic data and physical features are taken into account to predict air quality.

For the Walford Road proposals, data from monitoring throughout 2017 was used to validate the 2017 base model produced by CERC (Cambridge Environmental Research Consultants) as discussed in the consultation document. By this, we mean that CERC developed an air quality model independently, then checked the outputs against the actual monitoring data as part of the model verification process.

Following this, they were able to develop the model to predict what would happen if various changes took place, such as the predicted vehicle flow and air quality changes if the scheme were to proceed.

However as another year has gone by, although the model can still be used to predict concentrations for 2019 (with and without the scheme in place), the monitoring data for 2018 has become available, which shows that in terms of nitrogen dioxide (NO₂) concentrations air quality was better in 2018 than in 2017. This monitoring data suggests that if a new model were to be created now, it is likely that the predicted modelled NO₂ concentrations would be lower than those predicted by the previous modelling (in both the “without scheme” and “with scheme” scenarios). This is because the monitored NO₂ concentrations for 2018 are already lower than those which were predicted by the modelling for the “without scheme” scenario in 2019, and there is a general downwards trend in NO₂ concentrations at diffusion

tube locations across the scheme area. We cannot state this with 100% certainty, as the only way to tell would be to create a new model, but experience suggests this would be the case. We have not created a new model because it would be extremely resource and time intensive, and it is likely that the results would show improved NO₂ concentrations in both the 'with' and 'without' scheme scenarios.

We believe that there are likely to be a variety of reasons why the monitored air quality data for NO₂ for 2018 is lower than predicted by the 2019 modelled data. For example, the impacts of the Ultra Low Emissions Zone, with organisations preparing for its implementation by switching to greener vehicle fleets, were not known when the modelling was done. It would have been extremely challenging to model these impacts before the Ultra Low Emissions Zone was implemented.

We have included the air quality monitoring data for 2018 for certain school locations in the table overleaf, and compared it to the modelled data produced for the purposes of this consultation. The downward trend in NO₂ concentrations at these school locations is reflected at other monitoring locations across the scheme area. The air quality monitoring is taken from the Council's Draft Air Quality Annual Status Report (ASR) for 2018, which is awaiting sign-off from the Greater London Authority. This is available at <https://www.hackney.gov.uk/air-what-we-are-doing>. Hard copies are available on request.

Please note that the ASR is a separate piece of work which is prepared to comply with the Department for the Environment and Rural Affairs' requirement that councils prepare an ASR each year. As part of this work, NO₂ is monitored throughout each year on an ongoing basis and reported as an annual mean figure. Because the ASR is a separate piece of work, the locations of monitoring stations used in that work are not necessarily the same as those used for the work relating to the scheme proposals (the locations are described in the ASR). We cannot therefore provide a figure for each specific location but, for comparison purposes, we have used the monitoring stations that correlate to the modelled locations for St Mary's, William Patten and Grasmere schools.

Location	Location Description	Predicted (modelled) annual mean NO2 concentrations for 2019 without the scheme (µg/m3)	Predicted (modelled) annual mean NO2 concentrations for 2019 with the scheme (µg/m3)	Monitored annual mean NO2 concentrations for 2018 (µg/m3)
St Mary's School, Barn Street	Fence on Stoke Newington Church Street	40.1	41.8	No monitoring location at this modelled location. Therefore, no direct comparison to monitored concentrations can be made.
St Mary's School, Barn Street	Building facade facing Stoke Newington Church Street	39.2	40.7	39.1
St Mary's School, Barn Street	Closest section of playground	30.8	31.1	27.8
William Patten School, Stoke Newington Church Street	Boundary of playground closest to Stoke Newington Church Street	36.0	37.7	No monitoring location at this modelled location. Therefore, no direct comparison to monitored concentrations can be made.
William Patten School, Stoke Newington Church Street	Front facade of school closest to Stoke Newington Church Street	35	36.5	29
William Patten School, Stoke Newington Church Street	Representative of facade of part of building	30.9	31.2	27
Grasmere Primary School, Albion Road	Front of school boundary closest to Albion Road	38.8	40.1	See note 1

Grasmere Primary School, Albion Road	Facade of building closest to road	31.6	31.9	See note 1
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Note 1 - These receptor points for Grasmere School did not have monitoring tubes in order to provide a direct comparison. However, the annual mean concentration for NO₂ monitored at the roadside monitoring location next to the school improved from 47µg/m³ to 43µg/m³ between 2017 and 2018.

Hence, if the 2018 monitored data was used in the modelling, along with predicted improvements from factors such as the extended ULEZ and cleaner vehicle fleets, we would expect National Air Quality Objectives for NO₂ to be met within playground areas and at school buildings if the Walford Road area proposals were implemented. For the reasons set out above, however, we cannot state this with 100% certainty.

Extension to consultation closing date

To allow residents the time to consider this additional information, the consultation has been extended by 4 weeks and will now close on Friday 22nd November 2019.

If you submitted your response online and provided an email address, you would have received a copy of your submitted response. You can find your submitted response by searching your inbox for an email from hackney.gov.uk@mail1.citizenspace.com.

If you want to change a response and did not provide an email address, please email consultation@hackney.gov.uk, including "Walford Road Consultation" in the subject line. Please specify which aspects of your response you would like to change. If you completed a paper questionnaire, you can contact us in the same way, but please include: your address and postcode, to enable us to identify your submitted response.

However, if you have any concerns, or wish to request a new consultation pack, please email us at: streetscene.consultations@hackney.gov.uk or write to us at FREEPOST STREETSCENE.

Yours sincerely,



Andrew Cunningham
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Hackney Council