

MINUTES OF A MEETING OF THE STOKE NEWINGTON AND CLISSOLD JOINT WARD FORUM

MONDAY, 15TH JANUARY, 2018, 18:00

**St Paul's West Hackney, Corner of Stoke Newington Road and Amhurst Road,
N16-7QB**

Ward Councillors Present:

Stoke Newington Ward: Cllr Susan Fajana-Thomas (Chair), Cllr Mete Coban,
Cllr Patrick Moule,

Clissold Ward: Cllr Sophie Cameron, Cllr Sade Etti, Cllr Ned Hercock

Council Cabinet Member: Cllr Feryal Demirci, Cabinet Member for
Neighbourhoods, Transport and Parks

Officers in Attendance: Andrew Cunningham, Head of Streetscene Kate Hart,
Group Engineer, Design and Engineering, Tom Thorn,
Policy and Partnerships, Caroline Westhart,
Communications and Consultation, Joanne Blackwood,
Policy and Partnerships

Members of the public Approximately 175

1 Nevill Road and Walford Road Environmental Improvements

1. Welcome and introductions

Cllr Fajana-Thomas opened the meeting and said that it was an opportunity for residents to speak to Councillors and the Streetscene team about the Environmental Improvements planned in the Walford Road area-

There would be a 20 minute presentation from the Head of Streetscene, which would set out the two options that had been put forward, and then a 45 minute question and answer session.

2. Presentation on proposals

The Head of Streetscene gave a presentation on the Walford Road Area-Environmental Improvements.

He explained that following proposals developed for Cycle Superhighway 1 (CS1) consultations were carried out by TFL which included closures to through traffic at:

- Wordsworth Road junction with Matthias Road
- Wordsworth Road junction with Bennett Road junction
- Salcome Road junction with Truman's road.

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It was agreed that the road closures would be implemented and monitored by the Council for a minimum of 6 months to assess the impact of the changes and to allow submission of representations from affected stakeholders.

The closures were implemented in 2016. In November 2017 the experimental traffic order was made permanent.

The main aims of that scheme had been to:

- Reduce non-local motor traffic using residential streets
- Make Wordsworth Road area a safer and more pleasant place in which to live, walk and cycle

Residents were shown a plan of the road closures and the impact of closures in the Wordsworth road area.

Residents were also shown a map showing the air quality monitoring and the wider policy context which included:

- Nearly 10,000 Londoners died early every year as a result of air pollution from vehicle emissions (Kings College London, 2015)
- Direct impact on our children's health with evidence proving air pollution to be directly responsible for alarming rates of asthma and other respiratory illnesses in schools (GLA, 2008)
- Two thirds of households in Hackney did not own a car, but the borough still suffered from poor air quality
- The Council's policy ambitions to:
 - Make Hackney's roads safer for everyone living, working and visiting the borough
 - Create an environment that will encourage more walking and cycling, improve air quality and reduce local emissions
 - Reclaim Hackney's streets from motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London
 - Reduce the dominance of the private vehicle

Monitoring of the impact of the changes delivered in the Wordsworth Road area had shown benefits in terms of traffic flow and air pollution. However, the changes had also caused increases in traffic in some roads due to dispersal. The Council was currently consulting on proposals to mitigate these issues.

The two options put forward in the current consultation were:

Option A: Permanently closing Barbould Road junction with Albion Road and at Allen Road junction with Shakespeare Walk

Option A would substantially reduce through traffic between Albion Road and the A10 and vice versa (including local traffic). Motor vehicles would be banned from entering or exiting Barbould Road at its junction with Albion Road and at Allen Road at its junction with Shakespeare Walk

Option A was a wider intervention and would impact a broader area.

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Option B: Permanently closing Nevill Road between Osterley Road and Walford Road. Clonbrock Road at its junction with Nevill Road and Allen Road at its junction with Nevill Road.

Option B would substantially reduce through traffic in the east–west direction and vice versa, as well as north–south and vice versa along Nevill Road. Vehicles would still access Walford Road and Brighton Road via the A10. Access by motor vehicles to the section of Nevill Road between the closures would be via Walford Road and Brighton Road only.

Option B was a more localised filtering scheme which would reduce traffic flows in Walford Road, Brighton Road and Nevill Road.

Other options that had been considered were:

- A one way system introduced on Brighton Road and Walford Road. These proposals have not been taken forward as it may encourage “rat running” (by making the roads easier to drive through) and also increase traffic speed on these roads (as there would not be any opposing traffic).
- Points of ‘NO ENTRY’ or road closures at Walford Road, Brighton Road and Beatty Road junctions with the A10. This proposal has not been taken forward as it could mean large vehicles (delivery and servicing vehicles) getting stuck and having to reverse along the lengths of the roads putting all road users at risk. This would also be a problem for the Council’s refuse vehicles, which are not permitted to travel in reverse for more than 25m, so this would cause operational difficulties.

The Head of Streetscene added that it was important to consider other policies on a national and local level.

This proposal was not just about road closures but was set within the context of other work the Council was doing. For example, they formed part of the work to help progress the Council’s policy to address air quality.

The Head of Streetscene added that the consultation went to 6000 properties. People could respond online or on a paper version. Paper copies were available at the meeting. Residents were reminded that the consultation was open until 26 January and that the report would be published on the Hackney website.

3. Question and answer session on proposals

Cllr Fajana-Thomas opened the question and answer session. Questions/comments were taken in groups and then responded to.

1. A resident representing Stokey Parents stated that traders on the north side of Church Street, William Pattern primary school, St Mary’s primary and the Londesborough pub had not received the consultation.
2. A resident stated that people who completed paper versions could only respond one per household, but if you responded online you could complete two.

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3. The Council was asked to clarify the fairness and transparency of the consultation and decision making process.
4. A resident stated they have to make several trips a week for medical reasons and that the proposals would add more time to these and directly impact their quality of life.

The Head of Streetscene replied that consultation forms will be sent to those who have not received them. The decision and report will be available on the website.

There was a question from a resident from Shacklewell ward. Cllr Fajana-Thomas stated that this was a ward forum for residents of Clissold and Stoke Newington and not a consultation meeting. Therefore questions would only be taken from residents from those two wards. All residents had the opportunity to respond through the consultation.

1. A resident from Londesborough Road commented that they now had to drive 5 times as far to get to Stoke Newington. A number of residents asked for the Council to clarify if they had to choose one option or if they could disagree to both options.
2. A resident asked what analysis had been done on air quality- has there been a worst case test on cars passing William Pattern school- Traffic on Brighton road is much higher since the road closure. What did the model say it would increase by? A 7% increase in traffic would lead to a substantial increase in congestion.
3. There were concerns about increases in traffic on Church Street and Defoe road; there is a need for safe spaces around schools and nurseries.
4. A resident from Walford Road stated that the situation 'is hell now' and that others were not considering this.

Head of Streetscene- There were a lot of things happening on a national and regional level to change the type of vehicle use, but there was also a need to look at local solutions. There was an issue with buses outside William Pattern School. The Council is working with William Pattern on air quality. It was possible to oppose both options

1. A resident of Oldfield road stated that Option A was totally unacceptable and that too many roads had been closed without adequate modelling.
2. Air quality meant nothing without a control (could have improved due to better cars). Were there weightings for residents/visitors/businesses? Please retry one way system.
3. A resident from Wordsworth said that since closures quality of life is fantastic- they have to go around the block but it is no big deal.

Head of Streetscene - There was not a particular weighting but the report would identify who had responded in the analysis of comments that had been made.

Evidence showed that the introduction of one way systems on a road would increase traffic and traffic speed on it. They could cause further safety issues through the need for larger vehicles (including refuse vehicles) unable to perform three-point turns to reverse significant distances to exit.

1. A resident from Oldfield Road stated that there were problems with the proposals. One would see residents who started or finished on Nevill road having their points of exit and entry decreased from 13 to 4. This would mean that traffic increased by 60% but the consultation document stated no increase. The Council were asked to release the evidence on which the statement had been based.
2. A parent of a child who attended William Pattern school commented that the Council were not taking air quality into account as the proposals would increase traffic on this road.
3. A trader on Neville road said that both options would force her business to close as customers are not able to reach them. They would also impact on the nursery and corner shop. Consultation forms had not been received by these businesses.

The Cabinet Member for Neighbourhoods, Transport and Parks stated that air quality was one of the biggest problems facing children. There were policies geared to reduce pollution around the schools. The Council was continuing to work with William Pattern School.

There were few tools available to local authorities to stop traffic, but the Council was committed to taking all possible action to protect residential streets and to improve air quality.

The Head of Streetscene stated that the analysis have not differentiated internally sourced traffic from traffic sourced from outside the area. However, the volumes of traffic in themselves evidenced that the majority started and finished their journey outside of it.

1. Had an impact assessment been done on road closures outlined in the consultation?
2. A resident stated that the proposals set one group of residents against another.
3. A resident from Albion road stated that there had been an increase in traffic by Matthias Road and by both Newington Green Grasmere Primary Schools.

Head of Streetscene - The Council had been talking to Grasmere School about switching entrances. Consultation forms would be sent to people who had not received them.

1. A resident from Nevill Road favoured option B and noted that the proposals were part of a long term and necessary plan. Public transport and cycling was the way forward. He had a car, but no longer drove in London due to levels of congestion.
2. A resident discussed children's health and asserted that both options would increase traffic around the schools and nursery, but would reduce it outside children's' homes in the area.

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3. A resident from Brighton Road felt that the comments about air quality were disingenuous. Felt the whole scheme was about TFL's super highway and asked how many cyclists were using it now compared to a year ago.

A resident from Milton Road stated that 9000 dying every year from air pollution was the tip of the iceberg and that it is was a public health emergency. They were surprised at the continuing common assumption that people should be able to drive and that it should be made easier for them to do so - it was not a sustainable form of travel and the - long term solution was for people to use other modes.

In response to the comment on air quality the Cabinet Member for Neighbourhoods, Transport and Parks said that the Council shared the view that it was a public health emergency and that significant action was required to tackle it. The Council was undertaking reviews and audits of air quality, and was leading on play street schemes and looking to increase the low emission zone. The Clissold Ward had one of the lowest levels of car ownership in the borough and one of the highest shares of people travelling by bike and on foot which was something to be celebrated and learnt from.

London was growing and without progressive action problem caused by motorised traffic was were going to get worse. She strongly felt that immediate action was needed. The Council continued to lobby the London Mayor to widen the Ultra-Low Emission Zone so that it covered Hackney. However, the Council was committed to taking action locally. It was important that less polluting modes of travel were made more easy and attractive, and for the area to be made less attractive to through traffic. If the Council did not do this it would continue to suffer from residential roads being used as rat runs by commuters on their journeys through Hackney to other areas, and the associated problems of congestion and pollution. Road closures and filtered permeability was one of the tools which would help change people's behaviour.

4. Summary of discussions and next steps

Cllr Ned Hercock summarised the concerns raised above and encouraged people to respond to the consultation. Councillors in Clissold and Stoke Newington had received emails and people could continue to contact them.

The consultation was open until the 26 January.