# Main roads in Hackney - Technical note

## 2023-2026

Hackney

# Main roads in Hackney

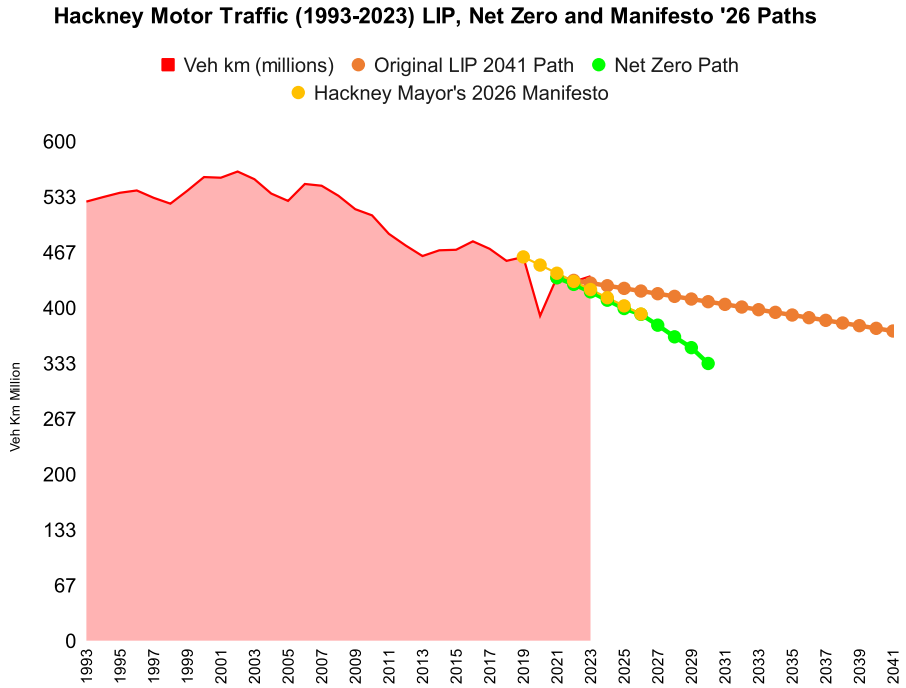
## Introduction

Hackney clearly cannot solve the Climate Emergency on its own, but for years Hackney has seen its role as leading London by being ‘a model of sustainable urban living’ as detailed in the Hackney Transport Strategy 2015-25.

The core of this vision remains facing up to the Climate Emergency and the negative aspects of congestion and reducing the greenhouse gases from road transport, to achieve net zero emissions by 2030 and creating space to move around the borough in a sustainable and healthy way.

The Mayor of Hackney and the Mayor of London have set bold targets for a 15 % reduction in traffic by 2026 and 27 % by 2030 respectively. Great progress has been made in reducing traffic in neighbourhoods, which makes it clear that much of this reduction will need to happen on main roads. This document sets out our existing plans to be delivered over the next two years up to 2026 and, the strategic focus areas that are needed to create the pathway towards a healthier, greener and ultimately happier Hackney.

Hackney Motor Traffic (2013-2021) LIP, Net Zero and Manifesto ‘26 Paths



This is a technical note on how we apply best practice and is not a new strategy for how people will move around the borough, however we will identify the questions, studies and pathways required to achieve the traffic reduction targets and provide more space for walking cycling and public transport. This document will start building the vision that will ultimately be presented in the Hackney Transport Strategy 2025-35.



Dalston Lane



Graham Road

# Our Approach to main roads in Hackney

Addressing the Climate Emergency, whilst a massive challenge, brings with it opportunities to create a safer, healthier, happier, more humane urban environment on Hackney's main roads by encouraging connected and more active communities free from traffic domination. These communities will enjoy the use of main roads as places in their own right to shop, socialise and linger with more green spaces, and better footways.

The reduced traffic and reallocated road space will unlock more efficient use of our main roads bringing faster, better bus services; safer cycling and walking conditions, leaving enough general traffic capacity for freight, disabled people's transport and other essential trips. Some of these changes will need further more detailed planning as part of an emerging new Hackney Transport Strategy.

But tackling the problems of the main roads is a challenge that Hackney needs to address now to unlock the path to a world class walking, cycling and bus network in the borough; existing alongside cleaner, greener, safer lower-trafficked main roads which are able to carry the remaining essential motor traffic serving freight, mobility impaired residents and emergency services.

We have set out three focus areas that we will use as guiding principles to help in the application of our work on Hackney's main roads and achieving the Council's aims for the benefit of all residents and businesses.

### Healthier & more liveable Hackney roads

Make the existing main roads more attractive for public transport, walking and cycling as well as making the road network function as safely and effectively as possible particularly for residents, buses and active travel.

### Reduce demand from high carbon transport

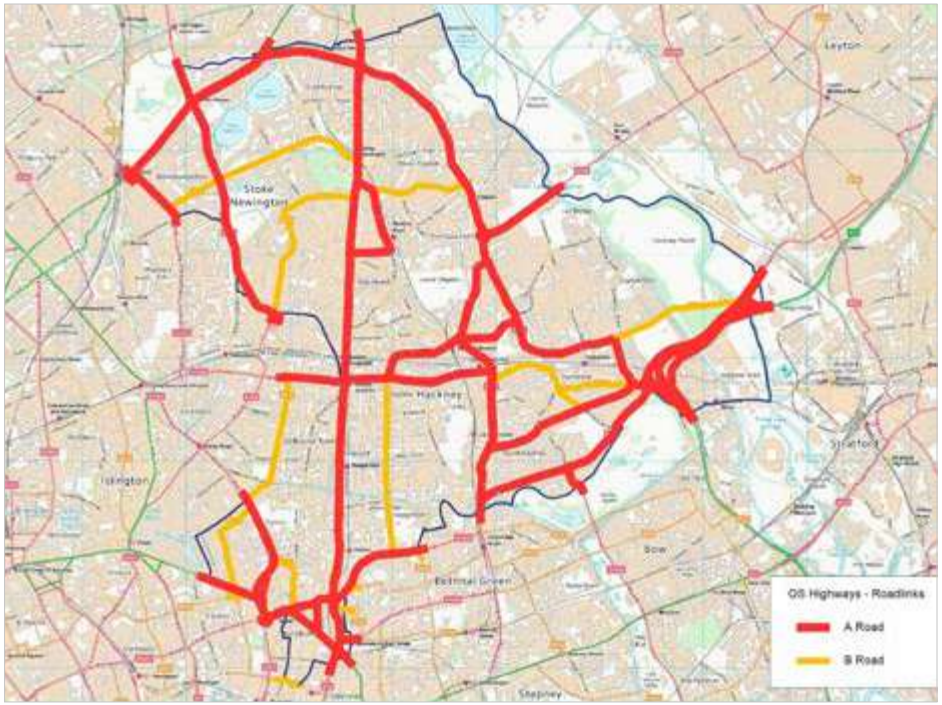
Reduce demand from cars, especially on main roads, exploring all options including road user charging, traffic filters, bus gates, parking permits and workplace parking levy.

### Developing a Hackney wide transport network

Re-balance the space historically allocated for main road through traffic to create more space for public transport, active travel and create new, green public spaces.

# Main roads in Hackney

The problems of main roads and the solutions to them are very different from the problems of quieter residential areas. Many residential areas have recently benefited from the recent rapid expansion of Low Traffic Neighbourhoods (LTNs) which formed part of the borough's response to the COVID-19 pandemic. But LTNs do not generally benefit boundary roads and main roads (which make up the continuing through routes in the borough) to the same degree as their internal roads. So the question of what is considered as a main road can be controversial.




## Definition of a main road?

This is not as simple as it might at first appear. As a starting point all UK roads (excluding motorways) fall into the following four categories:

**A-roads –** major roads intended to provide large-scale transport links within or between areas

**B-roads –** roads intended to connect different areas, and to feed traffic between A-roads and smaller roads on the network

**Classified unnumbered –** smaller roads intended to connect together unclassified roads with A and B roads, and often linking a housing estate or a village to the rest of the network. Similar to 'minor roads' on an Ordnance Survey map and sometimes known unofficially as C-roads

**Unclassified –** local roads intended for local traffic. The vast majority (60 % ) of roads in the UK fall within this category

The classification of roads is also not completely fixed and the function of roads can change over time by pedestrianisation or filtering schemes (for example the Narrow Way section of Mare Street or the reduced traffic on Stoke Newington Church Street following the installation of a bus gate there in 2021.

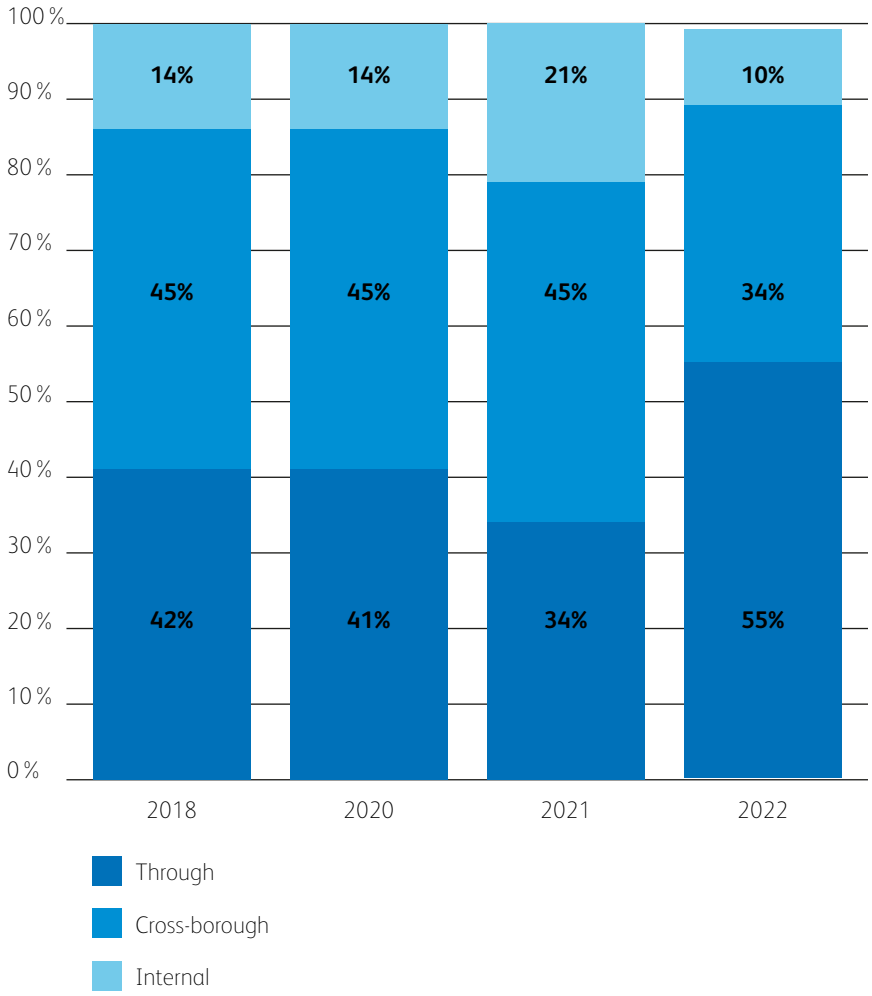
Hackney is a densely populated inner city London borough with a population of 259,200 in the 2021 census. There are three main radial roads in the borough, the A10, the A12 and the Seven Sisters Road. The A10 (the main radial road in the borough) runs through Shoreditch, Dalston, Stoke Newington and Stamford Hill town centres, while the Seven Sisters Road and the A12 skirt the borough's western and eastern boundaries respectively at Finsbury Park and Hackney Wick.

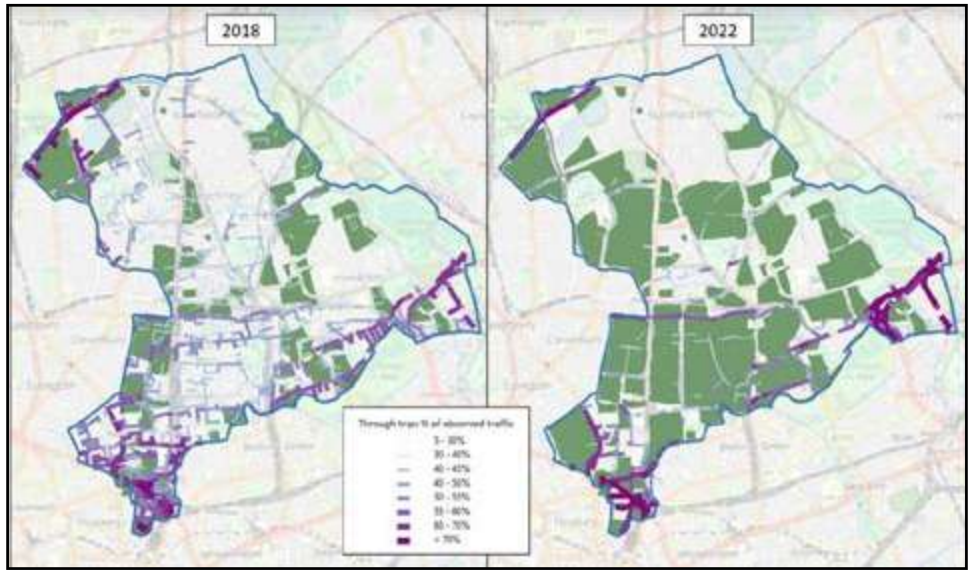
Some of the most congested routes are the east-west orbital roads such as Homerton High Street, Graham Road and Dalston Lane, which frequently suffer from restricted road widths. Congestion on these east west routes is not helped by a relative lack of east-west rail links compared to north south rail links. Only the Overground line from Highbury and Islington to Stratford carries east-west passengers and a southwest to northeast rail, linking Hackney with south west London, remains on the drawing board as the stalled Crossrail 2 project more than 50 years after it was first proposed.

One result of this is that 55 % of traffic in the borough in 2022 was through traffic, up from 42 % of borough traffic in 2018.

Through traffic (which originates outside the borough and passes through on its way to elsewhere) is especially focussed on Hackney's east-west orbital routes. The acceleration of the borough's programme of Low Traffic Neighbourhoods (LTNs)

**Percentage of vehicle kilometres**









carried out during the Covid pandemic was successful in reducing through traffic on local neighbourhood roads within these zones but left an increasing proportion of the traffic that remained as through traffic mainly focussed on main roads.

The borough enjoys one of the most developed bus networks in London but restricted road widths prevent a full rollout of a bus priority network meaning that local buses suffer frequent delays. The same narrowness of highways also sometimes prevents the allocation of road space to protected cycle lanes, meaning that despite high overall cycling levels, the high traffic levels on the borough's main roads often remain intimidating for all but the most confident cyclists.

Traffic reduction remains a huge challenge. To put this into perspective, in the seven years prior to the Covid pandemic, road traffic in Hackney had reduced by only 3 % while traffic in London as a whole increased by about 5 % . Business as usual policies will not be sufficient to achieve road traffic reduction on the scale required to achieve the 27 % decrease outlined in the Mayor of London's transport strategy. Serious travel demand measures such as road user charging will likely be required in addition to big ticket public transport infrastructure construction such as Crossrail 2.

# Road safety and main roads

## Vision Zero - Safe systems approach

Hackney fully supports Vision Zero and the safe systems approach which is embedded in the Council's Transport Strategy.

In the Safe Systems, the five pillars of the road environment work together as one to minimise risk. In simple terms this means that all elements of the road system - vehicles, infrastructure, speed limits, road user behaviour, road safety awareness & training and post collision care - work together as one to minimise the chance of a collision, or, if a collision does take place, how to prevent death or serious injury from occurring.




The Safe systems approach is built upon two basic facts about people:

- People make mistakes, and will make mistakes when on the road
- People are vulnerable to being killed or seriously injured, if they are involved in a collision.

## Five Pillars

- **Safe Road Users -** Incorporating education & training, traffic reduction, road safety activities & school /active travel planning initiatives
- **Safe Roads -** Self-explaining roads, designed so the driver/ rider is aware of what is expected , segregating roads users - i.e. cycle lanes, shared spaces, segregating traffic i.e. LTN & School Streets for traffic management.
- **Safe Speeds -** Establishing safer speeds, educating road users and enforcing where necessary
- **Safe Vehicles Technology & roadworthiness -** Post-collision response. Developing systematic information sharing & learning , to improve justice & care for victims of traffic collisions

# Evaluation of road safety on main roads 2019-2023

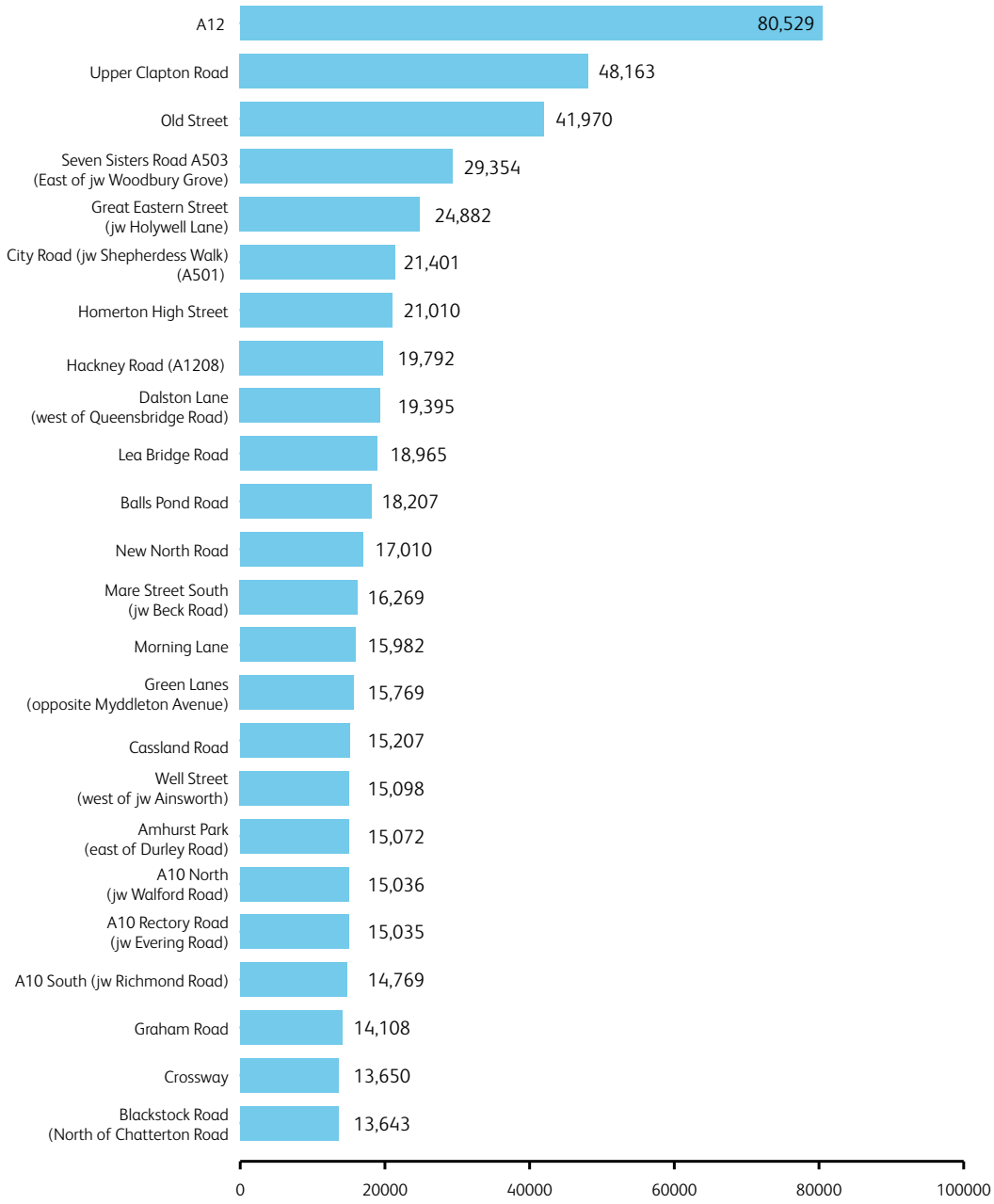
| Road | Collisions 19-23 | Slight | KSI |
|---|---|---|---|
| A12 | 20 | 17 | 3 |
| Upper Clapton Road | 138 | 124 | 14 |
| Old Street | 107 | 83 | 24 |
| Seven Sisters Road A503 (East of jw Woodbury Grove) | 165 | 139 | 26 |
| Great Eastern Street (jw Holywell Lane) | 131 | 98 | 33 |
| City Road (jw Shepherdess Walk) (A501) | 4 | 4 | 0 |
| Homerton High Street | 99 | 85 | 14 |
| Hackney Road (A1208) | 50 | 37 | 13 |
| Dalston Lane (west of Queensbridge Road) | 108 | 93 | 15 |
| Lea Bridge Road | 37 | 30 | 7 |
| Balls Pond Road | 36 | 31 | 5 |
| New North Road | 52 | 44 | 8 |
| Mare Street South (jw Beck Road) | 121 | 101 | 20 |
| Morning Lane | 92 | 77 | 15 |
| Green Lanes (opposite Myddleton Avenue) | 153 | 125 | 28 |

| Road | Collisions 19-23 | Slight | KSI |
|---|---|---|---|
| Cassland Road | 27 | 24 | 3 |
| Well Street (west of jw Ainsworth) | 28 | 22 | 6 |
| Amhurst Park (east of Durley Road) | 48 | 43 | 5 |
| A10 North (jw Walford Road) | 116 | 90 | 26 |
| A10 Rectory Road (jw Evering Road) | | | |
| A10 South (jw Richmond Road) | 59 | 48 | 11 |
| Graham Road | 43 | 37 | 6 |
| Crossway | 17 | 13 | 4 |
| Blackstock Road (North of Chatterton Road | 12 | 12 | 0 |
| Kenworthy Road | 12 | 11 | 1 |
| Lower Clapton Road (East of Clapton Square) | 114 | 96 | 18 |
| Wick Road | 98 | 88 | 10 |
| Mare Street North (jw Brenthouse Road) | 152 | 132 | 20 |
| Dalston Lane jw Cecilia Road | 106 | 91 | 15 |
| Amhurst Road (South) | 123 | 107 | 16 |

| Road | Collisions 19-23 | Slight | KSI |
|---|---|---|---|
| Falkirk Street | 12 | 10 | 2 |
| Victoria Park Road | 36 | 32 | 4 |
| Queensbridge Road | 61 | 45 | 16 |
| Brooksby's Walk | 2 | 2 | 0 |
| Waterden Road | 8 | 8 | 0 |
| St Mark's Rise | 17 | 13 | 4 |
| Shacklewell Lane (LC3 East of A10) | 35 | 31 | 4 |
| Homerton Road (borough boundary) | 75 | 62 | 13 |
| Southgate Road | 39 | 35 | 4 |
| Brownswood Road/Lydon Row | 21 | 17 | 4 |
| Eastway | 39 | 35 | 4 |
| Lauriston Road | 6 | 6 | 0 |
| Downham Road (West of Lawford Road | 3 | 2 | 1 |
| Boleyn Road (North of jw Crossway) | 2 | 2 | 0 |
| Mathias Road | 2 | 2 | 0 |
| Whiston Road (West of Nicoll Street) | 32 | 23 | 9 |
| Sandringham Road (east of jw Wayland Ave) | 41 | 34 | 7 |

| Road | Collisions 19-23 | Slight | KSI |
|---|---|---|---|
| Pembury Road | 20 | 12 | 8 |
| Amhurst Road North | 123 | 107 | 16 |
| Northwold Road | 34 | 32 | 2 |
| Lordship Park/Manor Road | 44 | 37 | 7 |
| Whitmore Road | 12 | 9 | 3 |
| Dunsmure (east of Cranwich Road) | 24 | 24 | 0 |
| Chapman Road | 9 | 7 | 2 |
| Fairholt Road | 4 | 4 | 0 |
| Hyde Road | 1 | 1 | 0 |
| Kenton Road | 8 | 7 | 1 |
| Chatsworth Road | 32 | 24 | 8 |
| Stoke Newington Church Street | 7 | 7 | 0 |
| Cecilia Road | 17 | 14 | 3 |
| Englefield Road (South of Culford Road) | 10 | 7 | 3 |
| Cazenove Road | 38 | 31 | 7 |
| Albion Road | 19 | 13 | 6 |

## Hackney vehicles per day (vpd)

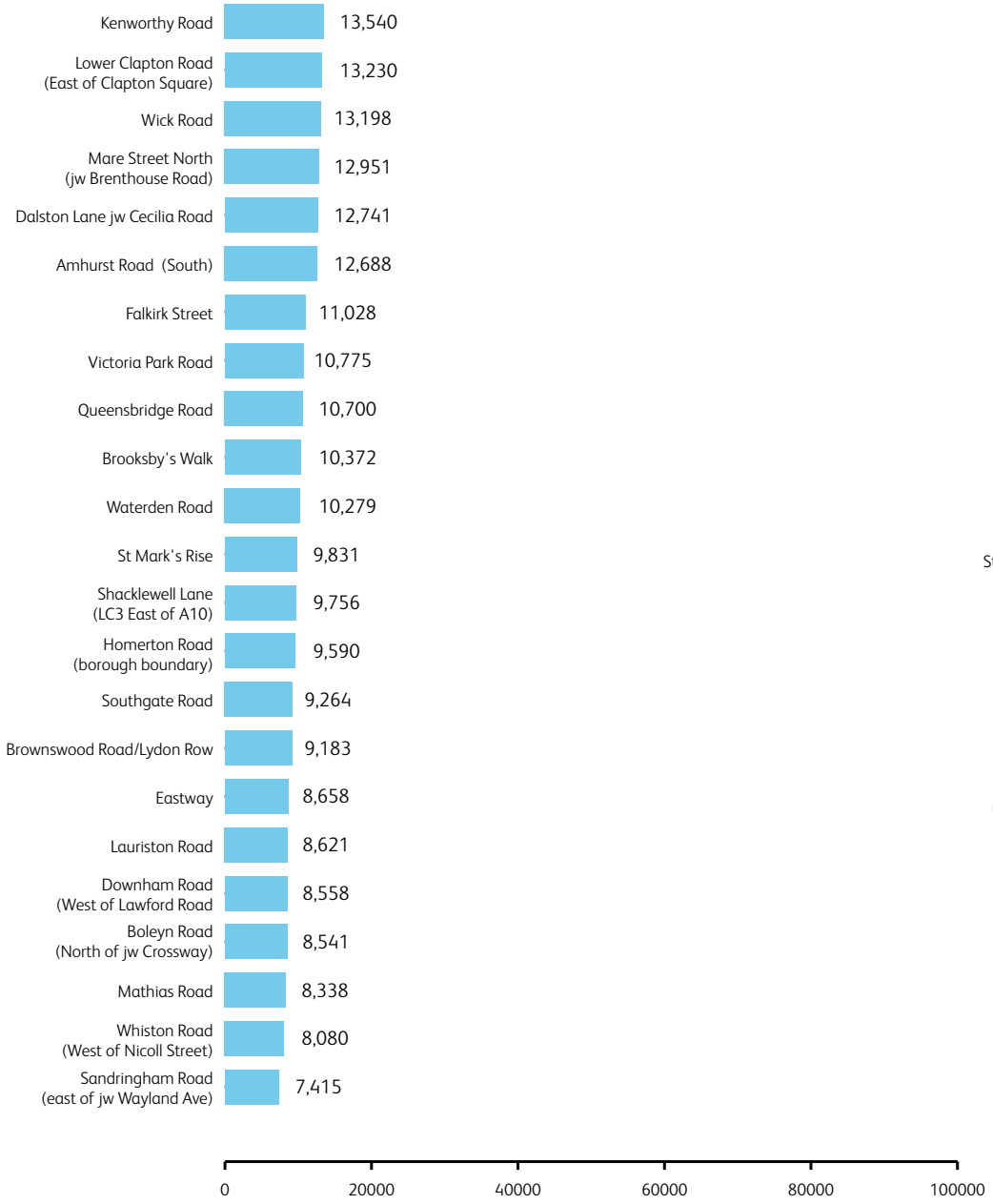


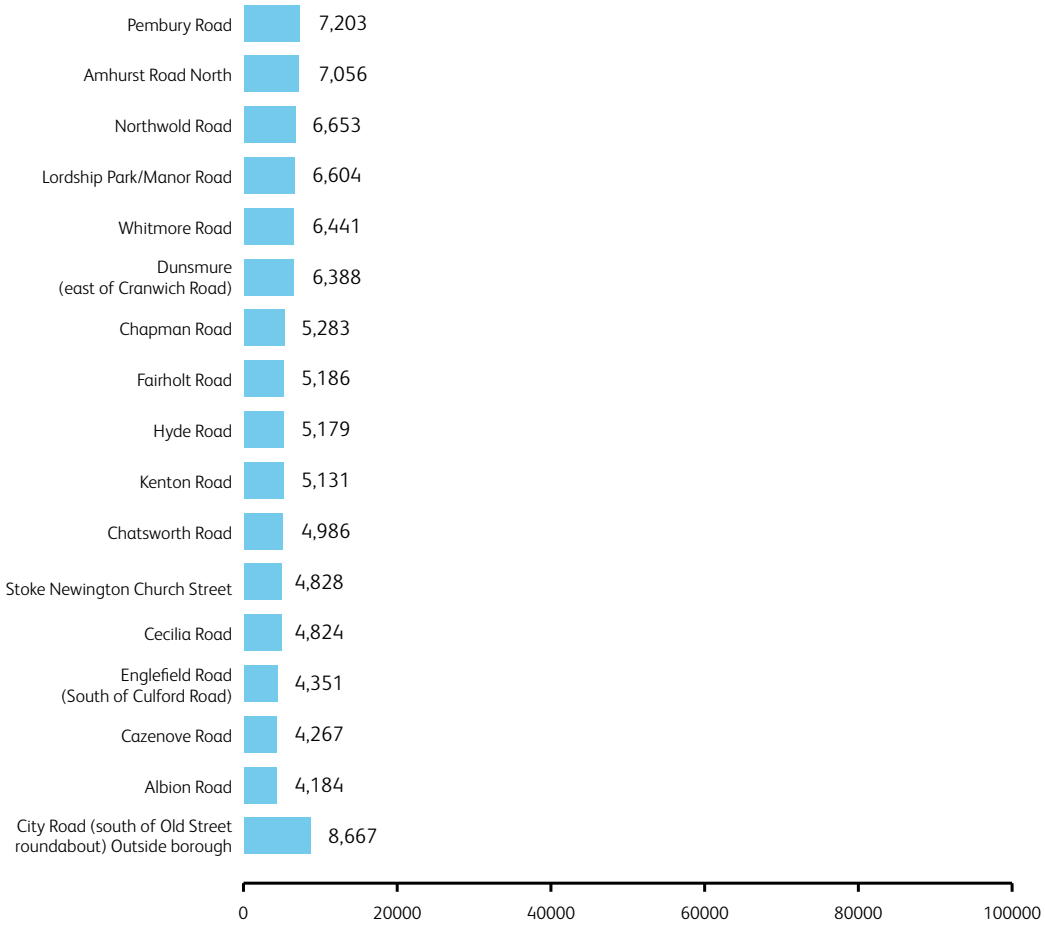

# Hackney's busiest roads

The flow of motor traffic on main roads does generally reflect the national designation of A roads but there are also a significant number of B and minor roads which carry a lot of traffic.The graph (on the left) shows Hackney's busiest roads.

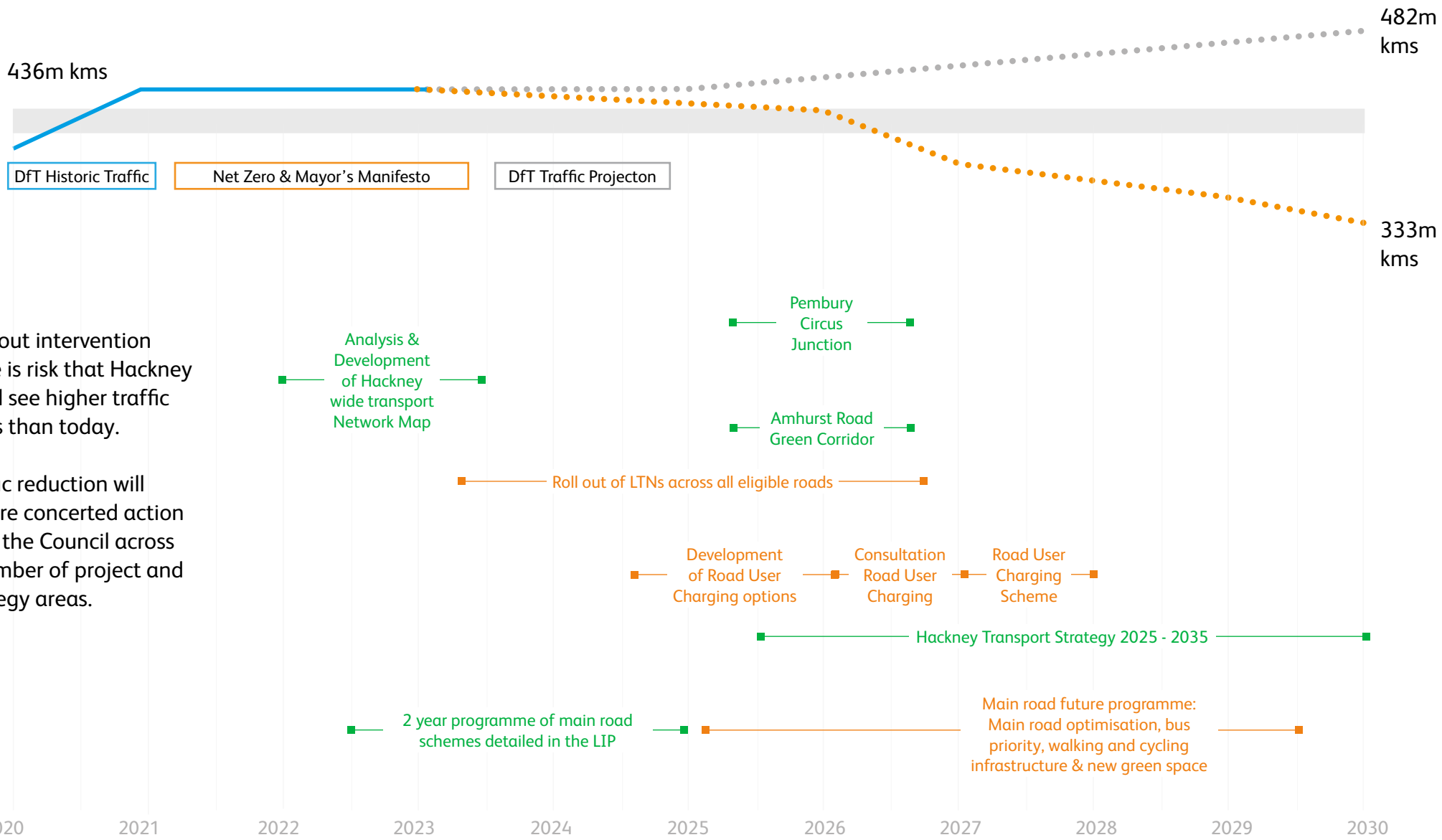
The A12 is the busiest road in Hackney with in excess of 80,000 vehicles per day (vpd) which reflects its design as an urban motorway trunk road. The list also shows that six other roads in Hackney have daily motor traffic flows in excess of 20,000 vpd with 19 others in excess of 15,000 vpd. Morning Lane with a count of just under 16,000 vehicles per day is the only B Road to make the top 20 and is the 14th busiest road in the borough overall.

# Hackney's busiest roads *(cont)*



# Traffic projections and main road plans in Hackney




Without intervention there is risk that Hackney could see higher traffic levels than today.

Traffic reduction will require concerted action from the Council across a number of project and strategy areas.

# Healthier & More Liveable Hackney Roads

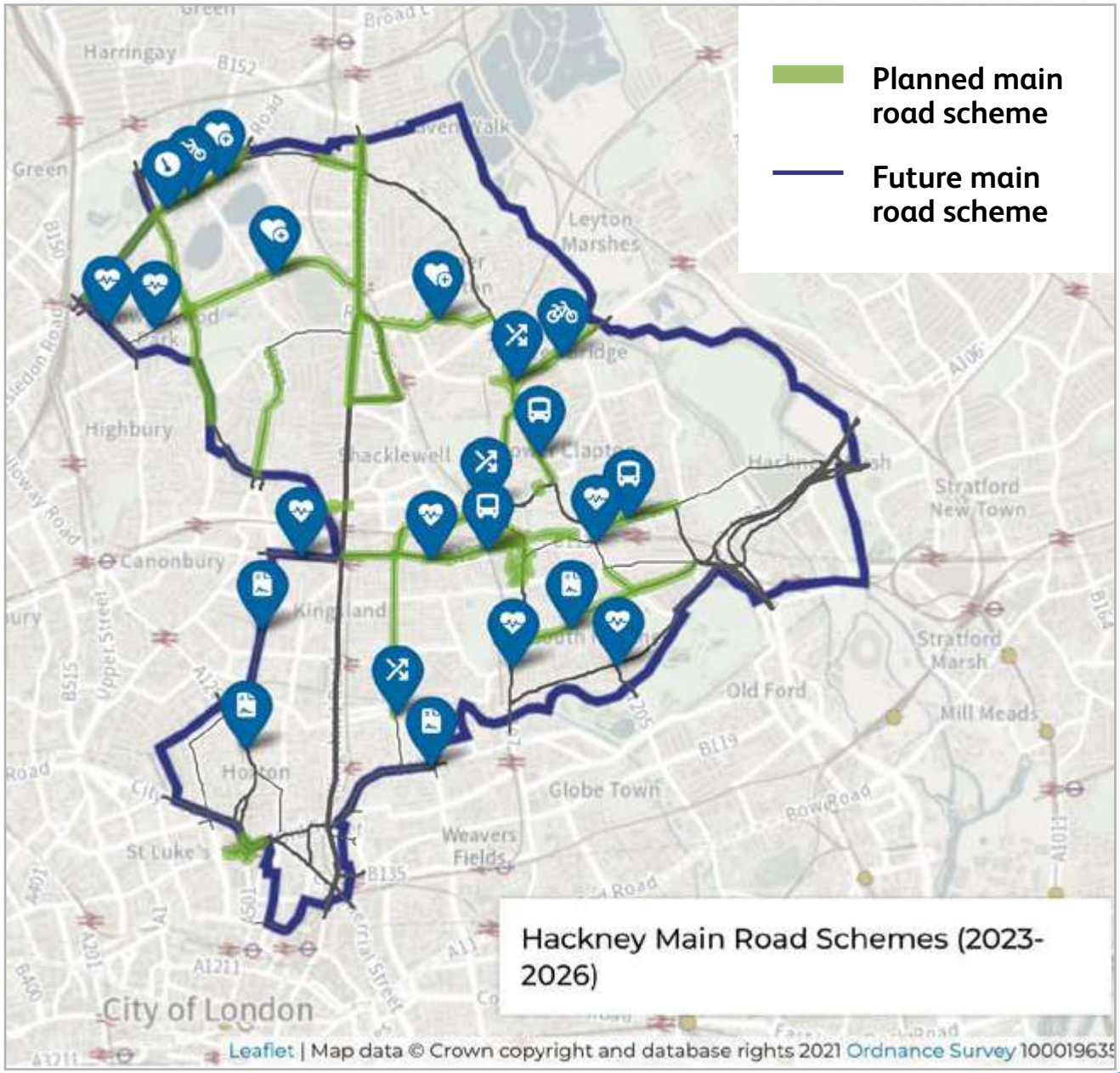
Improving the public realm with greenery, safer crossings, clear footways and accessible public transport through the **Healthy Streets** approach that looks at how streets can better encourage walking, cycling and public transport use

Hackney

# Hackney main road schemes 2023 - 2026

In the LIP 22/23 - 24/25 plan we have set out how Hackney is improving the public realm with greenery, safer crossings, clear footways and accessible public transport, using the Healthy Streets approach to assess how streets can better encourage walking, cycling and public transport use.

- Study
- Bus Priority
- 20mph
- Junction Upgrade
- Cycleway
- Pedestrian Crossing
- Healthy Streets Audit
- Healthy Streets Upgrade



## ACTION PLAN

- Implement the Healthy Streets programme for 2023-2026
  - Hackney Town Centre, Seven Sisters Road
  - Junction upgrades including Pembury circus
  - 20mph schemes
  - Healthy Streets upgrades
  - Bus Priority
  - Cycleways
- Undertake Healthy streets audits for all main roads
- Conduct a main roads audit to collect the information required to guide actions on individual roads.

## Healthy Streets Approach explained

Improving the quality of the experience of being on Hackney's streets is the best way to encourage people to increase the numbers walking, cycling and using public transport.

The Healthy Streets approach focuses on creating streets that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people - particularly our most vulnerable people - from getting out and about. It uses a quantitative approach to measure the elements of a healthy street and the way that people experience it.

# Hackney Main Roads Evaluation

Roads are defined by many characteristics such as amount of traffic and how easy they are to walk along or cross and how safe they are for all users. Hackney evaluates its roads against a number of indicators in order to plan improvements.

| Road | Traffic reduction scheme | 20 mph | Pedestrian crossings | Dropped kerbs | Table top junctions | Pedestrian friendly junctions* | Footway widening | Bus priority | Cycle lane | Street trees every 12m | Rain Gardens | Seating/ parklet | Street parking restrictions |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A12 | No | No | No | No | No | No | No | No | No | No | No | No | Yes |
| Upper Clapton Road | No | Yes | Partial | Yes | Partial | No | Yes | Yes | No | No | No | No | Yes |
| Old Street | No | Yes | Yes | Yes | Yes | No | Yes | No | No | No | No | No | Yes |
| Seven Sisters Road A503 (East of jw Woodbury Grove) | No | Yes | Partial | Yes | Yes | No | Yes | Partial | No | No | No | No | Yes |
| Great Eastern Street (jw Holywell Lane) | No | Yes | Yes | Yes | No | No | Yes | No | No | No | No | No | Yes |
| Dalston Lane (west of Queensbridge Road) | No | Yes | Partial | Yes | No | No | No | No | No | No | No | No | Partial |
| Homerton High Street | No | Yes | Partial | Yes | Partial | No | No | Partial | No | No | No | No | Yes |
| City Road (jw Shepherdess Walk) | No | Yes | Yes | Yes | Partial | No | No | Partial | No | No | No | No | Yes |
| Hackney Road | No | Yes | Yes | Yes | Yes | No | Yes | No | No | No | No | No | No |

| Road | Traffic reduction scheme | 20 mph | Pedestrian crossings | Dropped kerbs | Table top junctions | Pedestrian friendly junctions* | Footway widening | Bus priority | Cycle lane | Street trees every 12m | Rain Gardens | Seating/ parklet | Street parking restrictions |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lea Bridge Road | No | Yes | Yes | Yes | Yes | No | Yes | Yes | Partial | Partial | No | No | Yes |
| Amhurst Park (east of East Bank)) | No | Yes | Yes | Yes | Yes | No | Yes | No | No | Partial | No | No | Partial |
| Morning Lane | No | Yes | Yes | Yes | Yes | No | Partial | No | No | Yes | No | No | Yes |
| Balls Pond Road | No | Yes | Yes | Yes | Partial | No | Partial | Partial | Partial | No | No | No | No |
| Mare Street South (jw Beck Road) | No | Yes | Yes | Yes | Partial | No | Yes | Partial | No | Yes | Partial | No | Yes |
| Kenworthy Road | No | Yes | Yes | Yes | Partial | No | Yes | No | No | No | No | No | Yes |
| New North Road | No | Yes | Yes | Yes | No | No | No | Partial | No | Yes | No | No | Yes |
| Green Lanes Vivacity (opposite Myddleton Avenue) | No | Yes | Yes | Yes | No | No | No | No | Partial | No | No | No | No |
| Well Street (west of jw Ainsworth) | No | Yes | Yes | Yes | No | No | No | No | No | No | Yes | No | No |
| A10 South (jw Richmond Road) | No | Yes | Yes | Yes | No | No | Partial | Partial | No | No | No | No | Yes |
| A10 North (jw Walford Road) | No | Yes | Yes | Yes | No | No | Partial | Partial | No | No | No | No | Yes |
| Cassland Road | No | Yes | Yes | Yes | No | No | No | No | No | Partial | No | No | No |
| A10 Rectory Road (jw Evering Road) | No | Yes | Yes | Yes | No | No | No | Yes | No | Yes | No | No | Yes |
| Lower Clapton Road (East of Clapton Square) | No | Yes | Yes | Yes | Yes | No | Yes | Yes | No | Yes | No | No | Yes |

| Road | Traffic reduction scheme | 20 mph | Pedestrian crossings | Dropped kerbs | Table top junctions | Pedestrian friendly junctions* | Footway widening | Bus priority | Cycle lane | Street trees every 12m | Rain Gardens | Seating/ parklet | Street parking restrictions |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Crossway | No | Yes | Yes | Yes | No | No | No | No | No | Yes | Yes | No | No |
| Blackstock Road (North of Chatterton Road | | Yes | Yes | Yes | No | No | No | No | No | No | No | No | No |
| Dalston Lane jw Cecilia Road | No | Yes | Yes | Yes | Partial | No | Partial | No | No | No | No | No | Yes |
| Mare Street North (jw Brenthouse Road) | No | Yes | Yes | Yes | Partial | No | Partial | Yes | No | No | No | No | Yes |
| Wick Road | No | Yes | Yes | Yes | Yes | No | Yes | No | Yes | Yes | Yes | No | Yes |
| Graham Road | No | Yes | Yes | Yes | Partial | No | No | Partial | No | Partial | No | No | Partial |
| Whiston Road | No | Yes | Yes | Yes | No | No | No | No | No | No | No | No | No |
| Southgate Road | No | Yes | Yes | Yes | No | No | Yes | No | No | Yes | No | No | No |
| Falkirk Street | No | Yes | Yes | Yes | No | No | No | No | No | No | No | No | No |
| Amhurst Road South | No | Yes | Yes | Partial | No | No | Partial | Partial | No | Partial | No | No | Partial |
| Brooksby's Walk | No | Yes | Yes | Yes | No | No | No | No | No | No | No | No | No |
| Waterden Road | No | Yes | Yes | Yes | Yes | No | Yes | No | Yes | Yes | Yes | Yes | Yes |
| Englefield Road | No | Yes | Yes | Yes | No | No | Partial | No | No | No | No | No | No |
| Victoria Park Road | No | Yes | Yes | Yes | Yes | No | Partial | No | No | Partial | Partial | No | No |

| Road | Traffic reduction scheme | 20 mph | Pedestrian crossings | Dropped kerbs | Table top junctions | Pedestrian friendly junctions* | Footway widening | Bus priority | Cycle lane | Street trees every 12m | Rain Gardens | Seating/ parklet | Street parking restrictions |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| St Mark's Rise | No | Yes | Yes | Yes | Yes | No | No | No | No | Partial | No | No | No |
| Amhurst Road North | No | Yes | Yes | Yes | No | No | Yes | No | No | Yes | No | No | No |
| Shacklewell Lane (LC3 East of A10) | No | Yes | Yes | Yes | No | No | No | No | No | No | No | Partial | No |
| Pembury Road | No | Yes | Yes | Yes | No | No | Yes | No | No | Yes | Partial | No | Yes |
| Queensbridge Road | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Partial |
| Brownswood Road/ Lydon Row | No | Yes | Yes | Yes | Partial | No | No | No | No | Yes | No | No | No |
| Homerton Road (borough boundary) | No | Yes | Yes | Yes | Yes | No | Yes | Yes | No | Yes | No | No | Yes |
| City Road (south of Old Street roundabout) | No | Yes | Yes | Yes | No | No | No | Partial | No | No | No | No | Yes |
| Eastway | No | Yes | Yes | Yes | No | No | No | No | No | No | No | No | No |
| Lauriston Road | No | Yes | Yes | Yes | No | No | No | No | No | Partial | No | No | No |
| Boleyn Road (North of jw Crossway) | No | Yes | Yes | Yes | Partial | No | No | No | No | Yes | No | No | No |
| Mathias Road | No | Yes | Yes | Yes | No | No | No | No | No | Yes | Yes | Yes | Yes |
| Downham Road | No | Yes | Yes | Yes | No | No | No | No | No | Yes | No | No | No |
| Lordship Park/Manor Road | No | Yes | Yes | Yes | No | No | No | No | No | No | No | No | No |

| Road | Traffic reduction scheme | 20 mph | Pedestrian crossings | Dropped kerbs | Table top junctions | Pedestrian friendly junctions* | Footway widening | Bus priority | Cycle lane | Street trees every 12m | Rain Gardens | Seating/ parklet | Street parking restrictions |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sandringham Road (east of jw Wayland Ave) | No | Yes | Yes | Yes | Partial | No | Partial | No | No | Yes | No | No | No |
| Kenton Road | No | Yes | Yes | Yes | No | No | No | No | Yes | No | No | Yes | No |
| Northwold Road | No | Yes | Partial | Yes | Partial | No | Partial | No | No | No | No | No | No |
| Whitmore Road | No | Yes | Yes | Yes | Partial | No | No | No | No | Yes | Yes | Yes | No |
| Dunmure Road (east of Cranwich Road) | No | Yes | Yes | Yes | Partial | No | No | No | No | Yes | No | No | No |
| Chapman Road | No | Yes | Yes | Yes | Partial | No | No | No | No | No | No | No | No |
| Fairholt Road | No | Yes | Yes | Yes | Partial | No | No | No | No | Yes | No | No | No |
| Hyde Road | No | Yes | Yes | Yes | Partial | No | No | No | No | No | No | Yes | No |
| Chatsworth Road | No | Yes | Yes | Yes | Partial | No | No | No | No | No | Yes | No | No |
| Stoke Newington Church Street | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | No | No | Yes | Yes |

# Main Roads Tool Kit

The Main Roads Tool Kit summarises the elements of street design Hackney uses to improve the experience of people using its streets focusing on schemes which can be usefully applied on main roads.

## Healthy Streets Audit



We check our work at creating healthy environments on our main roads by conducting ‘healthy streets audits’ which involve a design check as well as surveys to measure perceptions of the street by the public.

Hackney

## Dropped Kerbs



Dropped kerbs are needed in all areas that are used by people walking and wheeling where there are informal and signalised crossings, so that wheelchair users, buggy users and people with mobility issues will be assisted to cross the road at these points.

## Traffic reduction schemes



Introducing traffic reduction schemes such as bus gates, other modal filters, smart road user charging and low traffic neighbourhoods helps unlock many of the Healthy Streets aims, especially ‘people choose to walk and cycle’, clean air, easy to cross and not too noisy.

## 20mph




A maximum speed limit of 20mph (with appropriate street design and enforcement measures) on all roads results in slower traffic which makes roads better for walking and cycling, safer and easier to cross.

## Street Parking Restrictions




Controlled residential parking is removed to facilitate movement function of the main roads. Some loading may be permitted. The kerbside is free from obstruction to moving traffic. As part of a strategic approach to kerbside management, residential parking can be de-prioritised on main roads.






## Pedestrian friendly junctions



All junctions between side roads and main roads, where possible, will have table tops to slow turning traffic and prioritise people walking and wheeling by producing a continuous footway with a vehicle stop line behind rather than in front of the table.

## Pedestrian Crossings



People will be able to cross roads safely and conveniently. High quality crossing points approximately every 200 metres. A best practice target will be that no known pedestrian flows are further than 200m from a controlled crossing. Crossings help people safely access destinations on the opposite side of the street minimising the need to use informal crossing points where traffic volumes and speeds are higher.



## Cycle lanes



Main roads will have protected cycle lanes wherever the volume of traffic excludes some people from cycling in mixed traffic and where road widths allow. Only where this is impossible will nearby parallel routes be strengthened and signposted as alternatives.



## Footway widening



We will work to make main roads more attractive for pedestrians through increasing footway width, checking that minimum criteria of 1.5 metre widths at their narrowest point are met creating much wider footways in areas of high pedestrian activity around shops and transport hubs.



## Bus priority



Main roads will prioritise buses with dedicated bus lanes where road widths allow. Any filters on road roads will exempt buses through the use of bus gates. Best available technology will provide optimal priority within traffic control systems. This can improve bus speeds by insulating them from congestion affecting general traffic and allow them to take advantage of reduced congestion on filtered roads.



## Street trees



Street Trees will be planted every 12 metres where possible to provide shade and shelter and make walking and wheeling more attractive in all weather conditions.

## Rain gardens



Rain gardens and other green Sustainable Drainage Systems (SuDS) schemes will also help make the streetscape greener, more attractive for residents and habitats by increasing biodiversity; combat urban heat island effect; and help reduce the risk of surface water flooding by capturing some of the rainwater/overland flow which would have otherwise ended up in the public drainage system.

## Seating & Parklets



Seating every 50 metres in high pedestrian areas and at transport interchanges create places to stop, rest and socialise, making walking and wheeling more attractive for all.



## Traffic signals



Traffic signals allocate priority to road users using the amount of green time for each desired movement. Modern signals use sophisticated computer control to manage area-wide traffic which allows decisions to be made about who has priority. Traffic can be subtly encouraged to re-route and pedestrians can be helped or hindered. TfL are responsible for signals in London but Hackney is committed to do all it can to work with TfL to ensure that all borough signals are up to date, well-maintained and best serving priority users



## Speed Mangement




Hackney was one of the first UK local authorities to adopt a blanket 20mph limit. This has greatly contributed to reducing road collisions, pollution and nuisance. Enforcement is currently a Police responsibility. Traffic speeds are monitored carefully and where compliance is poor, joint action is taken. This can include engineering support such as speed cushions, chicanes and other tactics to control speed.

# Main roads and maintenance

## Highways Safety Inspections

We have a small team of Highways Inspectors who are responsible for public highways maintenance and to ensure that the roads and footways are in a safe condition for members of the public to use.

This is achieved by carrying out regular routine scheduled highways inspections of the public highway, by trained highways inspectors, at monthly and quarterly intervals, according to our street hierarchy and road hierarchy. This has divided all the public highway roads in the London Borough of Hackney into two timescales for inspection which means that every road in the borough is inspected either once every calendar month or once every three calendar months.

The hierarchy is based on traffic density, which includes pedestrians. As an example, Mare Street is a busy shopping area and is inspected on a monthly basis whereas a residential street would be inspected on a quarterly basis (four scheduled highways inspections per financial year)

We have defined standards for our current Highway Maintenance regime repairing all such defects that are found meeting our investigatory level, which is set at ≥ 20mm for both footway and carriageway surfaces.



# Main roads and maintenance

## Cyclic Gully Maintenance

The London Borough of Hackney maintains over 10,500 gullies on its public highway network. The Cyclic Gully Maintenance programme is managed by Streetscene, with the service provided by Environmental Services who attempt to cleanse and clear all gullies once per financial year, and in some cases more frequently. The maintenance and cleaning of these drainage provisions is essential so they function properly to ensure surface water is drained away into roadside and gullies. Problems can occur even when drainage provisions are maintained and cleaned. Periods of intense rainfall can result with detritus being carried along to the drains. Gully gratings are especially susceptible to becoming covered very quickly with leaves, twigs and litter, known as gully blinding.

Blockages can also occur caused by detritus and sediment in the gullies' outlet pipes, which can narrow its diameter restricting water flow into the sewer.

Water entering the sewer system can sometimes exceed capacity during periods of heavy rainfall with increased flow and volume of water, which can result in surface water ponding.

In most cases, during and after heavy rain, it is expected to see some water on the road surface, which in time usually slowly recedes.

Where a gully is found to be blocked, the maintenance operative shall attempt to rod then jet the connection in an attempt to clear it. Should they fail to do so then this will be recorded and added to the Gully Pot Replacement Programme.

# Main roads and maintenance

## Carriageways and Footways

Hackney's highway network comprises carriageways, footways, cycle lanes, and green spaces, spanning over 240 km. The network is primarily composed of substructures and surface layers, with most, if not all, maintenance works being carried out on the surface layers for carriageways and some structural works for footways.

The prioritisation process for producing the annual Capital Carriageway and Footway works programme follows a systematic approach. The network is inspected by our qualified and experienced Highways Inspectors and further confirmed by independent condition surveys (Detailed Visual Inspection) conducted at a frequency of 1-3 years. Other factors, including resident and councillor complaints, the number of users, proximity to schools, ongoing works by utility companies, and input from traffic management/road safety teams, are then considered during the prioritisation phase.

The financial cost for each scheme is estimated, and a budget allocation is determined accordingly. The completion timeline of works is then planned based on the allocated overall budget for each year.

The maintenance of the network is governed by our Highways Maintenance policy, employing a risk-based approach, alongside the implementation of the Highways Asset Management Plan & Strategy. Additionally, our operations are governed by the Highways Act of 1980.



# Main Roads In Action

The following case studies show examples of the Main Road Tool Kit in action.

Hackney

# Main Roads Programme in action:
# **Albion Road (scheme complete)**




## Scheme detail:

- Permanently closing the junction of the southern arm of Clissold Crescent at its junction with Albion Road (B104) with a new ‘table-top’ crossing, incorporating urban greening
- Introducing a build-out opposite Carysfort Road, to reduce the carriageway width. This will also accommodate urban greening such as trees and low level plants and Sustainable Urban Drainage Systems (SuDS)
- Introducing several build-outs (urban greening) at the edge of existing parking bays along the entire length of Albion Road, on both sides of the road
- Introducing urban greening by the zebra crossing adjacent Hawksley Court
- Installing new ‘table top’ crossings incorporating SuDS at the junction of Clissold Crescent and Carysfort Road at their junction with Albion Road (B104) to provide continuous footways. This will include urban greening
- Installing additional traffic calming measures in the form of speed cushions
- Removal of six parking bay spaces on Albion Road.

## Main Roads Programme in action:
## **Downham Road (in design stage)**

The Council were approached by parents, residents and Hackney Primary School regarding their concerns with road safety along Downham Road. In particular, the group requested the provision of a wider footway outside the school, crossing facilities for school children, prevent the U- turning of vehicles in front of the school and speed reduction along Downham Road.

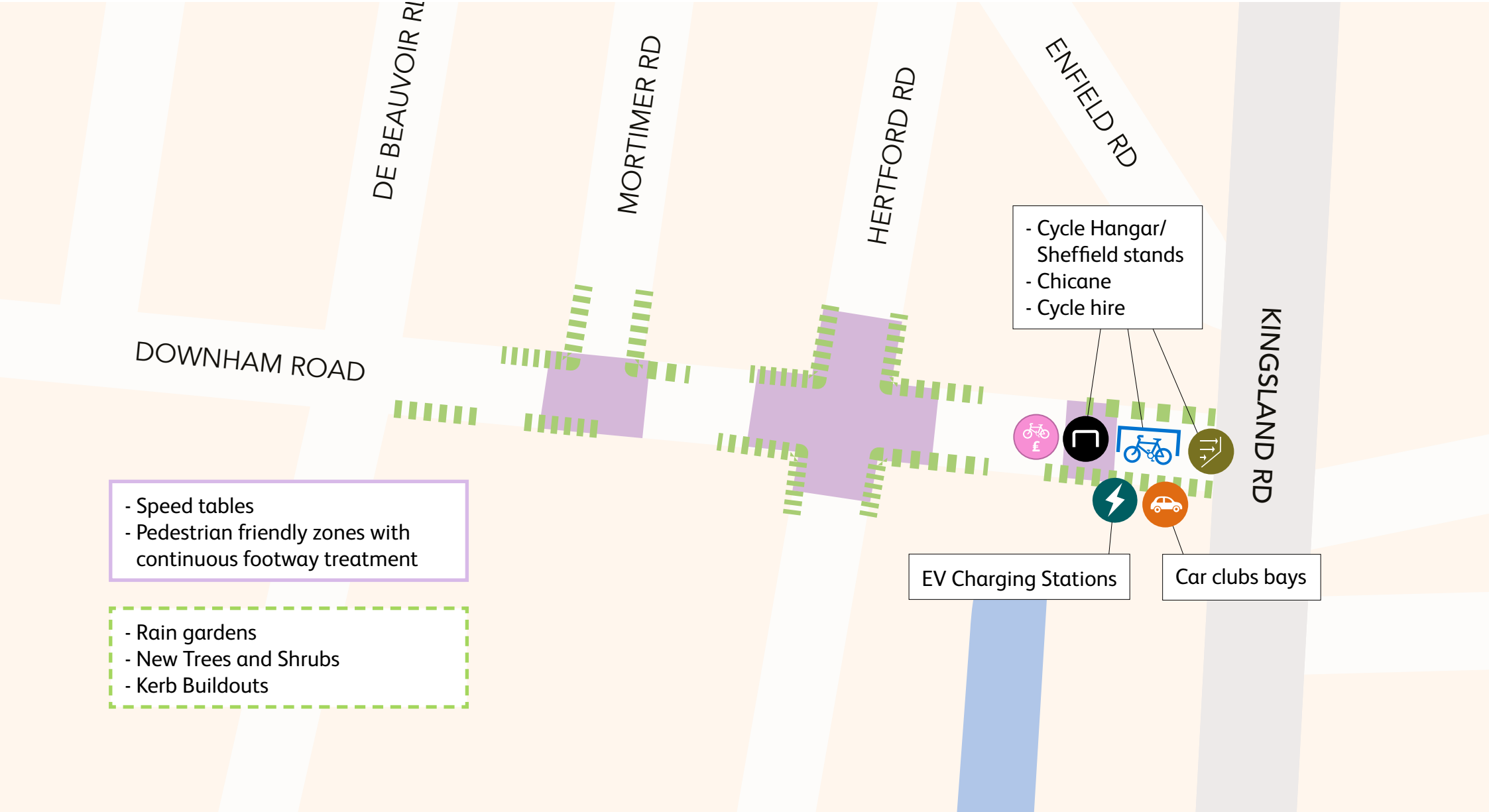
### Scheme detail:

- Kerb build outs with chicane and a speed table across Downham Road with a step-free crossing; planting trees and shrubs and Sustainable Urban Drainage Systems (SuDS) measures along the road to calm traffic and change the look and feel of the environment
- Improved crossing facilities at the junction with Hertford Road involving table top junctions with kerb buildout to reduce crossing distances and a new zebra crossing
- Removing 70 metres of parking around the school entrance to install SuDs, greening, a play area and seating
- Installing SuDS and urban greening on central islands at the Kingsland road and De Beauvoir Road junctions, narrowing the carriageway at the former
- Installing a new car club bay; a rapid EV charger and residential and cycle hire parking on side roads.



Main Roads Programme in action:

# Downham Road (in design stage)



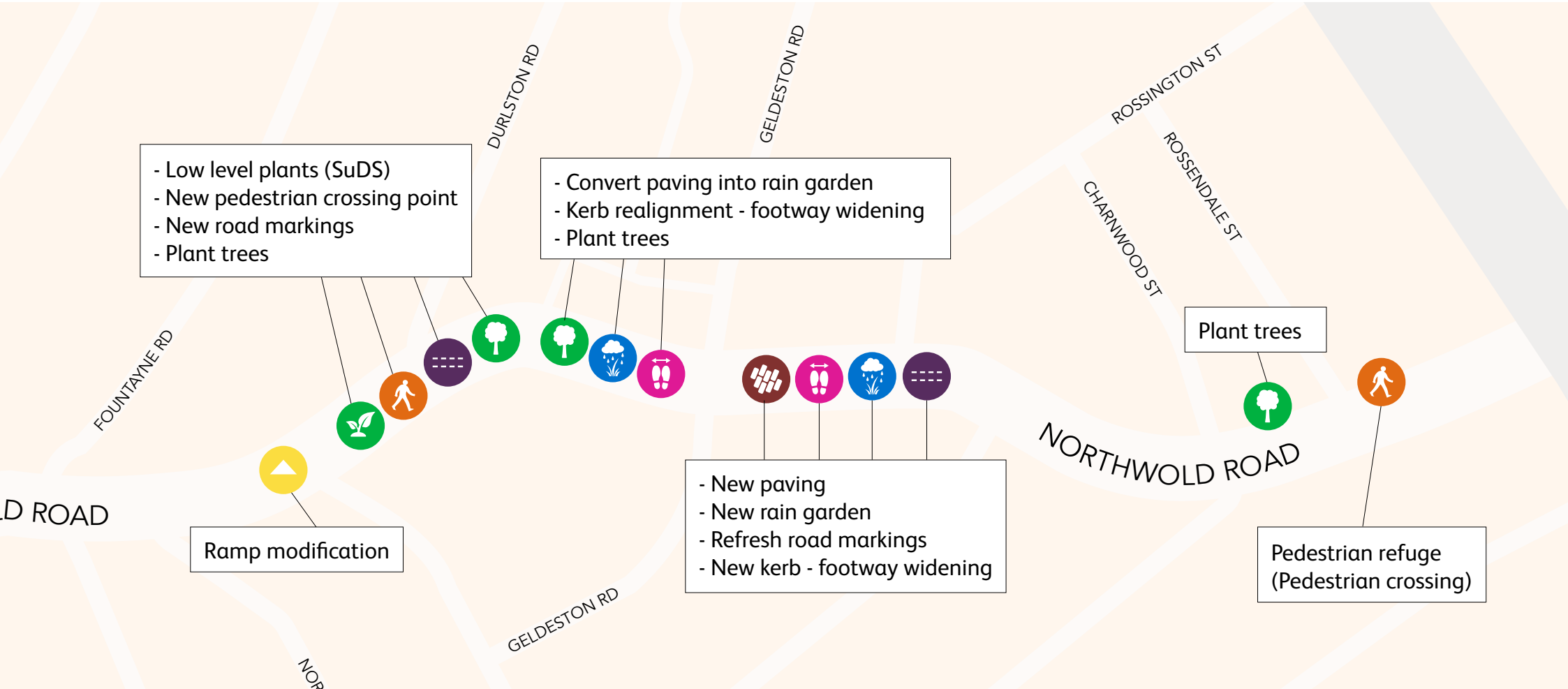
## Main Roads Programme in action:

# Northwold Road (Planned completion date March 2025)

Northwold Road is an east-west road north of Hackney Downs low traffic neighbourhood which connects the A10 at Rectory Road with the A107 Upper Clapton Road. Many side roads lack pedestrian friendly table-top designs.

### Scheme Proposed

As part of a Healthy Streets refresh, continuous footways will be built across all of the side roads on Northwold Road - including Alkham Road; Kyverdale Road; Osbaldeston Road; Fountayne Road; Maury Road, Norcott Road; Alconbury Road; Durlston Road; Briggeford Road; Geldeston Road; Narford Road, and Reighton Road. The project will also include a new green space at the Durlston Road junction as well as SuDS and trees.

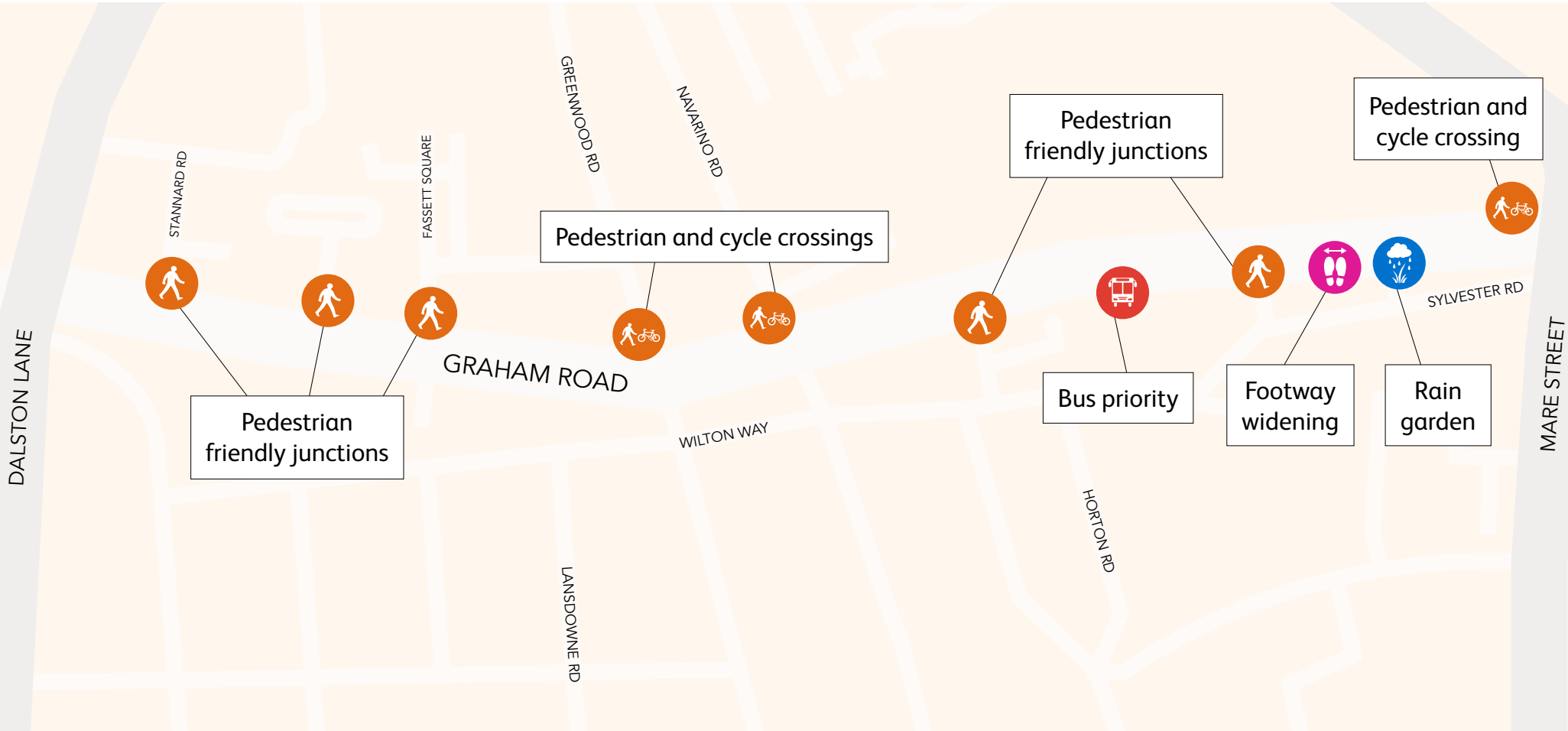


## Main Roads Programme in action:
# Graham Road (concept and engagement stage)

Graham Road is the 29th busiest road in Hackney served by numerous bus routes. The restricted building-to-building width, especially in Hackney town centre, and high levels of traffic and pedestrians there creates severe limits on available roadspace and adequate pedestrian crossing times.

## Scheme Proposed

The whole length of Graham Road will have continuous footways across side roads The Healthy Streets upgrade will also include SuDS, trees, cycle parking and a new walk-through pocket park on Marvin Street. An additional 80 metres of eastbound bus lane has been added bringing its total length up to 350 metres. New crossings for pedestrians and cyclists at Navarino Rd and Greenwood Rd are being explored and will be progressed subject to funding.



## Main Roads Programme in action:
# Amhurst Road and Pembury Circus green corridor (design stage)

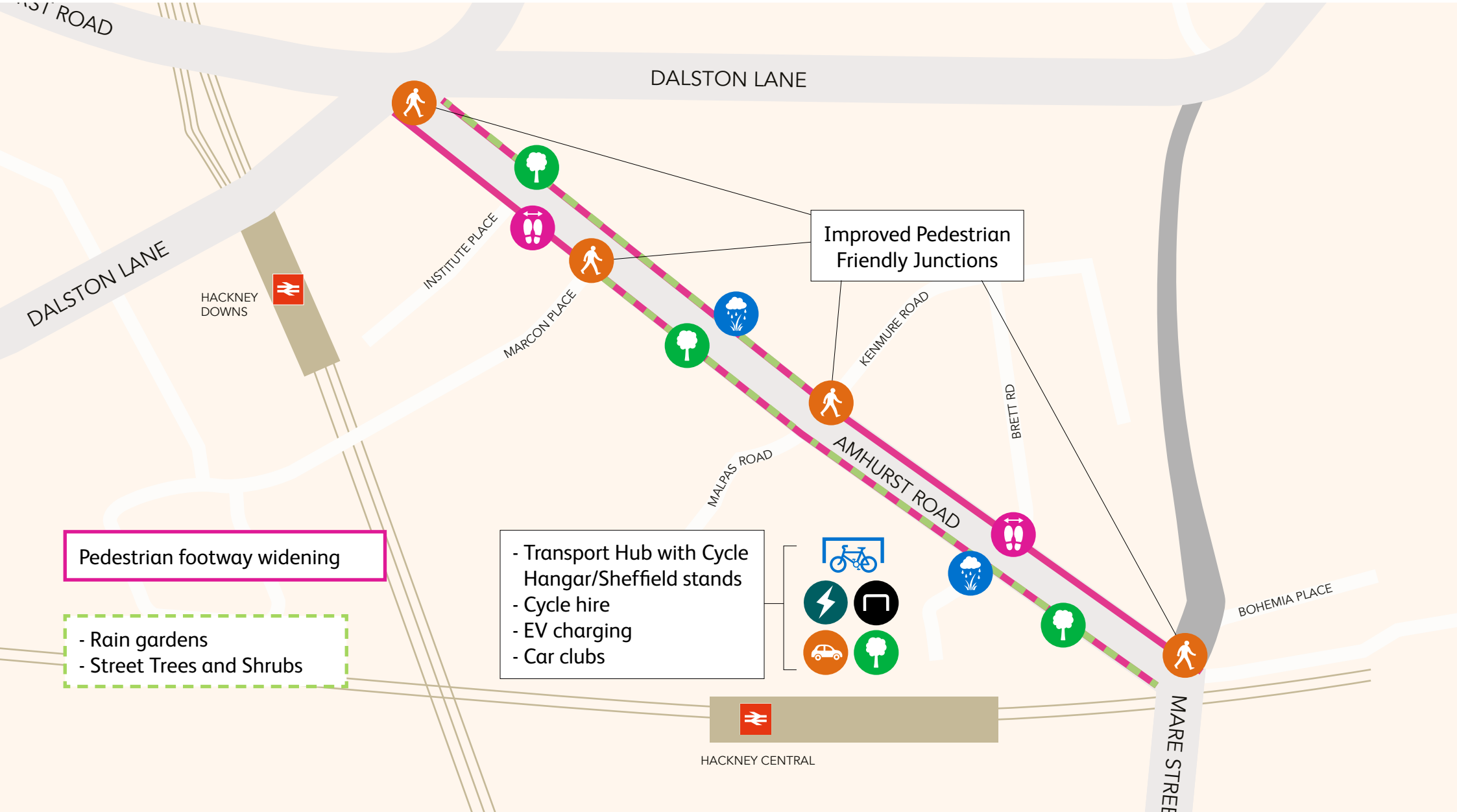
Amhurst Road is an extremely busy bus route and a key part of the road system in central Hackney and is the main access point for Hackney Central Overground station. It has high levels of pedestrians and cyclists but the junctions with the Narroway and at Pembury Circus are inconvenient and intimidating because of indirect crossings, lack of protected cycle provision and high levels of motor traffic.

### Scheme detail

Pembury Junction will be made safer for all through the implementation of a traffic management scheme on Amhurst Road which will reduce general traffic and unlock the transformation of the public realm in Hackney town centre. The changes are intended to increase pedestrian footfall and improve access to buses by creating an Active Travel and Green Corridor. Reallocated road space will be used for a series of linear pocket parks, SuDS and seating. The work will be supported by a Hackney Central Sustainable Transport Hub at the north entrance to the station which will incorporate cycle hire, freight consolidation including cargo bikes transfer, EV Charging and Car Club project.



# Main Roads Programme in action:
# **Amhurst Road (design stage)**



## Main Roads Programme in action:
## **Well street (concept and analysis stage)**

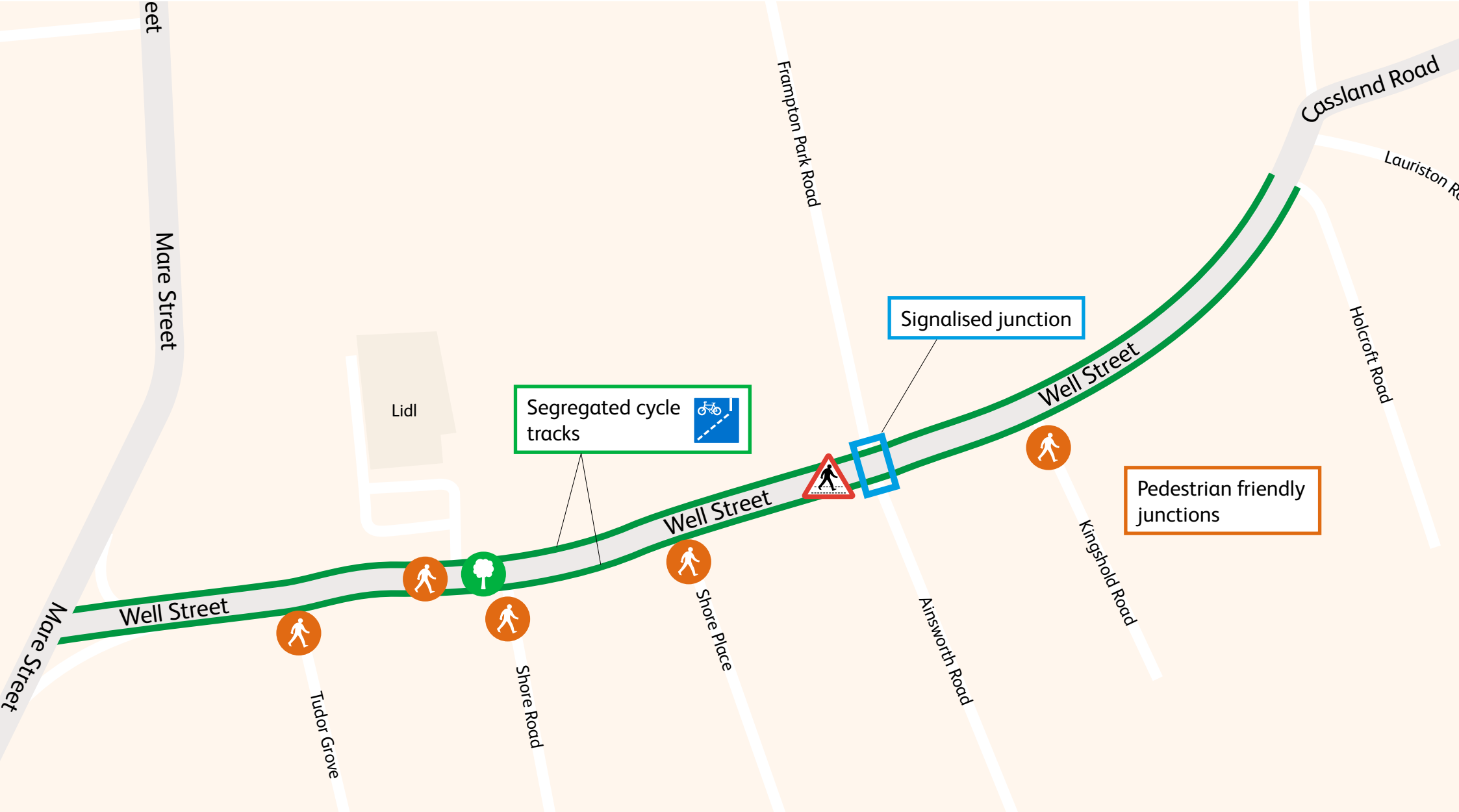
Well Street is a busy main road with over 15,000 vehicles per day as well as several bus routes and a key route for cyclists having been identified by TfL as having one of the highest cycling potential in Hackney. Hackney is still in the analysis and concept stage for this road. However, given the strategic nature of the route for cyclists and the relatively high number of casualties we outline here a potential segregated cycle scheme and other safety and environmental improvements for pedestrians.

Scheme proposals could include: Installing a new raised zebra crossing in Well Street outside Lidl superstore, installing a new signalised junction at Well Street / Frampton Park Road / Ainsworth Road, including advance stop lines (ASLs) for cyclists on all arms and installing segregated raised cycle tracks / cycle lanes with wands along key parts of Well Street.



Main Roads Programme in action:

# Well street (concept and analysis stage)



# Planned Hackney Main Roads Schemes (2023-2026)

The following table is a list of the schemes currently included in the Local Implementation Delivery Plan 22/23 - 24/25 that are focussed on the main road network.

| Scheme Reference | Road Name | Scheme Description |
|---|---|---|
| **T.2.2.3** | **C23 Boleyn Road/Crossway junction (Lea Bridge and Dalston Cycleway)** | This scheme will contribute to providing a crucial missing link in Hackney's walking and cycling network by creating access to a new safe protected junction across the busy A10 in Dalston. Users of Hackney's Cycleway 1 route (formerly known Cycle Superhighway 1) will be able to head east to access the Dalston to Lea Bridge (C23) Cycleway via Crossway, John Campbell Road, Sandringham Road and Downs Park Road - a route which will extend across the Lea Bridge roundabout to follow the Lea Bridge Road to Waltham Forest. TfL is leading on the junction across the A10, while Hackney works on connecting C1 to this crossing via a new early release cycle junction at Boleyn Road and enhancing Crossway with an eastbound segregated cycle track; a parallel crossing; new SuDS and tree planting. |
| **T.2.2.6** | **Queensbridge Road (Phase II, C13)** | Hackney has been installing protected cycle lanes along Queensbridge Road and next phases will convert the temporary measures previously installed into more permanent stepped tracks between the junction with Whiston Road extending as far north as Dalston Lane. An earlier phase of the project previously installed protected lanes north from the Hackney Road junction. The Queensbridge Road Cycleway will provide a high quality 1 mile long north-south Cycleway in the borough linking into to key east-west routes such as the Islington, Hackney Central to Walthamstow route - C27 (formerly known as Quietway 2) l residents in Haggerston to join Quietway 2, |
| **T.2.2.7** | **Cricketfield Road** | Three speed tables will be introduced across Pembury Road and two across Cricketfield Road to address identified speeding issues. A segregated cycle track will be considered for Pembury Road |

| Scheme Reference | Road Name | Scheme Description |
|---|---|---|
| **T.2.2.12** | **Pembury Road** | Three speed tables will be introduced across Pembury Road and two across Cricketfield Road to address identified speeding issues. A segregated cycle track will be considered for Pembury Road |
| **T.2.2.13** | **Olive School Toucan Crossing** | Convert existing zebra parallel crossing to a Toucan crossing across Lower Clapton Road. New crossing will help make the journey to school of Olive School pupils safer as numbers at that school expand. |
| **T.2.2.15** | **Albion Road** | Scheme to take advantage of the traffic reduction brought about by the Stoke Newington Church Bus Gate and LTNs to embed in improvements to the area slowing traffic, improving road safety, and increasing biodiversity. Measures include narrowing carriageway width, removing parking and installing greening, blended crossings, sustainable urban drainage as well as additional speed cushions to bring average speeds down along this road. Carriageway width at Carysfort Road. will be reduced. New greening tree cover and sustainable urban drainage will be installed at the edge of parking bays and at the Hawksley Court Zebra Crossing. There will be new blended crossings at the junctions with Clissold Crescent and Carysfort Road and one of the roads at the 'triangle junction' there will be removed. |
| **T.2.2.21** | **Green Lanes cycleway** | Hackney will convert the temporary measures (such as wands) used to introduce the protected cycle lane along Green Lanes into a permanent cycle route based on a stepped track. The cycle will stretch just over one mile from the junction with Petherton Road along the western edge of Clissold Park past the Climbing Centre and Reservoirs as far as the junction with Woodberry Grove. This route, which runs along the western edge of the Stoke Newington Church Street Low Traffic Neighbourhoods, is one of the key north-south routes in the borough linking through into the boroughs of Islington and Haringey. |
| **T.3.1.1** | **Mare Street** | Extending the hours of the southbound bus lane on Mare Street to cover the 7am to 7pm period Monday to Saturday. providing additional protection to the service speeds and journey times affecting bus users on a route linking Hackney Central to the borough boundary with Tower Hamlets. |
| **T.3.1.2** | **Amhurst Park** | On Amhurst Park up to 220 metres of bus lane is proposed to enable buses approaching the Stamford Hill junction to jump the frequent queues of general traffic there. The scheme will be in effect between 7am and 7pm Monday to Saturday. |

| Scheme Reference | Road Name | Scheme Description |
|---|---|---|
| **T.3.1.3** | **Kenton Road** | The Kenton Road Bus Priority scheme will improve reliability on bus routes 30 and 425 by converting a redundant bus stop previously used by route 30 into a bus stand for use in situations where there are traffic delays. The removal of two parking bays will enable buses to turn safely and a new green space will be created on an existing kerb buildout |
| **T.3.1.4** | **Graham Road bus lane extension** | An additional 80 metres around the railway bridge is being added to the existing eastbound bus lane on Graham Road bringing its length up to 350 metres. It will be in operation daily between 7am and 7pm. The existing westbound bus lane runs from Greenwood Road to Queensbridge Road and operates in the daytime every day except Sunday. |
| **T.5.1.3** | **Graham Road Healthy streets programme** | The whole length of Graham Road will be installed with continuous footways across side roads including Stanard Road, CLifton Grove, Fassett Square/Massie Road, Greenwood Road, Navarino Road, Royal Oak Road, and Penpol Road. The Healthy Streets upgrade will also include SuDS, trees, cycle parking and a new walk-through pocket park on Marvin Street. |
| **T.5.1.4** | **Northwold Road Healthy streets programme** | As part of a Healthy Streets refresh continuous footways will be built across all of the side roads on Northwold Road - including Alkham Road; Kyverdale Road; Osbaldeston Road; Fountayne Road; Maury Road, Norcott Road; Alconbury Road; Durlston Road; Briggeford Road; Geldeston Road; Narford Road, and Reighton Road. The project will also include a new green space at the Durlston Road junction as well as SuDS and trees. |
| **T.5.1.5** | **Dalston Lane Healthy streets programme** | Pavements will be built across the entry points of all side roads joining Dalston Lane between Pembury Circus and Dalston Junction. Trees will be planted and new green space and drainage beds will be constructed. |
| **T.5.1.6** | **Lordship Park/Manor Road/ Lordship Terrace Healthy streets programme** | A reconfiguration of kerbside use and parking provision will be implemented on this road aimed at smoothing traffic flow. Continuous footways and public realm improvements will be incorporated. |
| **T.5.1.7** | **Pembury Circus** | A complete redesign of this traffic dominated five-arm junction will see a simplification of the road layout through the removal of one arm of the junction and the installation of state of the art pedestrian and cycle facilities. |

| Scheme Reference | Road Name | Scheme Description |
|---|---|---|
| **T.5.1.8** | **Hackney Central bus gate** | A Bus Gate on Amhurst Road will remove general traffic and unlock the transformation of the public realm in Hackney town centre prioritising buses, cycling and pedestrian footfall to create an Active Travel and Green Corridor. Reallocated road space will be used for a series of linear pocket parks, SuDS and seating. The work will be supported by a Hackney Central Sustainable Transport Hub at the north entrance to the station which will incorporate cycle hire, freight consolidation including cargo bikes transfer, EV Charging and Car Club project. |
| **T.5.1.9** | **Hackney Downs Station pedestrian access** | Footway widening, SuDS and public realm improvements to create improved pedestrian and cycle access to Hackney Downs Station. |
| **T.5.3.2** | **Well Street and possibly Cassland Rd** | Investigate the possibility of implementing protected cycle infrastructure on Well Street and Cassland Road |
| **T.6.1** | **A10 20 mph zone** | TfL is implementing 20mph speed limits on the A10 and Rectory Road between the junction with Manse Road and the borough boundary with Haringey. This is in order to reduce road danger and collision casualties as part London's Vision Zero objective. |
| **T.6.2** | **Seven Sisters Road 20mph zone; Cycleway 50 and Public Realm rebuild** | A lowering of the speed limit to 20mph is proposed for the section of Seven Sisters Road between Finsbury Park and the borough boundary at Amhurst Park. This is part of a Vision Zero road safety scheme to introduce the new lower speed limit on the entire route between Camden and Seven Sisters. Implementation is expected to begin in early 2023 The C50 Cycle route is also planned for this corridor which will connect Camden to Tottenham running along the northwestern edge of Hackney. On the stretch of the Seven Sisters Road between Manor House and the junction with Amhurst Park Hackney is also discussing a major scheme to introduce improved public realm and reduced carriageway width with the help of funding from the Woodberry Down development scheme. It is understood that Islington are looking at the possibility of creating a new access point to Finsbury Park from Seven Sisters between Manor House and Finsbury Park station. |
| **T.6.3** | **Homerton High Street Healthy Streets Scheme** | A Healthy Streets corridor upgrade is currently being planned by TfL for Homerton High Street covering the section between the junction with Kenworthy Road (A102) and Ponsford Street. |

| Scheme Reference | Road Name | Scheme Description |
|---|---|---|
| **T.6.5** | **Lower Clapton Road Bus Priority Scheme** | 330 metres of northbound bus lane and 64 metres of southbound bus lane will be installed increasing the total bus lane length on this road to 727 metres. New Pedestrian countdown will be installed at the junction of Downs Road. SuDS installed at junctions with Glenarm and Median Road. Two bus stops relocated.. Footway widening and removal of parking bays. |
| **T.6.6** | **Old Street Roundabout and City Road** | Modernisation of the station entrances and an outdated 1960s roundabout to create a much safer, more welcoming environment for everyone. Scheme includes permanently closing the northwest arm of the roundabout to all traffic and creating a major new public space with better walking and cycling access to Old Street station. Construction of fully protected cycle lanes alongside new pedestrian crossing. Installation of a green roof and new lifts to an upgraded retail area. Project completion is expected in early 2024. Separately Islington is planning measures to ban through traffic from a cut through on Bath Street and Peerless Street. |
| **T.7.1** | **Balls pond road Healthy streets audit (summer 23)** | An extension of the eastbound bus lane on the Islington-controlled side of this road has been discussed with Hackney officers with Hackney offering to facilitate the scheme by proposing to remove parking on the Hackney side of the road, but the scheme was not, in early 2023, being progressed. There were also discussions in 2022 around a proposal for a local safety scheme at the junction between King Henry's Walk and Balls Pond Road. We understand that Islington is considering introducing LTNs in the vicinity of Balls Pond Road and potential impacts on traffic levels on Balls Pond Road will need to be monitored closely. Hackney plans to conduct a full Healthy Streets audit to assess the current situation and consider future options for the road. |
| **T.7.4** | **Hackney Road** | Much of this road is managed by Tower Hamlets. We understand a scheme to extend existing eastbound bus lane 390 metres from its existing startpoint at Treadway Street back to Goldsmith's Row has been discussed but in early 2023 was on hold while the potential effect on bus times of the proposed removal of Weavers and Old Bethnal Green Road LTNs was being assessed. |

| Scheme Reference | Road Name | Scheme Description |
|---|---|---|
| **T.7.6** | **Lea Bridge roundabout** | TfL began construction of a new cycle-friendly Lea Bridge roundabout in March 2023. The state-of-the-art roundabout contains segregated cycle lanes and dedicated signals for people cycling making it easier for them to cross this busy multiple lane junction which for years has been daunting to cycle for all but the most confident two-wheelers. Pedestrian crossings are also being upgraded with new traffic signals, making the area easier and pleasanter to navigate on foot. This includes the upgrading of the existing crossing on Lea Bridge Road to a Toucan crossing. The roundabout will provide a crucial missing link in the C23 Cycleway connecting Dalston eastwards to the Waltham Forest boundary. The cycle route will run from Powell Road via the western arm of the new roundabout on Kenninghall Road continuing on the eastern arm along Lea Bridge Road. Completion of the works is expected in November 2023. |
| **T.7.7** | **Lea bridge Road cycle track and bus lane** | A new westbound bus lane on Lea Bridge Road is being constructed running east of Hillstowe Street to just before the Chatsworth Road signals to alleviate delays to buses which are heaviest in the morning peak. A section of eastbound bus lane east of Chatsworth Road will be removed to facilitate this new bus priority measure. A new westbound stepped cycle track will also be built on the road following the construction of the new walking and cycling route within Millfields Park - a scheme which also involved planting new trees and improved lighting and landscaping. |
| **T.7.8** | **Green Lanes and Lordship Park Junction Upgrade** | The signals at the junction of Green Lanes and Lordship Park will be retimed to reduce queuing on the Green Lanes northbound arm of the junction |
| **T.7.12** | **Victoria Park Road** | A Healthy Streets audit will be carried out and will be accompanied by a modelling exercise to consider through traffic and a junction study at Mare St |

# Reduce demand from high carbon transport

How we can use road traffic reduction tools such as low traffic neighbourhoods, parking management and road user charging to reduce the overall levels of motor traffic in the borough.

Hackney

# Reduce demand from cars

Hackney will promote a culture of driving less through behaviour change with active and more space efficient alternatives to private cars such as public transport, walking and cycling. Hackney will also explore how to manage demand on its main road network by increasing the cost for using a private car through road user charging and parking management. It will safeguard the traffic reduction achieved by reducing carriageway and parking space.




## ACTION PLAN - 2023 to 2026

- Expand low traffic neighbourhoods coverage
- Continue to promote Car Free development
- Commission new through traffic study 2023
- Further strengthen parking incentives for low emission vehicles
- Increase number of School Streets
- Develop options for road user charging schemes by Summer 2025
- Increasing number of car clubs and shared mobility schemes to reduce private vehicle ownership’



# Developing a greener Hackney-wide transport network

We will repurpose Hackney's main road network by creating space for priority modes of travel. This means reallocating road space currently used for cars to dedicated bus lanes for public transport or dedicated cycle lanes for bikes. In some areas especially in town centres we will look at creating extra space for pedestrians and creating new green spaces.

Hackney

## Network management has historically been and remains largely dominated by motorised personal transport.



1960s vision of Graham Road with Dalston Lane demolished to make way for Ringway 1 orbital motorway.

## Reallocate space for public transport, active travel and create new green public spaces.



We explore how the main roads network can best provide capacity for the modes of travel we want to promote. Network Capacity Management can mean reallocating road space that is currently primarily used by cars to public transport with dedicated bus lanes or segregated or dedicated cycle routes all the way to areas that prioritise pedestrians, creating new and vibrant public spaces that can reinvigorate our town centres.

Reallocating road space to support public transport and walking and cycling can also induce demand for those modes further reducing overall traffic.





## Reallocate space for public transport, active travel and create new green public spaces.









**We are carrying out a full road network audit to inform the design of priority routes to benefit public transport, walking and cycling:**

**Buses**

- Protect and extend existing bus network through new routes and bus priority
- Activate targeted bus priority with bus gates in new LTNs and at schemes at pinchpoints, enabling tighter timetabling and reduced running times.
- Fully 'accessible' bus stops with real time bus information.

**Walking and Cycling**

- Design a priority walking and cycling network
- Targeted traffic reduction or protected cycle lanes along main roads
- Targeted removal of severance across main roads on walking and cycling corridors

**We will make better use of the kerbside on main roads by:**

- Removing residential parking from the Hackney bus network
- Implementing efficient waiting and loading spaces
- Creating new green spaces and additional space for pedestrians

# Our Approach to meeting the Challenge




## Healthier & and More Liveable Hackney Roads

Make the existing main roads more attractive for public transport, walking and cycling as well as making the the road network function as safely and effectively as possible particularly for residents, buses and active travel.



## Reduce demand from high carbon transport

Reduce demand from cars, especially on main roads, exploring all options including road user charging, parking permits and workplace parking levy.



## Developing a Hackney wide transport network

Re-balance the space historically allocated for main road traffic to create more space for public transport, active travel and create new, green public spaces.