

Hackney Living Streets

Dear Selva

Thank you for the opportunity to respond to this consultation. We welcome the changes to the junction to improve safety and convenience for pedestrians and cyclists.

In particular we welcome the two new straight-ahead signalised crossings on Cassland Road and Terrace Road, and the removal of the traffic island on Cassland Road.

We also welcome the kerb build-outs to reduce crossing width for pedestrians.

We support the reduction of the parking bay to improve bus flows. We note that car parking and excess of traffic along Cassland Road considerably delay buses and more should be done to prioritise buses over private motor traffic - including removal of more car parking bays as necessary, and preferably creating a continuous bus priority lane along Cassland Road.

However, we note that Hackney is currently considering an area wide traffic filtering scheme that would considerably reduce through traffic from Terrace Road turning left into Cassland Road. It would make a lot of sense to consider this junction in the light of future traffic flows, and to reduce some of the over engineered aspects of the scheme.

We would urge Hackney Council to focus on removing these inappropriate rat-runs, as a cheaper solution with numerous other benefits.

We do not feel the signalised crossing of Terrace Road north is necessary at the moment, and it will be even less important once the filtering scheme is in place with much reduced traffic on Terrace Road north.

We would like to see the central island on Terrace Road north removed and the area incorporated into the footway either side of the island to enable pedestrians to cross on the desire line along the footway of Cassland Road in one phase rather than having to make a detour and cross in the two phases currently proposed. Terrace Road is not and should not be a major road and having a two-stage signalised pedestrian crossing here is over-engineering the junction and not increasing convenience for pedestrians.

We support the cycling view that there should be cycling permeability created across both sides of Terrace Road allowing cyclists to continue south along Terrace Road.

We hope you will take our views into account to modify this junction design along with complementary schemes to reduce rat-running in the area and to improve bus priority along Cassland Road.

Please let us know if you want to discuss this further.

Best regards

Hackney Living Streets

Hackney Cycling Campaign

Dear Kate,

Many thanks for your email and the complete explanation you've taken the time to provide. Although we retain significant concerns about this junction, Cassland Road and the safety and attractiveness of the Sustrans route, examining the method of control makes it clear that improvements would be very challenging given the aims and scope of this scheme. I'm grateful to you for taking the trouble to explain this fully and hope that we'll be able to work on improvements for cyclists to Cassland Road before too long.

Yours,
Hackney Cycling Campaign

All

Further to the email below and the discussions regarding this junction during our meeting held on the 12th July -

Returning to the original aims of the scheme, these included improvements to pedestrian and cycle facilities and also improving the flow for buses and general traffic flow through the junction:

- Pedestrians – the scheme will enable the introduction of straight across pedestrian crossings on Cassland Road (both east and west of Terrace Road) and Terrace Road south. Pedestrians will also have a signalled stage across Terrace Road north. We understand the concerns regarding the potential for 'over-engineering' this junction, but believe that at this time the traffic flows along (north) still warrant the addition of pedestrian stages for less mobile people. As discussed, if the flows in the future reduce substantially (following the implementation of the Elsdale Road/Darnley Road scheme if approved and any future schemes to reduce traffic volumes along the Chatham Place route), the signals on Terrace Road (north) could be relatively easily removed and the junction re-timed. This would not be a huge cost.
- Cyclists – an extract of the Sustrans map available for the public is copied below. The junction proposals will assist the less confident cyclists to travel southeast bound between Terrace Road (north) to join Cassland Road and onto Well Street Common. As requested, we reinvestigated whether we could enable a direct formal cycle crossing north-south between the two arms of Terrace Road (via the pedestrian island). Please see the method of control diagram below. It is not possible to allow cyclists to run in parallel with Cassland Road west (see Phase 2) as Terrace Road south will be running. Then, in Phase 3, if cyclists were to be legally permitted they would potentially conflict with pedestrians crossing Terrace Road south and, as the junction is near capacity in the pm peak, there is not enough available time to add another Phase and allow that movement after the pedestrians have finished crossing.
- Buses and parking – the new method of control and associated timings, combined with the revised layout, will help improve reliability for buses through the junction and therefore overall journey times. As you will appreciate, improvements for bus journey times

are implemented on an incremental basis across the network and the removal of residential parking is difficult to defend on a local level, without being able to say it would equate to x seconds, or similar. Under the current layout buses turning right into Terrace Road can be held up in Cassland Road at the pinch point when vehicles occupy the parking bays, hence the proposal to shorten them. However, Officers met with local residents to discuss this and it is accepted that the vehicle flow will be improved under the proposed layout, without the removal of parking, as the lanes will be remarked as 2 lanes rather than the current 2.5 (or substandard width) lanes. The Council has therefore agreed to retain the parking as existing and review the operation of the junction again after implementation and, if buses continue to be delayed at this location, we would seek once again to reduce the parking. From the table below it can be seen that there is local overall support for the scheme.

	Q1- Road Safety Improvements		Q2 – Cassland Road parking bay removal	
	Support	Do not support	Support	Do not support
Online Replies (17)	11	6	6	11
Free Post Replies (34-1) (One person marked support and do not support for both questions and counted as null)	30	3	18	15
Total Replies (50)	41 (82%)	9 (18%)	24 (48%)	26 (52%)

I hope the above addresses all of your concerns, even though I understand that you may not support the scheme.

Please let me know if anything else needs a response in regard to this proposal

Regards

Kate