

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

QUEENSBRIDGE ROAD SECTION I: HACKNEY ROAD – WHISTON ROAD

1.0 AGREE TO:

- 1.1 Note the favourable outcome of the public consultation exercise for the pedestrian and cycle accessibility improvements at Queensbridge Road between Hackney Road and Whiston Road.
- 1.2 Give approval to:
 - 1.2.1 Proceed with the implementation of the cycle and pedestrian accessibility improvements at Queensbridge Road following a successful public consultation.
 - 1.2.2 Proceed with statutory consultation and advertising of the necessary traffic orders associated with road closures and 'waiting and loading' restrictions.
 - 1.2.3 Enter into a Section 8 agreement with Tower Hamlets to implement the improvements at Hackney Road and Horatio Street which are managed by the London Borough of Tower Hamlets.
 - 1.2.4 Close Kent Street in both directions at the Queensbridge Road junction following recommendations from the stakeholder and public consultations.

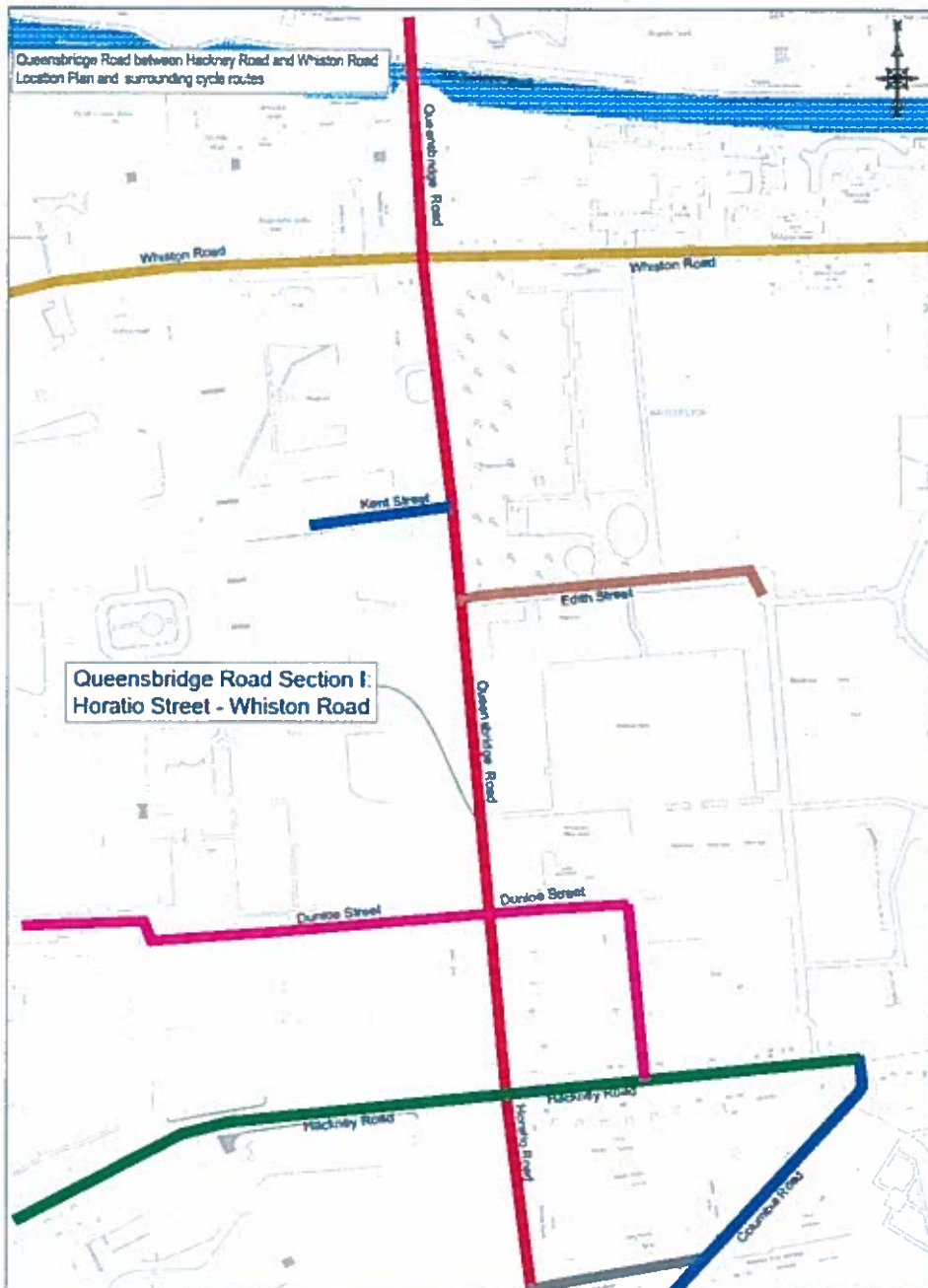
2.0 REASONS

The proposals will:

- 2.1 Change the nature of the road to make it a healthier, safer and more pleasant road suitable for the walking and cycling needs of the local area.
- 2.2 Encourage people from the local estates and schools to take up more walking and cycling as part of a healthier lifestyle.
- 2.2 Contribute to improving the air quality and reducing emissions in the local area by reducing traffic volumes and speeds.

3.0 BACKGROUND

Queensbridge Road is a north - south local distributor located between Hackney Road and Dalston Lane. It runs parallel to Kingsland Road and this makes it a suitable alternative for traffic whenever there is congestion at Kingsland Road. Over the last few years several cycle routes have been developed on surrounding roads in the London Fields and Haggerston areas as part of the Central London Cycle Grid. Examples include the Q2 at Middleton Road, Q13 at Columbia Road, the Quietway at Whiston Road and Goldsmith's Row. These are all connected to Queensbridge Road, making it a vital north - south link for the Central London Cycle Grid in this area. Although Queensbridge Road is very wide, (in some sections as wide as 11.5 metres), it is not cycle or pedestrian friendly. Refer to map I for details of the local cycle routes and their connections with Queensbridge Road.



Map 1- Location map of Queensbridge Road between Hackney Road and Whiston Road

The absence of formal cycling infrastructure at Queensbridge Road has prompted Hackney Council in partnership with Tower Hamlets and Transport for London to develop proposals that will create a more pleasant walking and cycling environment at Queensbridge Road as part of improvements on the Central London Cycle Grid.

4.0 POLICY

4.1 Hackney Council's Transport Strategy

Hackney's Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough.

The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration but is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions. In all cases, the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions and through providing sustainable alternatives to meet the aspirations of Hackney's people while improving social inclusion and combating climate change.

This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council's Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents including the Council's emerging Local Plan and Health and Wellbeing Strategy.

In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney's population and employment are amongst the fastest growing in London meaning that future travel patterns and the demand for travel will need to be carefully managed.

Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing this document.

4.2 Mayor of London's Transport Strategy

The central aim of the strategy – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all of those people to live in. It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use. This simple aim of a shift away from the car will help address many of London's health problems, by reducing inactivity and improving air quality. It will help to: eliminate the blight of road danger; limit the city's contribution to climate change; help to develop attractive local environments; and reconnect communities by creating places where people are prioritised over cars.

4.3 Mayor of London's Vision Zero

The Mayor's Vision Zero aims to make streets in London safer for all. It recognises that minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport.

Under this vision, no-one will be killed in an incident involving a London bus by 2030, and that by 2041 deaths and serious injuries resulting from road traffic collisions in the city will have been totally eradicated.

5.0 PROPOSALS

The proposals at Queensbridge Road section I include:

5.1 Queensbridge Road raised cycle tracks

Installing two metre wide raised cycle tracks next to the existing pavements on both sides of Queensbridge Road between Hackney Road and Whiston Road. The raised cycle tracks will be separated from motorised traffic by a kerb and from pedestrians by a pedestrian/cycle separator.

Installing a mandatory cycle lane on the carriageway next to the cycle hire scheme at Kent Street.

5.2 Dunloe Street shared zebra crossing

Installing a raised table with a parallel pedestrian - cycle crossing (shared zebra crossing for pedestrians and cyclists) at the Queensbridge Road - Dunloe Street junction. The parallel pedestrian - cycle crossing will allow cyclists and pedestrians to cross Queensbridge Road under the controlled conditions of a zebra crossing. The raised junction table will provide a step-free pedestrian crossing and help with encouraging drivers to keep to the 20mph speed limit.

Closing both arms of Dunloe Street to motorised traffic at the Queensbridge Road junction to reduce potential conflicts between turning traffic and pedal cyclists.

Planting trees where possible.

5.3 Hackney Road junction improvements

Installing a raised entry table at the junction of Hackney Road and Horatio Street to provide pedestrians with step-free crossing facilities.

Replacing the existing traffic islands on Hackney Road with wider pedestrian-friendly traffic islands.

Refurbishing the road and pavements around the junction.

Removing clutter such as redundant guard railing, traffic islands, bollards and signs at the junction.

Installing 'At any time' waiting and loading restrictions (double yellow lines) between the pedestrian crossings at the junction.

Installing low level cycle signals at Hackney Road and low level cycle signals with an 'early release' crossing facilities for cyclists at Queensbridge Road and Horatio Street.

5.4 Kent Street raised entry table and zebra crossing

Closing Kent Street to motorised traffic at the Queensbridge Road junction to reduce potential conflicts between turning traffic and pedal cyclists.

Installing a raised entry table at the junction of Kent Street and Queensbridge Road for a step-free pedestrian/cycle crossing at this location.

Planting trees where possible.

Installing a raised table for the existing zebra crossing at Edith Street to provide controlled step-free crossing facilities for pedestrians when crossing Queensbridge Road.

5.5 Refurbishment of pavements and carriageways

The existing pavements adjacent to the raised cycle tracks will be refurbished using standard paving materials. Blended pedestrian crossings will be installed at Kent Street and Dunloe Street side road junctions to highlight the priority of pedestrians over pedal cycles and motorised traffic from the side roads.

5.6 Whiston Road junction

Installing 'advanced stop lines' (ASLs) for cyclists at the southern arm of Queensbridge Road connected to the raised cycle track with road markings.

6.0 CONSULTATION

6.1 Stakeholder Consultation

Before the public consultation exercise, Streetscene officers consulted with stakeholders including Living Streets in Hackney (LSiH), London Cycling Campaign in Hackney (LCCiH), The London Fire Brigade (TLFB) and London Ambulances, Parking Services, Waste Management, Age Concern, and the Police.

The Cabinet Member for Energy, Waste, Transport and Public Realm, the Ward Members for Haggerston, the London Borough of Tower Hamlets and Transport for London were consulted as part of stakeholder consultation and where possible, their concerns were taken on board. All the key stakeholders were supportive of the proposals.

Comments received from the various stakeholders and how they were treated

Sender	Comment	Response
Living Streets in Hackney	Hackney Living Streets are very supportive of these proposals and would like to see them go even further with more parking replaced with cycle lanes, SUDS and pocket parks and more streets filtered, such as Kent Street.	Following recommendations from Living Streets and other stakeholders, Kent Street will be closed in both directions except for cycles.

London Cycle Campaign	<p>Generally we consider that the scheme is good. The following to be considered: The mandatory lane will dramatically reduce the amenity of these proposals. As a minimum, the mandatory lane must be provided with semi-segregated physical separation from the carriage. Move the docks to the end of Kent Street as part of a modal filter there.</p> <p>Retaining parking so close to the mouth of Horatio Street at this junction also risks worsening conflict between modes, and its removal should be considered.</p> <p>2m wide cycle tracks are excellent as they allow for overtaking.</p> <p>The Dunloe Street junction looks good – I am pleased to see the closure of ends Dunloe Street to motor traffic and the link to a new cycle route that will connect with QW13</p> <p>With regard to the junction at Kent Street – we would like to see modal filtering introduced to prevent the potential for rat-running vehicles travelling between the A10 and Queensbridge Road via Kent Street.</p>	<p>The mandatory cycle lane will be segregated from the carriageway using bollards and this is deemed secure enough to not need the relocation of the cycle hire scheme to Kent Street.</p> <p>New 'At any time' waiting restrictions will be installed at Horatio Street for improved cycle accessibility at the junction.</p> <p>Following recommendations from London Cycle Campaign and other stakeholders, Kent Street will be closed in both directions except for cycles for improved cycle accessibility.</p>
Councillor Vincent Stops	<p>There are to be pedestrian refuges removed, but this was not made clear in the documentation. How are respondents supposed to be able to respond properly. This is unfair. It seems to be proposed that informal pedestrian crossings in the form of pedestrian refuges are being removed and not replaced by formal crossings.</p> <p>My overall comment is that this proposal is a gross waste of public money and a lost opportunity for a great city street. The money could have been far better spent to deliver a Hackney solution for this street. Something akin to the scheme at Albion Road</p>	<p>There are two pedestrian refuges on Queensbridge Road. The rest are traffic islands with no crossing points. The pedestrian refuge near Dunloe Street will become part of the parallel pedestrian crossing at Dunloe Street and the one near Edith Street will be part of a raised zebra crossing.</p> <p>The proposals have a 79% approval rate from the public.</p>

	<p>From the pedestrian perspective. The perspective of Hackney’s Transport Strategy highest priority. The pavements along most of this road are too narrow for comfort. One can hardly walk side by side. You are forced to walk single file. Nothing is being done to widen the pavements. The severance effect of the wide road is maintained. Nothing is being done to green the street.</p> <p>If you squeeze in a tree it will be a nuisance to pedestrians.</p> <p>If one wants to cross the road what does one do? Perch in the middle of the bike lane? This is an uncomfortable thing to have to do.</p> <p>The Copenhagen crossings are proving problematic in Waltham Forest. Pedestrians are being hit. Blind people can’t navigate them.</p> <p>If you step onto the bike lane you’ll get hit or shouted at.</p> <p>From a cycle perspective it makes no sense to provide an inferior, narrow bike lane to replace what is a quiet street with plenty of road width. Passing isn’t really comfortable on a 2 m path. It’s fabrication to say it is.</p>	<p>The pavements at Queensbridge Road will retain their existing width which is in line with the existing standard width of pavements in the borough. The cycle tracks will occupy existing carriageway space and not take away existing pavement widths.</p> <p>As many trees as possible will be planted wherever space allows without taking away valuable pedestrian space.</p> <p>All pedestrian crossing points including the parallel pedestrian crossing at Dunloe Street, the raised zebra crossing at Edith Street and the signal controlled pedestrian crossing points at Hackney Road junction will have formal pedestrian crossing facilities.</p> <p>The parallel pedestrian / cycle crossings are widely recommended and come with a traffic order. The parallel pedestrian crossing in Hackney do not have such a problem.</p> <p>Pedestrian / cycle delineators help prevent straying into other users space.</p> <p>Studies show that unidirectional 2.0 metre wide raised cycle tracks provide a high level of cycling level of service. They allow</p>
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	<p>How does one turn right off of the lane?</p> <p>How does one get onto the lane. Are you really expecting cyclists to mount the kerb at an angle?</p> <p>The cycle lane provides many opportunities for dooring. It is bad enough on the outside of cars. It is irresponsible to route fast moving cycles down the inside of cars where passengers will not expect cycles to be when they open their door.</p> <p>The cycle lane encourages cycling too far to the left when crossing the mouth of the junctions and increases the turning speeds of the motors by widening the junction mouth with the bike lane.</p> <p>The cycle lane doesn't allow cycles to properly position oneself to turn right. This increases the risk of collisions.</p>	<p>overtaking without encroaching onto the carriageway or pavements.</p> <p>Flat faced concrete channels will be installed on all crossing places to allow cyclists to turn right without mounting the pedestrian cycle delineator.</p> <p>Cyclists are not expected to get onto the cycle tracks between the starting and finishing points of the cycle tracks where 1:20 on / off ramps have been provided.</p> <p>'At any time' waiting and loading restrictions will be in place between Dunloe Street and Whiston Road. Limited loading activities are expected on a short section between Hackney Road and Dunloe Street and this is considered to be minimal.</p> <p>Modal filter has been applied on all side road crossings removed the risk of motorised traffic / cycle collisions.</p> <p>The three crossing points at Dunloe Street, Edith Street and Kent Street have facilities that allow cyclists to turn right.</p>
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6.2 Public Consultation

The public consultation started on 2 September 2019 and finished on 30 September 2019 allowing residents four weeks to submit their comments.

Six thousand consultation leaflets were distributed around the Queensbridge Road area as shown on the Area of distribution on map II. The consultation document was also uploaded on the Council's Citizen Space webpage. Residents were able to submit their comments online, by email or by post.

A drop in session which allowed local residents a face to face discussion with Streetscene officers was carried out on 18 September 2019. Attendance to the drop in session was very low.

All responses received by post or submitted online before the deadline were allocated a unique reference and were added to the citizen space. Comments from responses that were received after the deadline were still considered even though they could not be added onto the Citizen' space.

A copy of the consultation document is included as Appendix II of this document.

Tables I and II show the breakdown of responses received during the public consultation.

Number of Leaflets sent out	Responses received by post	Responses Received online	Total Responses received	%age received
6000	260	145	405	6.8%

Table I: Results of sent leaflets and received responses

Type of response	Number of responses received	Responses in support of the proposals	%age	Responses not in support of the proposals	%age	Don't know	%age
Post	260	204	78.5%	40	15.4%	16	6.2%
Online	145	119	82%	26	17.9%	0	0%
Total	405	323	79.8%	66	16.3%	16	4%

Table II - Results of the public consultation.

Comments from postal and online responses

Responses in favour of the proposals		
Comments on responses	No. of responses	Officer's response
Responses in favour of the proposals	323	79.8% of the responses received were in support of the proposals.
Responses with Great, excellent, strongly support the proposals	85	21% of the responses strongly supported the proposals. This shows the proposals were strongly supported.
Responses in favour of the proposals with 'No comments'	127	33% of the responses supported the proposals as they were.
Implement more cycle routes elsewhere in the borough	22	6% of responses received wanted the scheme extended elsewhere which shows the proposals were well received.
Kent Street junction needs to be filtered	6	This comment was received from several residents who feel the junction needs to be filtered to improve safety. This recommendation was also received from LCCiH and LSiH and as a result Kent Street will be exit only at the Queensbridge Road junction
Mandatory Cycle Lane at cycle hire scheme could be made safer as cyclists could be trapped between the cycle hire scheme and traffic. Better still, relocate the cycle hire scheme.	8	The mandatory cycle lane will be partially segregated using bollards and this will provide the necessary protection required by cyclists. Relocating the cycle hire scheme was beyond the scope of this scheme as was the relocating of cyclists behind the cycle hire scheme.
Hackney Road – Horatio Street junction Early release facility will improve safety There is not enough space at Horatio Street for cyclists to pass. More filtering is required. Provide cycle parking facilities	7 4	The early release facility will be extended to Queensbridge Road and Horatio Street but not to Hackney Road as it will increase cycle times to undesirable levels. The waiting restrictions at Horatio Street will be adjusted to provide space for cyclists to pass. As a result of this request two cycle hangars will be provided at suitable locations at Yorkton Street and Kent Street

The closure of Dunloe Street junction will improve safety for cyclists and reduce rat running	3	The closure of Dunloe Street junction will create a quieter environment for local residents and cyclists.
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Responses not in favour of the proposals		
Comments on responses	No. of responses	Officer's response
Responses not in favour of the proposals	65	16.2% of the responses were not in favour of the proposals
Unnecessary, waste of money.	7	Less than 2% of the responses think it's a waste of money. Many more people support the proposals.
Bad cyclists behaviour at junctions or against pedestrians	11	The pedestrian - cycle delineator will help segregate cyclists from pedestrians. There are stop lines at junctions where cyclists give way to pedestrians when crossing the road.
Parking related issues	7	Most residents who made this comment were worried about the loss of parking and how it could affect the Columbia Road Flower Market. Stress surveys carried out show that there will still be available space for residents and visitors to the Flower Market on Sundays.
Proposals will not be safe enough for pedestrians and other road users	9	The pedestrian - cycle delineator will help segregate cyclists from pedestrians. There are stop lines at junctions where cyclists give way to pedestrians when crossing the road.
Proposals will reduce access for local residents and increase congestion along Queensbridge Road	8	The proposals to filter side road junctions will reduce rat running and improve safety. The reduced road widths will reduce traffic speeds to under 20mph but not necessarily cause congestion.
Leave the road as it is	4	Only 1 percent think we should leave the road as it is.

Responses neither in favour nor against the proposals		
Comments on responses	No. of responses	Officer's response
Responses neither in favour nor against the proposals.	16	4.1% did not support or object to the proposals.
Responses neither in favour nor against the proposals with 'No comments'	6	Only 1.5% did not support or object to the proposals.
Cyclists behaviour is appalling	2	The pedestrian - cycle delineator will help segregate cyclists from pedestrians. There are stop lines at junctions where cyclists should give way to pedestrians when crossing the road.
Pedestrian safety will be compromised	1	The pedestrian - cycle delineator will help segregate cyclists from pedestrians. There are stop lines at junctions where cyclists give way to pedestrians when crossing the road.

Comments received from the public by email

Sender	Comment	Officer's response
Michael McDowell	I live at no. 2A Queensbridge Road and have off street parking at my property. I am concerned that the raised cycle track will prevent access to my garage due to a raised curb. For what it's worth I am in favour of the proposed cycle route as I am a keen cyclist as well as a car owner.	The driveway at 2A Queensbridge Road will not be affected by the proposals. In response an email was sent to the resident on 2 September 2019.
Councillor Vincent Stops	Comments from Councillor Vincent Stops are shown on the Stakeholders section	Councillor Vincent Stops' comments were addressed on the Stakeholders section
Tower Hamlets Wheelers	Comments from Tower Hamlets Wheelers are shown on the Stakeholders section	Comments from Tower Hamlets Wheelers were addressed on the Stakeholders section

6.3 Statutory consultation

These proposals will only be implemented after successful statutory consultation on changes to the closure and function of the road and 'waiting and loading' restrictions.

7.0 IMPACTS

7.1 Permanent Impacts

Pedal cyclists and pedestrians

If approved, these proposals would provide safe, protected cycling facilities for cyclists between Hackney Road and Whiston Road.

They would also provide step free crossing facilities for pedestrians at side roads and at controlled pedestrian crossing points.

The reduced road width would help reduce the average traffic speeds (outside Haggerston School) to under 20mph.

The proposals would help improve accessibility for pedal cyclists and pedestrians at major junctions such as at Hackney Road.

Parking

The proposals would affect all the parking on Queensbridge Road between Hackney Road and Whiston Road where the existing parking bays will be removed.

The existing car club at Queensbridge Road will be relocated to Dunloe Street (east).

The existing residents parking bay on Horatio Street would be changed slightly to create space for passing cyclists.

The single yellow line between pedestrian crossings at the Hackney Road junction would be converted to double yellow lines.

Parking for visitors to the Columbia Road Flower Market would still be available at the 'pay and display' parking bays on Yorkton Street, Scawfell Street and Thurtle Road.

7.2 Temporary Impacts

While the works are in progress, temporary traffic signals will be in use at the Hackney Road junction. Horatio Street, Kent Street and Dunloe Street will be under a temporary road closure with local diversion routes.

Queensbridge Road will remain open when civil works are in progress however a road closure will be in place when the resurfacing works are being undertaken.

All works will be carried out under normal working hours of 08:30am to 4:30pm Monday to Friday.

Implementation of the proposals is scheduled to be carried out during the 2019/20 financial year subject to successful statutory consultation.

8.0 EQUALITIES IMPACT ASSESSMENTS

In developing these proposals consideration has been given to the impact in terms of Equalities. The Council's overall objectives are set out in the EQIA for the Hackney LIP and Transport Strategy which stress the Council's desire to see all schemes developed to provide a high quality environment for all residents regardless of their level of mobility. At each stage of the design process designers have ensured that all opportunities have been taken to provide facilities to, or above the current design best practice.

The proposals outlined in this document contribute to achieving the above policies and careful consideration has been given to the interaction of vehicular traffic with residents, pedestrians, visitors to the park, cyclists and school children who regularly use this area.

9.0 LEGAL IMPLICATIONS

Statutory consultation is required for any changes that affect the function of a road or any waiting and loading restrictions. In this case the new 'waiting and loading' restrictions, the entry treatment tables raised junction tables and the introduction of raised cycle tracks at Queensbridge Road will require statutory consultation.

10.0 FINANCIAL IMPLICATIONS

The implementation of the improvements at Queensbridge Road between Hackney Road and Whiston Road will be implemented at an estimated budget of £900k funded from the Transport for London Cycling allocation.

11.0 RECOMMENDATIONS

It is recommended that the proposals outlined in this Delegated Powers Decision report be agreed and taken to implementation stage subject to successful statutory consultation and adequate financial resources being secured.

12.0 APPROVAL

I have noted the contents of this summary and agree with the recommendations contained therein.

Signed: - 

Dated: - *12 Nov 19*

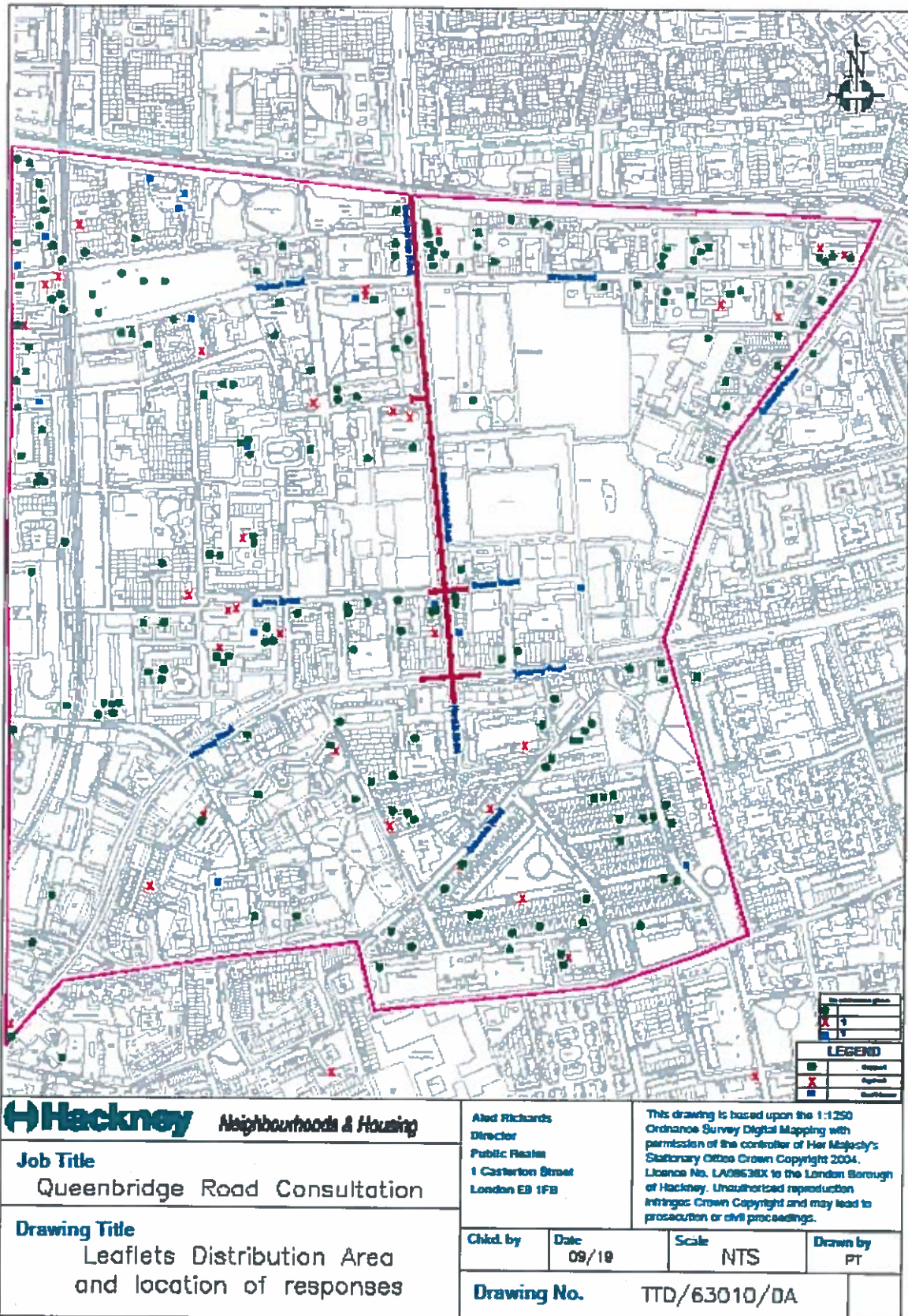
Andrew Cunningham - Head of Streetscene

cc Councillor Jon Burke – Cabinet Member for Energy, Waste, Transport and Public Realm

cc Aled Richards – Director of Public Realm

cc Maryann Allen – Group Engineer, Design and Engineering

Appendices



Map II – Distribution area and location of responses received by post.

APPENDICES

Appendix I: Queensbridge Road Section I Consultation Document and Layout Plan



Central London Cycle Grid

Queensbridge Road Section I between
Hackney Road and Whiston Road

Public consultation
2–30 September 2019

have  say

 **Hackney**

Help us improve cycling on Queensbridge Road between Hackney Road and Whiston Road

We are seeking your views on proposals that will create a protected cycling route along Queensbridge Road to form part of a network of safe cycling routes between the Quietway link at Whiston Road and Quietway 13 at Columbia Road.

Hackney Council is working in partnership with Tower Hamlets and Transport for London (TfL) to make cycle accessibility improvements on Queensbridge Road from Hackney Road to Dalston Lane as part of the Central London Cycle Grid (CLCG) from Bethnal Green to Dalston Lane. The improvements at Queensbridge Road are being developed in three sections:

- **Section I: Hackney Road – Whiston Road**
- **Section II: Whiston Road – Middleton Road**
- **Section III: Middleton Road – Dalston Lane**

Hackney, Tower Hamlets, and TfL are committed to making our streets safer for everyone. These changes aim to encourage more walking and cycling, improve air quality and reduce emissions within the local area. Hackney and Tower Hamlets recognise that streets are not just places to park vehicles or drive, but to walk and cycle on too. They are the places where we socialise and live our lives. An aspiration of both boroughs is to reclaim streets from motor traffic and congestion and transform them into attractive and liveable neighbourhoods.

Queensbridge Road is one such street. Although it is a relatively wide road (about 10.5 metres wide), it was designed for the rapid transit of motorised vehicles and parking. The traffic islands and

hatched road markings leave little room for other road users such as pedal cyclists and pedestrians. Between Hackney Road and Whiston Road, 28 collisions were recorded between 2013 and 2017. Sixteen of them involved pedal cyclists.

The proposed improvements would change the nature of Queensbridge Road to make it a healthier, safer and more pleasant environment for walking and cycling, reflecting the needs of the local area, including its residential estates, Haggerston Park and Haggerston School.

What are the proposals?

The following measures are proposed:

Queensbridge Road raised cycle tracks

- Installing two metre wide raised cycle tracks between Hackney Road and Whiston Road. These will be next to the existing pavements on both sides of the road. The raised cycle tracks will be separated from motorised traffic by a kerb and from pedestrians by a pedestrian/cycle separator (see example of a separator on page 11 in the FAQs section).
- Installing a mandatory cycle lane on the carriageway next to the cycle hire scheme at Kent Street.

Dunloe Street shared zebra crossing

- Installing a raised table with a parallel pedestrian/cycle crossing (shared zebra crossing for pedestrians and cyclists) at the junction of Dunloe Street and Queensbridge Road. The parallel crossing will allow cyclists and pedestrians to cross Queensbridge Road under the controlled conditions of a zebra crossing. The raised junction table will provide a step-free pedestrian crossing and help with encouraging drivers to keep to the 20mph speed limit.
- Closing Dunloe Street on both arms with Queensbridge Road to motor traffic to reduce the potential conflict between turning traffic and pedal cyclists and reduce rat running.

Hackney Road junction improvements

- Installing a raised entry table at the junction of Hackney Road and Horatio Street to provide pedestrians with step-free crossing facilities.
- Replacing the existing traffic islands on Hackney Road with wider pedestrian-friendly traffic islands.
- Refurbishing the road and pavements around the junction.
- Removing clutter such as redundant guard railings and signs at the junction.
- Installing double yellow lines between the pedestrian crossings at the junction.
- Installing low level cycle signals with early release crossing facilities for cyclists at Queensbridge Road and Horatio Street, subject to junction capacity.

Kent Street raised entry table and zebra crossing

- Installing a raised entry table at the junction of Kent Street and Queensbridge Road for a step-free pedestrian/cycle crossing at this location.
- Installing a raised table for the existing zebra crossing at Edith Street to provide controlled step-free crossing facilities for pedestrians when crossing Queensbridge Road. Due to the nature of the road at this location, a parallel pedestrian/cycle crossing was considered unsuitable.

Refurbishment of pavements and carriageways

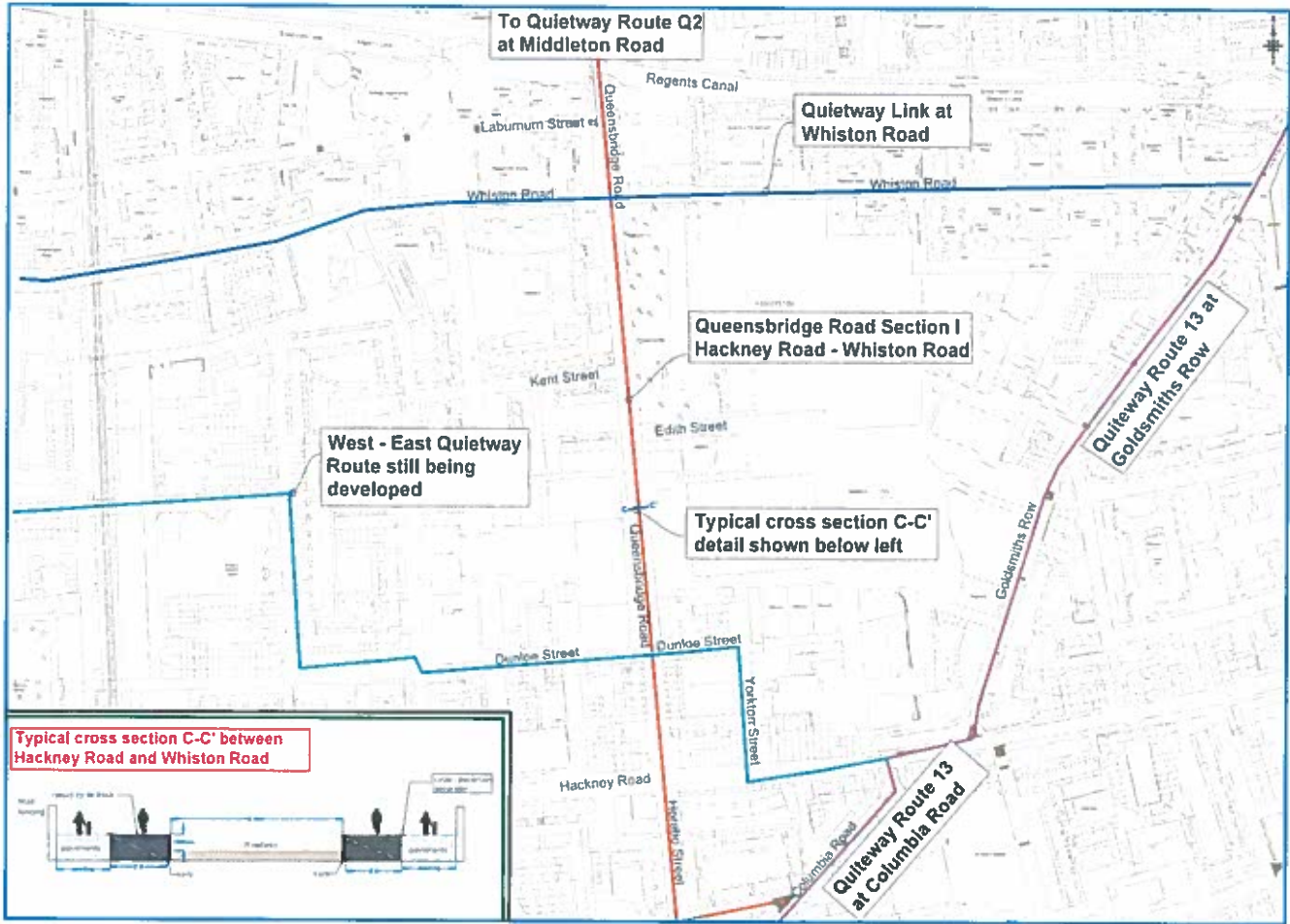
- The existing pavements adjacent to the raised cycle tracks will be refurbished using standard paving materials. Blended pedestrian crossings will be installed at Kent Street and Dunloe Street side road junctions to highlight the priority of pedestrians over pedal cycles and motorised traffic from the side roads (see example of a blended crossing on page 11 in the FAQs section).

Whiston Road junction

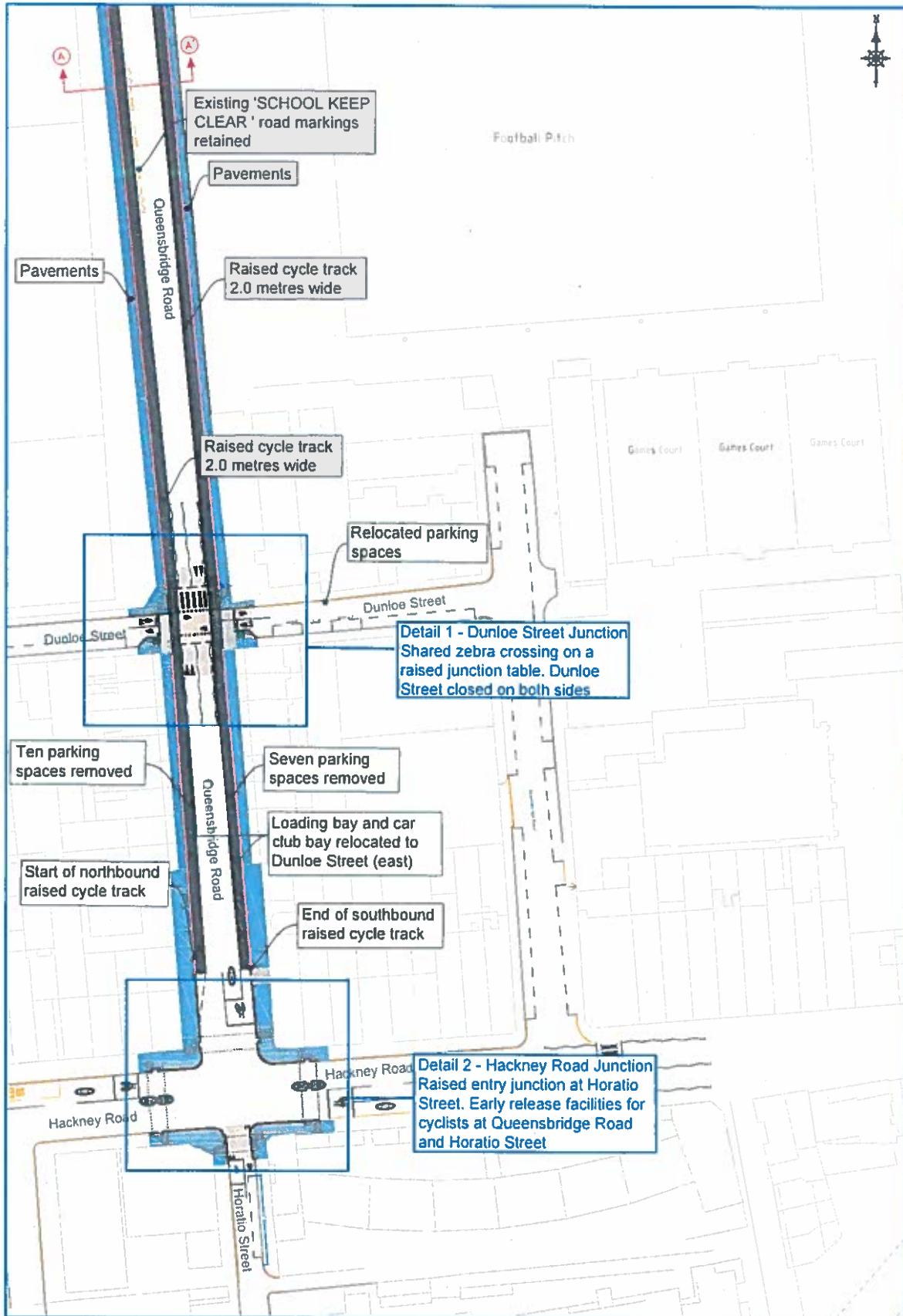
- Installing 'advanced stop lines' (ASLs) for cyclists at the southern arm of Queensbridge Road connected to the raised cycle track with road markings.
- Low level cycle signals with early release crossing facilities for cyclists will be considered as part of Section II between Whiston Road and Middleton Road.

Please refer to the plans overleaf for more details.

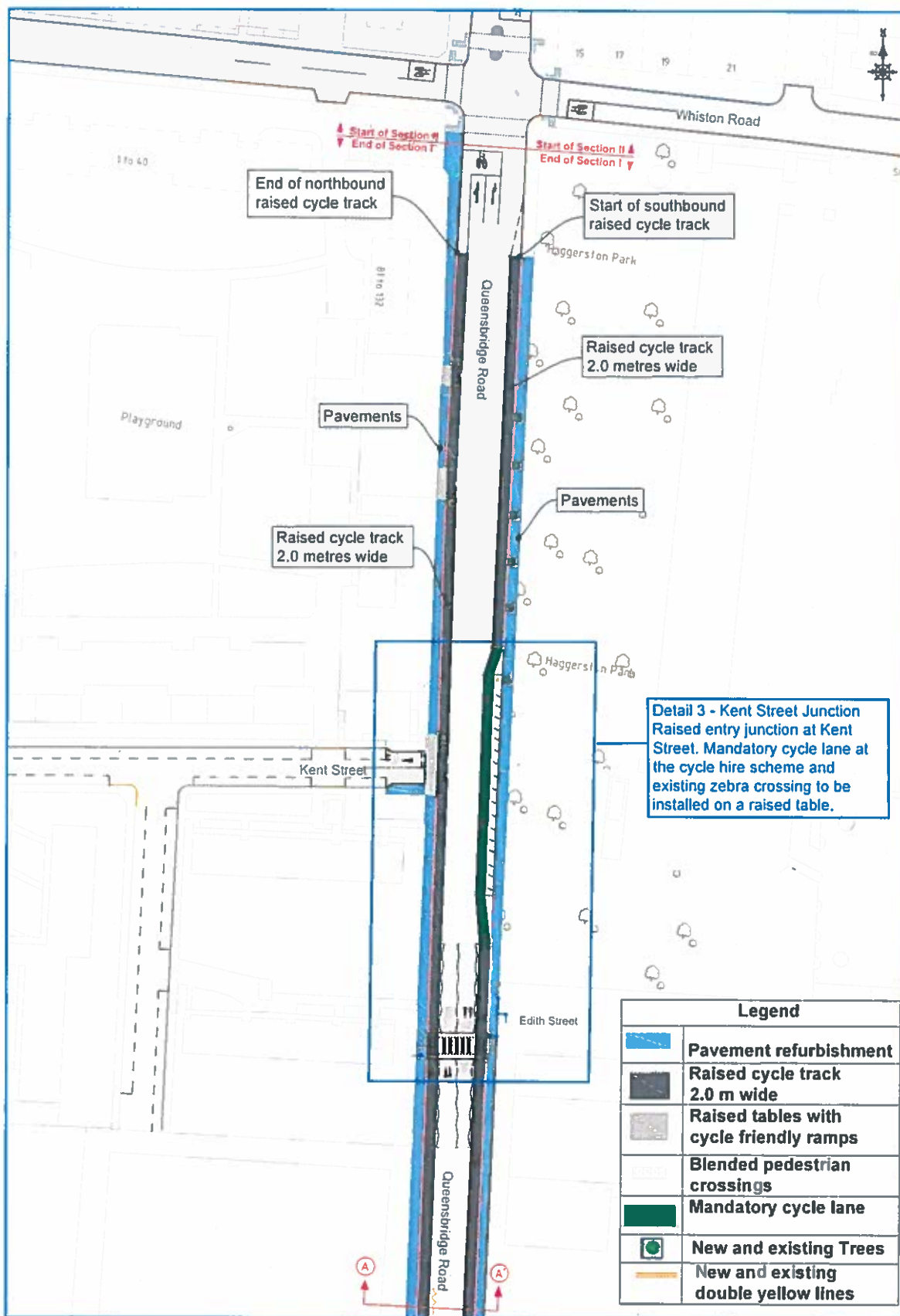
Location plan



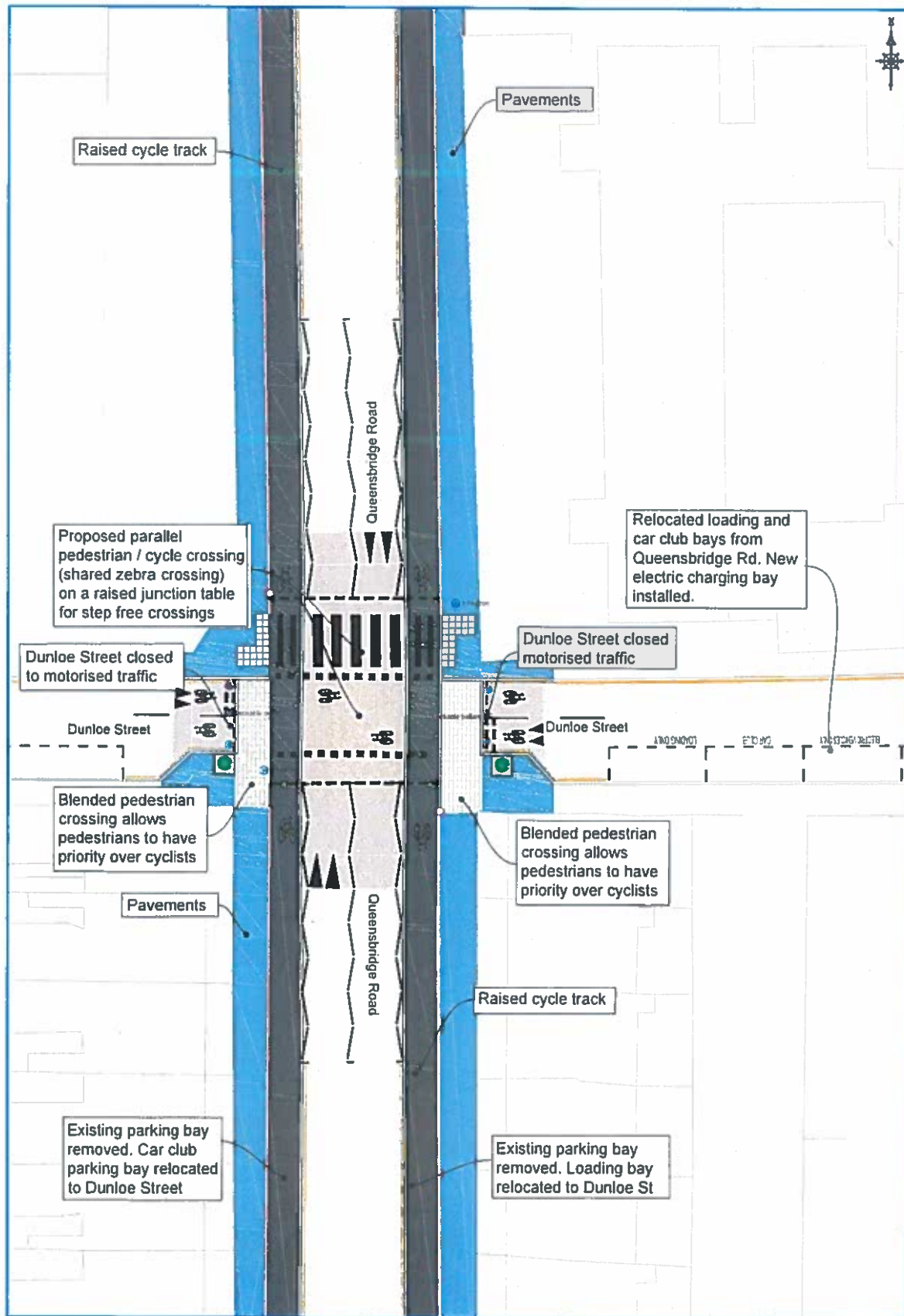
Layout plans from Hackney Road to Whiston Road



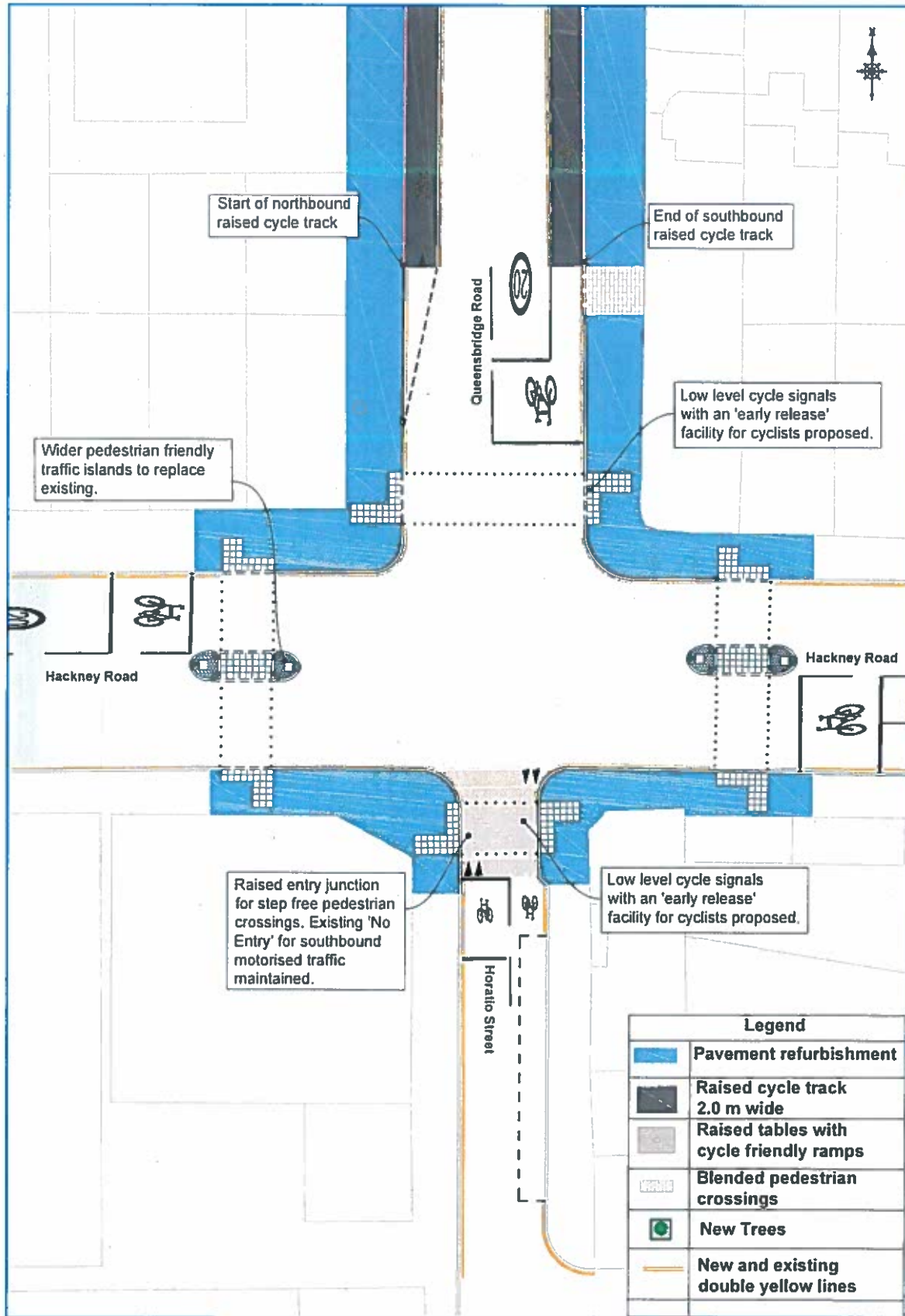
Layout plans from Hackney Road to Whiston Road



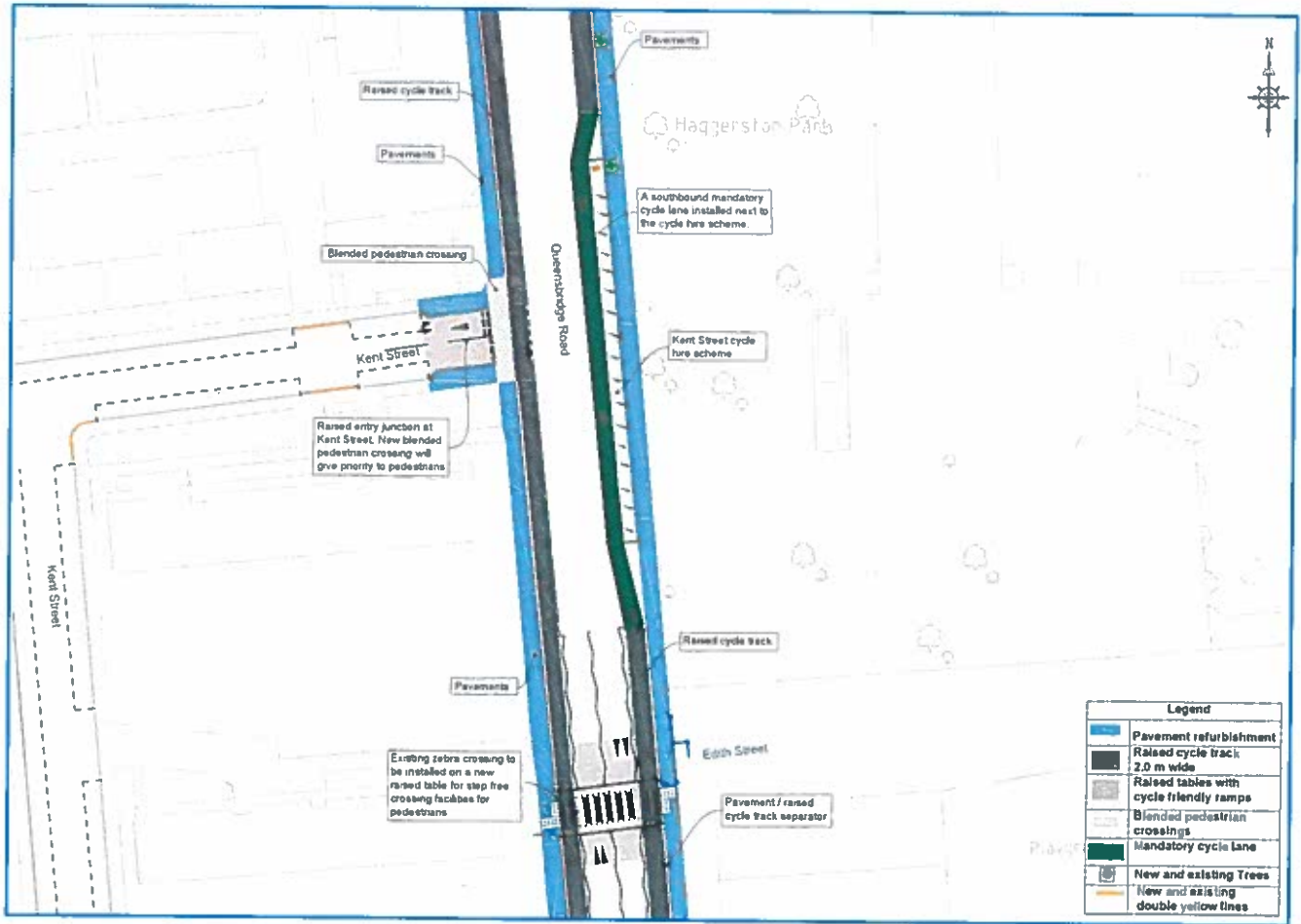
Detail 1: Dunloe Street Junction



Detail 2: Hackney Road junction



Detail 3: Kent Street junction



What are the potential impacts of the proposals?

- If approved, these proposals would provide safe, protected cycling facilities for cyclists between Hackney Road and Whiston Road. Six collisions resulting in slight personal injuries were recorded in 2017 between Hackney Road and Whiston Road, three of which involved pedal cyclists.
- They would also provide step free crossing facilities for pedestrians at side roads and at controlled pedestrian crossing points.
- The reduced road width would help reduce the average traffic speeds (outside Haggerston School) to under 20mph.
- The proposals would help improve accessibility for pedal cyclists and pedestrians at major junctions such as at Hackney Road.
- Schemes of this nature are expected to contribute to improved air quality as they both regulate private motor vehicle traffic and reduce capacity. The introduction of cycle lanes also increases the distance between polluting vehicles and pedestrians and residents, reducing the effects of pollution.

Parking

- The proposals would affect all the parking on Queensbridge Road between Hackney Road and Whiston Road where the existing parking bays will be removed.
- The existing car club and loading bay at Queensbridge Road will be relocated to Dunloe Street (east). A new electric charging point will also be installed on the same bay.
- A parking stress survey confirmed that the existing parking bays on the side roads are able to absorb the impact of displaced cars from Queensbridge Road.
- The existing residents parking bay on Horatio Street would be changed slightly to create space for passing cyclists.
- The single yellow line between pedestrian crossings at the Hackney Road junction would be converted to double yellow lines.

- Parking for visitors to the Columbia Road Flower Market would still be available at the 'pay and display' parking bays on Yorkton Street, Scawfell Street and Thurtle Road.

Future schemes

The rest of the cycle grid to the north of Whiston Road will be consulted on and developed as follows:

- Section II: Whiston Road to Middleton Road (2020–2021)
- Section III: Middleton Road to Dalston Lane (2021–2022)
- The West – East Quietway Route to pass through Dunloe Street is still being developed. Residents will get a chance to comment on the proposals when they are ready.

How to have your say

Your views are very important in the Council's decision-making process. Please read through the information in this document and respond either online at consultation.hackney.gov.uk or return the questionnaire in the **Freepost** envelope provided by **30 September**.

Date	Time	Venue
Wednesday 18 September 2019	6–9pm	Fellows Court Community Centre, 86 Weymouth Terrace, London E2 8LR

You may also attend one of our drop-in sessions for more information:

What happens next?

Your views will be taken into account as part of the detailed design process. We will publish the consultation responses as well as the decisions made at consultations.hackney.gov.uk

To keep up to date with this and other plans, please visit hackney.gov.uk/street-consultations

Permanent works

If the scheme goes ahead, following consultation, we expect construction works to start in November 2019 with completion before March 2020.

Frequently Asked Questions

Q. What is a raised cycle track? Can pedestrians and motorised traffic use the cycle track?

A. A raised cycle track is a section of highway where pedal cyclists have right of way. It is vertically separated from motorised traffic by a kerb and from pedestrians by a raised pedestrian/cycle separator.



Example of a raised cycle track



Example of a pavement and cycle track separated by a pedestrian/cycle separator

Q. What is a parallel pedestrian and cyclist crossing? Who has priority when crossing the road on this type of crossing?

A. A parallel pedestrian and cyclist crossing works like a zebra crossing that allows cyclists and pedestrians to cross the road, giving priority over motorised traffic. Vehicles should stop at the 'Give Way' road markings, as in conventional zebra crossings.



Example of a parallel pedestrian/cycle crossing (shared zebra crossing)

Q. What are blended pedestrian crossings and will traffic give way to pedestrians at them?

A. Blended crossings are pedestrian crossing points designed to slow down vehicles when entering or exiting side roads, encouraging vehicles to give way to pedestrians crossing the road.

Q. What is a parallel pedestrian and cyclist crossing? Who has priority when crossing the road on this type of crossing?

A. A parallel pedestrian and cyclist crossing works like a zebra crossing that allows cyclists and pedestrians to cross the road, giving priority over motorised traffic. Vehicles should stop at the 'Give Way' road markings, as in conventional zebra crossings.



Example of a blended pedestrian crossing with a set back side road

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

Bengali

এই দলিলে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপযুক্ত বাক্সে টিক দিন, এই পাতার নীচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নীচের ঠিকানায় ফেরত পাঠান।

Somali

Haddii aad jeclaan lahayd in aad ogaato waxa dokumeentigani sheegayo fadlan calaamadi godka ku haboon, ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankisa hoose ka dibna ku celi cinwaanka hoose.

French

Si vous désirez connaître le contenu de ce document, veuillez cocher la case appropriée et indiquer votre nom, adresse et numéro de téléphone au bas de cette page et la renvoyer à l'adresse indiquée ci-dessous.

Spanish

Si desea saber de lo que trata este documento, marque la casilla correspondiente, escriba su nombre, dirección y número de teléfono al final de esta página y envíela a la siguiente dirección.

Kurdish

Ger hun dixwazin bizanibin ku ev dokument çî dibêje, ji kerema xwe qutîka minasib îşaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpel binivîsin û wê ji navnîşana jêrîn re bişînin.

Turkish

Bu dökümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfanın alt kısmına yazıp, aşağıdaki adrese gönderin.

Polish

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Vietnamese

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Urdu

اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو ازراہ کرم مناسب باکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھئے اور اسے نیچے دیئے گئے پتہ پر واپس بھیج دیجئے۔

Chinese

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