# Update on plans for Dalston Liveable Neighbourhood



have your say

Hackney

# Planned improvements for the area

Following last year's public consultation, we are moving forward with plans to make streets in Dalston safer, less polluted, and more convenient for walking, cycling and catching the bus.

The improvements are designed to reduce dangerous through-traffic on residential streets, improve road safety, and support our ambition to ensure no one is killed or seriously hurt on Hackney's roads. Walking is already the most common way for people to get around in Dalston, and these changes will make everyday journeys safer, easier and more accessible.

Alongside traffic changes, we will create new rain gardens to help reduce flood risk, plant more trees to provide shade and improve air quality, and install seating where people can stop and rest. These improvements will help prepare Hackney for a changing climate, while creating a more welcoming neighbourhood.

We have developed the designs for the area using feedback from an initial travel survey and the public consultation on draft proposals. As the changes are introduced, we will continue listening to residents and businesses and monitor their impact so that we can make further changes if needed. We will also publish all of the data we collect.

This booklet explains how consultation feedback has influenced the final designs, the changes we will be making and what happens next.



# Background

In 2025 we carried out a public consultation on proposals for the Dalston area, where we heard from over 1,000 residents and businesses.

We have carefully reviewed the feedback and used it to help us develop detailed designs for the area. This includes making adjustments to the original proposals, based on what we heard.

## What we heard during the consultation

- There was support for introducing School Streets outside Halley House School (Arcola Street) and adjacent to the Excelsior Academy (Cecilia Road), with 57% of people agreeing
- Views on the diagonal filters on Cecilia Road were more divided, with 46% of respondents agreeing and 43% disagreeing
- Overall, 48% supported the bus gate on Shacklewell Lane and 44% were against it

**We have listened to feedback and made the following changes**

- The proposal to make Shacklewell Road two-way has been withdrawn. The road will remain one-way after residents raised concerns that it is too narrow
- A new left-turn ban from Dalston Lane into Cecilia Road has been added in response to concerns about drivers using Montague Road as a shortcut between Dalston Lane and Amhurst Road
- A new left-turn ban for vehicles exiting Ridley Road onto Dalston Lane has been added to prevent Ridley Road Market from becoming a shortcut between the A10 and Pembury Circus
- A "No entry" restriction has been added at the junction of Birkbeck Road and Sandringham Road to provide a clearer restriction on vehicles turning right from Birkbeck Road onto Sandringham Road

You can view the original consultation material and the decision report at: **bit.ly/DalstonLN**

## What happens next

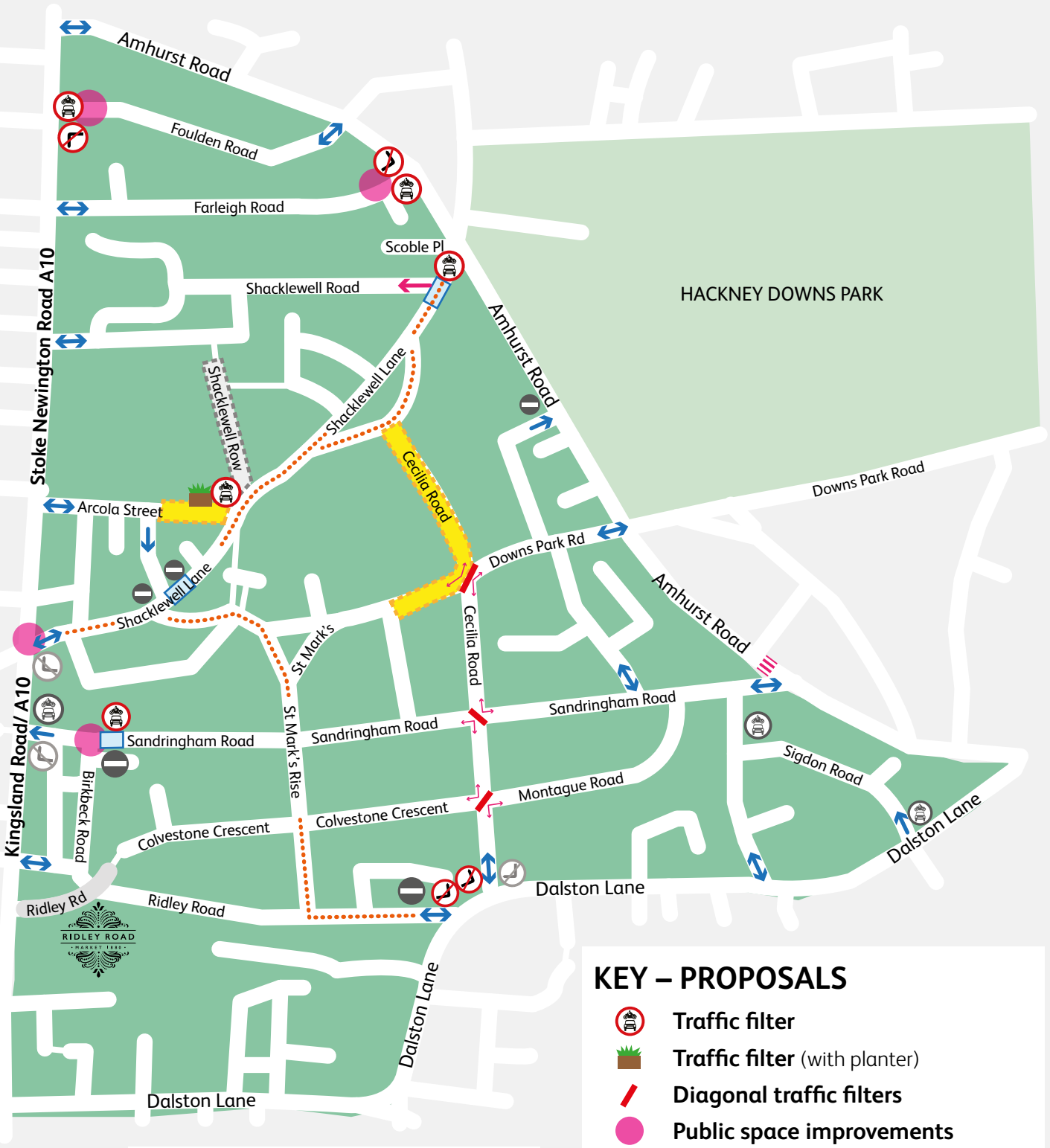
Before any changes are introduced, we will hold a statutory 21-day consultation. Notices will be displayed on local lamp columns and published in the Hackney Citizen and London Gazette. We will also deliver 'start of works notification' leaflets to residents in the immediate area of the works with details of the temporary traffic management plans and access routes.

We will consider any objections received during the consultation before a final decision is made.

The outcome will be published on the consultation page: **bit.ly/DalstonLN**



# Dalston Liveable Neighbourhood map




## KEY – EXISTING TRAFFIC MANAGEMENT SYSTEMS

## KEY – PROPOSALS

- Traffic filter
- Traffic filter (with planter)
- Diagonal traffic filters
- Public space improvements
- Entry and exit points
- School Street zone
- Two-way traffic system
- Bus route
- Banned turns
- Raised table (a flat-topped road hump)
- Parallel crossing or shared zebra crossing

# Details on the planned changes

Subject to the outcomes of the statutory consultations, we plan to introduce the following changes:

## Shacklewell Lane pavement and crossing improvements

- Refurbish the pavements and introduce a raised pedestrian crossing (level with the pavement) on Shacklewell Lane, east of the junction with St Mark's Rise, to make it easier to cross the road
- Plant new trees and grass seeding on the damaged grass verges both sides of St Mark's Rise, and install wooden bollards to protect the grass from damage
- Install two benches next to the cycle lane between Shacklewell Lane and St Mark's Rise

## Arcola Street School Street and traffic filter

- Introduce a School Street on Arcola Street between Shacklewell Lane and Dunn Street (a timed pedestrian and cycle zone between 8–9am and 3.30–4.30pm on weekdays), with exemptions for residents inside this zone
- Introduce a traffic filter at the junction of Shacklewell Lane and Arcola Street to prevent vehicles entering and exiting Arcola Street via the Shacklewell Lane and Arcola Street junction. Vehicles will be able to access Arcola Street from the A10 (Stoke Newington Road)

## Sandringham Road and Birkbeck Road junction 'No entry' restriction

- Introduce a 'No entry' restriction for vehicles turning right from Birkbeck Road onto Sandringham Road
- Install a raised junction with rain gardens and cycle parking facilities at the junction

## Cecilia Road School Street and traffic filters

- Introduce a School Street on Cecilia Road and Downs Park Road (a timed pedestrian and cycle zone Monday–Thursday: 7.45–8.45am and 3.00–4.00pm; Friday: 7.45–8.45am and 11.45am–12.45pm), with exemptions for residents inside this zone
- Install diagonal traffic filters on Cecilia Road at its junctions with Downs Park Road, Sandringham Road, and Colvestone Crescent to reduce speeds and prevent through-traffic taking shortcuts through the area. Vehicles can turn left or right at these junctions, but not continue straight through
- Introduce a new left turn ban from Dalston Lane onto Cecilia Road to prevent drivers using Montague Road as a shortcut between Dalston Lane and Amhurst Road

## Shacklewell Lane 24-hour bus gate

- Install a 24-hour bus gate on Shacklewell Lane between Shacklewell Road and the Scoble Place and Amhurst Road junction
- This will include installing raised kerbs and rain gardens to help manage flood risk and enhance the public space

We will allow traffic to turn right from Shacklewell Lane onto Stoke Newington Road, and monitor whether this change is possible without causing delays at the junction.

## Farleigh Road and Foulden Road entry restrictions

- Introduce a traffic filter and left turn ban on Foulden Road to prevent vehicles entering from the A10 (Stoke Newington Road) and turning left out onto it
- Introduce a traffic filter and left turn ban on Farleigh Road to prevent vehicles entering from Amhurst Road and turning left out on to it
- These changes will reduce through-traffic on residential streets while maintaining access from the opposite end of each road



## Ridley Road junction with Dalston Lane left-turn ban

- Implement a new left-turn ban for vehicles exiting Ridley Road onto Dalston Lane to prevent drivers using Ridley Road and St. Mark's Rise as a shortcut between the A10 and Dalston Lane

## Sandringham Road and Amhurst Road junction pedestrian crossing

- We will introduce a new parallel crossing (a zebra crossing with a lane for cyclists) or shared zebra crossing at the Sandringham Road and Amhurst Road junction to help pedestrians cross the busy Amhurst Road junction. This proposal will result in the removal of nine parking spaces

## Access and exemptions

All properties will remain accessible by vehicle following the implementation of the scheme.

Emergency service vehicles, Council refuse vehicles, pedal cycles, and local buses where applicable are exempt from all traffic filters, bus gates and turn restrictions.

Residents living inside designated School Street zones are exempt from the School Streets timed closures.

Hackney Blue Badge holders with a HAC01 permit and licensed taxis transporting Taxicard holders (via a new automatic exemption pilot) are exempt from the Shacklewell Lane bus gate.

**Find out how to apply for a Blue Badge in the frequently asked questions section below.**

# Frequently asked questions

## How can disabled car users drive through the bus gate?

Organisational and resident Blue Badge holders in Hackney can nominate a vehicle of their choice for the HAC01 permit. Vehicles with a HAC01 permit are allowed to drive through a number of traffic restrictions in the borough, including the bus gate on Shacklewell Lane.

To apply for the HAC01 permit, or find out how to apply for a Blue Badge if you don't have one already, visit: **hackney.gov.uk/blue-badge**

If you need help with your application, you can contact the mobility team by calling: **020 8356 6262**

Additionally, all taxi journeys booked through the subsidised Taxicard service will be automatically exempt from the bus gate on Shacklewell Lane. For more information on Taxicards, visit: **hackney.gov.uk/getting-around**

## How will the scheme be monitored?

The impact of the scheme will be monitored for a minimum of three years. Monitoring will reflect the main concerns we heard from residents during the consultation, including traffic flows, air quality, road safety, and bus journey times. Data will be used to review and adjust the scheme if unintended consequences arise.

We will also continue working with Transport for London (TfL) to ensure these local improvements to the A10 corridor are aligned with any changes they make to the network of major roads known as TfL red routes.

## What support is available to start cycling?

We offer a variety of free, bespoke cycle training, including:

- One-to-one and group learn to cycle sessions for adults, families and children
- Cycling improvement training
- Specialised training for Hackney care leavers
- Sessions for people with special educational needs and disabilities (SEND)

To find out more about the options and book a session, visit: **hackney.gov.uk/cycle-training**

To learn more about cycle training for individuals with special educational needs and disabilities (SEND), email **cycletraining@hackney.gov.uk**

You can also get your bike safety checked for free at our weekly drop-in Dr Bike sessions. For the latest event and location details, visit: **hackney.gov.uk/cycle-training#events**

Cycle hangars, on-street, secure cycle parking storage units, are available for residents. To apply for a space, visit: **hackney.gov.uk/cycle-hangar**

## What support is available for businesses?

The Zero Emissions Network (ZEN) supports businesses in switching to sustainable transport by providing trials, leases, grants and discounts for cycles, e-bikes, cargo bikes, electric vehicles and car clubs.

A cargo bike public hire scheme is available, which allows businesses and residents to rent a cargo bike to carry passengers or goods. Local businesses can arrange free cargo bike training through ZEN.

To find out more, visit: **zeroemissionsnetwork.com/**

## Find out more

If you require further information or have any comments on this scheme, please contact the Hackney Customer Services by telephone on **020 8356 2897** or email **streetscene.enquiries@hackney.gov.uk**

## Accessibility statement

If you require this document in a different format, please email **streetscene.enquiries@hackney.gov.uk**

We will consider your request and get back to you in the next five working days.