

Public Consultation

**London Fields/
Middleton Road Traffic
Management Scheme**

January 2016

Hackney Council is consulting residents and businesses on a range of potential proposals aimed at reducing the volume of through-traffic using Middleton Road, and the wider London Fields area.

Why are changes being proposed for this area?

In spring 2013 the Mayor of London published his Cycling Vision for London – a 10 year strategy with approximately £1bn investment to increase the levels of cycling in London. One of the primary objectives of the strategy is to create a “tube network for the bike” – a mixture of fast commuter cycle routes offering dedicated cycle facilities on key main routes, complemented by a number of “Quietways”, which together will form a network of direct, joined-up cycle routes throughout London.

Within the borough, the Bloomsbury to Walthamstow Quietway starts at the boundary with Islington by Southgate Road and runs eastwards to London Fields via Middleton Road, and then north-eastwards to Lea Bridge Road and the boundary with Waltham Forest.

One of the key objectives of the Quietway routes is to link destinations, following backstreet routes, through parks, along waterways or tree-lined streets. The routes aim to overcome barriers to cycling, targeting cyclists who want to use quieter, low-traffic routes, providing an environment for those cyclists who want to travel at a more gentle pace

A number of key issues have been identified along the route and Transport for London (TfL) have provided the Council with funding to make improvements. These include tackling specific locations such as junctions and crossings, and where possible, reducing the volume of traffic along the route. Ideally, traffic volumes should be lower than 2000 vehicles per day.

In addition to meeting the objectives of the Quietway, encouraging the use of cleaner and greener transport options, particularly cycling and walking, and reducing non-essential private car journeys are key long-term objectives for the Council due to the wide range of benefits these can bring, including;

- Managing demand on the road and public transport network in a growing London
- Reducing road danger and accidents
- Improving air quality
- Improving personal mobility
- Creating safer, cleaner, and quieter residential neighbourhoods

The Quietways route, and wider cycling and walking initiatives within the borough, are all part of the Council’s strategy to create an environment that encourages the use of sustainable transport and creates liveable neighbourhoods.

Traffic Management Scheme Options

The traffic management schemes outlined below are the possible options that the Council could implement on a trial basis to assess whether permanent measures would be appropriate in your area.

Area wide scheme – Option 1

Refer to Map 1 included as an insert with this consultation document.

Closure of 13 junctions to through-traffic to provide comprehensive area wide management of traffic. Includes camera enforced closures (Bus Gates) in Lansdowne Drive and Pownall Road, which would allow bus access but restrict other vehicles. A photo example of a Bus Gate is shown on Map 1.

This is the most comprehensive option in terms of trying to discourage through-traffic from using the area completely and encouraging more walking and cycling in general. All existing properties, including schools, would be accessible to motor vehicles but local journeys would take longer. The Council recognises that some roads in the area would need to remain open to through-traffic.

Closure of Middleton Road Only – Option 2

Refer to Map 2 included as an insert with this consultation document.

Closure of Middleton Road to through-traffic at two locations. One between Lansdowne Drive and Queensbridge Road and one between Queensbridge Road and Kingsland Road (A10).

This would reduce the volume of traffic using Middleton Road and provide the desired improvements for the Quietway route. Local access for residents in other roads in the area would be relatively unaffected. This option is likely to have less of an impact on overall traffic volumes in the area as a number of alternative routes would still be available.

Lansdowne Drive Bus Gate with possible Middleton Road Closure – Option 3

Refer to Map 3 included as an insert with this consultation document. A camera enforced Bus Gate to restrict general traffic but allow buses to pass on Lansdowne Drive, with a possible additional closure on Middleton Road to through-traffic between Queensbridge Road and Kingsland Road (A10).

The Lansdowne Drive Bus Gate would restrict the current through-traffic movement to/from Westgate Street and would help reduce traffic volumes on Lansdowne Drive as well as Middleton Road. This could also benefit a number of other roads in the area – particularly those between Lansdowne Drive and Queensbridge Road. An additional closure on Middleton Road between Queensbridge Road and Kingsland Road could be included to reduce traffic using this section of the road.

Middleton Road Width Restriction Only – Option 4

Refer to Map 4 included as an insert with this consultation document.

Physical width restrictions in Middleton Road only, to prevent larger vehicles using the road. This would supplement the existing 7.5T lorry ban in the area. The absolute minimum width the Council can restrict the road to is 6' – 6" (2.0m) but generally 7' – 0" (2.13m) is used. A photograph of a width restriction is shown on Map 4.

This would prevent larger vehicles from using Middleton Road and so would help provide a reduction in overall vehicle numbers using the Quietway route. The reduction is however unlikely to achieve the desired 2000 vehicles per day target, but the most dangerous vehicles (statistically for cyclists) would be restricted. Local access for residents in other roads in the area would be unaffected.

The Council is aware that residents have raised a number of traffic related issues in the area, particularly along Richmond Road and at the Queensbridge/ Middleton Road junction. As part of this consultation process the Council is also seeking local views on these issues to help inform future investigations when further funding becomes available.

Your Ideas – Option 5

You can submit your own ideas as option 5. We welcome your ideas which you can include in the box provided in the questionnaire or attach an additional sheet as well.

All our ideas will be looked at as part of the consultation process.

Frequently Asked Questions and Traffic data

We know that many residents will have questions on the proposals, so we have prepared a supplementary Q&A document to try and respond to some of the questions we have already received. A copy of the latest Q&A document and traffic data for the area can be found online at www.hackney.gov.uk/traffic-management

We expect that further questions will come up over the next few months and will update the online document as needed.

How to have your say

- A questionnaire has been provided for you to give your views on the outlined options. In order for the Council to make an informed decision you will need to read, complete, and return the questionnaire (using the FREEPOST envelope supplied).

Date	Location
Wednesday 27 January 2016, 5pm-9pm	Queensbridge Sports and Community Centre, 30 Holly Street, London E8 3XW
Wednesday 17 February 2016, 5pm-9pm	
Saturday 27 February 2016, 3pm-7pm	

- Return your completed questionnaire in the FREEPOST envelope provided by **27 March 2016**.
- Attend one of these drop-in sessions:
- We will also be meeting with Resident Associations in the area to discuss the proposals and get their feedback as part of the consultation process.
- For further information, visit www.hackney.gov.uk/traffic-management, tel: **020 8356 2897** or email info@hackney.gov.uk

What happens next?

The consultation contains both closed style questions and opportunities to give fuller responses. The data will be analysed by an independent market research agency.

The summary of the consultation results will be sent to all residents and businesses in the area and will also be available on the Hackney Council website. Subject to feedback to the consultation, should the Council agree to proceed with any of the options, this would be on a trial basis for about 3 months. We expect this would be during summer 2016. Any trial would be flexible and changes would be possible to address any local issues.

Thank you for taking the time to reply to this consultation.

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

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Somali

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Vietnamese

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