

DELEGATED POWERS DECISION

STREETSCENE SERVICE SUSTAINABILITY AND PUBLIC REALM, CLIMATE HOMES AND ECONOMY

Mare Street, London Lane & St Thomas's Square Junction - Road Safety Scheme

AGREE TO:

1. Proceed with the statutory consultation and advertisement of the necessary permanent traffic management orders associated with the changes.
2. Subject to statutory consultation, to proceed with the improvements at the Mare Street, London Lane & St Thomas's Square Junction, which will include:
 - Relocating the existing Mare Street bus stop from the south to the north side of London Lane. This new bus stop will continue to accommodate all the northbound bus routes.
 - Retaining two of the seven pay & display parking bays to the north of London Lane to support residents and businesses.
 - Removing the existing Mare Street bus stop currently located to the north of St Thomas's Square that accommodates southbound routes 55, 106, N253 and 254. Installing new no loading restrictions during bus lane hours of operation (Mon - Sat, 7am - 10am and 4pm - 7pm).
 - Merging all the existing southbound bus routes (55, 106, 236, N253, 254, 277 and N277) to the existing bus stop currently located to the south of St Thomas's Square.
 - Introducing an uncontrolled pedestrian crossing with dropped kerbs between the two bus stops, using the existing central island. The existing tree would be relocated and two new trees would be planted.
 - Installing two yellow box junctions on Mare Street at its junctions with London Lane and St Thomas's Square.
 - These changes would require the permanent removal of five pay & display parking bays. Proceed with the statutory consultation on the removal of five parking bays.

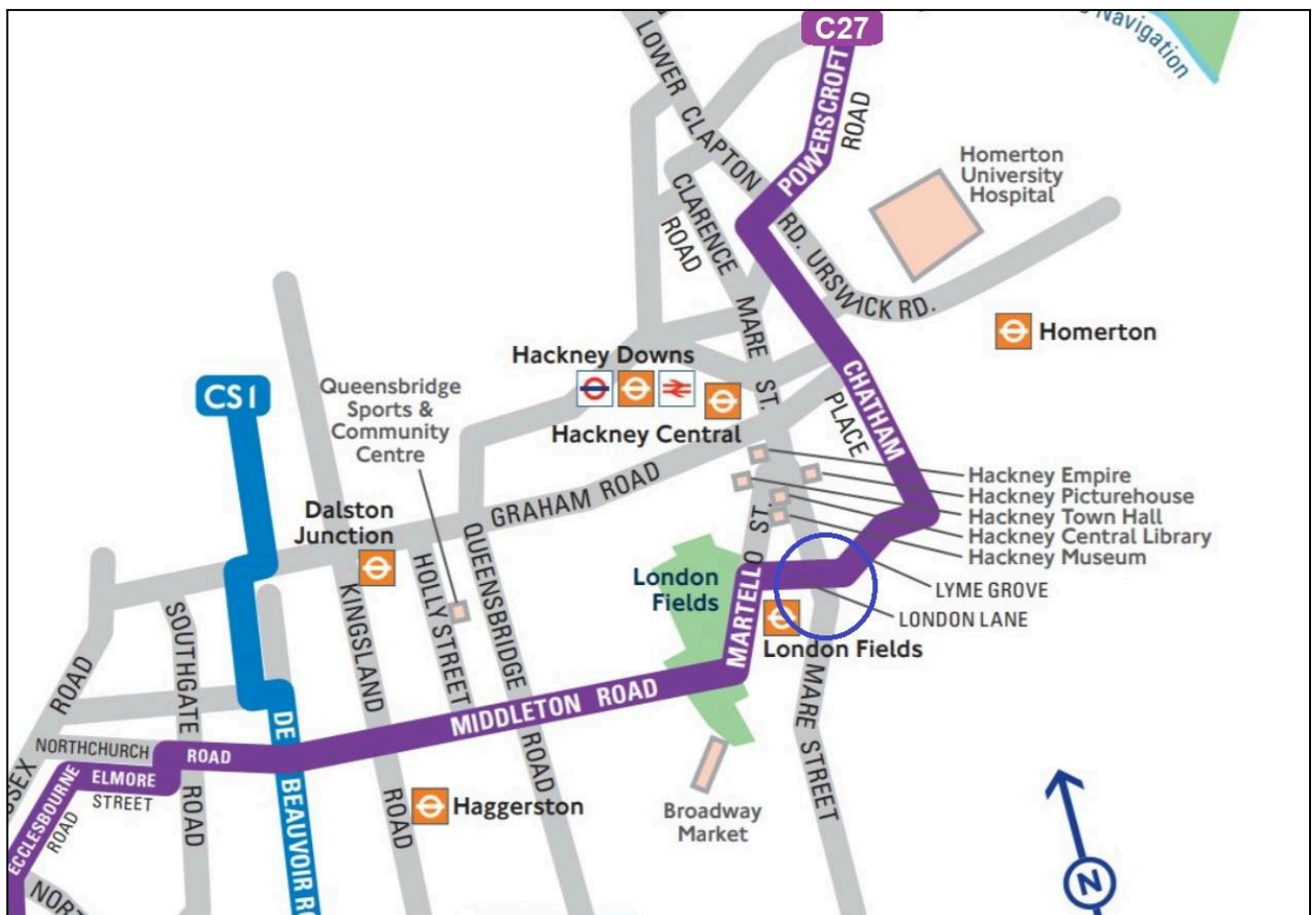
REASONS

The proposals will create a safer, more pleasant environment for walking and cycling and assist to make Hackney a more sustainable, greener and safer borough by encouraging users of the borough to give further consideration to using more sustainable modes of transport. This would help to improve local air quality, reduce car dominance, traffic speeds and road accidents.

1.0 Background

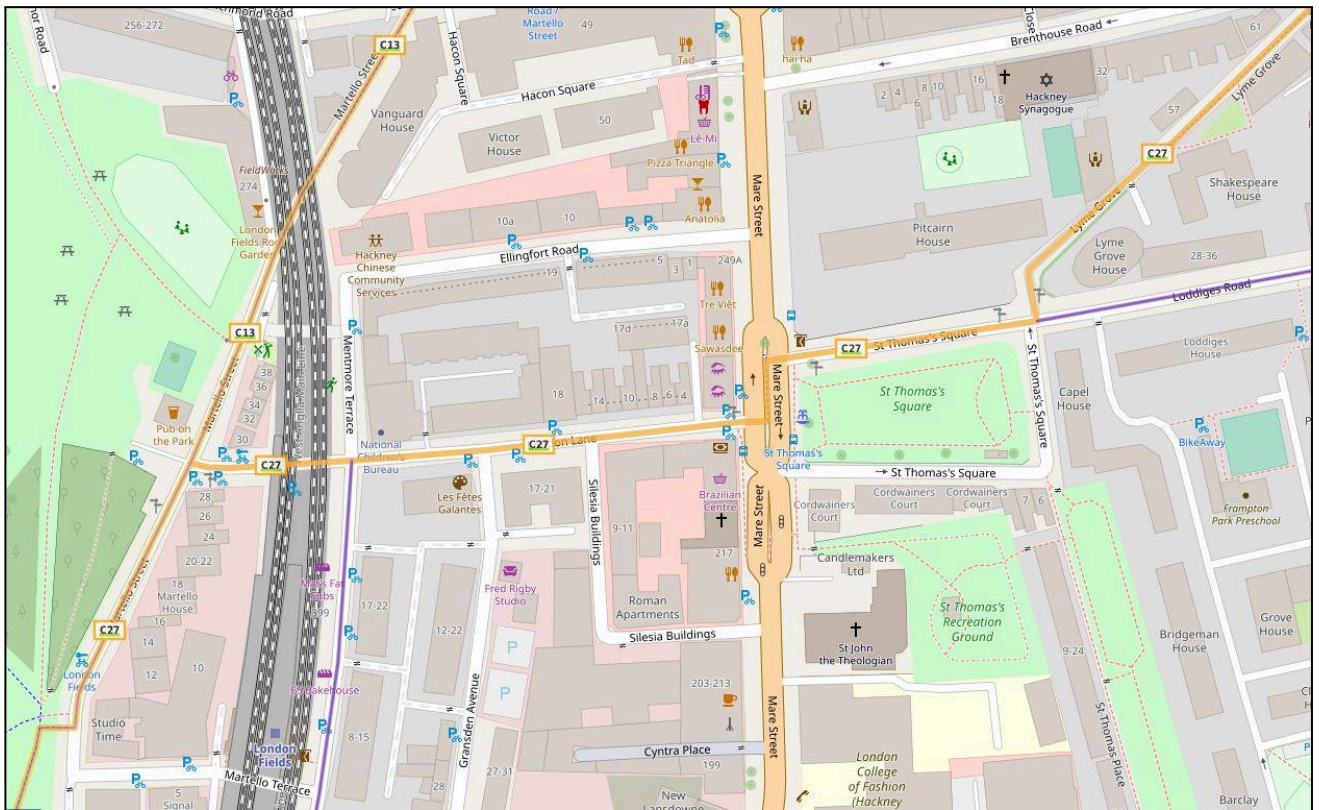
- 1.1 In its Transport Strategy, Hackney Council has committed to making Hackney's roads safer for everyone living in, working in and visiting the Borough. These changes are aimed at creating an environment that will encourage more walking and cycling, reduce car dominance and, as an aspiration, help to improve air quality and reduce emissions within the local area.
- 1.2 The alignment between St Thomas's Square and London Lane across Mare Street forms part of Cycleway 27 (C27). The C27 route, formerly known as Quietway 2 (Q2), runs from Walthamstow in the east to Bloomsbury in the west. The section from Walthamstow to Hackney was opened in 2018 attracting a high number of cyclists.
- 1.3 C27 is a key cycle network which links with a number of main cycleways across the Capital. C27 joins Cycleway 1 (C1) formerly known as Cycle Superhighway 1 (CS1) in De Beauvoir Town, Cycleway 6 in Bloomsbury, Cycleway 11 at Angel, Cycleway C23 at Lea Bridge Road and Cycleway 13 at London Fields.

Figure 1: cycle network around the London Fields area.



Note: Cycle Superhighway 1 (CS1) is now known as Cycleway 1 (C1)

Figure 2: cycle network at the Mare Street, London Lane and St Thomas's Square junction



- 1.4 The junction also attracts a high number of pedestrians who use the central island as a refuge while crossing Mare Street.
- 1.5 Nine collisions were recorded at this junction in a five year period up to July 2023. One of these collisions involved a pedestrian being seriously injured by a car while crossing Mare Street in front of a stationary bus. Three collisions involved cyclists, two involved motorcyclists and three involved other vehicles.
- 1.6 The proposed changes are aimed at improving visibility from St Thomas's Square and London Lane into Mare Street, making it safer to cross Mare Street. Currently the visibility from the side roads is often blocked by buses waiting at the bus stop to the north of St Thomas's Square and to the south of London Lane.

Figure 3: View looking right (south) from London Lane into Mare Street



Figure 4: View looking right (north) from St Thomas's Square (northern arm) into Mare Street



1.7 Hackney Council has now secured funding from TfL (Cycle Network Development funding) to implement these proposals.

2.0 Policy Context

Hackney Transport Strategy

- 2.1 Hackney Council'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.
- 2.2 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.
- 2.3 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 Strategic Plan 2022 to 2026, titled "Working Together for a Better Hackney" and other strategic policy documents, including the Council's Local Plan LP33 and the Health and Wellbeing Strategy..
- 2.4 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.
- 2.5 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 the Transport Strategy.

Road Safety Plan

- 2.6 Hackney Council is committed to making our streets safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates, and will seek to address this through the Road Safety Plan. Achieving further casualty reductions will require greater effort and a

coordinated approach with TfL, our neighbouring boroughs and engagement with road users, persuading them to behave more safely. This [Road Safety Plan](#) 2015-2025 outlines some of the more successful initiatives undertaken by the Council to date.

Cycling Plan

- 2.7 The Scheme should help to encourage cycling, which would align generally with Hackney's Transport Strategy. Hackney is synonymous with cycling in London, with many thousands of trips being made every day on the borough's streets, parks and towpaths. Hackney has the highest levels of cycling in the capital and has set an ambitious long-term target of 15% of all journeys to be made by bicycle by 2025. Reducing the dominance of the private vehicle will contribute to achieving this aspiration.
- 2.8 It is considered that the Scheme would accord with a number of relevant policies set out in the Council's supporting plans to the Transport Strategy i.e. Walking Plan / Cycling Plan / Public Transport Plan / Liveable Neighbourhoods Plan / Road Safety Plan / Sustainable Transport Supplementary Planning Document, which form part of the Council's Transport Strategy:
- LN15/C33: Filtered Streets - reducing motor traffic on residential streets. Hackney Council will continue to work with local residents and key stakeholders to identify, trial and roll out additional filtered streets schemes across the borough to reduce rat-running and through motor traffic.
 - C08: Reallocation of Road Space - the Council will continue to reallocate carriageway road space from private motor vehicles to cycle infrastructure provision, whether it be cycle parking or route provision.
 - LN3: Improving air quality - Hackney will continue to tackle poor air quality, seeking to reduce NO₂ emissions to achieve the National Air Quality objective of 40 mg/m³.

Hackney Mayoral Priorities

- 2.9 The Scheme also aligns with Mayoral Priorities as set out in the Strategic Plan:
- "We will create safe, vibrant, and successful town centres and neighbourhoods "
 - "We will continue to lead the way in the fight against climate change, working towards a net zero Hackney, with cleaner air, less motor traffic, and more liveable neighbourhoods."

Mayor of London's Policies

- 2.10 It is also considered that the Scheme would accord with a number of the Mayor of London's policies. The central aim of the Mayor of London's Transport Strategy (2018) and its 2022 update 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, and that this will bring with it other benefits.

- 2.11 The Mayor of London's aim for 2041 is for 80 percent of Londoners' trips to be on foot, by cycle or by using public transport. Further, the Mayor of London's Vision Zero (2018) sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. One of the ways to achieve this goal is to facilitate and prioritise walking and cycling, which was one of the main objectives of the Scheme.

Climate Emergency Declaration

- 2.12 Hackney Council is committed to doing everything within its power to deliver net zero emissions across Council functions by 2040. That's ten years earlier than the target set by the government.

- 2.13 When we made [our commitment](#), the Council's resolutions include to:

- Tell the truth about the climate emergency we face and pursue our declaration of a climate emergency with the utmost seriousness and urgency.
- Do everything within our power to deliver against the targets set by the The Intergovernmental Panel on Climate Change (IPCC's) October 2018 1.50C report, across our functions (including a 45% reduction in emissions against 2010 levels by 2030 and net zero emissions by 2040), and seek opportunities to make a greater contribution.
- Involve, support and enable residents, businesses and community groups to speed up the shift to a zero carbon world. Work closely with them to establish and implement successful policies, approaches and technologies that reduce emissions across our economy while also improving the health and wellbeing of our citizens.

3.0 Consultation

- 3.1 For any traffic scheme, there are a number of statutory consultees including the Local Ward Members. There were no objections or concerns received from any of the London Fields, Homerton and Victoria Ward Members consulted.

Local Ward Councillors

- 3.2 The Council received comments from two of the Victoria Ward Councillors. Councillor Penny Wrout welcomed the proposals and added: I have lobbied for this bus stop relocation to make the cycle crossing safer, for literally years. I think the proposals as outlined here will make a significant safety improvement for cyclists crossing Mare Street on the designated cycle route.
- 3.3 Some further comments from a Victoria Ward Councillor were registered within the online consultation stating: it was of course residents who first brought the issue to my attention and the idea of merging and shifting the southbound bus stop. I am delighted

to see Streetscene is moving forward on this. I am convinced it will make the crossing of Mare Street safer for cyclists and pedestrians alike, because visibility will be so much improved without buses blocking lines of sight for oncoming traffic.

Stakeholder consultation

Emergency services

3.4 There were no objections or concerns received from any of the emergency services consulted, including the London Metropolitan Police, London Ambulance and London Fire brigade services.

Hackney Cycling Campaign (HCC)

3.5 We support the relocation of the bus stops to improve the sight lines for people crossing Mare Street at this location. We also welcome installing a pedestrian crossing.

In the absence of signalised crossing we would like to explore whether a yellow box could be added. On the southbound Mare Street, the crossing is frequently backed up, and introducing a yellow box would help ensure that there is clear space for cyclists to cross.

3.6 Additionally, when the general traffic lane is backed up with motor vehicles, the bus lane is used by motorcycles and motor cars, and crossing Mare Street is difficult as the cyclist or pedestrian cannot see whether there are vehicles still moving in the bus lane (the buses are visible due to their size, but smaller vehicles are hidden by the stationary vehicles). We would therefore ask that compliance with the bus lane be monitored to discourage other drivers from using it, and that the bus lane times be extended to 24/7.

3.7 One other thing that is frustrating and potentially dangerous at London Lane is that vehicles are often parked right up to the bollard. Again, 90% of the time, it's ok for cyclists to go to the right of the bollard. But if there's a vehicle coming out of London Lane, then it can be a problem for turning in, especially if you haven't noticed the parked vehicle (understandable as you're concentrating on the Mare Street traffic). I just wonder whether a couple more bollards to prevent vehicles from parking there would be possible. No doubt they will continue to park right up to the new bollards, but at least that should give cyclists the space to go into London Lane rather than making adjustments while crossing Mare Street.

3.8 When crossing Mare Street, the weight of the buses and other vehicles has distorted the road surface, creating trip hazards for pedestrians crossing Mare Street (the warping of the road surface seems to be worse by the southern arm of St Thomas's Square). We would ask that this is dealt with and monitored frequently.

Hackney response:

- 3.9 We have assessed the suggestion for a yellow box junction. We have amended the proposals to include two yellow box junctions on Mare Street at its junction with St Thomas's Square and also London Lane, following the HCC suggestion.
- 3.10 Regarding the amendments to the bus lane restrictions, there are plans to assess the bus lane hours of operation along this entire section of Mare Street as part of the bus priority programme.
- 3.11 Cycle wands (bollards) will be installed on London Lane as per your suggestion to prevent vehicles from parking too close to the crossing and to ensure a safer space for cyclists.
- 3.12 We will also pass your comments to our Highway Maintenance team to determine if this location is included in their current programme or if an assessment of the road surface conditions is needed.

TFL Buses - Assets

- 3.13 Relocating bus stop LQ from the south to the north of London Lane: this location is least problematic as there is only one bus stop to deal with here and there is more than sufficient space to accommodate a shelter/stop move and the new location shouldn't present too many difficulties.
- 3.14 Removing bus stop LZ from the north of St Thomas's Square and merging all the bus routes into bus stop LU to the south of St Thomas's Square: these two locations are more problematic. Currently LZ has three routes stopping and two night bus routes whilst LU has two routes and a night bus route. The problem you could encounter with merging the two stops is whilst you could be getting rid of a line of sight issue by removing bus stop LZ, by increasing the number of routes serving bus stop LU, you create a new problem with capacity. LU has a smaller bus cage than LZ and increasing the number of bus pulling into this stop will create a potentially dangerous situation with buses pulling across the St Thomas's square exit while needing to access bus stop LU, so whilst the current situation isn't ideal the proposed solution could be a whole lot worse in terms of both passenger, pedestrian and cycle safety.

Hackney response:

- 3.15 We believe that the new bus stop will be able to accommodate the majority of bus arrivals. However, it is important to note that some delays to buses may occur. Despite this, we believe that the overall benefits in terms of road safety, particularly for cyclists and pedestrians, will outweigh the occasional disadvantages to bus journey times.

- 3.16 In July 2024, Streetscene officers had a site meeting with a TFL bus operation officer to assess the location and impact of the proposals. It was agreed that there is sufficient space to merge the southbound bus routes into the existing bus stop. A yellow box junction has been added at the junction of St Thomas's Square, which would stop buses from blocking the side road access.
- 3.17 Furthermore, the council is committed to monitoring the situation closely once the changes are implemented. If it becomes apparent that the new bus stop arrangement is causing significant issues, we will work with TfL to identify and implement additional measures to mitigate any negative impacts.

TfL Buses

- 3.18 Why do buses have to suffer every time? There will be several bus routes serving one stop instead of two separate ones for various routes so passengers will be disrupted. Every time a cycle scheme comes in, the buses and their customers are the ones who bear the upheaval. I am not happy with this idea.

Hackney response:

- 3.19 The scheme is not predominantly a cycling scheme. We have received complaints from both councillors and residents regarding the dangerous conditions at the junction. One of the primary hazards is obstructed visibility, mainly due to southbound buses stopping north of St Thomas's Square and northbound buses stopping south of London Lane. The complaints align with the number and type of collisions recorded at this junction.
- 3.20 Whilst the Council does not dispute that this will obviously offer some benefit for cyclists as this junction is on Cycleway C27, ultimately, the scheme will provide benefits for all road users, including bus patrons, who need to enter Mare Street at this junction.

TFL Buses - Operations

- 3.21 Asset Operations can accommodate the proposed changes. I have however managed to get some more detailed explanation on how consolidating the two stops on the southbound site would affect buses and why Bus Operations are against it. There is currently a capacity for two buses to serve the stop LU (south of St Thomas's Square) at the same time. If the third bus arrives (we know it is very likely, given the number of high frequency routes), it will be forced to wait north of the junction for the space to clear. This would mean stationary bus blocking visibility for the traffic/cyclists travelling westbound from St Thomas's Square while causing delay to bus services.
- 3.22 I have been advised that a Road Safety Audit (RSA) for this site would be required in order to progress this further. In regards to the shelter and stop on the northbound side - no issues with the move.

Hackney response:

- 3.23 We agree that the situation of a third bus blocking the visibility is likely to occur. However, the probabilities of that happening would be highly reduced compared to the current layout.
- 3.24 We believe that the new bus stop will be able to accommodate the majority of bus arrivals. However, it is important to note that some delays to buses may occur. Despite this, we believe that the overall benefits in terms of road safety, particularly for cyclists and pedestrians, will outweigh the occasional disadvantages to bus journey times. Furthermore, the council is committed to monitoring the situation closely once the changes are implemented.
- 3.25 A RSA was carried out in June 2024. The Audit Team recommended that the bus cage lengths can accommodate the additional bus services in the event of multiple bus arrivals and that the likelihood of buses queuing back across the headway of St. Thomas's Square or London Lane is minimised. Hackney responded that the existing and new bus stops will be 26m in length, which is an increase of 7 metres for the London lane bus cage. We believe that a situation of multiple buses approaching the bus stops may occur. However, the probability of buses blocking the visibility for pedestrians and cyclists crossing Mare Street from the side roads, which certainly occurs at present, would be highly reduced compared to the current layout, as most of the time, the visibility to the right from St Thomas's Square and from London Lane would be clear with the new proposals. A yellow box junction has also been added to avoid buses blocking the access to London Lane and St Thomas's Square.

Hackney Council arboricultural department

- 3.26 Moving the tree seems like a reasonable plan from my perspective. I think the tree itself would be best re-planted in the park (St Thomas Square), because it is unlikely to survive the stress of uprooting and then planting in another challenging street location. But I've suggested two possible locations for new trees.
- 3.27 Does the bus stop you'll retain for the southbound buses not impair the visibility splay for road users emerging onto Mare St from the southern part of St Thomas's Square?

Hackney response:

- 3.28 Two new trees have been added to the proposals.
- 3.29 We have considered your comment regarding the visibility for the southern arm of St Thomas's Square. However, the amount of traffic coming out of this side is significantly lower. The northern arm for which we are hoping to improve visibility, forms part of the designated Cycleway C27 (former Q2) which is used by a high number of cyclists.

Hackney Council - Parking and Market services

3.30 Are there any plans to add kerb blips in London Lane? Currently it is very tricky to enter London Lane from Mare street on a bike, with vehicles parking close to the junction blocking the little bit of cycle lane. Blips could help deter people or at least help make it better enforceable. Or of course a more protected bit of cycle lane.

Hackney response:

3.31 We are not consulting on adding blips on London Lane but this could be consulted on later on as part of the statutory consultation process. We may be able to delineate the start of the cycling lane with wands. The location will be shared with the Parking team to increase enforcement of the double yellow lines at this location.

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3.32 I would have hoped for a better type of crossing than this (ideally a parallel zebra or toucan).

3.33 Also there is the concern of moving the loading away from the business to the opposite side of the road, for the drivers to then make their way back to the other side of the road with sightline issues due to the location of the bus stop.

Hackney response:

3.34 Hackney Council appreciates the concern for pedestrians and cyclists safety and understands the request for a controlled pedestrian crossing. However, it is important to note that there is already a controlled crossing located approximately 50 metres from the proposed site. Installing a new controlled crossing at Mare Street / London Lane would necessitate the removal of the existing controlled crossing. Both operations of removal and new installation would be expensive and would exceed our current TfL's funding. The Council is unable to allocate further funding due to our current budget constraints.

3.35 We believe that the introduction of an uncontrolled pedestrian crossing at this junction, coupled with the planned relocation of the bus stops, is expected to substantially improve visibility for both cyclists and pedestrians. While we acknowledge that a controlled crossing could provide additional benefits, the current plan represents a balanced approach to improving safety and visibility within the confines of our available resources. The relocation of the bus stops and the introduction of the uncontrolled crossing are expected to make a noticeable improvement in safety for all road users.

3.36 We are implementing new no loading restrictions on Mare Street along the kerbline where the current bus stop is situated, north of St Thomas's Square. This bus stop is scheduled for removal. As loading has never been permitted in this section, the new restrictions are being put in place to ensure the free flow of buses. This area will transition from a bus stop to a bus lane, enhancing bus journey times

Public consultation

3.37 On 14 October 2024, Hackney Council delivered 2,700 public consultation leaflets and questionnaires to give residents the opportunity to comment on the road safety proposals for the Mare Street, London Lane and St Thomas's Square junction. The consultation closed on 10 November 2024. We continued to collect paper responses for two more weeks. The consultation and proposals were also published online, where residents could also share their views: consultation.hackney.gov.uk/streetscene/mare-street-bus-2. Residents were also able to write to streetscene.consultations@hackney.gov.uk.

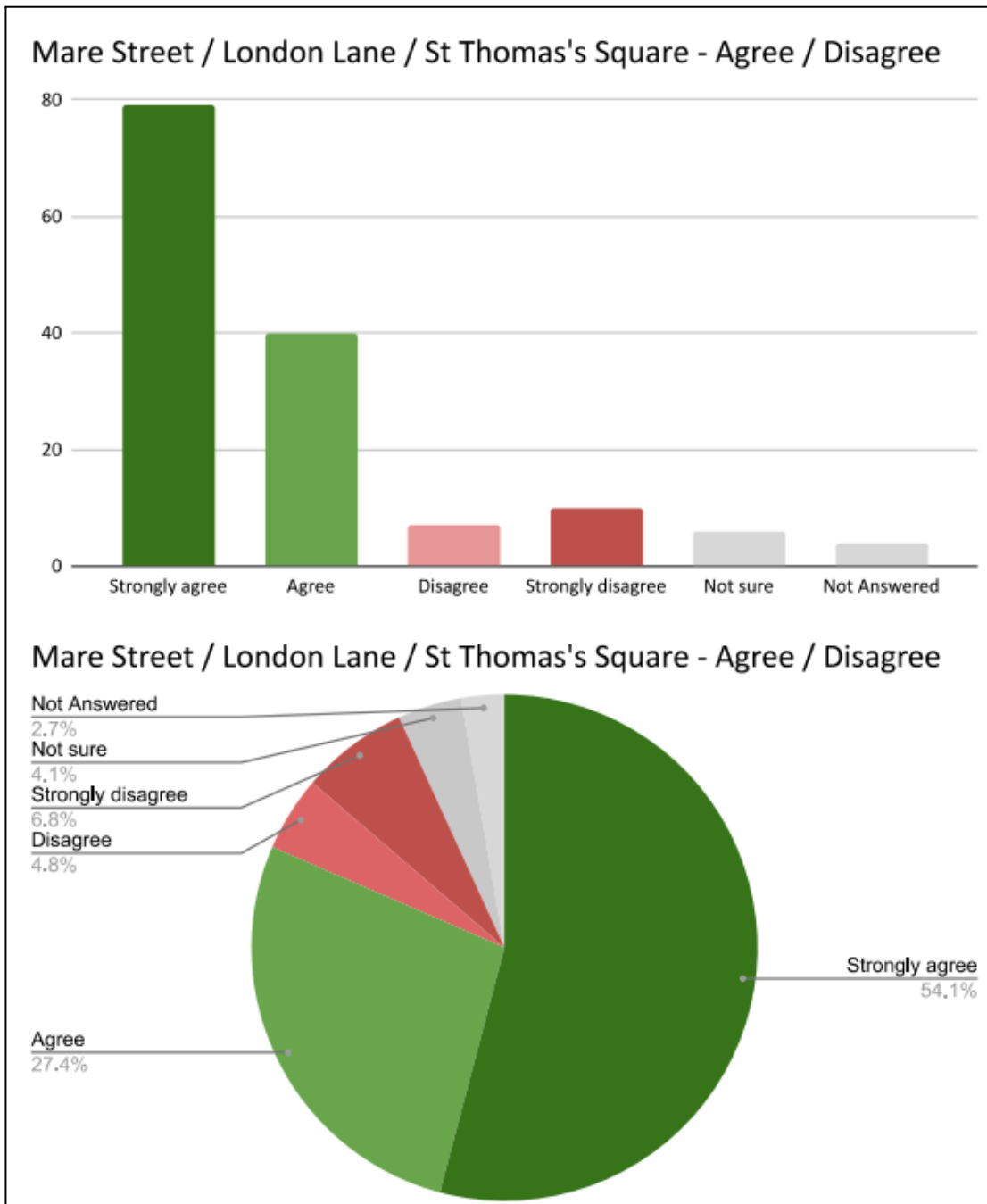
3.38 All paper and online responses received between October and November 2024 were analysed and they are shown from **Section 3.37**.

Public consultation analysis

3.39 A total of 94 paper responses were received, using the questionnaires distributed in October 2024. A total of 46 online responses were received. **Figure 5** shows the responses agreeing / disagreeing with the proposals (number and % of responses).

3.40 119 (81.5%) respondents agreed or strongly agreed to the changes, 17 (11.6%) disagreed or strongly disagreed and 10 (6.8%) were unsure or did not answer.

Figure 5: Number of respondents and percentages that agree or disagree with the Mare Street / London Lane / St Thomas's Square proposals

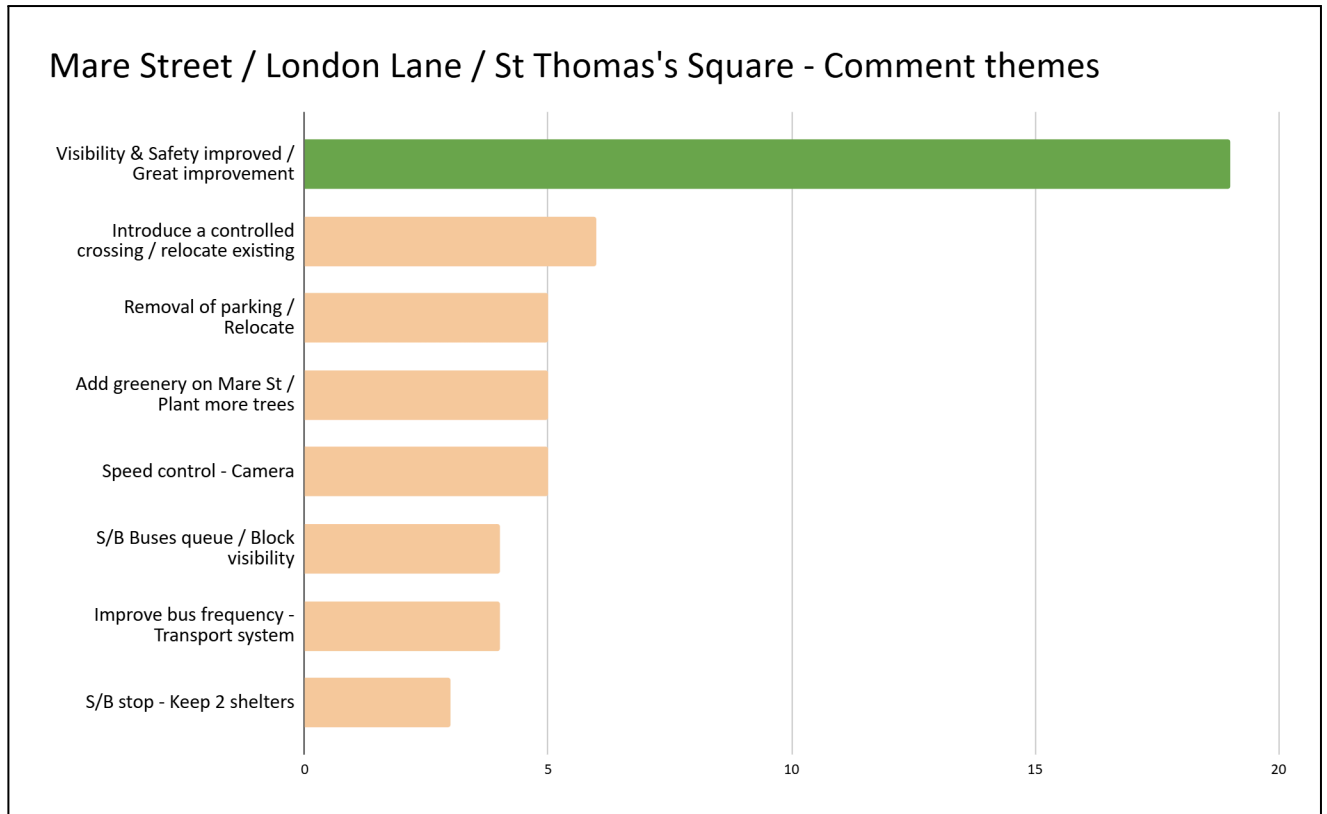


3.41 **Figure 5** shows an overall support for the scheme.

3.42 Detailed responses were grouped to represent common themes / issues, related to the scheme. One response may fit into several themes. The themes and Hackney's responses to those mentioned more than twice are summarised below.

3.43 **Figure 6** shows the summary chart for these themes in their paper and online responses.

Figure 6: Summary of comment themes (paper and online responses)



3.44 Example comments relating to general positivity are provided below:

- I agree with plans to relocate the bus stops so pedestrians and cyclists have far better sight lines making it far safer to cross this section of Mare Street.
- I have awaited this entirely sensible scheme for so long. Thank you for bringing it forward! It will make a massive, massive difference to the thousands of people who use Cycleway 27 to cross Mare Street.
- As a cyclist I find this junction scary every time I go over it (twice daily), because of the bus stop (on London Lane side) that hides oncoming car and motorbike traffic when there is a stationary bus.
- Moving the bus stops as proposed will make it safer to cross from St Thomas's Square to London Lane (and vice versa). This proposal makes sense.
- Yes, the junction is incoherent especially for pedestrians who run across to catch the buses. Visuals will improve.
- Looks like a good idea. I think this will make my journeys safer, particularly when I am cycling out of St Thomas's Square and trying to cross Mare Street. I have found I sometimes need to creep out in front of a stopped bus in order to tell if any vehicles are coming up behind and overtaking them. Obviously on a bike you never want to be put in a position where you may be forced to sheepishly reverse back onto the road you came from (particularly with the patience levels of some bus drivers).
- Many people crossing Mare Street on foot use this central protected space to do so, although I rarely do that myself I imagine this means the changes will benefit pedestrians also.

3.45 Example comments relating to requests to introduce a controlled crossing instead of an uncontrolled crossing:

- Has a pedestrian crossing been considered at this location? (with traffic light poles) This would make cars and buses go slower at this particular junction.
- The crossing must be controlled. No one stops if there are no controls. This makes it much harder for pedestrians to use the crossing, who are the most vulnerable compared with cars and bicycles.
- Has traffic light controlled crossing been considered instead of the uncontrolled crossing?
- Make the new uncontrolled pedestrian crossing controlled (traffic lights), to make it safe for pedestrians to cross, and remove the controlled crossing opposite Cordwainers Court

Hackney response

3.46 Hackney Council appreciates the community's concern for pedestrian safety and understands the request for a controlled pedestrian crossing. However, it is important to note that there is already a controlled crossing located approximately 50 metres from the proposed site. Installing a new controlled crossing at Mare Street / London Lane would necessitate the removal of the existing controlled crossing. Both operations would be expensive and would exceed our current TFL's funding.

3.47 We believe that the introduction of an uncontrolled pedestrian crossing at this junction, coupled with the planned relocation of the bus stops, is expected to substantially improve visibility for both cyclists and pedestrians. While we acknowledge that a controlled crossing could provide additional benefits, the current plan represents a balanced approach to improving safety and visibility within the confines of our available resources. The relocation of the bus stops and the introduction of the uncontrolled crossing are expected to make a noticeable improvement in safety for all road users.

3.48 Example of comments against the removal of parking

- Parking is becoming a big issue in Hackney and having too many restrictions.
- You said you are going to remove five parking bays, this will cause a bit of issues for local business and residents.
- Why don't you relocate the five parking bays to the existing bus stop currently located north of St Thomas's Square, since the bus stop would be moved.
- Some of us drive because we are disabled. Cutting parking spaces and bus stops penalises us. I understand you want to cut cars on the road, but for some of us, it isn't a choice.

Hackney response:

3.49 As part of the scheme, we need to remove five pay-and-display parking spaces to facilitate the relocation of bus stops, which will significantly improve visibility and safety for cyclists and pedestrians. While there is some available space where the old bus

stops were located, relocating the parking bays to those areas is not feasible. TfL buses have indicated that placing parking bays at these locations would disrupt bus journey times, as buses would need to move in and out of the bus lane to pass parked vehicles. This could lead to delays and pose safety risks for all road users.

3.50 However, we are committed to supporting local businesses and have ensured that two parking spaces will be retained to accommodate business deliveries and other essential activities. This approach aligns with our policy to balance the needs of different road users while prioritising safety and efficiency.

3.51 While we recognise that parking may be an issue in some areas in Hackney and the removal of parking spaces can be challenging, our primary goal is to enhance the safety and efficiency of our transport network. The planned improvements, including the relocation of bus stops and the introduction of an uncontrolled pedestrian crossing, are designed to benefit vulnerable road users and improve overall traffic flow.

3.52 The Council's Parking Services are in agreement with the removal of these five parking spaces as this is necessary to achieve pedestrian and cycle improvements.

3.53 Much of Hackney's residential areas are very accessible by frequent and reliable public transport, are within easy walking and cycling distance to local amenities and car ownership levels are also amongst the lowest in the country.

3.54 It is in Hackney's Transport Strategy and the Mayor of London's Transport Plan to try to manage parking as a key tool to minimise car use, other than those vehicles needed to meet the needs of disabled people, and promote sustainable modes of transport, particularly in areas of high public transport accessibility levels (PTAL). The reduction of parking bays may encourage some drivers to reconsider their mode of transport for at least some journeys.

3.55 A full Equality Impact Assessment on ethnicity, children, disability, LGBT is included in **Section 5** of this report. Fair treatment of all disadvantaged and protected groups is an important part of our approach. Residents can request a personalised disabled permit parking bay through emailing disabledparking@hackney.gov.uk. The criteria to apply can be found on our website: <https://hackney.gov.uk/parking-bays-for-disabled-drivers/#bay>.

3.56 Hackney encourages all road users to walk and cycle more, however it is recognised that some people may not be able to. The impact of the predicted increase of cycling and walking however is that the roads should become quieter and easier for those who do have to make journeys by car. The Council is aware that some groups rely on vehicles. The loss of parking spaces may negatively impact some people when they are in a car, though when walking the same people will see an improvement.

3.57 **Example of comments relating to requests for speed control measures**

- Another speed camera is needed on Mare Street. Drivers think this is a motorway.
- Add speed enforcement for cars.
- Frequent speed on this stretch of Mare Street; cars and motorbikes, which adds to the feeling of danger and stress.
- I would love to see a speed bump on other traffic calming measures installed and better enforcement of the speed limit and punishment for those driving too fast.

Hackney response:

3.58 Hackney Council understands that speeding vehicles, both cars and motorbikes, contribute to a sense of danger and stress for pedestrians and cyclists. Currently, there is a speed camera positioned to the north of the Mare Street / London Lane junction. While this camera serves as a deterrent for speeding, we acknowledge that additional measures may be necessary to further improve safety.

3.59 Introducing another speed camera on Mare Street is a suggestion that we will consider in collaboration with Transport for London (TfL). However, it is important to balance enforcement with physical traffic calming measures. Installing speed humps or other traffic calming features could potentially reduce vehicle speeds and improve the overall safety for pedestrians and cyclists.

3.60 Additionally, we recognize the importance of basing our decisions on reliable data. Therefore, we will consider collecting traffic data to support the need for additional traffic calming measures. This data will help us identify the most effective solutions to improve safety on this stretch of Mare Street.

3.61 The council is committed to exploring all available options to ensure the safety of road users. While immediate changes may not be feasible due to funding constraints and logistical considerations, we are continuously working towards creating a safer and more pleasant environment for everyone.

3.62 Example of comments relating to concerns about southbound queuing buses blocking St Thomas's Square.

- The changes to the bus stops in particular seem like a very good way of improving visibility for cyclists crossing Mare St. My only concern is that the southbound bus stop is still quite short and serves many bus routes, so there is a risk that buses will queue across the entrance to St Thomas's Square, either blocking it or (if they queue behind the junction) impeding visibility in the same way as occurs currently.
- Will combining both southbound bus stops into one cause queues of buses? Is the bus stop area large enough to accommodate the simultaneous arrival of a 55, 106, 254, 277, or will there be a queue of buses blocking St. Thomas's Square?

Hackney response:

3.63 We understand the concerns regarding the potential queuing of buses and its impact on visibility and traffic flow. We recognize that merging the southbound routes into a single bus stop may affect capacity, especially when more than two buses are present at the

stop simultaneously. In such scenarios, buses may need to wait in the bus lane to the north of St. Thomas's Square until the bus stop is clear. While this could temporarily block visibility from St. Thomas's Square, the probability of this happening is significantly reduced with the new arrangement. Yellow box junctions have been added to the proposals to stop buses blocking the access to the side roads.

3.64 We believe that the new bus stop will be able to accommodate the majority of bus arrivals. However, the Council is committed to monitoring the situation closely once the changes are implemented. If it becomes apparent that the new bus stop arrangement is causing significant issues, we will work with TFL to identify and implement additional measures to mitigate any negative impacts.

3.65 Example of comments relating to requests to keep two bus shelters at the new bus stop outside St Thomas's Square.

- Please relocate rather than remove the existing Mare Street bus stop currently located to the north of St Thomas's Square, to south of its current location, on the footpath next to the existing bus stop outside St Thomas's Square. There is ample footpath for pedestrians and a bus stop shelter.
- Please make sure to keep enough bus stop shelter space as a lot of buses will now stop in front of St Thomas's Square. There should be enough seats and space to wait and off board (alight) from the Southbound stop.

Hackney response:

3.66 Hackney Council and TfL understand the importance of having adequate bus stop facilities, including shelters, seating, and space for passengers to wait and alight comfortably. We acknowledge the suggestion to relocate the existing bus stop shelter currently located to the north of St Thomas's Square to the south, next to the existing one to remain.

3.67 As part of our commitment to maintaining a high level of service for public transport users, we aim to ensure that the new merged bus stop will retain sufficient shelter space to accommodate the expected increase in bus passengers. However, it is ultimately up to TfL Buses to decide on the installation of two bus shelters, and we will pass the request to them for consideration.

3.68 We believe that by retaining and potentially enhancing the bus shelter facilities, we can improve the overall experience for bus passengers while also ensuring that the changes contribute positively to road safety for all users.

3.69 Example of comments relating to requests to add more greenery and plant more trees.

- SuDS planting and more trees.
- Can you add more greenery on Mare Street?
- Pleased more trees are to be planted, good for oxygen & cutting the smokey feel.
- I agree with the proposals, my one comment would be that it would be nice to

incorporate more trees in the proposal to the extent possible, to make Mare Street as pleasant as possible.

Hackney response:

3.70 Hackney Council appreciates the suggestions to incorporate Sustainable Drainage Systems (SuDS) planting and additional trees. Currently, there are no plans or funding allocated for SuDS as part of this road safety scheme. While we recognise the importance of SuDS for managing urban water runoff and enhancing green spaces, there is currently no funding available for these installations within these specific proposals.

3.71 Two new trees will be planted as part of the scheme. This initiative aligns with our broader commitment to enhancing urban greenery. In the last few years, over 5800 new street trees have been planted across Hackney, as part of one of the largest urban tree planting programs in the country, with thousands more in our parks and green spaces. These efforts aim to increase the on-street tree canopy, improve air quality, provide more pleasant public spaces, and contribute to a healthier urban environment. We will continue to explore opportunities to incorporate more greenery into our projects, within the limits of available funding and feasibility. We are coming into the planting season and we will make this request known to our arboricultural officers to see if there is the possibility of planting more trees.

3.72 Example of comments relating to requests for improved bus frequency and transport system.

- We are using Bus 277 everyday to go to work in Canary Wharf. Would it be possible to increase the frequency and reliability between 7:30am and 9:00am? (to every 5 min). That would be extremely helpful. We sometimes have to wait up to 15-20min before a bus passes which makes us late to work in the morning with no other direct route/option to Canary Wharf.
- The transport system needs to be run more efficiently. On most, if not all journeys now, drivers are told to wait to regulate the service; this also causes problems. Also, drivers need to be trained in the needs of their passengers. Too often I see elderly people struggling to get on and off buses because the bus isn't properly at the stop and is parked too far from the kerb to enable people to alight safely. These issues need to be addressed.

Hackney response:

3.73 It is Hackney Council's aim to enhance the efficiency and convenience of our public transportation network. It is important to note that decisions regarding bus frequency and overall transport system improvements fall under the jurisdiction of Transport for London. While Hackney Council works closely with TfL to support and implement transport initiatives, we do not have direct control over bus schedules and frequency.

3.74 However, we value the comments and will pass on your suggestions to TfL bus operations for their comments and consideration. We remain committed to advocating for

improvements that enhance the public transport experience for all residents and visitors in Hackney.

4.0 Impact Assessment - potential impacts of proposals

Permanent Impacts

- 4.1 Better visibility for cyclists would improve road safety and the overall travel experience, encouraging more people to cycle.
- 4.2 The accessibility for pedestrians, road safety and overall travel experience would be improved.
- 4.3 Better facilities would encourage more people to walk and cycle, improving personal mobility by the use of sustainable transport with the associated health benefits.
- 4.4 The proposals would require the removal of five parking bays to accommodate the new bus stop position to the north of London Lane.
- 4.5 The changes would support Transport for London's (TfL) ambitions for "Healthy Streets" and help to deliver on a number of key indicators, including encouraging residents to walk and cycle and reducing the worry about road dangers.
- 4.6 The changes would improve the Cycling Level of Service (CLOS) in the area as set out by TfL's London Cycle Design Standards (LCDS) which describes the objective of efficiently delivering safer, more comfortable, direct, coherent, attractive and adaptable cycling infrastructure.

Temporary Impacts

- 4.7 All works would be carried out under normal working hours of 08:30am to 4:30pm Monday to Friday. No works would be carried out on Saturdays in line with local practices, unless considered necessary to minimise disruptions in the area.
- 4.8 The majority of construction works would be undertaken under lane closures. Access for residents and emergency access would be maintained.
- 4.9 Implementation of the proposals are programmed to start in March 2025 subject to approvals and TFL Buses Infrastructure resources, as the actual bus shelter relocation will be carried out by TFL and not the Council.

Air Quality Impacts

4.10 The proposals help to encourage more people switching from private car use to walking or cycling. Overall we believe the proposals would have a neutral impact on emissions of nitrogen dioxide.

Road Safety Impacts

4.11 The improved visibility at the junction will impact pedestrians positively in that there will be a reduced risk of collision between vehicles and pedestrians when crossing Mare Street.

4.12 Cyclists will be positively impacted by increased road safety at the junction.

4.13 The new step-free pedestrian crossings would also be a benefit for vulnerable road users such as wheelchair users, pram users and children travelling to and from school, who will be impacted positively.

5.0 Equalities Impact Assessment (EQIA)

5.1 Hackney Council and its delegated authority decision-makers must have regard to the Public Sector Equality Duty set out in Section 149 of the Equality Act (2010), which requires us to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics. As part of our decision-making process on the proposal for this scheme, consideration has been given to the impact of them on those with the following protected characteristics: disability, pregnancy and maternity, age, and religion and belief.

5.2 An equality impact assessment (EqIA) is a process designed to ensure that a policy, project or scheme does not unlawfully discriminate against any protected characteristic. This section describes how we ensured that the design for each scheme serves all users.

5.3 A full analysis has been done and made available online [here](#) in which knowledge about protected groups has been examined from a variety of sources. This reaches the following conclusions:

- The benefits of reduced car use include improved air quality, safer streets and increased health. All of these strongly benefit all road users.
- At the aggregate level, all of the protected groups do, as far as evidence is available, have lower car use than the population average.
- Groups that tend to have lower incomes and higher health needs will benefit even more from reduced car use.

- It is the case that some members of some groups will be disadvantaged for some journeys. This is accepted and recognised. Where this results in a disadvantage that is not compensated for by other advantages then changes to scheme design will be considered.
- Some groups will have a higher reliance on driving a private car. Others will use taxis or rely on car-bound visitors and carers. It is important to recognise this and if necessary to put in place measures to mitigate their specific difficulties.
- Benefits will vary within groups and even within individuals. Some people may be disadvantaged whilst driving but gain substantially when they are walking or cycling.
- Most Hackney residents (around 70%) do not own a car. This should be considered when appraising the impact on any group.

5.4 The evidence strongly supports, therefore, the conclusion that any project that has the result of lowering car use, improving conditions for walking and buses is likely to be positive for the whole population and will, if anything, be disproportionately beneficial to people with protected characteristics.

5.5 Full reference has been made to the particular composition and demographics of the Ward as set out in the Ward Profiles here <https://hackney.gov.uk/hackney-ward-profiles>. Also the joint health needs as detailed here <https://cityhackneyhealth.org.uk/>. Importantly the views of organisations known to represent protected groups have been used to help prepare this scheme. Particular attention was paid to inviting such groups to comment on this scheme as part of the stakeholder consultation.

EQIA Summary Table

Key: P - Positive Impact, N - Neutral Impact, A- Adverse Impact

| Protected Characteristic | | | | | |
|--------------------------|-----------------------|---|-------------------|--------|------------------|
| Disability | Pregnancy & Maternity | Age | Religion & Belief | Gender | Race & Ethnicity |
| P | P | P | P | P | P |
| Positive | | <p>The scheme would provide improved pedestrian facilities, making it safer to cross the road.</p> <p>The improved cycling facilities with better visibility from the side roads would make it safer for cyclists to navigate the junction along the Cycleway C27.</p> <p>The proposals would encourage more people switching from private car use to walking or cycling with the associated health benefits.</p> <p>The planting of trees would enhance the public realm and help improve air quality.</p> <p>Road safety improvements are beneficial to all protected groups.</p> | | | |

| | |
|-----------------|--|
| <p>Adverse</p> | <p>As part of the proposals, the removal of five parking spaces is necessary to introduce the new bus stop to the north of London Lane. This would affect a number of residents who need to park their cars.</p> <p>No disabled parking bays would be removed as part of these proposals.</p> |
| <p>Comments</p> | <p>The Council believes that the benefits introduced by this scheme outweigh the negative impact. The removal of parking would help to encourage more people to switch to more sustainable modes of transport, helping to improve air quality and people's health. 71% of Hackney residents do not own a car. They rely on walking, cycling and public transport for travel.</p> <p>Improving road safety, the environment and measures that help achieve better air quality benefits the majority of people living in, working in or passing through the area.</p> <p>Overall it is believed that the scheme is beneficial in terms of equalities. Walking and cycling enhancements have benefits for all protected groups.</p> |

6.0 Legal implications

- 6.1 The Council's powers to implement the measures proposed in this report are set out in the Highways Act 1980 (HA80) and Road Traffic Regulation Act 1984 (RTRA) and will require the making of new Traffic Management Orders (TMO).
- 6.2 Statutory consultation as part of the TMO process is required to permanently change Traffic Orders that affect the function of a road or any waiting and loading restrictions. In this case, the introduction of double yellow lines or bus stop cage to replace five parking bays would require statutory consultation.
- 6.3 In making such Orders, the Council must follow the statutory consultation procedures set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made. Any subsequent objections received during the consultation period would need to be resolved prior to scheme implementation.

7.0 Authority to make decisions

- 7.1 The scheme of delegation for Climate, Homes and Economy, delegation for making permanent orders under s.6 of the Road Traffic Regulation Act (RTRA 1984) falls under: NH256 - Making "permanent" orders for prescribed routes, waiting and loading restrictions, bus stop and school clearways, disabled persons' parking places, doctors' parking places, free parking places, loading bays, bus and cycle lanes, pedestrian zones, weight, height and length restrictions, delegated to the Assistant Director for Streetscene.
- 7.2 The Assistant Director for Streetscene would use their delegated powers to take forward the scheme.

8.0 Financial implications

- 8.1 The road safety scheme at the Mare Street, London Lane and St Thomas's Square junction would be funded by TFL. There is an allocation of £79K for implementation of this scheme.
- 8.2 Maintenance costs will be added to the Council's maintenance budget.

9.0 Recommendations

- 9.1 81.5% of people who responded to this consultation supported the proposals and 11.6% of the respondents did not support the proposals. These results include all the paper and online responses to the end of the consultation period up to 10 November 2024.
- 9.2 It is recommended that the Assistant Director for Streetscene agrees to proceed with the proposals for the Mare Street, London Lane and St Thomas's Square junction as detailed in this report.
- 9.3 Approves the relocation of two bus stops to improve visibility and road safety at the junction.

10.0 Approval

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

Signed



Dated 09/01/2025

Tyler Linton - Assistant Director, Streetscene

cc Sarah Young - Cabinet Member for Climate Change, Environment and Transport

cc Geeta Subramaniam-mooney – Director of Environment and Climate Change - Climate, Homes and Economy

cc Maryann Allen – Group Engineer – Design & Engineering Group

APPENDICES

Appendix 1 - Mare Street, London Lane and St Thomas's Square junction - Road Safety proposals

Mare Street, London Lane and St Thomas's Square junction - Road Safety proposals

