

DELEGATED POWERS DECISION (DPD) – ADDENDUM

STREETSCENE SERVICE SUSTAINABILITY AND PUBLIC REALM, CLIMATE HOMES AND ECONOMY

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

1.0 SCHEME UPDATE

- 1.1 This addendum outlines the proposed amendments to a previously approved decision to proceed with the statutory consultation and advertisement of the necessary permanent traffic management orders associated with the changes for a [road safety scheme at the Mare Street, London Lane and St Thomas's Square junction](#). The proposed changes follow further engagement with Transport for London (TfL) Bus Operations and are necessary to ensure operational feasibility and visibility compliance at the junction.
- 1.2 TfL has advised that merging all southbound routes to the south of St Thomas's Square could result in queuing into the junction and increased bus journey times.

2.0 REVISED BUS STOP ARRANGEMENTS - UPDATE

Original Proposal

- 2.1 Removing the existing Mare Street bus stop (LZ) 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).
- 2.2 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 (LU).

Revised Proposal

- 2.3 Following TfL feedback, the southbound bus stop LZ will no longer be merged with LU. Instead, LZ will be relocated further north on Mare Street, to a location to the south of its junction with Brenthouse Road. This position offers better spacing, improved sightlines and a safer operational layout.
- 2.4 Relocating bus stop LZ from its original location will help maintain a smoother bus flow and improve sightlines, while continuing to fulfil the core objective of improving visibility and road safety for cyclists and pedestrians crossing Mare Street from St Thomas's Square and London Lane.
- 2.5 The speed enforcement camera currently located to the south of Brenthouse Road will be relocated further south, beyond the new bus stop location, to preserve unobstructed visibility and maintain enforcement integrity.

- 2.6 The existing double yellow lines south of Brenthouse Road will be replaced with a marked bus cage, accommodating the relocated stop and ensuring appropriate traffic regulation.
- 2.7 Retain the installation of new no loading restrictions during bus lane hours of operation (Mon - Sat, 7am - 10am and 4pm - 7pm) to the north of St Thomas's Square once bus stop LZ is removed, to improve bus operations.

3.0 RECOMMENDATIONS

- 3.1 The original consultation for this scheme during October and November 2024, recorded 81.5% support across 140 responses, including positive feedback from residents, Ward Members and stakeholders. 4 respondents mentioned concerns about southbound bus queuing that are relevant to these amendments. However, only 1 of those respondents opposed the scheme on that basis while the other 3 still supported it despite raising the issue. The revised design, which relocates bus stop LZ rather than merging it, directly resolves the concern and improves junction visibility.
- 3.2 Officers will engage TfL and residents through an extended statutory consultation for the revised bus stop arrangement and associated infrastructure changes. The changes proposed at the Mare Street, London Lane and St Thomas's Square junction would provide a number of benefits as described on the associated original DPD.
- 3.3 Having considered the update included in this addendum, it is recommended that the Assistant Director for Streetscene approves the revised scheme layout, incorporating the relocation of the southbound bus stop LZ and adjustment of associated infrastructure. The proposed measures remain aligned with Hackney's Transport Strategy and Vision Zero objectives.

4.0 APPROVAL

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

Signed 

Dated 15/07/2025

Tyler Linton – Assistant Director, Streetscene

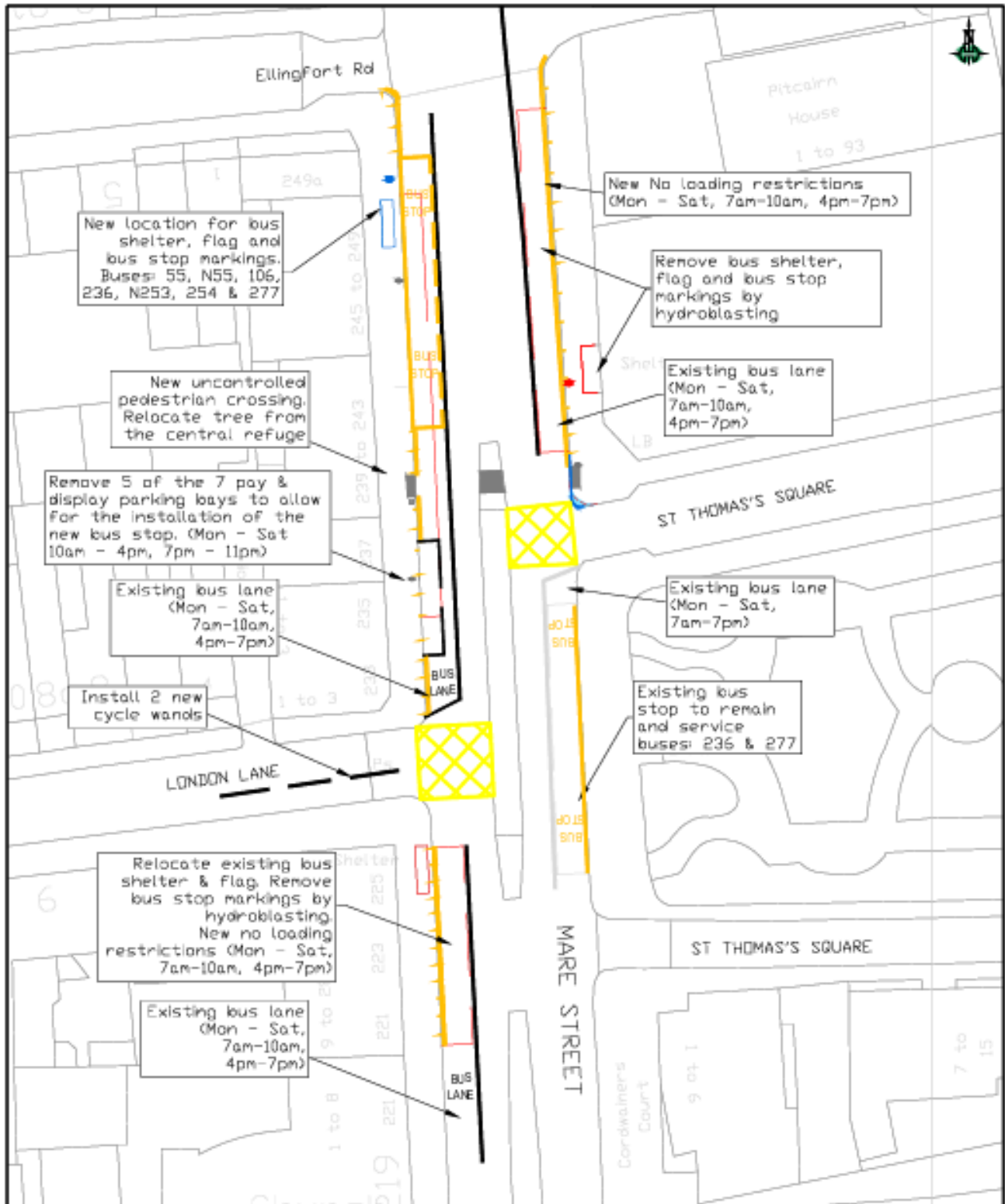
- cc Sarah Young – Cabinet Member for Climate Change, Environment and Transport
- cc Geeta Subramaniam-Mooney – Director of Environment and Climate Change - Climate, Homes and Economy
- cc Maryann Allen – Group Engineer – Design & Engineering Group

APPENDICES

Appendix I: Revised layouts

Appendix II: Mare Street, London Lane & St Thomas's Square – Signed DPD Report (January 2025)

Appendix I: Revised layout 1



Appendix I: Revised layout 2

