



# Kingsland High Street (A10), Dalston

Proposals for a safer and more attractive environment for residents and businesses

September 2009



“ [The pinch points and inadequate footway width] are emphasised by the corridor’s poor safety record and the high number of people forced to walk on the road due to the lack of footway width. These problems are envisaged to only get worse with the completion of the ELL extension.”

Kingsland High Street Walking Study, Transport for London, June 2007

Dalston Kingsland Rail Station

As the custodian of Hackney’s built environment, it is important to the Council to make the borough as welcoming as possible, to residents and visitors alike. Kingsland High Street is a vibrant, bustling part of Hackney as well as being a main entry point into the borough from Central London.

The area between Balls Pond Road and Crossway is particularly busy due to Dalston Kingsland overground station, Ridley Road market and other shops, and is expected to get busier when the new East London Line station opens at Dalston Junction in spring 2010, with footfall and traffic high 24 hours a day.

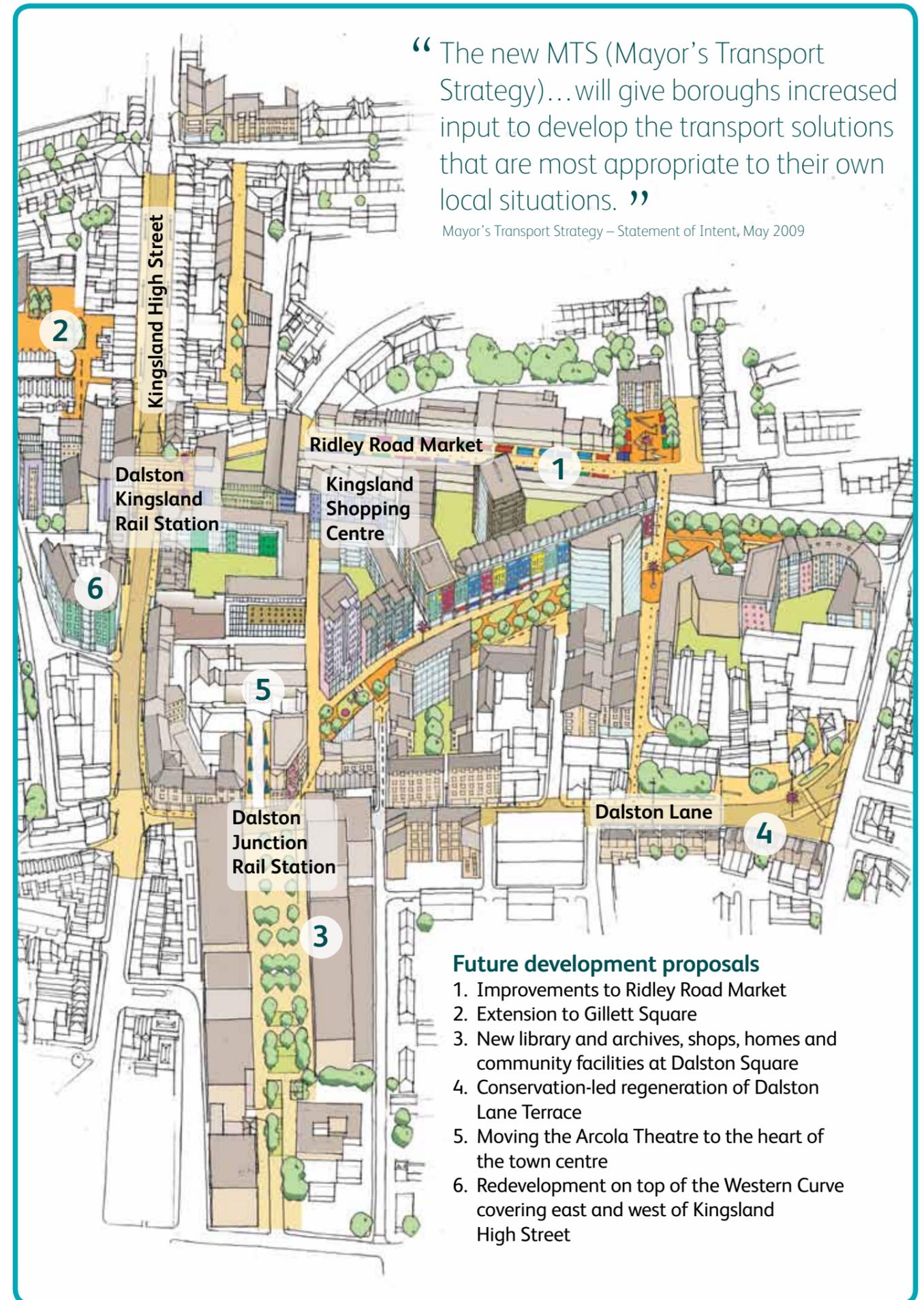


As part of Transport for London’s £1.4 billion programme, significant investment will be made on upgrading Dalston Kingsland station and on the East London Line extension. However, the area immediately surrounding these improvements is currently not at an appropriate standard for a gateway into and out of the borough: the road layout and urban design causes congestion and over-crowding, and raises huge concerns for pedestrian safety. We need to work to make this a more pleasant environment for everyone.

This leaflet outlines Hackney Council’s proposals for significant changes to this section of Kingsland High Street which will make it a more attractive and safer place that is fitting for a 21st century transport system and will help make Hackney - and London - a better place to live and work.

*Jules Pipe*

Jules Pipe,  
Elected Mayor, London Borough of Hackney



“ The new MTS (Mayor’s Transport Strategy)... will give boroughs increased input to develop the transport solutions that are most appropriate to their own local situations. ”

Mayor’s Transport Strategy – Statement of Intent, May 2009

**Future development proposals**

1. Improvements to Ridley Road Market
2. Extension to Gillett Square
3. New library and archives, shops, homes and community facilities at Dalston Square
4. Conservation-led regeneration of Dalston Lane Terrace
5. Moving the Arcola Theatre to the heart of the town centre
6. Redevelopment on top of the Western Curve covering east and west of Kingsland High Street

Dalston Masterplan Area map



Existing view: Kingsland High Street looking north towards Dalston Kingsland Station

### Current situation

Kingsland High Street currently suffers areas of major overcrowding and congestion. Traffic moves slowly and, despite huge numbers of pedestrians, the layout favours vehicles. There is a severe road safety problem with 75 accidents occurring over a three year period, 40 per cent of which involved pedestrians, and 17 per cent were fatal or serious.

At peak times more than 80 buses operate per hour along Kingsland High Street which will increase by 10 with the opening of the station - and more when the 149 bus reverts to a double-decker. Central London-bound peak morning traffic consists of 46 per cent cars and almost 20 per cent cyclists. During the winter months, peak hour average flow of pedestrians travelling south on the high street was measured at 2,500. While no figures are available, the summertime peak hour footfall is expected to be significantly higher than the figures recorded in winter.

“Dalston’s appeal has increased in recent years. New dwellings are programmed and there is expansion of creative and cultural industries, the community and voluntary sector, convenience retail, hospitality and entertainment facilities within the area.”

Local Development Framework Core Strategy, Proposed Submission Document, June 2009

Kingsland High Street can be unpleasant and frustrating for all transport users, particularly pedestrians.

### Significant problems include:

- Narrow footpaths which are in poor condition
- Obstacles on footpaths including cluttered and dilapidated street furniture and poorly located bus shelters
- Inadequate pedestrian crossings which are too narrow or do not provide adequate crossing time, which are located inappropriately
- Inadequate street lighting creating safety concerns
- Poor signalling at junctions resulting in slow traffic movement and extended queuing
- Poor traffic and pedestrian flows around bus stops

As well as safety issues, these factors give the impression that the area is run-down despite its vibrancy and major redevelopment already taking place.

Transport hubs can be a trigger for anti-social behaviour. Dalston Kingsland station experiences its share of low-level crime, such as drug-related offences and robbery, and Transport for London, in partnership with the Metropolitan Police, has already invested in a new policing team to patrol the area.

The Council has identified Dalston town centre as an area of major physical, social and economic

regeneration. If nothing is done to resolve these issues, Kingsland High Street will reduce the appeal of the area, hurt local businesses and impede new investment.

The situation will also continue to decline with further pressure on street capacity and attractiveness anticipated from the new Dalston Junction station and Dalston Square development.

Five million people are expected to use the new station each year. This raises serious questions for safety and functionality, particularly given that the current layout is entirely inadequate for current pedestrian and vehicle numbers.

### Proposals

Huge improvements can be delivered through higher quality urban design and better integrating the layout of streets with the public transport interchange. This would greatly enhance the urban realm and help provide a better quality of life for Hackney’s residents and visitors.

### Our proposals include:

- Introducing pedestrian priority zones around Dalston Kingsland station and Ridley Road; and between Bradbury Street and Boleyn Road junctions
- Widening footways, particularly on the eastern side and at pinch points
- Relocating and rationalising bus stops and cycle stands
- Decluttering footpaths by removing unnecessary street furniture such as bollards and guard railings; and coordinating bins, columns and signage
- Widening pedestrian crossings, introducing a new crossing between Ridley Road and the station, and using more responsive puffin crossings to replace pelican ones
- Optimising traffic signals, for example through cycle times and phasing
- Raising the carriageway or lowering kerbs for some areas of shared space
- Investigating a 20mph speed limit
- Higher quality surfaces, improved street lighting and CCTV, and the introduction of trees



Existing view: Kingsland High Street



Existing view: Shoppers at Ridley Road Market

“The pedestrian environment is poorly presented. Street furniture is dilapidated and often damaged. Footway surfaces are inconsistent and present a number of trip hazards. The corridor would benefit from an overall reinvigoration to improve the urban environment and create an attractive urban space.”

Kingsland High Street Walking Study, Transport for London, June 2007



Proposed view looking north up Kingsland High Street towards the Overground station and Ridley Road Market



Proposed view looking north up Kingsland High Street towards Sandringham Road and John Campbell Road

**KEY:**

- 1. New tree planting
- 2. Widened pavements
- 3. Decluttering of the public realm
- 4. Major new pedestrian crossing
- 5. Cycle superhighway lanes

“Creating and promoting safe, accessible and attractive environments for cyclists, pedestrians and disabled people, including shared space initiatives... will improve both the public realm and people’s perceptions.”

Mayor’s Transport Strategy – Statement of Intent, May 2009

**These changes would result in:**

- A welcome to Hackney that is commensurate with the major station improvements and a 21st century transport system
- A much safer environment for residents and businesses in Dalston, with improved access to jobs and facilities
- A more attractive thriving town centre and more pedestrian-friendly neighbourhood, with less congestion and vehicle dominance
- Increased levels of cycling, walking and use of public transport

- Capacity to accommodate potential increases in pedestrian and traffic flows from future regeneration projects, for example Dalston Square and Dalston Junction station

It is possible to achieve these outcomes without adverse affects. A similar scheme along Walworth Road, a busy retail high street in Southwark and part of the A125, saw the number of accidents drop dramatically and there have been no additional delays to bus travel times or ambulances.

“...we at TfL are going to do everything in our power to make walking through this city as attractive and enjoyable as possible.”

Mayor’s Transport Strategy – Statement of Intent, May 2009

**Next steps**

It is only a matter of time before Kingsland High Street will require urgent redevelopment; not least in relation to the next phase of the Mayor of London’s Cycle Superhighway initiative.

The cost of implementing the scheme for Kingsland High Street has been estimated at approximately £1.6 million and would take 12 to 18 months to complete. There is an opportunity to complete the scheme in advance of the London 2012 Olympics and deliver a major improvement to one of the five Host Boroughs.

Hackney Council has on numerous occasions worked in partnership with Transport for London and the London Development Agency, and has a track record of delivering high quality schemes. A new coalition of funding partners is essential to now make these proposals a reality.

Hackney Council is committed to seeing the scheme delivered for residents, businesses and visitors to the borough. The time is right to grasp this opportunity and bring widespread benefits for Londoners as early as possible.



For more information, please contact Cllr Alan Laing on 020 8356 3270 or [alan.laing@hackney.gov.uk](mailto:alan.laing@hackney.gov.uk)

