

Kingsland High Street highway improvements

Engagement Report

Introduction:

Transport for London (TfL) and Hackney Council are working in partnership to develop plans to improve Kingsland High Street between the junction of Crossway and Shacklewell Lane and the junction with Dalston Lane.

In November 2010, we jointly engaged key stakeholders, residents and businesses on proposals to improve the urban environment along Kingsland High Street to make it easier for everyone to walk and cycle in the area and to improve facilities for businesses including changing loading and waiting restrictions.

We intend to undertake the highway improvement work between June 2011 and March 2012 so that the local community can feel the benefits ahead of the Olympic Games and beyond.

Engagement approach:

We wrote to key stakeholders, including elected representatives including the MP, Assembly Member, Ward Councillors and portfolio holders from the London Borough of Hackney to outline our plans. We also engaged key interest groups including London Travel Watch, Living Streets, London cycling campaign (Hackney), Hackney Chamber of Commerce, School Travelling Advisor, Gillette's Square Partnership, Dalston Town Centre Partnership, Ridley Road Trade Association, Rhodes Estates Trade Association and Stoke Newington Neighbourhood Forum.

Our letters and emails were also supported by an illustrative map and information was also made available of both TfL's and Hackney Council's website.

We invited people to give us their views on our proposals, giving stakeholders four weeks to respond.

Representatives from TfL and Hackney Council also undertook a site visit with Living Streets on 10th December 2010.

Following the close of the engagement phase, we wrote to stakeholders who had contacted us to address points that they had raised and to state our intention to contact stakeholders again once the detailed design of the scheme is complete. We agreed our approach and the content of our correspondence with Hackney council prior to issue.

Engagement feedback:

We received seven responses to the engagement process. There were a number of questions and concerns raised, however four responses directly expressed support for the overall scheme.

Responses were received from:

- Jeannette Arnold AM
- Living Streets
- Transport for All
- Hackney Council's Community Safety team
- Three Hackney residents

Please see below the points that were raised and our responses to these:

The removal of cycle stands and bollards in Kingsland Passage

The bollards along Kingsland Passage are on part of the road which is not managed by Transport for London (TfL) or Hackney Council and is privately owned. Therefore we are unable to remove street furniture in this area.

There is a high demand for cycle parking facilities along Kingsland High Street, and as part of the proposed improvement work, we are aiming to provide more cycle parking in the area. The cycle stands on Kingsland Passage will be reviewed as part of the detailed design process, but we will need to ensure that there will be adequate cycling parking facilities in the area to meet demand.

Provision and location of cycle parking facilities

We recognise that there is a high demand for cycle parking facilities on and around Kingsland High Street, and as part of our improvement work we are aiming to provide as many as possible new bicycle stands.

We are planning to remove the guardrails currently located outside Kingsland Shopping Centre. This will mean that cyclists will be able to access the new parking facilities directly from the road and avoid using the pavements. We have also investigated the possibility of placing new cycle parking facilities outside Kingsland Shopping Centre on a 45° angle to the kerb. However, to do this would mean that we would not be able to provide the same number of stands where there is a clear demand to do so.

Provision of benches between cycle parking facilities and pavement outside Kingsland Shopping Centre

As part of the improvement work, we are aiming to improve facilities for both cyclists and pedestrians. Introducing benches in this area would add street clutter, cause an obstruction and reduce the space available to pedestrians.

The prevention of cyclists on the footway

It is illegal to cycle on pavements except for areas which have been designated as mixed use. Where cyclists are using pavements illegally, we will work with the police

to enforce restrictions. Areas where cycling is permitted on pavements are clearly signed, although there are no such areas proposed as part of this scheme.

Widening the pavement at the junction of Kingsland High Street with Dalston Lane and Balls Pond Road

We believe that the pavement on this section of Kingsland High Street already has adequate capacity to meet the demand of pedestrians. When designing our schemes we try to balance the needs of pedestrians and road users. This is a busy junction, and any extension of the pavement would mean a reduction of carriageway space and thus impact on the capacity of the junction and road users.

Creating a cycle lane for cyclists travelling southbound on Kingsland High Street at the junction with Dalston Lane and Balls Pond Road

As part of the detailed design phase of Kingsland High Street improvement work, we will review this junction to determine whether there is sufficient room and it is safe to introduce a feeder lane for cyclists between the two lanes of traffic.

Removal of guardrails and general street clutter

As part of the detailed design phase for Kingsland High Street improvement work, we will review the provision of guardrails along the whole road including the junction with Dalston Lane and Balls Pond Road. Whilst it is our intention to remove unused guardrails, street furniture and street clutter where we can, we will need to consider the safety of everyone, including drivers, cyclists and pedestrians.

Removal of stepped (Trief) kerbs

It is our aim to remove Trief kerbs where possible. This will be considered further as part of the detailed design process.

Visibility of diagonal crossing on the junction of Kingsland High Street with Balls Pond Road and Dalston Lane

We are planning to resurface the carriageway at this junction as part of our improvement work, and will refresh the road markings as part of this to highlight the diagonal pedestrian crossing.

Providing a seat at the new bus stop in Dalston Lane outside Dalston Junction station

TfL and Hackney Council are jointly reviewing the area outside Dalston Junction station and are considering the bus stop provision that will be provided at this location in the long-term.

We are exploring every opportunity, but need to take into account a number of factors including the width and depth of the pavement, plus the strength of the

supporting bridge structure underneath the pavement which would need to support the bus stop. In addition, there are a number of utility services which run underneath the pavement. These services will influence the installation of street furniture in this location.

Provision of a bench on Dalston Lane adjacent to Dalston Junction Overground station

Hackney Council is responsible for managing Dalston Lane. The front of Dalston Junction station is due to be refurbished and will include outdoor seating. Additional seating will be installed in close proximity to Dalston Lane within the new Dalston Square.

Introduction of a pedestrian crossing on Dalston Lane adjacent to Dalston Junction station to improve the walking route through Ashwin Street and Abbot Street

Dalston Lane, Ashwin Street and Abbot Street are all managed by Hackney Council. The Council is due to commence work in spring this year which will include the installation of a new puffin crossing by Ashwin Street, footway repaving on Dalston Lane and carriageway resurfacing. A puffin crossing displays the red and green man on the box on the pavement next to where a pedestrian is standing and has additional safety benefits to assist pedestrians to cross the road, particularly if they are a bit slower on their feet.

Replacing the surface outside the entrance to Dalston Kingsland Overground station

At present, TfL has no immediate plans to resurface the forecourt immediately outside Dalston Kingsland station. We believe that it is a suitable and safe surface for people to walk on in most weather conditions.

Any such replacement is outside the current scope of the highway improvement work, and funding is unavailable.

Removal and/or standardisation of telephone boxes on Kingsland High Street

We are aiming to improve the overall appearance of the street, and provide additional space for pedestrians where possible. We have contacted all the telephone companies which have boxes on Kingsland High Street to request that they are removed, or are relocated to more suitable positions.

Allowing cycling on Boleyn Road onto Kingsland High Street

Boleyn Road is currently a no through route leading up to the junction with Kingsland High Street. The area of the road where the no through operation starts is managed by Hackney Council. The Council will look into changing the current arrangement to

allow cyclists to go through as suggested, however the implementation will be subject to a safety audit.

Widening of existing pedestrian crossings and adjustment of kerb heights

As part of the detailed design process, we will review accessibility needs of all pedestrians and modify kerb heights where needed to make it easier for everyone to travel in the area.

We will also review the width of existing pedestrian crossings, taking into account the impact that any changes would make on wider traffic flow.

Flooding outside the entrance to Ridley Road market

As part of the detailed design process, we will consider drainage needs and seek to rectify any flooding issues as part of our improvement work.

Entrance to Ridley Road market

As part of the detailed design process, we will look to provide a level surface in this area giving priority to pedestrians. The aim is to make this surface the same level as Ridley Road market which has also recently been resurfaced.

We have noted the comments suggesting the use of higher grade materials on the pavement outside Ridley Road market. The materials which will be used will be considered as part of the detailed design process of this improvement scheme in due course.

Loading bay near Ridley Road market

We need to provide a loading bay near the entrance of Ridley Road market to ensure that the market can operate effectively. We do understand that this area of pavement is heavily used by pedestrians. We will review how the space is used on this shared use area of pavement as part of the detailed design process and will maximise the areas used by pedestrians where we can.

Ridley Road market also operates a pedestrian zone where vehicles are restricted from entering between 06:00 – 19:00.

Reducing the width and raising the height of the carriageway in between Ridley Road and Dalston Kingsland station

As part of the improvement scheme, we are proposing to extend the pavement on the eastern side of Kingsland High Street by Ridley Road which will provide additional pedestrian capacity and reduce the carriageway width by 1.8m.

Any further narrowing of the carriageway at this point would severely impact traffic flow, and restrict two-way operation which is required on such a busy road.

The carriageway at this point is supported by a bridge over the rail tracks. The bridge is not currently strong enough to support additional weight from a carriageway raised to the same height as the kerb. Strengthening the bridge would require additional funding, which is not in the remit of the highway improvement scheme.

Moving the pedestrian crossing closer towards Ridley Road

As part of this improvement scheme, we are planning to widen the pedestrian crossing by 3.5 meters towards Ridley Road market.

To move or extend the pedestrian crossing so that it is located at the entrance to the market would restrict those vehicles using Ridley Road outside the hours of operation of the pedestrian zone (06:00 – 19:00) and affect the operation of the market.

Narrowing the carriageway between the junctions with Sandringham Road and Ridley Road Market

We are aiming to provide additional pedestrian capacity where it is most needed in the busiest areas of the High Street between Abbot Street and Gillett Street.

We believe that the pavements on Kingsland High Street in the area of Sandringham Road already have adequate capacity to facilitate pedestrian demand and do not need to be widened further.

Building developments on the bridge between Dalston Kingsland station and Dalston Junction station

Hackney Council has already prepared a planning and design guidance document for the development of the 'Dalston Western Curve' which included the area between the two stations. The document aimed to set out policy and provide guidance to the Council's stakeholders and developers. Hackney Council consulted stakeholders and residents on this document in 2009, and feedback can be viewed on Hackney Council's website:

www.hackney.gov.uk/dalston-western-curve

The guidance was later adopted by Hackney Council in 2009.

At present, there have not been any formal plans submitted by TfL or any other party for building developments on either side of the bridge. As and when building developments are being considered, they will need to go through a formal planning process. This process will include formal statutory consultation with residents and other relevant stakeholders.

Introduction of a 20 mph speed limit along Kingsland High Street

We do not believe that imposing a 20 mph speed limit in this area would deliver substantial benefits for pedestrians, nor would be value for money due to the cost involved with enforcement.

At present, when the road is most busy during the day, traffic does not generally travel above 20 mph.

A 20 mph traffic restriction would require a combination of enforcements including traffic calming measures such as road humps or lane narrowing. In addition, limits would need to be managed by the police through the introduction of speed cameras which are costly to install and maintain.

Introduction of Legible London signage to replace existing wayfinding signage

We are working with the London Borough of Hackney to introduce Legible London wayfinding signage into the area, which will replace existing wayfinding street furniture. The intention is to introduce this around the same time as the highway improvement work, and will be led by the London Borough of Hackney, with support from TfL.

Introduction of a pedestrian crossing opposite the Rio Cinema

We have been looking into the introduction of a pedestrian island in the vicinity of Rio Cinema, but have concluded that to do so would impact traffic turning out of Sandringham Road.

However, in order to assist pedestrians in this area we are planning to move the existing pedestrian crossing currently north of Gillett Street 10 meters further towards the Rio Cinema.

Resurfacing the carriageway and reducing road markings

Road markings are used in order to aid road users and pedestrians to safely navigate themselves around an area.

We are planning to resurface Kingsland High Street as part of our improvement work, and will review the use of road markings as part of the detailed design phase. We will aim to minimise the use of road markings where possible, whilst considering safety of all road users and pedestrians.

Building out of pavements on Kingsland High Street at the junction with Shacklewell Lane and Crossway

This junction is outside the area of Kingsland High Street which we are proposing to improve at present. However, we have noted the comments received about this

junction, which will be kept on our records to consider as and when we undertake improvement work at this junction in the future.

Winchester Place entrance and southbound bus stop

Following comments, we are proposing to move the bus stop further south along Kingsland High Street to address safety and security concerns.

If the bus stop were to be moved to the entrance of Winchester Place, the entrance to the road from Kingsland High Street would need to be permanently suspended. Any such suspension would need to be jointly agreed between TfL and Hackney Council taking into account any impact to residents and traffic in the wider area.

We will continue to progress this proposal separately, and in partnership will engage with the local community once our plans have been developed.

Blue badge parking in loading bay near Ridley Road

We are not proposing that the loading bay near Ridley Road will be available for use by blue badge holders.