

## Appendix B– Healthy Streets Check

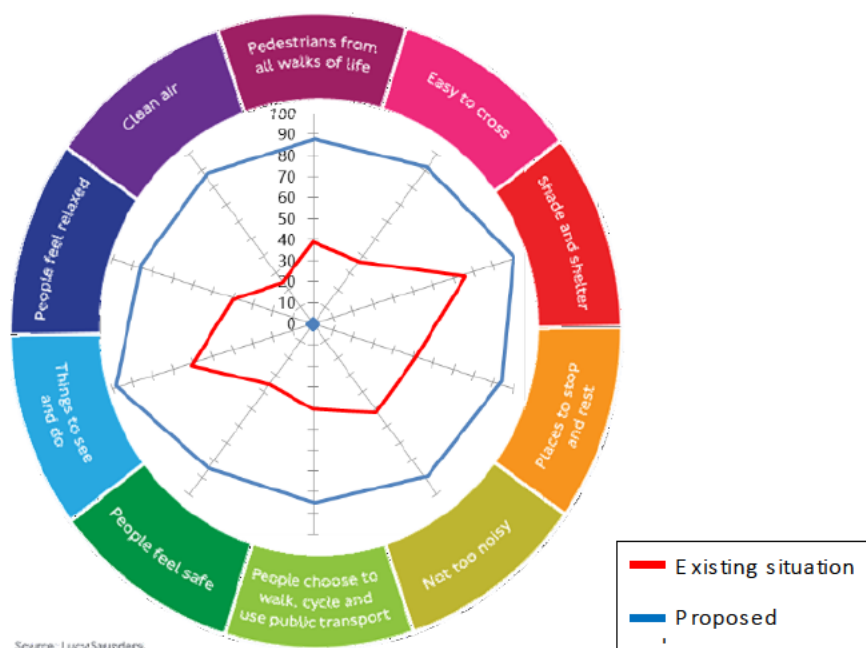
### 1.1 Amhurst Road – Pembury Circus to Mare St

	Existing Performance	Existing situation	Proposed scheme	Opportunities
<b>Pedestrians from all walks of life*</b>	Poor	Few pedestrians observed Poor environment for peds, poor crossings, underused frontages.  Pembury Circus is multi-stage pedestrian crossings on five arms, inconsistent tactile paving, motor vehicles clearly given priority, and indirect footways ie small patches of raised grass blocking movement from crossing one arm to the next.	Very good	Conditions for walking enhanced: • Improved pedestrian crossing on desire lines at Pembury Circus, Dalston Road and Morning Lane. • Wider pavements throughout area through road space reallocation • Improved pedestrian access to Hackney Downs and Hackney Central stations Safer conditions for walking due to area wide HGV daytime ban  Increase in pedestrians and shift walkable journeys from car to walking or cycling
<b>Easy to cross</b>	Poor	Very poor at Pembury Circus  Amhurst Rd is okay for crossing side streets, but major severance caused by Amhurst Rd itself, nowhere to cross between hackney central station and pembury junction	Very good	General traffic removed from Amhurst Rd, eliminating conflict at side-road junctions  Amhurst Rd easier to cross with traffic reduction and carriageway reduction
<b>Shade and shelter</b>	Good	Good streets trees on north side of Amhurst Rd, some trees on private land on south side, but long sections without shelter and poor around junctions	Very good	Space reallocated from carriageway to footway allowing for green infrastructure, trees and active uses
<b>Places to stop</b>	Neutral	Mixed to Poor. Some informal seating in form of low walls, but elsewhere Saw peds sitting on uncomfortable fencing rails, clearly demnd	Very good	Space reallocation allows for street furniture, places to stop, café tables
<b>Not too noisy</b>	Neutral	Not too bad, but quite busy traffic, so probably gets bad at times	Very good	Reduction in traffic will reduce noise
<b>People choose to walk or cycle*</b>	Poor	Lower ped and cycles than expected based on geography. Poor cycle provision.  Very poor at top end, got better, and more people out as approaching south. Very poor lack of cycle parking, othing between station and Pembury	Very good	Environment improved for cyclists: - Safer conditions for cyclists due to area wide HVG daytime ban • Improved cycle facilities at Pembury Circus • Improved facilities for cyclists on Amhurst Road due to the removal of general through traffic Dalston to Lea Bridge cycle connection assisted by improving cycling LOS on the most difficult junction on the more direct route (TfL top 25, Cynamon) Bus speed and reliability improvements to be delivered by: • Bus gate removing general traffic from Amhurst Road
<b>People feel safe</b>	Poor	Feels quite traffic dominated and desolate in places	Very good	Reduction in traffic, reduction in HGVs will lead to better feelings of safety using the roads, and more pedestrian and commercial activity will contribute to personal safety
<b>Things to see and do</b>	Good	Medium Shops and active frontages towards south, but nothing towards north	Very good	Opportunity to use reallocated space for social activities, reinvigorate shopping parade

People feel relaxed	Poor	Very poor for cycling	Very good	Especially for cyclists, removing general traffic will provide a more relaxed space for cycling. Pedestrians will gain space as well.
Clean Air	Poor	Based on TfL model for NO2	Very good	Traffic reduction will improve air quality

Amhurst Rd	Existing situation	Proposed scheme
Pedestrians from all walks of life	39	87
Easy to cross	37	91
Shade and shelter	75	100
Places to stop and rest	50	94
Not too noisy	50	92
People choose to walk, cycle and use public transport	39	87
People feel safe	34	87
Things to see and do	60	100
People feel relaxed	40	88
Clean Air	25	88

## Healthy Streets Check scores



## 1.2 Mare St – Amhurst Rd to Paragon Rd

	Existing Performance	Existing situation	Proposed scheme	Opportunities
Pedestrians from all walks of life*	Neutral	High footfall area, pedestrians are representative of Hackney population. However, traffic levels are high, and Graham Rd crossing does not prioritise pedestrians	Good	<ul style="list-style-type: none"> <li>• New parallel cycle/pedestrian crossing on Mare Street at jw Wilton Way</li> <li>• Traffic reduction benefits pedestrians, should see increase footfall</li> </ul>
Easy to cross	Neutral	<p>Pedestrians fairly well provided with crossings across Mare St, however, it is a wide road and remains a pedestrian severance.</p> <p>Graham Rd junction does not prioritise peds in either direction.</p>	Good	<p>Following measures would improve ease of crossing:</p> <ul style="list-style-type: none"> <li>• Bus gate removing general traffic from Amhurst Road</li> <li>• Removal of northbound general traffic at the top end of Mare Street</li> <li>• Graham Road (7am-7pm) daytime HGV ban</li> <li>• Improved access to Hackney Bus Depot in Bohemia Place</li> </ul>
Shade and shelter	Good	Street trees, including in central island and shop awnings provide shade and shelter	Good	No significant change
Places to stop	Good	Places to rest in Town Hall square and outside of Iceland and Tesco, not far from excellent seating in Narrowway/ St John at Hackney Church yard	Good	No significant change
Not too noisy	Poor	Fairly noisy due to general traffic, but not too much HGV noise	Neutral	Reduction in traffic reduces noise
People choose to walk or cycle*	Poor	<p>Poor provision for cycling. Nearest cycling provision is a significant diversion or cyclists mix with general traffic, which is multi-lane.</p> <p>Good cycle parking around Town Hall and Picturehouse, but poor cycle parking provision towards top end.</p>	Good	<p>Conditions for cycling enhanced:</p> <ul style="list-style-type: none"> <li>• Improved facilities for cyclists at the top end of Mare Street through the creation of a two-way segregated cycle lane</li> <li>• Improved and safer cycle access and egress at southern end of Mare Street/Narrow Way.</li> <li>• Creates a new and more direct alignment for Quietway 2 by improving cycling LOS in Mare Street/Narrow Way</li> <li>• Contributes the Mare Street to Shadwell cycle connection (TfL top 25, Cynamon)</li> </ul>
People feel safe	Neutral	Good level of footfall and surveillance for personal safety, traffic behaviour is fairly predictable, if busy. Cluster of KSIs along stretch	Good	Better provision for cycling will help cyclists feel safe and provide additional surveillance at night, and will mean cyclists can remain on busier road rather than through church yard at night
Things to see and do	Very good	Lots of shops & cultural assets (library, museum, cinema, famous Empire theatre)	Very good	No significant change
People feel relaxed	Neutral	Street is fairly clean and maintained, with good pavement widths. A couple of minor pavement pinch points due to clutter utilities boxes and sheer volume of peds. Not relaxing for cyclists	Good	Space for cycling
Clean Air	Very poor	Based on TfL modelling	Poor	Slight improvement due to traffic and HGV reduction

Mare St – Amhurst Rd to Paragon Rd	Existing situation	Proposed scheme
Pedestrians from all walks of life	47	76
Easy to cross	59	74
Shade and shelter	75	75
Places to stop and rest	63	63
Not too noisy	42	50
People choose to walk, cycle and use public transport	47	76
People feel safe	47	77
Things to see and do	60	60
People feel relaxed	47	77
Clean Air	13	25
<b>Overall Healthy Streets Check score</b>	48	74
<b>! Critical issue(s)</b>	2	0

