



Quietways
London Fields Area
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Today's Overview

- Mayor of London's - Vision for Cycling
 - Super Highways, Central London Grid and Quietways
- London Quietways
 - Quietways criteria/history
- Quietway 2 and Middleton Road
- Hackney strategic fit and localised approach
- London Fields traffic management and surveys
- Suggested next steps
- Timeline /delivery
- Discussion

Mayor of London's - Vision for Cycling

The **Mayor of London's Vision for Cycling** is a 10-year plan to deliver cycling improvements with spending set to total £913m by 2022.

THE MAYOR'S
VISION FOR
CYCLING IN LONDON
An Olympic Legacy for all Londoners



MAYOR OF LONDON

Transport for London 

 **Hackney**

Mayor of London's - Vision for Cycling



- **A Tube network for the bike.**
- **Safer streets for the bike.**
- **More people travelling by bike.**
- **Better places for everyone.**

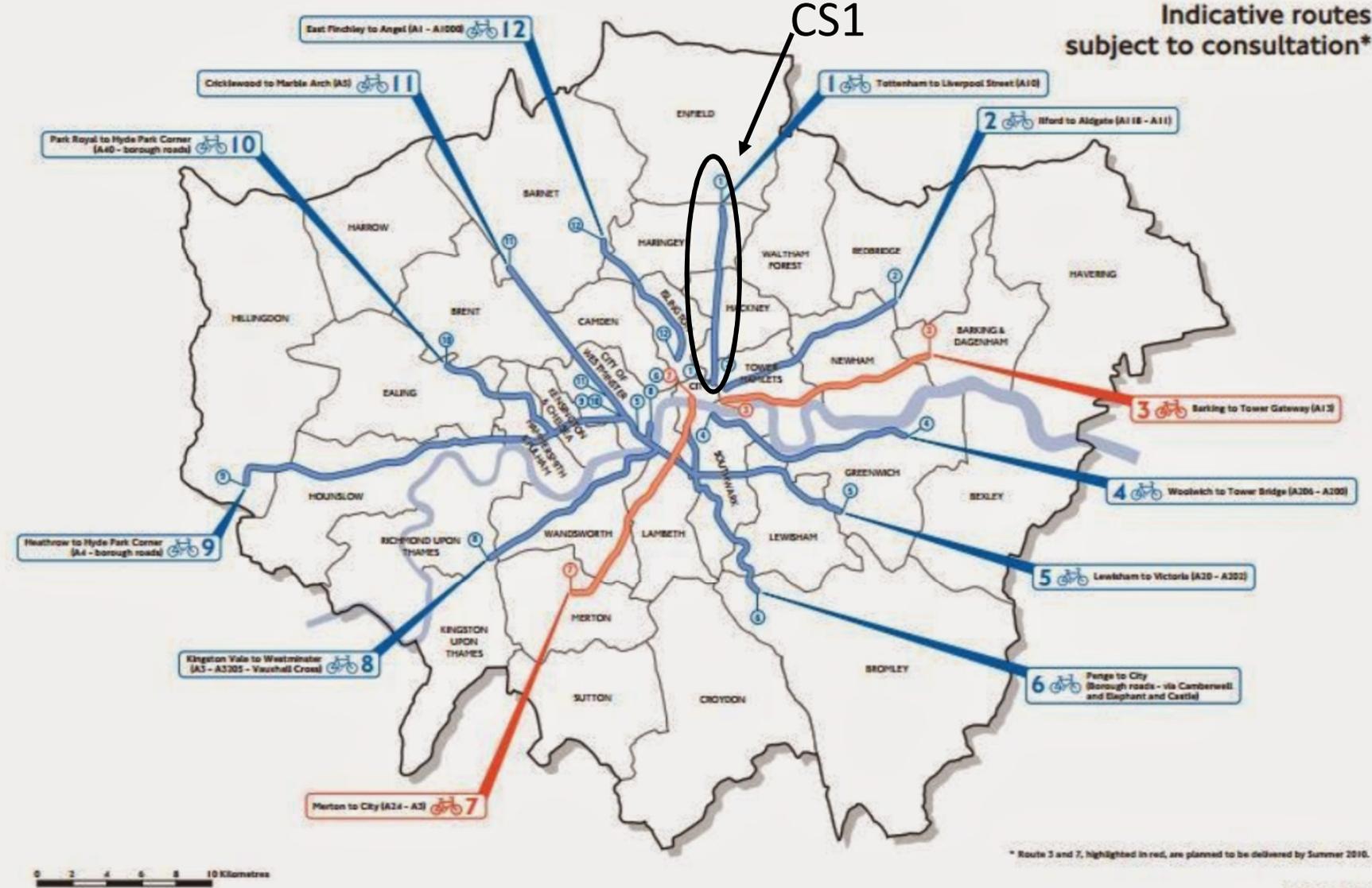


Tube Network for the Bike – Quietways, Superhighways and the Central London Cycling Grid

- **Cycle Superhighways**
- **Central London Cycling Grid**
- **Quietways:** £123m of the £913m is expected to be allocated to Quietways

Cycle Superhighways

Indicative routes
subject to consultation*



Proposed Central London Cycle Grid - Routes for completion by December 2016



Key

- Proposed Quietway routes, including main roads where interventions will be considered
- Alternative Quietway routes
- Existing and proposed Cycle Superhighways Routes by December 2016
- Cycle Superhighways Routes by December 2016 subject to consultation

Correct as at 3.9.2014



- A** Routes in Soho are subject to further discussion with Westminster and Camden, in light of Crossrail construction timetable.
- B** Routes subject to further discussion with Camden.
- C** A study of this area is proposed to consider whether there is scope to reduce or prevent some or all through traffic, apart from buses, along this route.
- D** Cycle route through park subject to discussion with Royal Parks.
- E** Alternative alignments subject to further investigation.

This is a base map for initial engagement - routes may be subject to change, with additional routes being added and others not taken forward. Some existing and proposed routes are not shown. Where routes do not currently link, further options will be developed locally for integration with other schemes.



Quietway 2 – Bloomsbury to Walthamstow



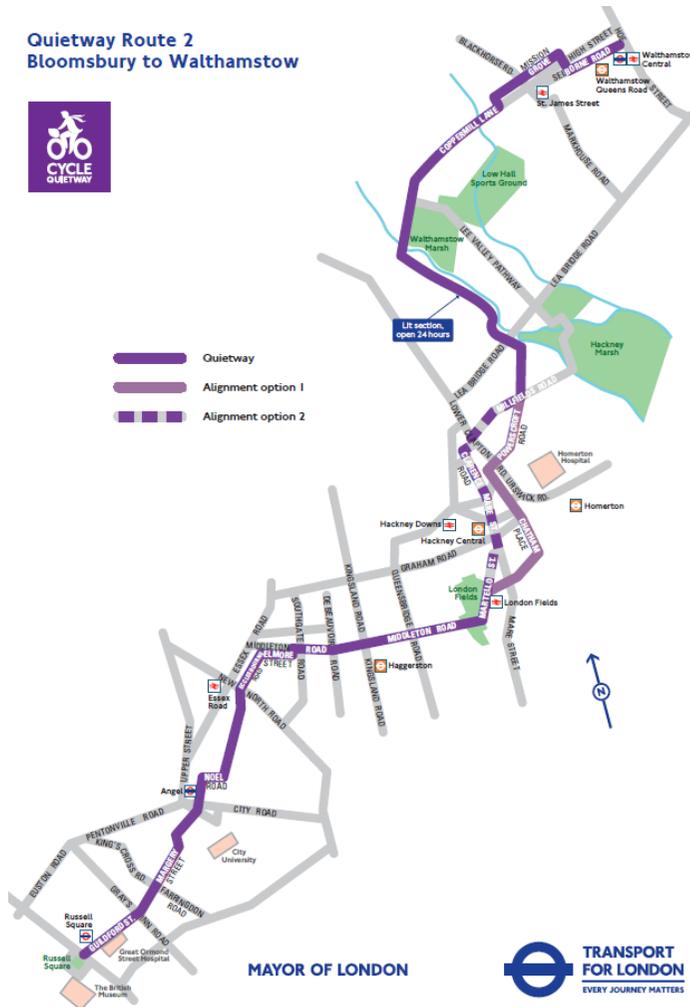
- One of the first two pilot routes in London – aligned primarily along existing London Cycle Network route
- In Hackney - starts at the boundary with Islington by Southgate Road and runs eastwards to London Fields via Middleton Road, and then north-eastwards to Lea Bridge Road and the boundary with Waltham Forest
- Middleton Road has formed part of the London Cycle Network since early 2000s and is already used by a high number of cyclists each day.

Quietway 2

Quietway Route 2
Bloomsbury to Walthamstow



-  Quietway
-  Alignment option 1
-  Alignment option 2



-  Quietway
-  Alignment option 1
-  Alignment option 2



Quietways objectives:

Quietways are a network of bike routes for less confident cyclists using low-traffic back streets. Trying to attract a broader range of people to cycling.

- Directness
- Comfort
- Coherence
- Attractiveness
- Adaptability

Quietways

- Working with TfL a number of key issues have been identified along the route.
- TfL have provided the Council with funding to make improvements.
- These include tackling specific locations such as junctions and crossings, and where possible reducing the volume of traffic along the route.
- One of the key criteria is to try to increase the feeling of safety – ideally less than 2000 vehicles per day

Strategic fit for Hackney



- Quietways and other cycle initiatives form part of long term sustainability strategy for the Council
- Objective to encourage more cycling and walking, reduce non-essential private car journeys and reduce impact of through traffic

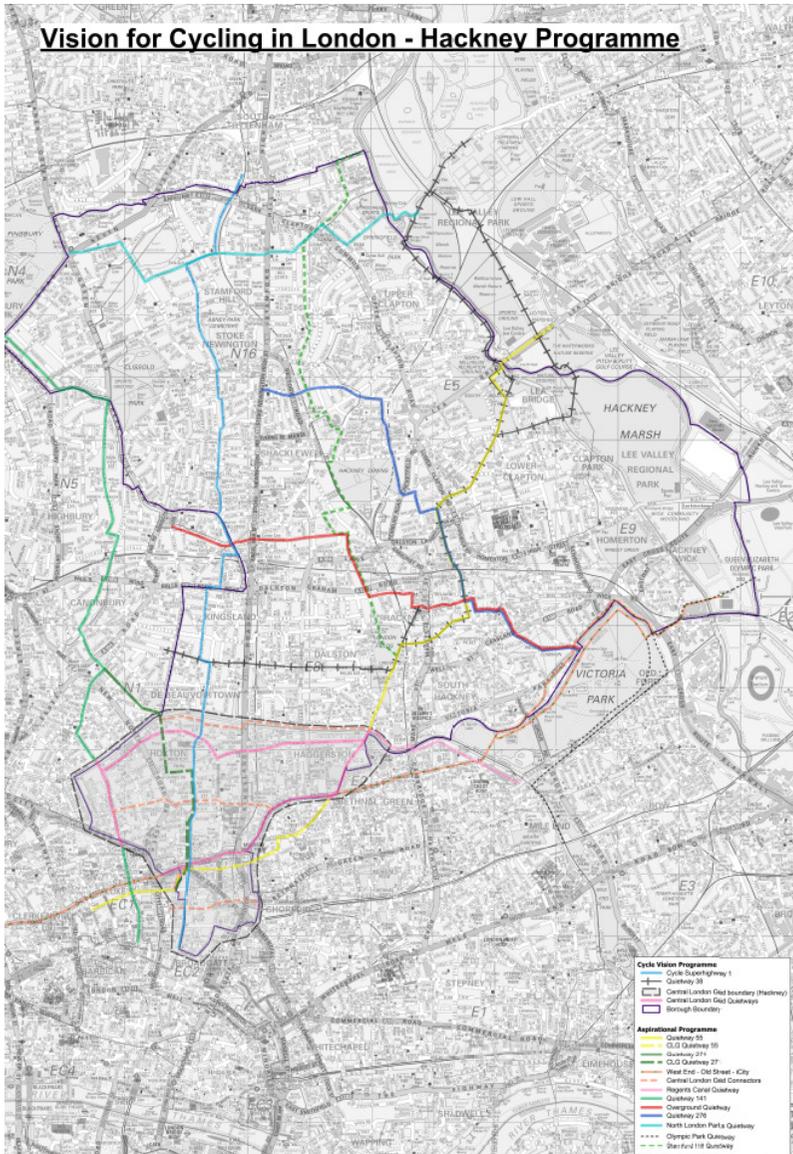
Strategic fit for Hackney



Getting more people using sustainable transport has the following benefits

- Managing demand on the road and public transport network in a growing London,
- Reducing road danger and accidents
- Improving air quality
- Improving personal mobility
- Encouraging active lifestyles to tackle chronic public health issues

Vision for Cycling in Hackney



Q2

Bloomsbury to Walthamstow



Localised approach

- Hackney's Transport Strategy 2015-2025 sets out long term sustainable transport goals for the council and how we intend to get there
- We recognises that there are a range of traffic/transport issues across the borough – and in this area. Lots of changes and improvements that the Council would ideally like to take forward
- Funding is however limited and largely reliant on external funding grants/sources
 - Main one is annual grant from TfL – Local Implementation Plan

Localised approach



- One-off opportunities arise – such as Mayor of London’s cycling programme - Council tries to use these to also address known local issues and achieve own objectives
- Funding is however often restricted in terms of scope – both geographic and types of improvements that can be delivered
- The Council is also currently working on other schemes/projects that could help benefit area

Localised approach



- Improvements to Mare Street end of Richmond Road earlier this year – additional traffic calming and improved crossing
- Introduction of new zebra crossing by Queensbridge School last year

Localised approach

- 20mph speed limit on all “A” and “B” roads under Council’s control – including Queensbridge Road. Monitoring of initial changes due to take place in early 2016 to help prioritise further investment
- South Hackney area traffic management study – looking at area east of Mare Street including Darnley Road – which is part of wider rat-run that affects Richmond Road.

London Fields Area Traffic Data



The Council started looking at the area in detail in autumn 2014 as part of the Quietway Route

- A Series of Automatic Traffic Counts completed in area in Autumn 2014, Spring 2015 and Autumn 2015 to build up picture of traffic flows
- Data collection primarily via pressure tubes across the road over a continuous 7 day, 24 hours a day period - records vehicle flows and individual vehicle speeds for analysis
- Used by all Highway Authorities for recording traffic flow and speed

24 hour traffic volumes. 7-Day Average

Street	Location	Eastbound	Westbound	Both directions	% Heavies
Middleton Road	between Kingsland Road and Queensbridge Road	2426	2178	4604	9%
Middleton Road	between Queensbridge Road and Lansdowne Drive	1890	1952	3842	11%
Richmond Road	between Kingsland Road and Queensbridge Road	4444	4560	9004	10%
Richmond Road	between Queensbridge Road and Lansdowne Drive	4804	4274	9078	10%
Richmond Road	between Lansdowne Drive and Greenwood Road	5408	4765	10173	9%
Scriven Street	between Haggerston Road and Livermere Road	2254	2226	4480	9%
Lee Street	between Stean Street and Clarissa Street	1949	1812	3761	8%
Pownall Road	between Marlborough Avenue and Osborn Close	1363	1369	2732	14%

Street	Location	Northbound	Southbound	Both directions	% Heavies
Queensbridge Road	between Richmond Road and Middleton Road	7322	7436	14758	10%
Queensbridge Road	between Middleton Road and Scriven Street	6817	6934	13751	12%
Lansdowne Drive	between Richmond Road and Middleton Road	1401	1232	2633	10%
Lansdowne Drive	between Middleton Road and Trederwen Road	2142	1737	3879	14%

All the other roads within the Area Wide Scheme have Less than 1000 vehicles per day

Next steps

- Consider options
- Consultation



Options for consultation



1. Area wide scheme
2. Closure of Middleton road only
3. Lansdowne Drive bus gate with possible Middleton Road closure
4. Middleton Road width restriction only
5. Residents' ideas for other options?

Options: Trying to Achieve

- Meeting the objectives of the Quietways
- Reduce the volume of traffic along the route
- Create safer and quieter neighbourhoods
- Making travel by foot and bike is safer and easier.
- Create an environment that will attract a wider range of new people to cycling, particularly those who are less confident on busy roads, such as recreational cyclists, women, children, families, older people.

Options 1: Area wide scheme

- Closure of 13 junctions to through traffic to provide comprehensive area wide treatment.
- Includes camera enforced closures in Lansdowne Drive and Pownall Road which would allow bus access but restrict other vehicles. (Bus gates)
- Most comprehensive option in terms of trying to discourage through-traffic from using the area completely and encouraging more walking and cycling in general.

Options 1: Area wide scheme



- All existing properties, including schools, would be accessible to motor vehicles but local journeys would take longer.
- The Council recognises that some roads in the area would need to remain open to through-traffic.

Options 2: Closure of Middleton Road Only

- Closure of Middleton Road to through-traffic at two locations.
- One between Lansdowne Drive and Queensbridge Road and one between Queensbridge Road and Kingsland Road (A10)
- This would reduce the volume of traffic using Middleton Road and provide the desired improvements for the Quietway route.

Options 2: Closure of Middleton Road Only

- Local access for residents in other roads in the area would be relatively unaffected.
- This option is likely to have less of an impact on overall traffic volumes in the area as a number of alternative routes would still be available.



Options 3: Lansdowne Drive Bus Gate with possible Middleton Road Closure

- A camera enforced bus gate to restrict general traffic but allow buses to pass on Lansdowne Drive by Trederwen Road
- Possible additional closure on Middleton Road to through traffic between Queensbridge Road and Kingsland Road (A10).



Options 3: Lansdowne Drive bus gate with possible Middleton Road Closure

- Lansdowne Drive bus gate would restrict the current through-traffic movement to/from Westgate Street and would help reduce traffic volumes on Lansdowne Drive as well as Middleton Road – and other roads
- An additional closure on Middleton Road between Queensbridge Road and Kingsland Road could be included to reduce traffic in this section.



Options 4: Middleton Road Width Restriction Only

- Physical width restrictions in Middleton Road only to prevent larger vehicles using the road.
- This would supplement the existing 7.5T lorry ban in the area. The minimum width the Council can legally restrict the road to is 6' – 6" (2.0m), but will generally use 7' – 0" (2.25m)

Options 4: Middleton Road Width Restriction Only

- This would prevent larger vehicles from using Middleton Road and so would help provide a reduction in overall vehicle numbers using the Quietway route.
- The reduction is however unlikely to achieve the desired 2000 vehicles per day target, but the most dangerous vehicles (statistically for cyclists) would be restricted.
- Local access for residents in other roads in the area would be unaffected

Other area issues



- Residents have raised a number of traffic related issues in the area, particularly:
 - Richmond Road
 - Queensbridge Road
 - Queensbridge/ Middleton Road junction.
- As part of this consultation process the Council is also seeking local views on these issues to help inform future investigations when further funding becomes available.

Timeline - What happens next?



- December 2015 Review feedback from meeting & comments on suggested options
- Early January 2016
10 – 12 weeks Public consultation –
12,000 properties questionnaire &
free return envelope
- Jan, Feb & Mar 3 drop-in sessions (dates and venue tbc
but will be included in consultation material)
- April – May 2016 Consultation analysis – independently
analysed by market research organisation
- Early summer 2016 Results/decision

Q&A