

## Cycle Superhighway (CS1) Review for Section in Hackney

**Priority 1 – Safety for cyclists along CS1 (funding from 2017/18 financial year)**

**Priority 2 – Improvement for cyclists along CS1 (funding from 2017/18 financial year)**

**Priority 3 – Other improvements (funding, and therefore timescales, to be identified)**

Cycle Superhighway (CS1) Review for Section in Hackney			
<b>SECTION 2 (From Downham Road to Balls Pond Road)</b>			
Action	Objective	Priority and Provisional Timetable	Responsibility
<b>Problems</b>			
1. <b>South of De Beauvoir Road:</b> Comments received from HCC. This section of road is very busy with through traffic. There is ample space for cycle tracks, except over Regents Canal, but further modal filtering would bring broader benefits to the area.			
Investigate options and impacts of modal filtering.	Introduce modal filtering to remove through traffic and install cycle tracks.	Priority 3 - to be included within other work programmes.	Streetscene.
2. <b>De Beauvoir Road near j/w Downham Road:</b> Entrance/exit to a building in an angle.			
A site visit was carried out and the existing waiting restrictions at the entrance/exit to the building are sufficient. Vehicles are not supposed to park on double yellow lines.	No further action required.	N/A	N/A
3. <b>Englefield Road j/w Culford Road:</b> Outstanding proposed zebra crossing. Cyclists and pedestrians have difficulties when crossing at this junction.			

Review location. Topographical survey of the junction already commissioned.	Introduce a zebra crossing for pedestrians and a parallel crossing for cyclists. Consider relocating the road closure from Culford Road junction with Culford Grove to Englefield Road junction with Culford Road.	Priority 1. <i>Note – further consultation required.</i>	Streetscene.
<b>4. Culford Road j/w Culford Grove:</b> Vehicles running over flexible bollard. (As part of the new scheme in Englefield Road, this road closure may be relocated to Englefield Road / Culford Road junction).			
As above.	As above.	As above.	Streetscene.
<b>5. Culford Grove:</b> Complaint received regarding increase in traffic in this road.			
Only two people complaint regarding increase in traffic in this road. Please refer to item 18 above for further interventions in the area.	No further action required.	N/A	N/A
<b>6. De Beauvoir Road junction with Englefield Road &amp; Stamford Road:</b> Vehicles over running the footway. Cyclists using the footway too.			
Review issue on site.	Provide some street furniture, trees or plants in the area. A possibility is that a local Garden Centre could potentially look after some planters. This needs to be investigated.	Priority 1.	Streetscene.
<b>7. De Beauvoir Road junction with Englefield Road:</b> Vehicles travelling northbound ignoring the 'NO ENTRY' signs.			
This issue has previously been investigated and a CCTV Camera installed in July 2017. However, 800PCNs issued in approximately 3 weeks with an unusually high number of associated parking appeals.	Review scheme layout and undertake modifications that will achieve the original objective of reducing through traffic in the area and onto the CS1 route.	Priority 1	Streetscene and Enforcement.
<b>8. Northchurch Terrace (western side) junction with De Beauvoir Road:</b> Comments received from HCC via TfL (Dated November 2016). Footway build out not removed to make space for relocated parking, not raised bed removed, not pedestrian refuge relocated.			

This scheme was not implemented due to residents and different stakeholders rejection (I.e. Sustrans) during the consultation period. <u>(Please refer to consultation results on TfL website).</u>	N/A	N/A	N/A
<b>9. Englefield Road junction with Hertford Road:</b> Request received regarding a possibility to close Englefield Road with its junction with Hertford Road due to vehicles speeding.			
Outside of the scope of the CS1.	No further action required.	N/A	N/A
<b>10. De Beauvoir Road:</b> Comments received from HCC. The modal filters are working well in this area, we would like the remaining rat-run (south down De Beauvoir Road) to be filtered as well, as was proposed originally.			
Review carried out.	No further action at this stage, owing to responses to original consultation and noting that this road is parallel to the CS1. Note this could be reviewed after the planned closures of Tottenham and Stamford Roads with the A10 have been implemented.	N/A	Streetscene.
<b>11. De Beauvoir Road Area:</b> Complaint received regarding signage in the area (previous closures) – inconsistent / lack of signage.			
Fresh review of existing signage for historical road closures to be carry out.	Provide new signs if required within the area of the historical road closures in the area.	Priority 2.	Streetscene.
<b>12. De Beauvoir Road: Complaint received regarding the following issues:</b>			
<ul style="list-style-type: none"> <li>• “the top of De Beauvoir Road became very busy during school drop off and pick up times with huge traffic</li> <li>• the top of De Beauvoir Road became the ‘only’ access to the car park close to Leyland plus the ‘only’ access to Leyland store as we see a lot of traffic to the store during the day</li> <li>• the top of De Beauvoir Road is still used as a short cut to exit/enter via Bentley road, Tottenham Road to Kingsland Road/Balls Pond Road.</li> </ul>			

<ul style="list-style-type: none"> <li>• while top of the De Beauvoir Road greatly benefits from the closure of Buckingham Road and Tottenham road, which cut the through traffic, it also suffer from concentrated traffic (because of the closures) accessing De Beauvoir Primary School, Bentley Road Car Park, Leyland Store and some through traffic and mentioned in point 3.</li> <li>• 5) we would welcome closing off also the top of De Beauvoir Road to benefit the same as Culford Road and Ardleigh Road which have no traffic at all.”</li> </ul>			
TfL to implement closure of Stamford Road / A10 and Tottenham Road / A10 in Spring 2018. This should resolve the issue in De Beauvoir Road.	No further action required.	N/A	TfL.
<b>13. Southgate Road:</b> Complaint received regarding increase in traffic in this road.			
Traffic has increase in Southgate Road	No further action required.	N/A	N/A
<b>14. Southgate from Englefield Road – Banned Right turn:</b> Complaint received regarding this banned turn due to people taking more time to reach Balls Pond Road area.			
Removal of the ban would increase traffic in the area and would be against the principles of the carried scheme	No further action required.	N/A	N/A

## CS1 De Beauvoir Response

Responses	99	
Negative	69	69.7%
Positive	30	30.3%

Themes	Number	Percentage
<b>Increased Traffic</b>	<b>54</b>	<b>54.5%</b>
Increased Air and Noise Pollution	27	27.3%
Erratic Vehicular Movement	18	18.2%
Safer Streets	18	18.2%
Increased Air Pollution	17	17.2%
Reduced Traffic	14	14.1%
Erratic Cyclist	13	13.1%
Allow right turn from Englefield Road onto Southgate Road	13	13.1%
Increased Journey Times	11	11.1%
Pedestrian Safety	11	11.1%
Cyclist Safety	10	10.1%
Motorist ignore signs	9	9.1%
Clearer Signage Needed	8	8.1%
Disproportionately benefited residents	6	6.1%
Reduced Air Pollution	5	5.1%
Reduced Quality of Life	5	5.1%
Timed Closures	5	5.1%
Build Cycle track on Balls Pond Road	5	5.1%
Improves Area - More of a community	4	4.0%
Changes not necessary	4	4.0%
Reduced Noise Pollution	3	3.0%
Rat Run - Tottenham Road/SouthGate Road Dogs leg	3	3.0%
Increased Crime	3	3.0%
HGV Concerns	3	3.0%
Increased Parking Stress	2	2.0%
Reduced Air and Noise Pollution	2	2.0%
Closure Difficult for Residential Movement	2	2.0%
Emergency Services Concern	2	2.0%
Encourages Alternative Transport	2	2.0%
Increased Quality of Life	2	2.0%
Make Tottenham Road one way at Southgate Road end	2	2.0%
Increased Noise Pollution	1	1.0%
Too Many Closures	1	1.0%
Concern - CS1 Pitfield Street	1	1.0%
Make Closures One-Way	1	1.0%
More Traffic Calming	1	1.0%
No Stamford Road closure	1	1.0%
Pedestrian Friendly	1	1.0%
Phasing of Englefield Southgate Junction	1	1.0%
Rat Run - De Beauvoir Road southbound	1	1.0%
Relocate Bus Stop on Southgate Road	1	1.0%
Remove single parking bay outside 42 Englefield Road	1	1.0%
Signage Clutter	1	1.0%
Close De Beauvoir Road from through traffic Northbound	1	1.0%
Camera at Englefield/De Beauvoir Road Junction	1	1.0%
Constant vibrations	1	1.0%
Improve corner of Culford Road and Northchurch Terrace	1	1.0%
Cycle friendly	1	1.0%
Incidents on Balls Pond Road diverts traffic to Englefield Road	1	1.0%
No access North to Balls Pond Road	1	1.0%

Residents Address	Number	Percentage
<i>Not Specified</i>	30	30.3%
<b>Southgate Road</b>	<b>16</b>	<b>16.2%</b>
Culford Road	8	8.1%
Englefield Road	8	8.1%
Ardleigh Road	5	5.1%
De Beauvoir Road	5	5.1%
Tottenham Road	5	5.1%
Culford Grove	4	4.0%
Buckingham Road	3	3.0%
Downham Road	3	3.0%
Ufton Road	3	3.0%
Northchurch Terrace	2	2.0%
De Beauvoir Square	1	1.0%
Hertford Road	1	1.0%
Islington	1	1.0%
Kingsgate Estate	1	1.0%
Leconfield Road	1	1.0%
Luton Road	1	1.0%
Stamford Road	1	1.0%

Area of Concern	Number	Percentage
<b>Englefield Road</b>	<b>34</b>	<b>34.3%</b>
Southgate Road	33	33.3%
De Beauvoir Road	18	18.2%
Culford Road	16	16.2%
Ardleigh Road	11	11.1%
Downham Road	8	8.1%
<i>Not Specified</i>	8	8.1%
Balls Pond Road	7	7.1%
Tottenham Road	7	7.1%
Buckingham Road	5	5.1%
Culford Grove	3	3.0%
De Beauvoir Area	3	3.0%
North Church Road	2	2.0%
Northchurch Terrace	2	2.0%
De Beauvoir Crescent	1	1.0%
De Beauvoir Town	1	1.0%
Islington	1	1.0%
Ufton Road	1	1.0%
Boleyn Road	1	1.0%
Kingsbury Road	1	1.0%

Theme Interpretation	
	Pollution Theme (Air and Noise)
	Traffic Theme
>=10	Major Theme
>=5, 10<	Minor Theme
<5	Comments/Suggestion

## Area of Concern Breakdown

Englefield Road	34	
Negative	29	85%
Positive	5	15%
Main Themes		
Increased Traffic	24	71%
Increased Air and Noise Pollution	14	41%
Erratic Vehicular Movement	8	24%
Increased Air Pollution	6	18%
Cyclist Safety	6	18%
Allow right turn from Englefield Road onto Southgate Road	6	18%
Disproportionately benefited residents	6	18%
Increased Journey Times	4	12%
Pedestrian Safety	4	12%
Erratic Cyclist	4	12%
Timed Closures	4	12%
Reduced Traffic	2	6%

Southgate Road	33	
Negative	32	97%
Positive	1	3%
Main Themes		
Increased Traffic	31	94%
Increased Air and Noise Pollution	17	52%
Increased Air Pollution	8	24%
Erratic Vehicular Movement	7	21%
Allow right turn from Englefield Road onto Southgate Road	7	21%
Cyclist Safety	6	18%
Pedestrian Safety	6	18%
Disproportionately benefited residents	6	18%
Increased Journey Times	4	12%
Timed Closures	4	12%
Changes not Necessary	4	12%
Reduced Quality of life	3	9%

De Beauvoir Road	18	
Negative	11	61%
Positive	7	39%
Main Themes		
Increased Traffic	8	44%
Motorist Ignore Signs	6	33%
Reduced Traffic	4	22%
Increased Air and Noise Pollution	4	22%
Cyclist Safety	4	22%
Safer Streets	4	22%
Erratic Vehicular Movement	4	22%
Increased Journey Times	3	17%

Culford Road	16	
Negative	8	50%
Positive	8	50%
Main Themes		
Safer Streets	5	31%
Erratic Vehicular Movement	5	31%
Increased Traffic	4	25%
Erratic Cyclist	4	25%
Reduced Traffic	3	19%
Increased Journey Times	3	19%

Ardleigh Road	11	
Negative	5	45%
Positive	6	55%
Main Themes		
Reduced Traffic	5	45%
Increased Traffic	4	36%
Safer Streets	4	36%
Erratic Vehicular Movement	4	36%
Increased Air Pollution	3	27%

Downham Road	8	
Negative	7	88%
Positive	1	13%

Balls Pond Road	7	
Negative	4	57%
Positive	3	43%

Tottenham Road	7	
Negative	5	71%
Positive	2	29%

Buckingham Road	5	
Negative	3	60%
Positive	2	40%

Not Specified	8	
Negative	3	38%
Positive	5	63%

## **Hackney Cycling Campaign comments – August 2017**

From North to South

Long-term

The route takes an indirect route down a series of roads, some of which have a majority of residents currently opposed to road safety improvements. Our preference would be for CS1 to continue on the A10 as far as Stoke Newington Church Street, using the very wide road/pavement/cross-hatching and taking advantage of the removal of the gyratory. It could then rejoin the existing CS1 route on Defoe Road.

### **From the Haringey boundary**

- West Bank. Modal filtering or a protected cycle lane
- Dunsmure Road/Fairholt Road/Heathland Road: we would welcome almost any kind of road safety improvements which would reduce the danger of double-parking, large numbers of vehicle movements and limited visibility. Modal filtering and parking reduction would be priorities.
- Manor Road: safe crossing needed for people cycling
- Bouverie Road: used as a rat-run by commercial drivers. We would suggest a modal filter between Grayling Road and Peppie Close.
- Stoke Newington Church Street: safe crossing needed for people cycling; we would suggest combining this with the pedestrian crossing just to the west of this junction.

### **South of Stoke Newington Church Street**

- Defoe Road, Nevill Road: additional modal filtering needed to remove rat-running traffic
- Boleyn Road: our previous suggestion has been modal filtering with a bus gate. We would also be happy to see cycle tracks from Wordsworth Road to Crossway.
- Englefield Road: introduce a tiger crossing and/or change priorities at this junction.
- De Beauvoir Road: the modal filters are working well in this area, we would like the remaining rat-run (south down De Beauvoir Road) to be filtered as well, as was proposed originally.

### **South of De Beauvoir Road**

- This section of road is very busy with through traffic. There is ample space for cycle tracks, except over Regents Canal, but further modal filtering would bring broader benefits to the area,
- Pitfield Street:modal filtering
  - o Hyde Road, Buckland Road, Mintern Street, east of the junction with Bridport Place
  - o At the junction with New North Road and Fanshaw Street; north of the junction with Coronet Street/Charles Square: this would prevent any rat-running drivers
- Old Street: visibly and physical deterring drivers from using the cycle track.

### **South of Old Street**

- A review of current modal filtering to remove through traffic; this also to include addressing the crossing of Worship Street.