Proposed changes to transform Stoke Newington gyratory
Response to issues raised
December 2019
Consultation Summary

Introduction

This report sets out our response to the issues raised in the public consultation held from 19 October to 30 November 2018 for proposals to transform Stoke Newington gyratory into a place for people.

We proposed a new northbound cycle track with bus stop bypasses and a new southbound bus and cycle lane along Stoke Newington High Street, alongside three new pedestrian crossings and a new 20mph speed limit.

We proposed to introduce two-way traffic operation along Rectory, Manse and Evering Roads and new modal filters at the junctions of Tyssen, Hollar and Batley Roads. Three new ‘pocket parks’ could be created where these roads are closed to traffic.

We proposed to restrict vehicular access eastbound to Evering Road from Manse Road and to Northwold Road from Rectory Road and introduce a new type of pavement treatment at side road junctions called a ‘continuous footway’.

Finally we proposed changes to formalise parking and loading bays and times.

We have also published an analysis of responses in a consultation report, which summarises the feedback we received. This report does not seek to respond to every individual issue raised but, should you feel that a response to an important issue is not addressed in this report, please contact us at Consultations@tfl.gov.uk.

Background

Currently, residents, businesses and visitors to the area have a number of issues including high levels of traffic and congestion and a lack of controlled pedestrian crossings, particularly on the High Street. Southbound buses are not currently able to serve the high street which can lead to a confusing interchange, especially for visitors. There is also a lack of cycling facilities. For residents and businesses specifically there is currently low compliance with current parking/loading restrictions and rat-running is common in densely populated residential streets. London Borough of Hackney (LBH) asked that we promote a scheme that looks to reduce rat-running, links cyclists to the places they wanted to go and sought to rejuvenate the area as a retail location.

We proposed this scheme to transform Stoke Newington gyratory into a place for people. Our proposals aim to overhaul the traffic-dominated one-way system that
can make the area frustrating for people choosing to walk, cycle or use local bus services.

We have worked with LBH on proposals for how Stoke Newington would look and operate after the gyratory is removed. Our plans would provide a new northbound cycle track on the A10 and a new bus and cycle lane enabling people to cycle southbound on Stoke Newington High Street. This would remove a significant barrier to cycling in the area and provide new traffic-free public spaces to meet, shop, play and relax and a host of other improvements aimed at creating a more attractive and less traffic-dominated environment for people.

Our plans will accommodate the area’s future growth and encourage active travel, with more people choosing to walk, cycle and use public transport and less people travelling by car which is in line with the Mayor of London’s Healthy Streets Approach. We will work closely with LBH to see how we can help achieve their ambition of 40 per cent canopy cover across the borough.

These proposals aim to improve the quality of life in the area by:

- Transforming the town centre by creating a single unified retail location with an enhanced environment for pedestrians and cyclists
- Improving the public transport interchange, achieved through two-way bus operation, reducing congestion, and simplifying bus stops
- Improving cycling facilities and access through the A10
- Encouraging more journeys by walking, cycling or public transport to/from the High Street
- Reducing rat-running in residential streets

**Conclusion and next steps**

We received 1636 responses to the consultation (including 29 responses from stakeholders). Of the 1607 public responses, 59 per cent supported or strongly supported the proposal to remove the gyratory and re-introduce two-way traffic, five per cent neither supported nor opposed them, 34 per cent opposed or strongly opposed them and one per cent didn’t know. One per cent did not answer.

Having carefully considered all responses to consultation, we have decided to go ahead with the scheme but with changes to the proposals we consulted on. These are:
- At the junction of Stoke Newington High Street and Church Street, we plan to implement a new separate cycle-gate/signal-controlled advanced stop line to allow cyclists to take primary position; the facility will run whilst northbound general traffic is held.

- At the junction of Cazenove Road with Stamford Hill, we plan to introduce a raised entry treatment to slow vehicles on the approach to the junction.

- At the junction of Stamford Hill and Northwold Road, southbound cyclists will now have a separate facility from other vehicles with a dedicated signal.

- On Northwold and Rectory Road, we plan to change the proposed central median strip which separates opposing lanes. Instead, we will now introduce an imprinted overrun area that seeks to visually narrow the road. Cyclists should still take primary position wherever possible. We have revised the shared-space design at the junction of Rectory Road with Northwold Road and are now proposing a 2m wide footway in standard paving, with a 1.5m wide cycle area in a different finish between the two areas to minimise conflict.

- At the junctions of Victorian Road, Victorian Grove, and Dyvenor Road, the continuous footway design has been revised to include tactile paving.

- We plan to include a new southbound bus stop, in addition to what's already been proposed, on Stoke Newington High Street adjacent to Victorian Grove.

- We plan to change the loading hours on the High Street between Brooke Road and Stoke Newington Church to: Monday - Sunday from 10:00 - 13:00, 20 minutes loading only. During loading bay hours, cyclists should merge with traffic before the start of the stepped cycle track, taking the primary position whenever possible.

- We will work with London Borough of Hackney to see how we can help, within this scheme, achieve their ambition of 40 per cent canopy cover across the borough.

- We are looking at contraflow bus lanes across London to try and develop best practice around both their design and their introduction. We intend to learn from this research and will apply it within the detailed design of these proposals and the subsequent change of operation.

For more information about our responses to the issues raised during this consultation, see below. Please note that this does not include every issue raised but the most commonly reoccurring issues. If you feel you raised an important issue but
it has not been answered please contact us at tflconsultations@tfl.gov.uk. We aim to start construction in late-2020 with the changes implemented by mid-2022.

Response to issues commonly raised

Why can’t you make Stoke Newington High Street two-way for all traffic?

An option for full two-way working for all traffic was designed and investigated, this option presented significant modelled delays in excess of 15 minutes, which is not a viable option.

Can you not ban all traffic from Stoke Newington High Street and make it bus and cycle only?

An option for buses and cycles only on Stoke Newington High Street was investigated, but the traffic modelling showed that the volume of displaced vehicles onto surrounding roads, some which are not suitable for high volumes of traffic, would be too impactful for residents and is not supported by either TfL or the borough.

The plans will increase congestion on Rectory Road, and result in poorer air quality as well as rat-running in streets such as Bayston Road, Darville Road, Leswin Road and Lawrence Buildings. How will you stop this?

We undertook various studies including vehicles origin/destination survey and our modelling shows there will not be a significant impact on the roads mentioned. We will continue to work very closely with the borough to monitor this and both the borough and TfL could look at traffic reduction schemes, if necessary. We have also carried out an air quality assessment which determines that impacts of this scheme on air quality are negligible.

Why have you proposed changes to bus stops but not considered moving the bus stop directly outside William Patten School?

The proposal to remove the gyratory in Stoke Newington includes the repositioning of a number of bus stops to allow southbound buses to the High Street to be re-routed and for new pedestrian crossings to be introduced. However, no alterations are required to the bus stops in Church Street as part of the scheme as they are key to retaining the recommended interchange with the town centre.

We do not think that removing either of the bus stops on Church Street would make a demonstrable difference to air quality within and around the school without other measures to restrict other journeys made in vehicles.
Why have you not included segregated cycling facilities on Rectory and Northwold Roads, especially southbound?

There is insufficient space on Rectory Road to facilitate a separate cycle facility along a majority of the road. However, we will be moving the central median strip to the kerb side on both sides. In addition, we have revised the shared-space design at the junction with Northwold Road and are now proposing a 2m wide footway in standard paving, with a 1.5m wide cycle area in a different finish and delineation between the two areas to minimise conflict. We will work closely with LBH to evaluate the best design options to ensure legibility for blind and partially sighted people.

The route 67 shouldn’t be the only bus that uses Rectory Road as it doesn’t take me where I want to go. Can you change it?

Over 55 per cent of people who responded to the question about bus routes supported or strongly supported the re-routing of the 67 via Manse and Rectory Road. We will proceed with this change as consulted upon with night services running southbound into the High Street. Customers on the bus already, or those picking it up in Rectory Road can change at any stop between Manse Road and Dalston Junction for no extra charge using the Mayors Hopper Fare, or walk to the High Street to board another bus.

The loading provision for local businesses is inadequate as some local businesses have no control over courier deliveries. Can you not stop the northbound cycle lane early and provide loading between 07:00-16:00?

We propose to change the permitted loading time to allow loading from 10:00 to 13:00 and the loading bay will be signed accordingly. During these times cyclists will be required to leave the cycle track at the junction with Brooke Road and join the general traffic lane when the loading bay is in use. We believe this is the best compromise between competing demands for space, but it will require local businesses to work closer with their suppliers to work within this loading window.

The ‘pocket parks’ that you propose will attract anti-social behaviour for residents of Tyssen, Hollar and Batley Roads. How will you stop this from happening?

Each pocket park will be designed to mitigate anti-social behaviour and the exact detail of how this will be done will form part of the next stage of design work. We will work closely with both Hackney’s pocket park/parklet team and our police colleagues to utilise their expertise on how they manage other parks of this type across the borough. A Crime and Disorder review in conjunction with the Metropolitan Police will look at the potential impacts at various times of the day.
The design at the junction of Stoke Newington High Street and Church Street is not safe for cyclists

We plan to implement a new separate cycle gate/signal-controlled advanced stop line to allow cyclists to take a primary position; the facility will run while northbound general traffic is held.

How will cyclists travelling north on the High Street get off the cycle track and into Tyssen, Hollar and Batley Roads?

Cyclists are encouraged to use formal crossing points, such as at Brooke Road.

There has been no enforcement of parking/loading restrictions, speed and cycling on the pavement. What are you going to do to make sure this is addressed going forwards?

The current parking and loading restrictions are enforced and our new proposals seek to formalise parking/loading hours on the High Street. We will be working alongside our Compliance, Policing and On-Street Services team to help users understand these changes to parking/loading times as well as seeking to alter both driver and cyclist speeds and behaviour with the introduction of a lower 20mph speed limit. Southbound cyclists will have access to the High Street bus and cycle lane meaning that they should not need to use the pavement.

The plan looks like there is now a bus stop directly outside my property/business. I am concerned about safety/security/anti-social behaviour

A Crime and Disorder review in conjunction with the Metropolitan Police will be undertaken on the scheme as a whole and bus stop locations are included as part of this. Bus stop locations have been considered carefully with interchange between services in mind. We want to encourage use of the bus network and reduce car use and to achieve this, bus use has to be as attractive and accessible as possible.

Continuous Footways are a good idea in principle but I am concerned that the priority will be confusing and could cause conflict. How are you going to educate/train people?

We will be amending the design of the proposed “continuous footways” at the junctions with Victorian Road, Victorian Grove and Dyvenor Road. We will look at revising the design to include tactile paving so that they are more legible for those who are blind or partially sighted. This will strike a balance between the benefits of signifying pedestrian priority and slowing down motor vehicles, and the needs of visually impaired people to know that they are entering an area used by motor vehicles. None of these side roads have high traffic flows.
Suggest making it safer for cyclists/providing more space/encouraging more cycling

The new stepped-track cycle facility and the addition of the new southbound cycle access on Stoke Newington High Street will make it safer for cyclists to wishing to continue their journeys along the A10 without cycling amongst general traffic. The new cycle gate at the junction of Stoke Newington Church Street allows cyclists to continue through the junction without northbound general traffic, encouraging the less confident cyclists to us this route to connect with CS1.

General opposition to the addition of cycle lane and feeling that cyclists receive too much support

This scheme has been designed to help deliver the Mayors Transport Strategy by improving conditions for walking, cycling & public transport, enabling more people to travel by active and sustainable modes and reducing car use. Getting more people cycling is a key aim of the Mayor’s Transport Strategy and building dedicated cycling infrastructure, such as is included in these plans, is one way that TfL is delivering on this aim.

General concern about conflict between cyclists & pedestrians sharing space

The majority of cycle facilities that we are providing will have a 60mm height difference between the cycle track and the pavement. Where there isn’t a step between the cycle track and the pavement there will be a small buffer to clearly mark the separation. We will work closely with the borough to evaluate different designs and approaches to make sure we get the right balance for both users.

Suggestions for more pedestrian friendly infrastructure and for more priority to be shown to pedestrians

A new 20mph speed limit with enforcing measures will make the environment more attractive for pedestrians. To make walking more attractive in the town centre we have added new crossing points, we have closed vehicle access to Tyssen, Hollar and Batley Roads, giving this space back to pedestrians. We are also upgrading the current raised tables at side road junctions with the High Street to encourage drivers to slow down and give way to pedestrians crossing.

General opposition to the scheme due to the perception that the changes will cause more traffic/congestion/increased journey time and increased pollution

We have a very close working relationship with the borough and we share the aim to try and reduce the amount of journeys being made by car that could be made on foot, on a bicycle or by public transport. This work, alongside the implementation of
Ultra Low Emission Zone (ULEZ), and its proposed expansion, will further help to reduce the amount of vehicles using this part of the network between now and 2022. We have also modelled the impacts and used lessons learned from other gyratory removals (Elephant and Castle, Stratford and Archway gyratory). This does highlight that there may be disruption in the first few weeks, due to drivers learning the new layout and adjusting but we tend to see a reduction in congestion after this initial period. We will monitor the impacts once the scheme is implemented.

General suggestions for more enforcement of both poor driver and poor cyclist behaviour

Community policing officers will be on site to help with compliance, wayfinding and behaviour change once the work is complete.

General opposition to the scheme as people need to drive so having as much road space for cars as possible is important. General feelings of unfairness towards car users due to taxation

This scheme seeks to help deliver on part of the Mayors Transport Strategy by improving the environment for active modes of transport such as walking and cycling and improving access to buses. In doing so, we aim to increase the proportion of journeys made by sustainable modes to 80 per cent across London by 2041.

General support and general opposition for two-way working on specified roads

Hackney’s consultation in 2010/11 told us that 70 per cent of people supported removal of the gyratory if it’s replaced with two-way traffic on the High Street, Northwold Road, Rectory Road and on Evering/Manse Road. This option was designed and modelled. The modelling predicted that buses in the busy morning and evening period could be delayed by nearly 20 minutes through the area. In terms of delivering an improved public transport offering that was not a viable option to take forward.

General opposition to allowing loading in the cycle lane at any time

We appreciate that timed loading bays within a cycle lane represents a compromise in the level of service for cyclists, but we believe that our proposals strike the right balance between the needs of cyclists and businesses that require loading facilities. Given the tidal nature of cycling on Stoke Newington High Street, we plan to allow loading between 10:00-13:00 when the southbound flow is greatest and northbound flow lower. During the afternoon/evening period when the northbound flow is higher, loading will not be allowed and this will be strictly enforced. During loading bay hours
(10am - 1pm), cyclists should merge with traffic before the start of the stepped cycle track, taking the primary position whenever possible.

**Suggestions for segregated cycling facilities, such as the cycleway between Paddington and Acton and Aldgate and Stratford**

There is insufficient space around the existing gyratory to facilitate a separate cycle facility.

**Can we have road space allocated for cycles north of Stoke Newington Church Street?**

There is limited space at and after the Stoke Newington Church Street Junction to facilitate a continued protected cycle facility.

**The plans state that the only modal filtering is on some side streets at the High Street end, which is the wrong place for filtering**

Modal filtering is not possible in all side streets due to access for example refuse vehicles.

**Can we have clarification on whether Brooke road would be two-way from Stoke Newington High Street?**

Brooke Road will be retaining the current one-way operation

**Suggestions to widen the footway to create a better ambience and improved safety for pedestrians**

There is limited space to increase footway widths along the majority of the gyratory, but we have done so where possible. We will be restricting access at five side road junctions and introducing greening where possible, which will create a better walking experience.

**Bus stop bypasses must be made safe for pedestrians. At the very least with raised tables and marked zebra crossings and signs indicating pedestrian priority**

There will be a 60mm height difference between the cycle track and the footway. At the point where the cycle track meets the bus stop bypass we will narrow the cycle track and raise the crossing to encourage slower cyclist speeds and to encourage movement in single-file. The raised zebra crossing from the bus stop island to the footway will provide a flush crossing point, with tactile paving for pedestrians as well as slowing cyclists.
Can you move the bus stop on Rectory Road to a wider section of the footway?

Bus stop locations have been considered carefully with interchange between services in mind. Additionally, at this location we are restricted by multiple private access points (dropped kerbs) so we cannot practically move it.

What are the southbound bus lane times on Stoke Newington High Street?

The southbound bus and cycle lane will be buses and cyclists only “At any time”

Comments that the Interchange at Rectory road Station has not been improved

Bus stop locations have been considered carefully with interchange between services in mind. However, it is not always possible to relocate bus stops. Whilst we have not been able to move the bus stop on this occasion, we have upgraded and added an additional crossing facility to make it easier to interchange between both buses and trains once the 67 operates northbound along Rectory Road.