



25th November 2011

Dear Polycarp Tengwana

Thank- you for your invitation to comment on proposed changes to the lay-out of the Powerscroft Rd Junction. Please find our comments below, together with the attached map, on which further comments have been made.

We agree that the current layout of the junction at Powerscroft Road is a mess and that the traffic island should be removed, to benefit the public realm.

However, the proposed plan does not benefit pedestrians and, by placing road users on the footway, and narrowing the existing footway, it represents a distinct loss of facility, particularly for disabled pedestrians.

It appears that road users, such as pedal cyclists and ebikers, would likely exit south-easterly out of Almack Road and would cross, in a diagonal fashion, across the footway on the northern section of Powerscroft Road, travelling and looking, primarily, to their left. This would put pedestrians, travelling northeasterly, in jeopardy of not being seen by oncoming cyclists.

Likewise, such road users, exiting southward out of Almack Road would cross, in a diagonal fashion, across the footway on the northern section of Powerscroft Road putting pedestrians (particularly wheelchair users), travelling northeasterly, in jeopardy of not being seen until they had turned the blind corner, into pinch point "B".

The desire lines of pedal cyclists and ebikes has been marked on the proposed design map, in pink and vermilion. The whole area looks a confusing mess, would cause great conflict between road users (such as cyclists) and pedestrians and would be highly detrimental to the wellbeing of disabled pedestrians.



22 Dalston Lane
London
E8 3AZ

T 020 7241 5906
F 020 7249 0339
davidholland@ageukhackney.org.uk

www.ageukhackney.org.uk
Registered Charity No. 1061633



Flower beds are good in the right place but in their proposed locations on the footway (at points marked "B") would reduce clearance for pedestrians - in their desire lines - to an unacceptable pinch point and interfere with desire lines of V/I pedestrians and wheelchair users. The proposal to put new corduroy tactile paving in the footway (marked in red "A" on the map) is also confusing and its purpose is not clear. The lane marked "C" appears to perform no function and its termination at the point of the solid blue arrow is without explanation (other than to unnecessarily narrow the footway).

The proposal to put new corduroy tactile paving in the footway (also marked in red "A" on the map) of Powerscroft Road, near the junction with Lower Clapton Road, is confusing. It is unclear whether existing road markings (for car parking) will remain unchanged. If this is the case, as a blind/VI pedestrian if one came across such tactile paving one would anticipate this would be a safe place to cross, yet likely find cars either parked at that point (or accelerating to move into or out of the existing entry treatment table).

If Streetscene at the London Borough of Hackney decides to pursue this scheme, we would recommend that disabled pedestrians - particularly visually impaired pedestrians – would be well advised to avoid the area. In the event of injury to pedestrians arising from the implementation of this scheme, we feel that since we have formally alerted Streetscene to its potential hazards, an injured pedestrian would have basis for a claim against LBH for liability and damages.

Yours sincerely

David Holland
Disability Backup Admin Support



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