



m.e.l
research

**Low Traffic Neighbourhoods -
Stoke Newington
Feedback Report**

April 2022

Project details	2
Engagement approach and response.....	3
Executive summary	6
Scheme details.....	7
The profile of responses	9
Findings.....	13
Sample Profile.....	43
Appendix 1: Survey Questions	45

Project details

Title	Low Traffic Neighbourhoods – Stoke Newington Feedback Report
Client	Hackney Council
Project number	21075
Author	Steve Handley. Research Director

M·E·L Research Ltd

Somerset House, 37 Temple Street, Birmingham, B2 5DP

Email: info@melresearch.co.uk

Web: www.melresearch.co.uk

Tel: 0121 604 4664



Engagement approach and response

Introduction

In 2020, Hackney Council introduced new low traffic neighbourhoods and School Streets under its Rebuilding a Greener Hackney emergency transport plan. The aim of the plan was to improve Hackney for walking and cycling, encourage people to spend time in the local area, create quieter, greener and more pleasant neighbourhoods and prevent a car-led recovery from the pandemic. The measures, which are aligned with Hackney's Transport Strategy, were rolled out during the coronavirus pandemic, in line with guidance from the Department for Transport, to help residents maintain social distancing, encourage active forms of travel and enable a green recovery from the pandemic.

A bus gate has been introduced to close Stoke Newington Church Street to polluting through-traffic during the daytime. The bus gate - located outside the Red Lion Pub on Stoke Newington Church Street - operates from 7am to 7pm, Monday to Sunday, and permits buses, cyclists, pedestrians and emergency vehicles to pass through. The bus gate was also be the first in the borough to allow Blue Badge holders with a registered permit to drive through at any time, after the Council recently revised its policy following feedback from local residents with disabilities.

A further five 24-hour traffic filters, allowing only pedestrians, cyclists, emergency and waste vehicles through, were also introduced in the area to prevent traffic from using alternative residential routes as a shortcut. These were introduced on:

- Yoakley Road and Bouverie Road, at their junctions with Stoke Newington Church Street;
- Oldfield Road, between Kynaston Road and Sandbrook Road;
- Nevill Road, between Dynevor Road and Barbauld Road;
- Lordship Road at its junction with Lordship Terrace (and its slip road) with the one-way on Edward's Lane reversed.

These measures were introduced on Monday 20th September 2021, through an experimental traffic order for a maximum of 18 months, with residents able to have their say until 31st March 2022.

Communications & Engagement Approach

Hackney Council used the interactive online engagement platform, Commonplace, to gather insight from local residents and interested stakeholders. Those without online access were given the opportunity to provide their feedback offline through writing to 'Freepost Streetscene'. Residents were also able to write to streetscene.consultations@hackney.gov.uk.

Feedback on the schemes was promoted by:

- Distribution of letters and drawings to residents in the surrounding area prior to implementation;
- Distribution of leaflets to residents in the surrounding area announcing the closing date for feedback;
- Articles in Hackney Today;
- Signposting residents to the feedback channels via Council social media channels and relevant e-newsletters, including through targeted, area-based social media ads;
- Nextdoor, a neighbourhood hub which enables hyper local engagement.

Data Collection Methodology

The primary method of collecting data was through the online platform, Commonplace (<https://rebuildingagreenerhackney.commonplace.is/>). There are two main ways participants have contributed to the platform. The first is to complete a survey. For a completed survey to appear publicly on the site, the participant has to verify that they made the comment via a confirmation email. The second is to add an agreement to an existing comment on the platform. Respondents can add one agreement to any comment other than their own. Unless a person is already logged in, they are asked to provide an email address. If the person chooses not to provide their email address, they are treated as anonymous and their comments are collected in the database but not displayed publicly. All comments, whether they were connected to an email address or posted anonymously, have been analysed in this report. Throughout the report, those who have added comments have been recorded as participants or respondents.

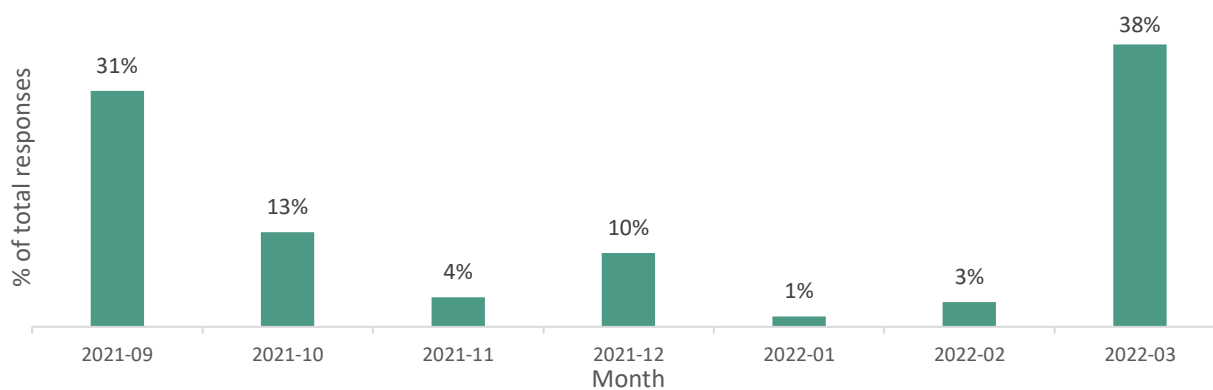
The full list of questions can be viewed in the appendix at the end of the report.

Respondents

A total of 2,437 responses were received on Commonplace by the closure of this feedback period on 31st March 2022. These comments came from 2,140 unique¹ respondents.

The distribution of the responses by month is shown in the figure below. Responses were highest at the start and end of the feedback period, with 31% of responses received in September 2021, and 38% in March 2022. Between October 2021 and February 2022 the response rate fluctuated between 1% and 13% of the total responses.

Figure 1: Response volumes by month



Sample base: 2,437

¹ Unique or blank user ID

Executive summary



Key messages from the Stoke Newington engagement

2437 responses were collected during the feedback period of the Stoke Newington LTN. This data comprised both text comments and responses to tick box questions. Analysis of these responses has provided the following key messages.

Rebuilding a Greener Hackney



51%



43%

Among those who provided feedback on the Stoke Newington LTN, more respondents agree rather than disagree with the ambition to rebuild a greener Hackney.

Feelings towards the Stoke Newington LTN



42%



55%

There is a negative balance of opinion regarding the Stoke Newington LTN, with 42% respondents feeling positive about the traffic measures compared to 55% who feel negative.

Most common likes:



69% reduces air pollution



67% the area is more pleasant



64% reduces traffic

Base: All respondents (1,478)

Most common dislikes:



63% increases traffic



55% increases air pollution



49% discourages me to shop in the area

Base: All respondents (1,465)

Preferred course of action



50%

say all (41%) or some (9%) of the measures **should** be made permanent



49%

say **none** of the measures should be made permanent



Among those who live in the N16 postcode **58%** say all (46%) or some (12%) of the measures **should** be made permanent, whilst **41%** say they should **not**.

Among non-motorists **70%** say all (63%) or some (7%) of the measures **should** be made permanent. **29%** say they should **not** be made permanent.

Among motorists **35%** say all (24%) or some (11%) of the measures **should** be made permanent. **63%** of motor vehicle users say they should **not**.

Base: All respondents (2,367)

Scheme details

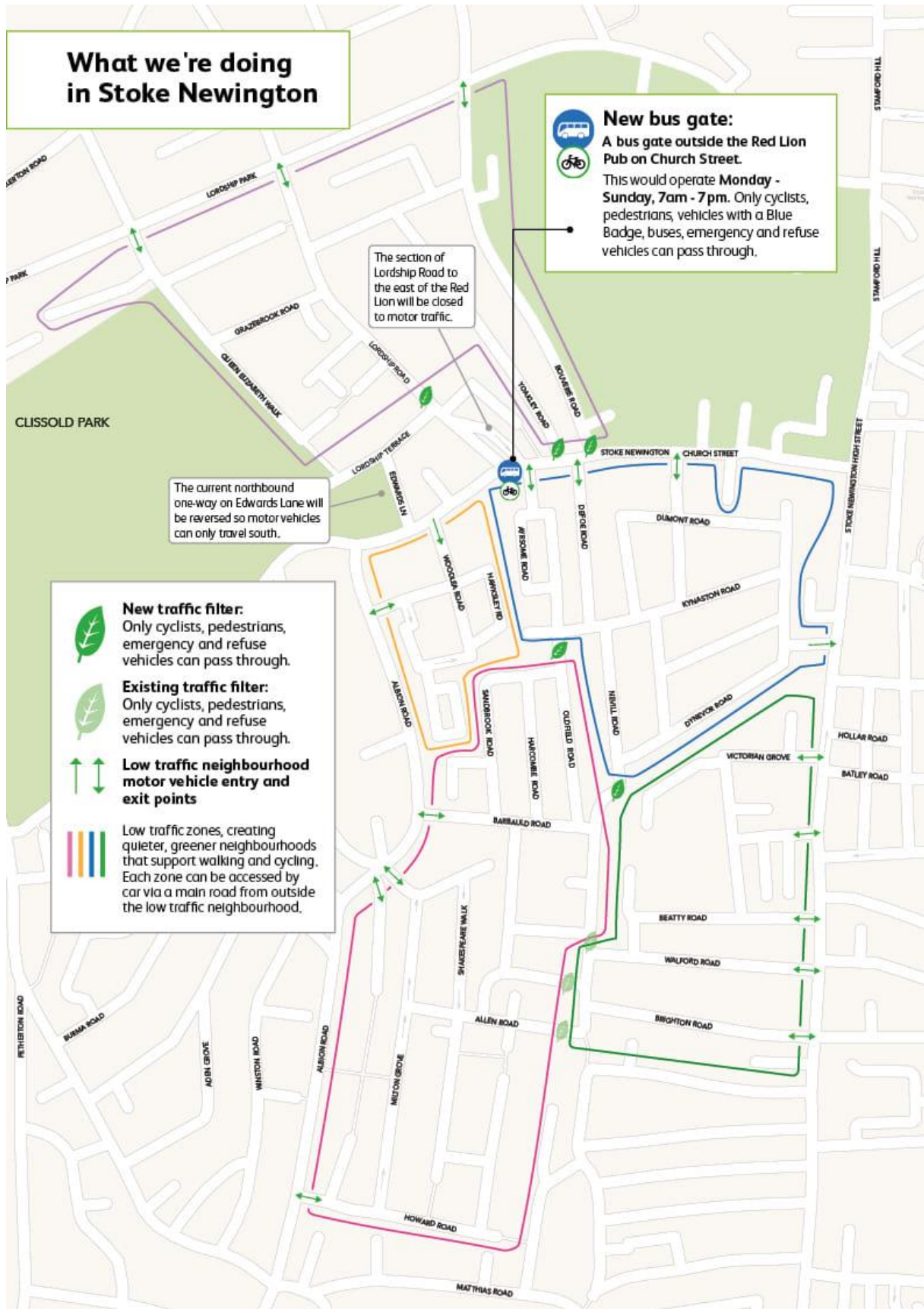
A bus gate has been introduced to close Stoke Newington Church Street to polluting through-traffic during the daytime. The bus gate - located outside the Red Lion Pub on Stoke Newington Church Street - operates from 7am to 7pm, Monday to Sunday, and permits buses, cyclists, pedestrians and emergency vehicles to pass through. The gate aims to reduce traffic, improve air quality, and improve road safety on Stoke Newington Church Street and Albion Road, including at the three primary schools on these roads. The restriction is timed to balance the need to reduce traffic with delivery and servicing requirements of businesses on Church Street.



A further five 24-hour traffic filters, allowing only pedestrians, cyclists, emergency and waste vehicles through, have also been introduced in the area to prevent traffic from using alternative residential routes as a shortcut. These can be seen on the map below, and have been introduced on:

- Yoakley Road and Bouverie Road, at their junctions with Stoke Newington Church Street
- Oldfield Road, between Kynaston Road and Sandbrook Road
- Nevill Road, between Dynevor Road and Barbauld Road
- Lordship Road at its junction with Lordship Terrace (and its slip road) with the one-way on Edward's Lane reversed

What we're doing in Stoke Newington



The profile of responses

The spatial composition of responses

Providing a postcode was an optional part of the demographics section of the survey. Analysis of the postcodes provided allows us to monitor where respondents live and what relationships exist between issues and those who live in different postcode areas. A total of 1,654 respondents included a postcode.

The maps below plot the postcodes provided. Please note that in many instances respondents provided an incomplete postcode. When this is the case, the mapping software places a pin in the best fit location, e.g. the centre of the postcode district.

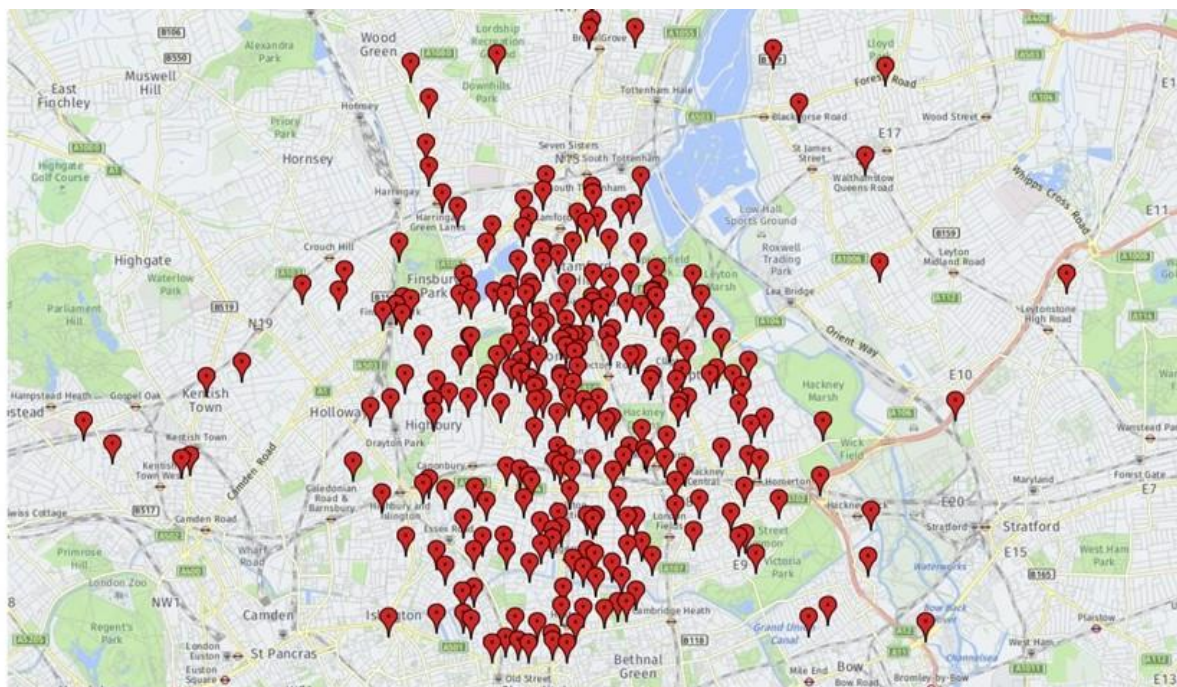
Figure 2 shows that the majority of respondents were within the central London area. There were three outliers (not shown on the Figure 2 map), with responses registered to Bristol, Cambridge and Leeds postcodes.

Figure 2: Map of respondents



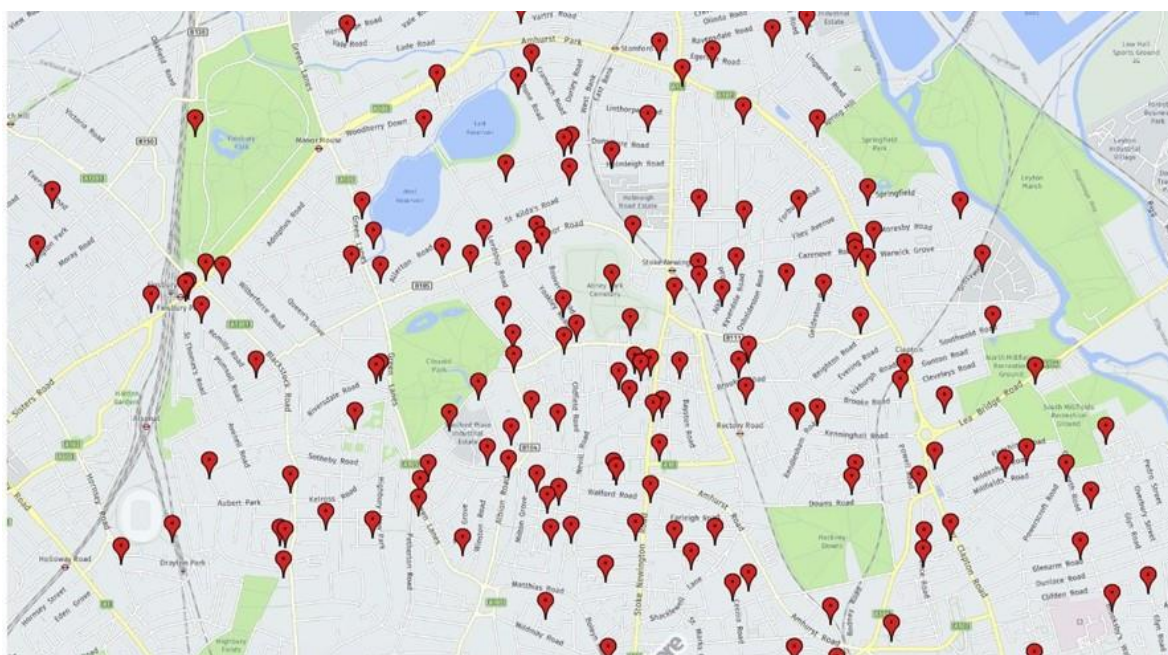
This map in Figure 3 shows the postcode areas for the majority of respondents, which is zoomed in from the map above. This shows the distribution of responses across Hackney, plus those from neighbouring boroughs.

Figure 3: Map of responses at borough level



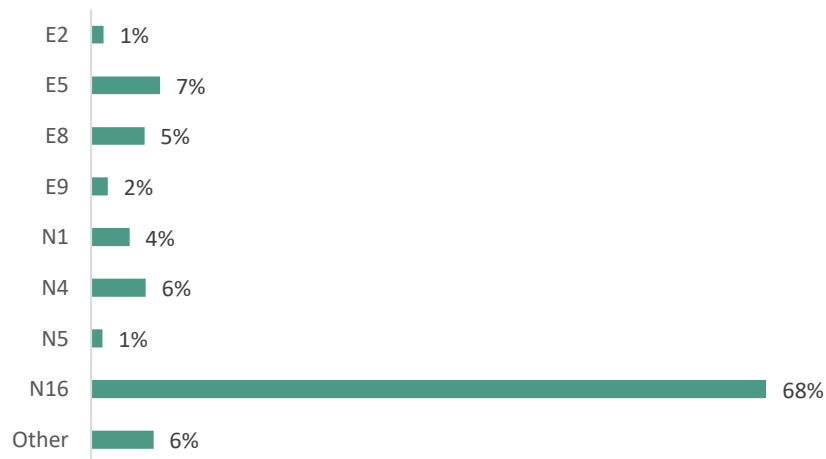
The third map below shows the spatial distribution of the responses in the immediate vicinity of the Stoke Newington LTN.

Figure 4: Map of responses in scheme locality



A count of responses per postcode district is shown in the figure below. Responses from the N16 postcode district are most prevalent (68%). This postcode location is closest to the Stoke Newington LTN.

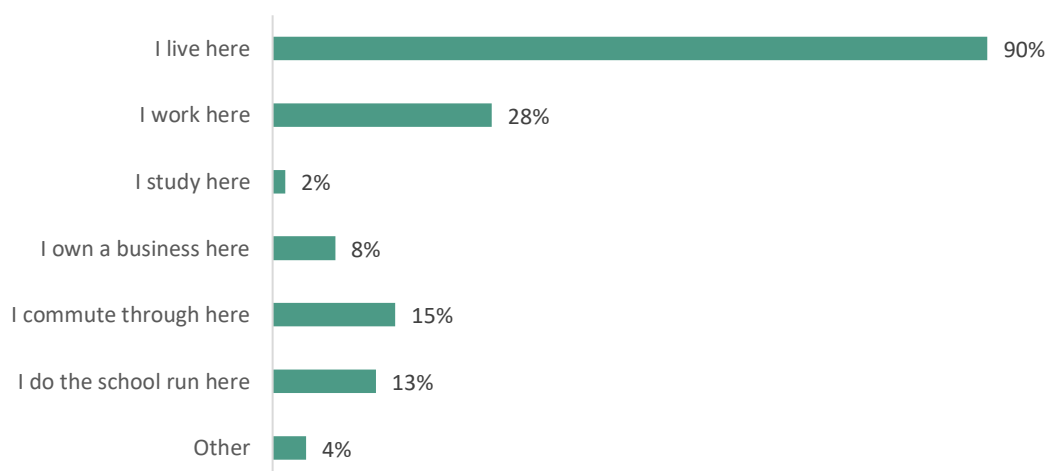
Figure 5: Responses received per postcode



Sample base: 1,654

Reflecting this postcode distribution, when asked to describe their connection to Hackney, 90% of respondents stated that they “live here”. The views reported in this document, therefore, are primarily from Hackney residents. Across the total sample, 28% describe themselves as “working here”, 15% describe themselves as commuters through the area and 13% do the school run locally. This provides an indication of the prevalence of groups for whom LTNs are likely to have a day-to-day impact. Please note that more than one response was possible at this question.

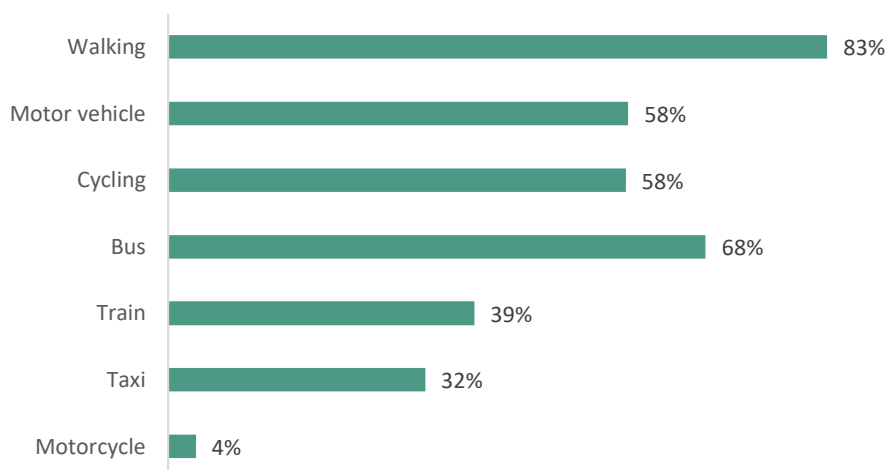
Figure 6: The connection of respondents to Hackney



Sample base: 1,749

Seven in ten (70%) households in Hackney do not own a car. However, based on the figure below it appears that a disproportionate number of vehicle users provided feedback on the Stoke Newington LTN. Whilst the most common response from respondents is that they walk to move around Hackney (83%), six in ten (58%) indicate that they use a motor vehicle within the borough. The same proportion also cycle to get around the borough.

Figure 7: Please select which modes of transport you use to move around in Hackney



Sample base: 2,395

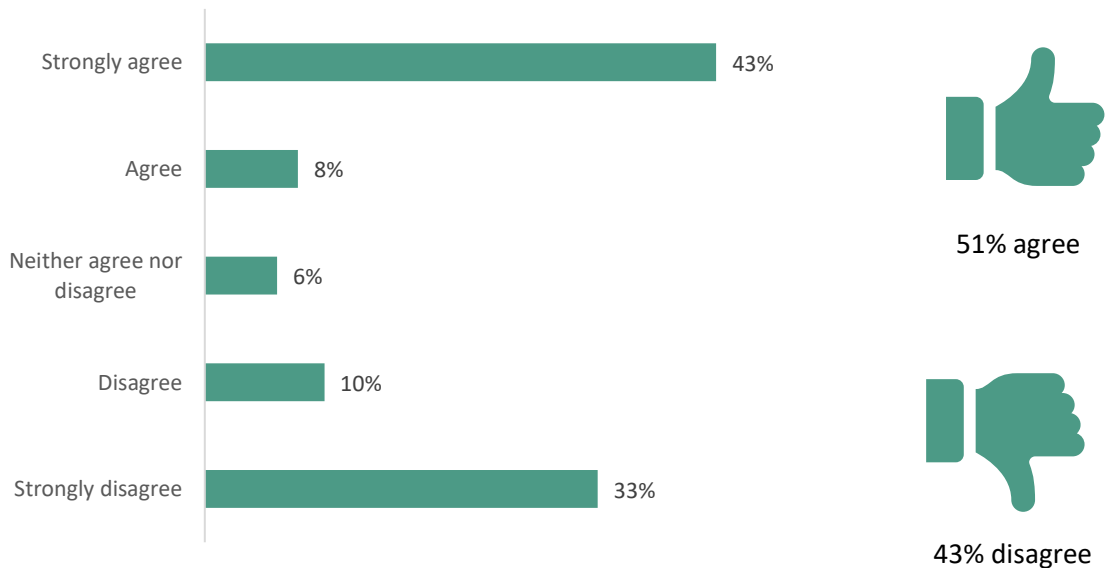
Findings

Support for Rebuilding a Greener Hackney

All those who provided feedback on the Stoke Newington LTN were informed that statutory guidance from the Department for Transport instructs Local Authorities to continue to make changes to create space for cyclists and pedestrians on our roads as we emerge from the pandemic. In this context, respondents were asked to what extent they agree or disagree with Hackney Council's aspiration to rebuild a greener Hackney by encouraging more walking and cycling and preventing the risks associated with a car-led recovery from the pandemic. This question provides an indication of the overall sentiment held regarding these interventions, prior to the exploration of the specifics of the Stoke Newington LTN.

As shown below, support for rebuilding a greener Hackney is somewhat polarised. While 51% of residents agree with the Council's ambitions, the proportion disagreeing with the approach of rebuilding a greener Hackney² is just 8%-percentage points lower at 43%. Just 6% feel neutral about rebuilding a greener Hackney, showing that opinions about rebuilding a greener Hackney are strong in nature.

Figure 8: Overall support for rebuilding a greener Hackney

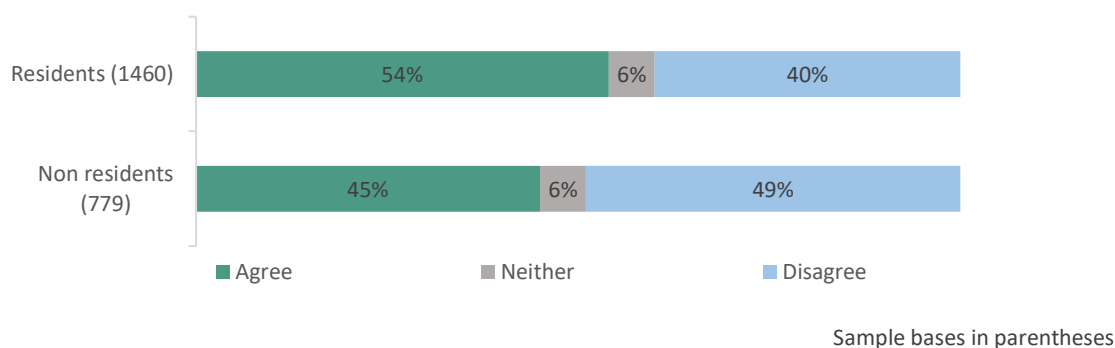


Sample base: 2,239

² Owing to the rounding of numbers, percentages displayed visually on graphs in the report may not always add up to 100% and may differ slightly when compared with the text. The figures provided in the text should always be used for accuracy.

Drilling down to look at the views of Hackney residents shows that 54% of those who provided feedback on the Stoke Newington LTN agree with the aspiration to rebuild a greener Hackney. The proportion of residents who disagree is 14-percentage points lower at 40%. Non-residents are less positive about the rebuilding a greener Hackney aspiration (49% disagree).

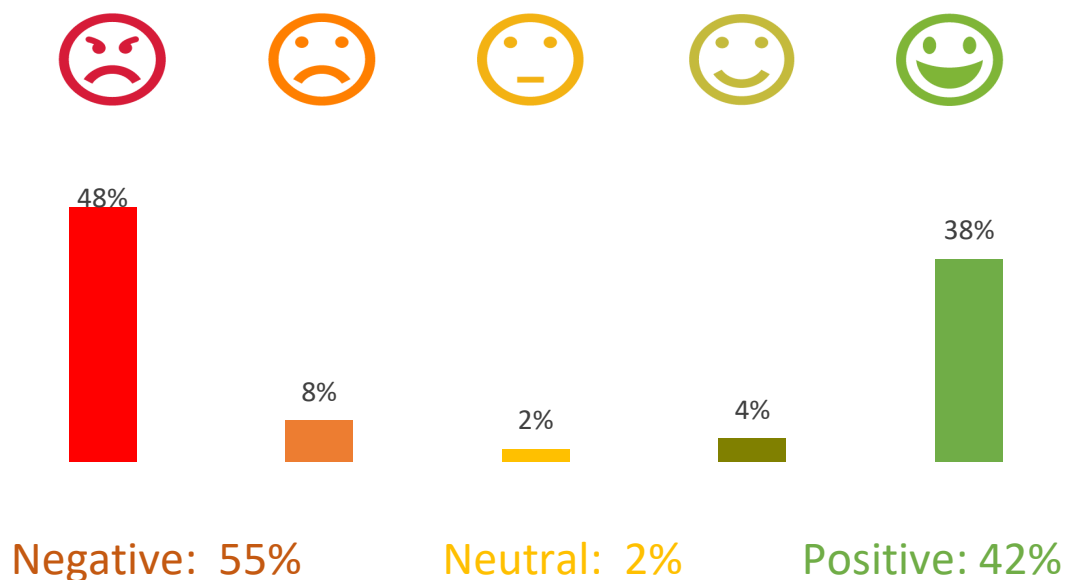
Figure 9: Overall support for rebuilding a greener Hackney by connection to the borough



Overall support for the Stoke Newington LTN

The overall balance of opinion among respondents regarding the Stoke Newington LTN was captured using a visual five-point scale which is replicated below. Overall, more respondents feel negative about the scheme (55%) than positive (42%). Very few respondents provided a neutral response (2%), illustrating that LTNs have been an emotive issue. The most commonly selected single response on the scale was the red coloured face, i.e. the most negative response possible, which was chosen by 48% of respondents.

Figure 10: How do you feel about the traffic measures in Stoke Newington, as described above?



Examining the interaction between support for rebuilding a greener Hackney and feelings about the Stoke Newington LTN shows that these are intrinsically linked. Among those who agree with the Council's overarching strategy, 83% are positive about the traffic measures in Stoke Newington. Where there is disagreement with the rebuilding a greener Hackney approach, 99% of such individuals are negative about the Stoke Newington measures.

Individual respondents were able to provide multiple comments on the basis that their views might alter throughout the duration of the feedback period. This shift in support could be in a positive direction or indeed a negative one based on their scheme experiences and understanding of the practical impacts/outcomes. However, in reviewing the data we have identified where high numbers of responses have been received from an individual user. As a check on the data we have rerun this overall support metric based on where single comments have been given and where 2, 3, 4 or more responses have been given. This is shown in the table below. Looking at single response data in isolation, given that these comments make up a dominant proportion of the responses received, the balance of feeling with these single comment respondents (42% positive, 55% negative) mirrors that seen within all responses (42% positive, 55% negative). Beyond this it is however evident that multiple responders (3 or more comments provided) more commonly have negative feelings towards the Stoke Newington LTN.

Table 1: Feelings toward the Stoke Newington LTN based on volume of comments provided per individual

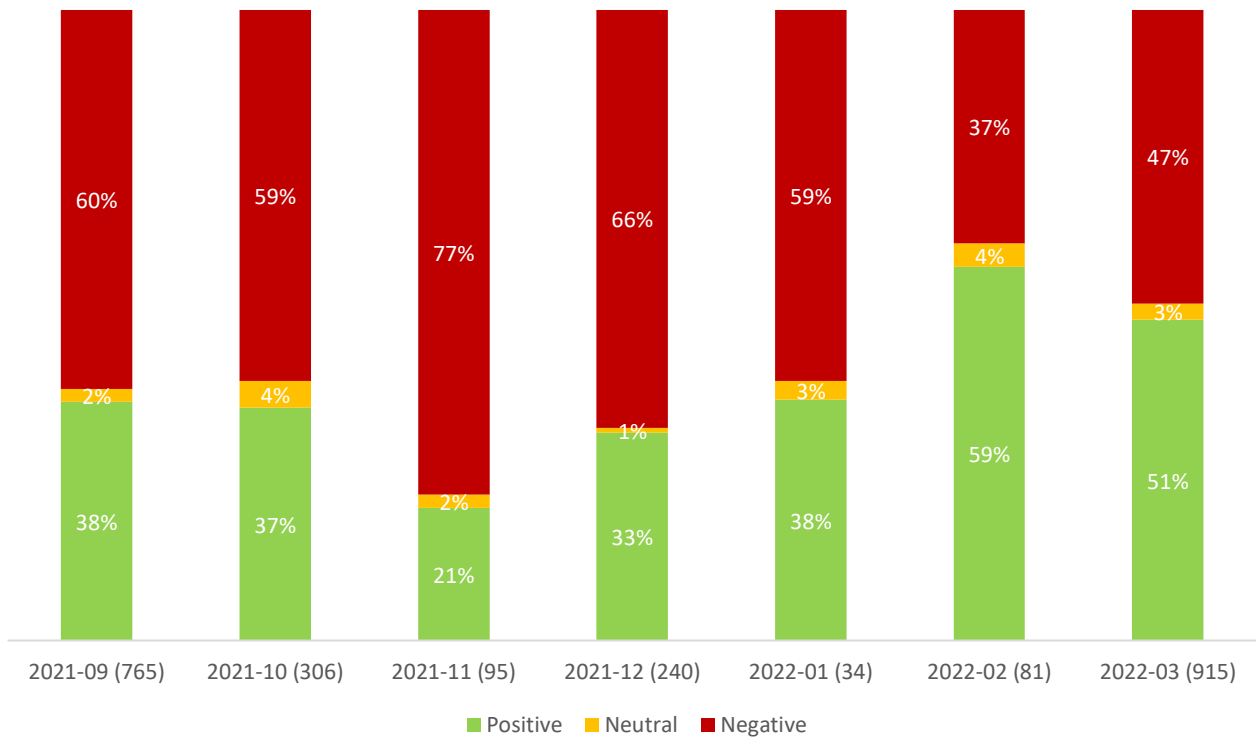
	Single comment (1912)	2 comments (380)	3 comments (81)	4 or more (64)
Positive	42%	49%	26%	20%
Neutral	3%	1%	0%	0%
Negative	55%	50%	74%	80%

Among respondents who have a 'confirmed' response status (see earlier detail) 44% are positive about the Stoke Newington LTN and 54% are negative.

The balance of opinion over the feedback period

The figure below breaks down the balance of opinion towards the Stoke Newington traffic measures per month of the feedback period. This provides an indication of whether or not there have been shifts in sentiment as the measures have become an established part of community life. The sample base of responses per month is shown in parentheses on the horizontal axis.

Figure 11: How do you feel about the traffic measures in Stoke Newington, as described above?



Sample bases in parentheses

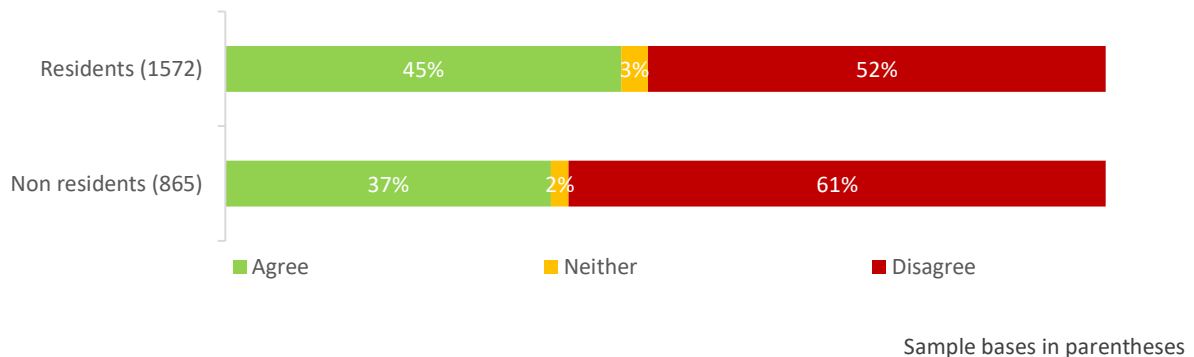
*small sample base (< 30), therefore view with caution

Responses recorded in February 2022 were the most positive (59%). While opinion has fluctuated considerably throughout the feedback period, overall negative sentiment has been most prevalent. Negative sentiment was more commonly expressed than positive for the first five months of the feedback period, peaking in November 2021, when 77% of responses were negative.

Variations in support and opposition

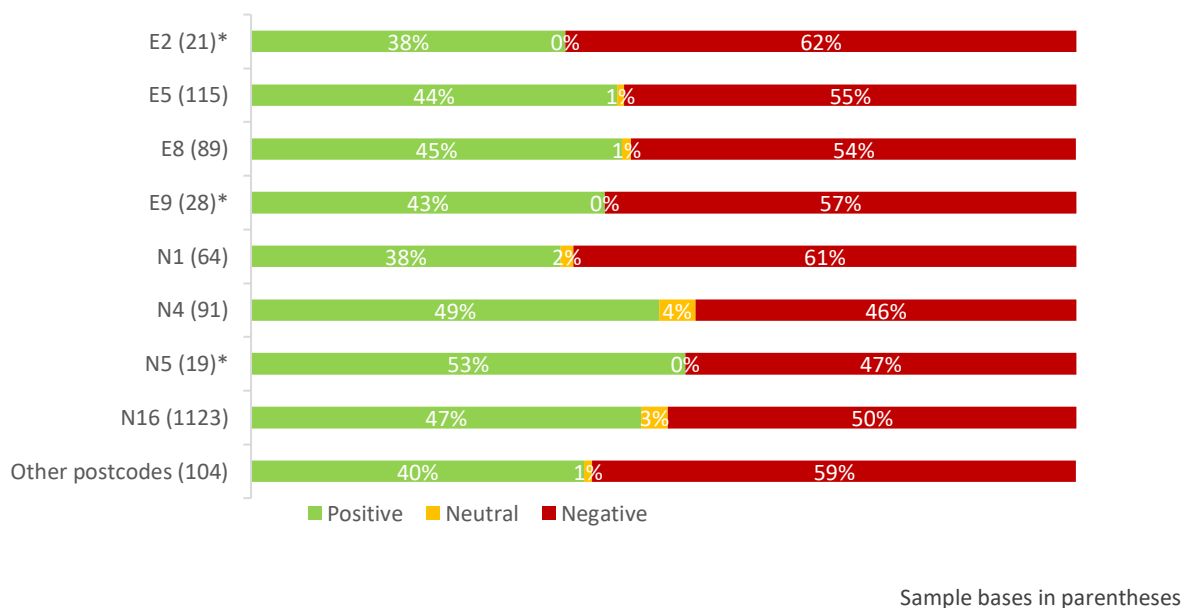
Looking specifically at residents in the borough, the proportion who have a negative view of the scheme (52%) is higher than the proportion who are positive (45%). Among those who are non-residents, negativity is higher at 61%.

Figure 12: How do you feel about the traffic measures in Stoke Newington as described above, by connection to the area



Drilling down to postcode level, within the N16 postcode district from which the greatest number of responses was received, the balance of opinion is 50% negative and 47% positive. Residents in E2 and N1 are least likely to be positive (38%) towards the Stoke Newington LTN. However, the E2 postcode has a low sample base, so the data for this location should be treated with caution.

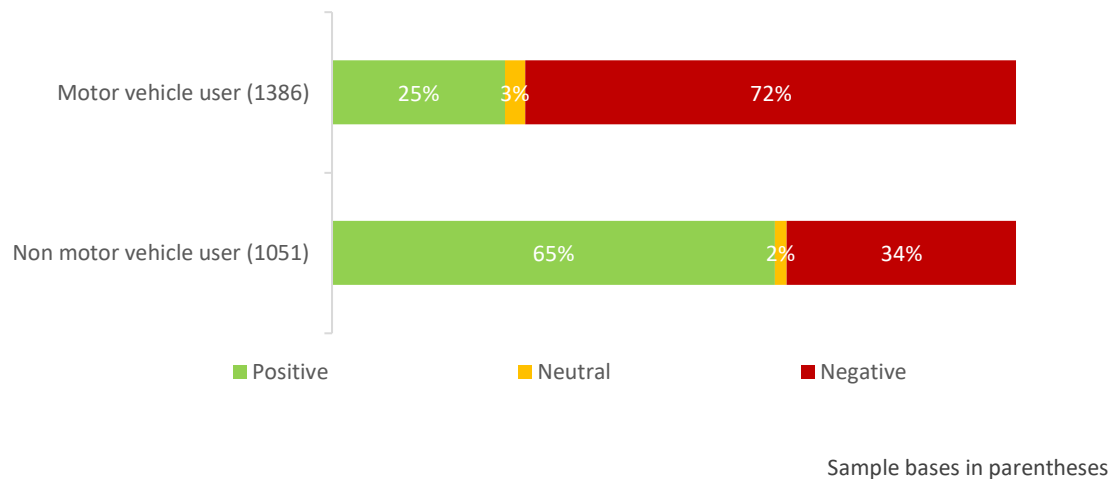
Figure 13: How do you feel about the traffic measures in Stoke Newington as described above, by postcode



*small sample base (< 30), therefore view with caution

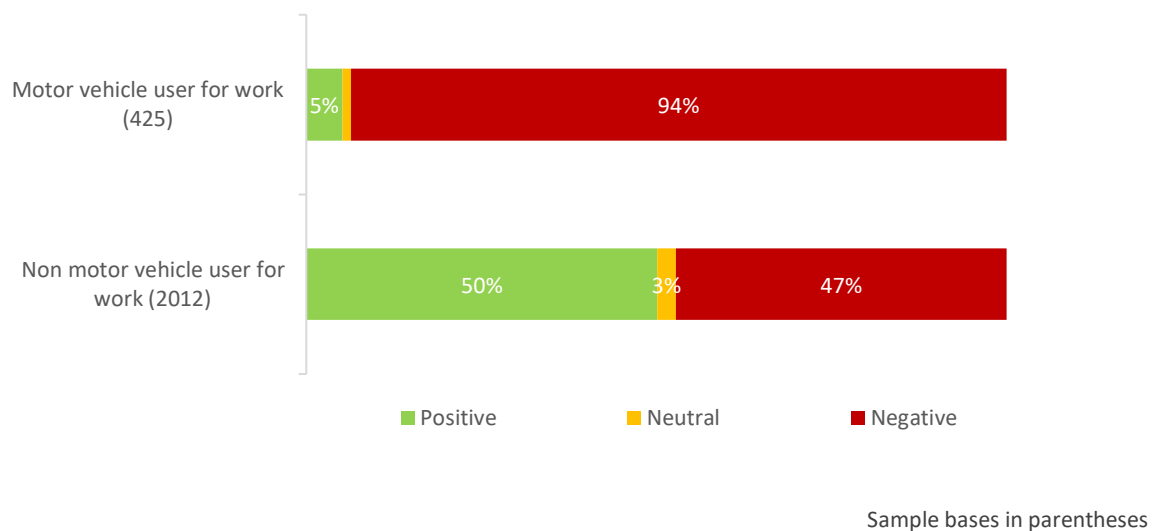
Further analysis also shows that among those who use a motor vehicle to travel around Hackney 72% feel negative about the Stoke Newington LTN. This is significantly higher than among non-vehicle users (34% negative).

Figure 14: Feeling about Stoke Newington traffic measures by mode of transport (travelling around Hackney).



Among those who use a vehicle to travel to work, 94% feel negative towards the Stoke Newington LTN, compared to 47% of those who indicate that they do not travel to work in this way.

Figure 15: Feeling about Stoke Newington traffic measures by mode of transport (travelling to work)

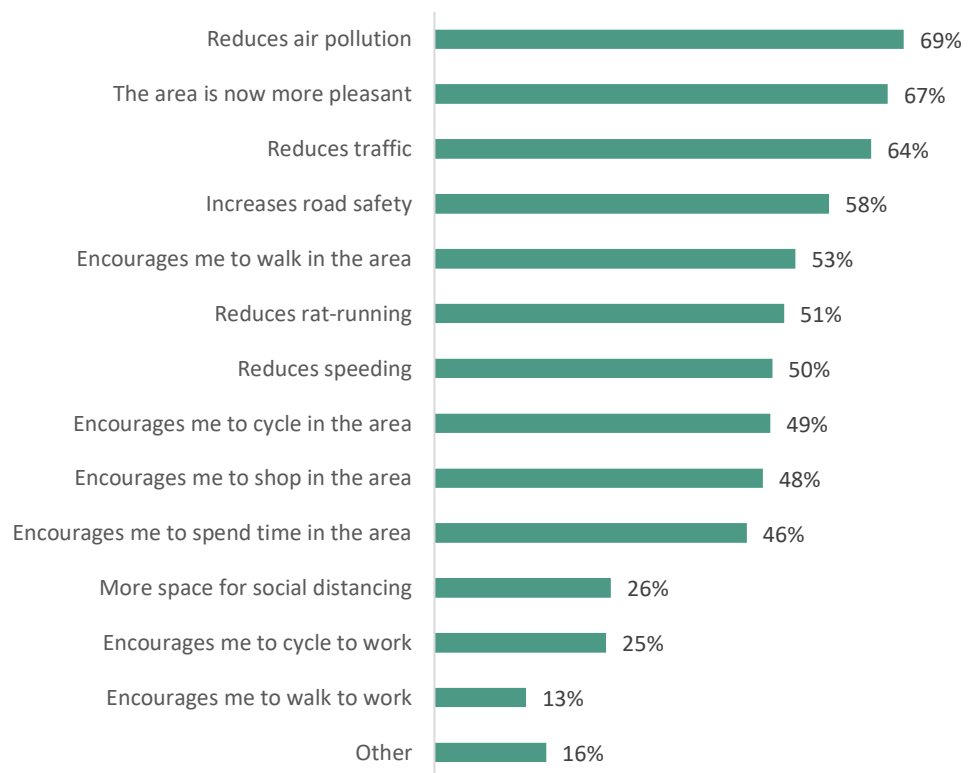


The positive responses to the Stoke Newington LTN

All respondents were given the opportunity to record the aspects of the Stoke Newington LTN that they like. A number of scheme aspects and impacts were presented on screen for the respondent to select from, or alternatively they could select an 'other' option and then provide their own description of what they like about the scheme. More than one 'liked' aspect could be selected per respondent. Please note that the statistical base (1,478) for the analysis below is the number of respondents who have responded to this question (some respondents left this question blank), not the cumulative number of likes/themes mentioned.

The positive aspects of the Stoke Newington LTN that are most commonly identified, by around six in ten respondents that there is reduced air pollution (69%), that the area is more pleasant (67%), and that there is reduced traffic (64%). This is followed by road safety increasing (58%) and encouragement to walk in the area (53%).

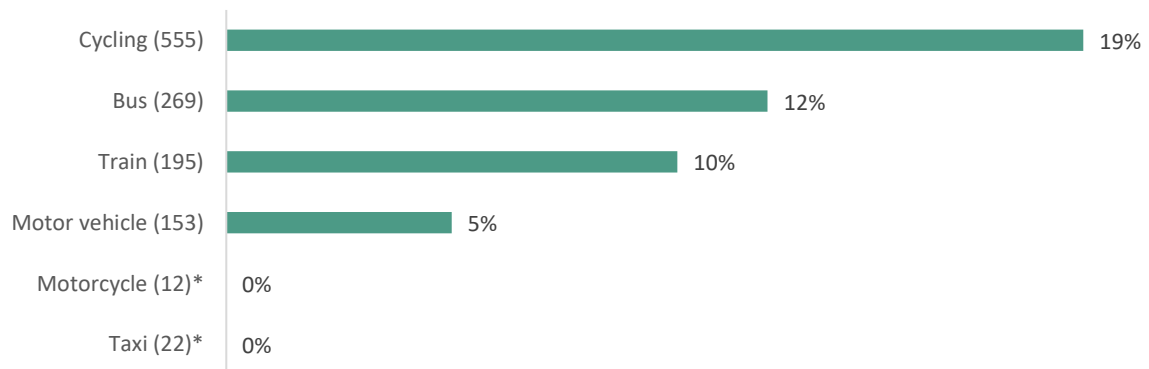
Figure 16: Overall, what do you LIKE, if anything, about the above traffic measures in Stoke Newington?



Sample base: 1,478

The chart below represents respondents who stated that they LIKE the traffic measures as it encourages them to walk to work by their pre-pandemic method of transport to get to work (excluding walking). While overall 13% of respondents identified encouragement to walk to work as a 'like,' this impact is highest among cyclists (19%). Among motor vehicle users just 5% identify this behavioural impact.

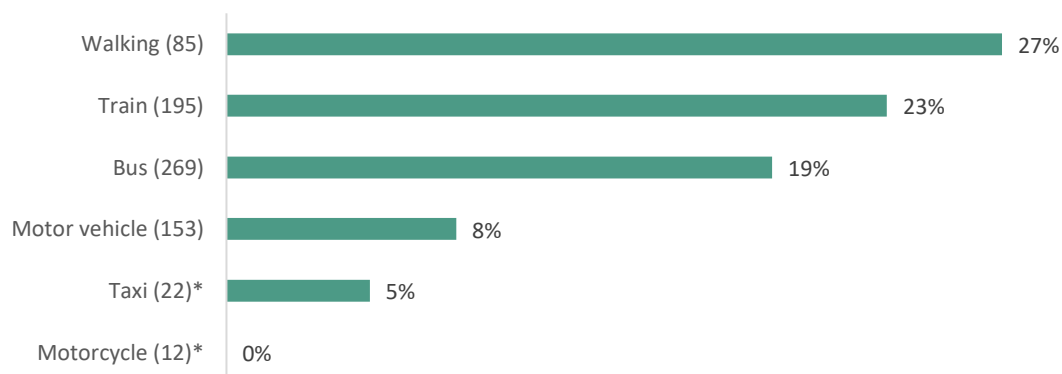
Figure 17: LIKE about traffic measures “Encourages me to walk to work” vs. mode of transport to get to work (All options except walking)



Sample bases in parentheses. *small sample base (< 30), therefore view with caution

The chart below represents respondents who stated that they LIKE the traffic measures as it encourages them to cycle to work by their pre-pandemic method of transport to get to work (excluding cycling). While overall 25% of respondents identified encouragement to cycle to work as a 'like,' this impact is highest amongst those who walk (27%) or travelled by train (23%). Among motor vehicle users just 8% identify this behavioural impact.

Figure 18: LIKE about traffic measures “Encourages me to cycle to work” vs. mode of transport to get to work (All options except cycling)



Sample bases in parentheses. *small sample base (< 30), therefore view with caution

The 'other' comments provided at this question have been reviewed and where possible allocated into themes. The 'other' comments often provided responses covering more than one theme/issue. In interpreting this data it should be noted that this question was the first in which respondents had the opportunity to give their own text-based responses. Consequently, even with this question being structured around LIKES, many negative responses were provided at this question rather than in the DISLIKE question that followed. The most commonly identified positive theme identified in the other comments is that there is less noise. However, this benefit was identified in just 4% of the other responses given (7 comments).

Table 2: Themes within the other comments given in the LIKES question

Theme	%
Nothing / none of above / rejects scheme	52%
Negative comments re: traffic measures	27%
Less noise	4%
Safer and quieter area	3%
Safe for children to play and walk freely	2%
Better/ improved air quality	2%
Reduced traffic flow/ People travelling in different ways e.g. (walking, cycling etc)	1%
Enabling cyclists to cycle freely	1%
Other	8%
Sample base	242

Example comments relating to less noise are provided below:

"Has reduced the traffic noise in my flat."

"The quiet, the peace of no traffic noise on roads around Church Street. The sight of children playing in the streets."

"Reduces noise pollution."

Example comments relating to safer and quieter area are provided below:

"The residential streets are safer with less traffic."

"Can get the children safely to school now."

"Quieter, less traffic noise, less speeding revving cars and motorcycles."

“Increases women's safety on the side streets. Each time I was harassed by someone in this area, he was in a car.”

Example comments relating to safer for children to play and walk freely are provided below:

“Safer and cleaner for my children who cycle to school and for leisure.”

“It means my kids can get themselves about on their bikes. A game changer.”

Example comments relating to better/improved air quality are provided below:

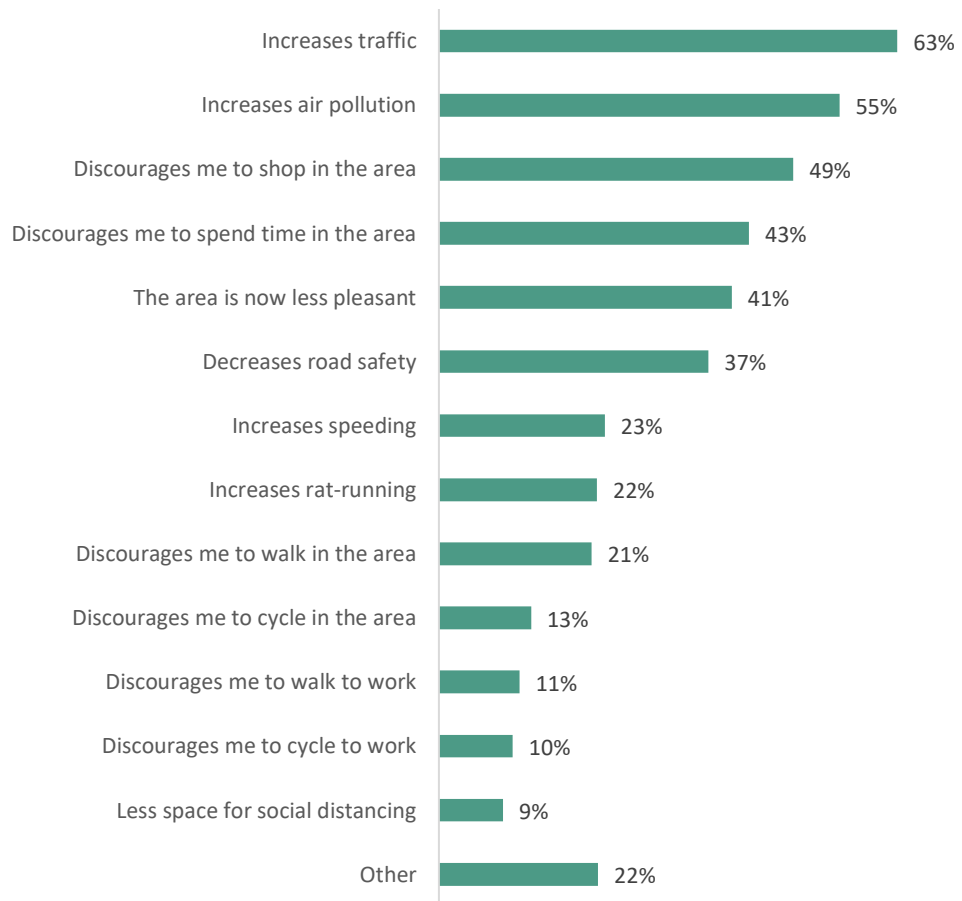
“The air doesn't smell of petrol any longer, which it always did outside my house on Lordship Rd. This would even seep through the windows in the front of the house.”

“Prioritises air quality at polluted schools & nurseries on main roads.”

The negative responses to the Stoke Newington LTN

Disliked aspects of the Stoke Newington LTN were collected in the same way as the liked aspects, i.e. through a pre-prepared list of issues/impacts and through respondents providing their own 'other' comments. Please note that the statistical base (1,465) for the analysis below is the number of respondents who have responded to this question (some respondents left this question blank), not the cumulative number of likes/themes mentioned. The most commonly provided answers at this question are that the traffic measures have increased traffic (63%) and that they increase air pollution (55%) and discourage shopping in the area (49%). Around two in five of those who gave a dislike suggested that the Stoke Newington measures discourage them from spending time in the area (43%), make the area less pleasant (41%), and are causing a decline in road safety (37%).

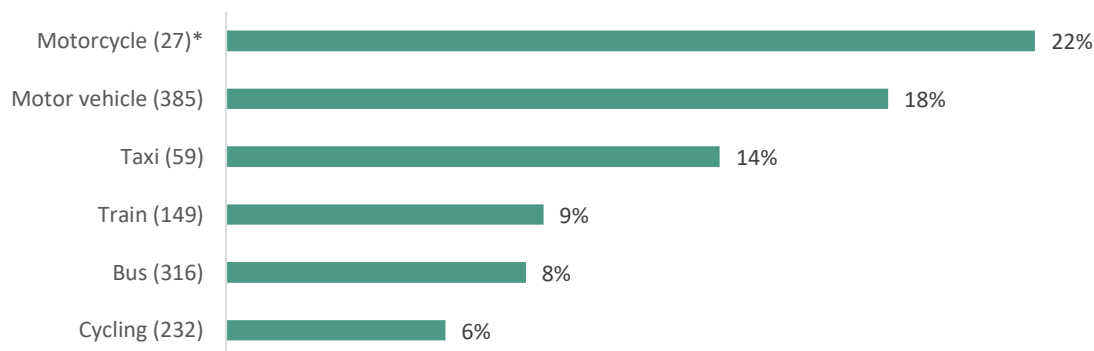
Figure 19: Overall, what do you DISLIKE, if anything, about the above traffic measures in Stoke Newington?



Sample base: 1,465

The chart below represents respondents who stated that they DISLIKE the traffic measures as it discourages them to walk to work by their pre-pandemic method of transport to get to work (excluding walking). While overall 11% of respondents identified discouragement to walk to work as a 'dislike,' this impact is highest among motorcycle (22%) and motor vehicle users (18%). Among cyclists just 6% identify this behavioural impact.

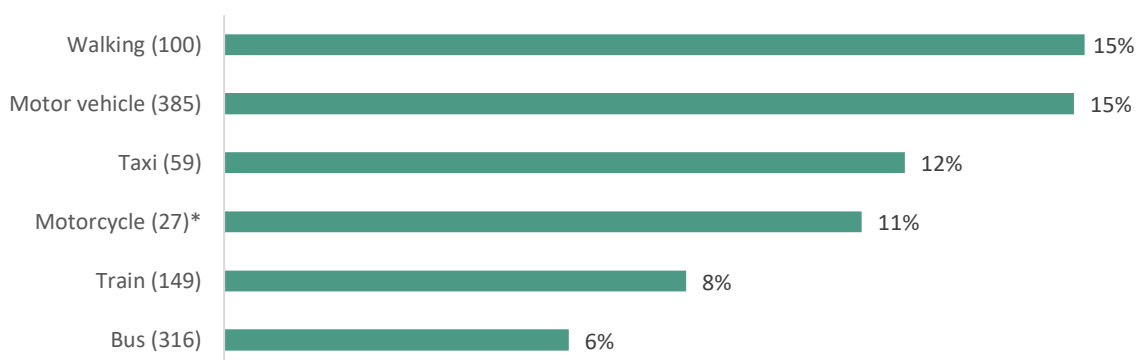
Figure 20: DISLIKE about traffic measures “Discourages me to walk to work” vs. mode of transport to get to work (All options except walking)



Sample bases in parentheses.*small sample base (< 30), therefore view with caution

The chart below represents respondents who stated that they DISLIKE the traffic measures as it discourages them to cycle to work by their pre-pandemic method of transport to get to work (excluding cycling). While overall 10% of respondents identified discouragement to cycle to work as a 'dislike,' this impact is highest amongst motor vehicle users (15%) and those who walk (15%). Among bus users just 6% identify this behavioural impact.

Figure 21: DISLIKE about traffic measures “Discourages me to cycle to work” vs. mode of transport to get to work (All options except cycling)



Sample bases in parentheses.*small sample base (< 30), therefore view with caution

Within the 323 'other' responses at this 'dislike' question, spending more time in traffic/increased journey times was the most commonly mentioned impact (19%). 16% mentioned increased traffic/congestion, 14% increased pollution, and 13% nuisance/making lives harder/inconvenience. One in ten (10%) stated that there are more danger/safety issues. The high proportion in the other comment category here is due to the small sample size at this question. This other category will include sentences within the comments provided that aren't easily grouped together into themes.

Table 3: Themes within the other comments given in the DISLIKES question (response given by 2% or more of respondents at this question)

Theme	%
More time in traffic/increased journey time/adds to travel distance	19%
Increased traffic/congestion	16%
Increase pollution	14%
Nuisance/making lives harder/inconvenience	13%
More danger/safety issues/put lives in danger/ feeling unsafe at night due to less cars	10%
Traffic/cycling comments e.g. diverted to other roads	8%
Affecting local businesses	6%
More traffic on main roads	4%
Comments regarding impact on protected characteristics e.g. ethnicity, disability etc.	4%
Limited access for taxis/taxi drivers affected	3%
Congestion affecting delivery drivers/deliveries	3%
Difficult for people who need to drive e.g. to get to work/school/NHS workers	3%
Increase in noise	2%
Personal stress/depression/frustration/pressure/confusion	2%
Parking issues	2%
Criminal activity	2%
Residents/businesses to be exempt/have access	2%
Other comments	17%
Sample base	323

Illustrative more time in traffic/increased journey time/adds to travel distance comments are provided below:

"Nightmare - increases my journey time. I live on Church St. Traffic significant worse more pollution as vehicle travel time increased. Totally inconvenient. Will not reduce cars just makes peoples journeys longer."

"I still need to commute to work but it's almost impossible. Added minimum 40 mins onto my journey; I'm heavily pregnant and cannot simply hop on a bike, I have young children who cannot walk everywhere; taxis are refusing to come in because they don't understand the rules and the sign on the high street is misleading, I have struggled to get to the hospital for appointments and I'm scared about what will happen when I go into labour. I find the restrictions elitist and narrow minded. The privileged young can make it work no doubt and presumably everyone else is expected to move out. My postman

couldn't make his deliveries on Nevill/Barbould road the other day - presumably he is expected to go to the high street, round the one way, back onto cross street and back round. That is absurd."

"There should be an ANPR system to facilitate exemptions for local residents. The scheme was promoted as restricting through traffic. Local residents are not through traffic! It is also quite ridiculous that electric vehicles are not exempt. Like many of us, for the majority of journeys by car (or by bus) into London and beyond, I pass through Newington Green. This is 0.6 miles from my house, and used to take around 3 minutes, give or take 30 sec (confirmed a month or so before the new arrangements). Now, it clocks about 3 miles and takes over 14 minutes. Coming back, roughly the same distance (slightly more in fact) takes close on 16 minutes. There is now significantly more traffic on SN High Street, Manor Road, Lordship Park and Green Lanes, displaced from the "low traffic zone". Manor Road/Lordship Park is usually very heavy even outside rush hours, with buses and vans having great difficulty passing each other, adding to delays and idling engines guffing out even more pollutants. My plumber could not bring her tools to me from Milton Grove (essentially just round the corner without driving for 15 minutes. People are reporting Ubers and taxis not being able or willing to reach us."

"Buses now take far longer due to increased traffic."

"Significantly extends vehicle journeys to and from our home. This has had a negative impact on our household and family visiting and is consistently problematic when taking deliveries or trying to get a taxi."

Illustrative increased traffic/congestion related comments are provided below:

"Increases traffic, pushing it elsewhere, still causes traffic, affects shops and businesses."

"A lot of time spent travelling further to get into my and other streets which contributes to poor air quality and congestion."

"It makes it extremely difficult for me to be able to drive south - I now have to go all the way around Stoke Newington, adding 20 minutes of driving time. Your proposals have not reduced my contribution to congestion and pollution, they have merely translocated (and increased) them. I anticipate that many other drivers are in the same position."

"My road is now full of heavy traffic. Why would I want to walk along it?"

"Has made traffic congestion on Manor Road/Lordship Park absolute chaos"

Illustrative increased pollution related comments are provided below:

"I personally think it will increase pollution as you now have to drive around to park outside your own home. A journey that could of taken 5 minutes has now turned into 15 minutes which in turn increases the amount of petrol that is use and the amount of emissions that are being admitted into the air."

"These comments apply especially to residents of Lordship Park which has become more hugely more polluted."

"Increases traffic horribly, all of us who live outside the residential area are breathing 10 times more pollution, cars are held in endless traffic jams toxic fumes pumping out at us, no one in London drives unless they have to!"

“Lordship road east of Red Lion needs road closed sign or blocked by flower box. More pollution in my house as cars and vans go down the road and then have to reverse.”

“I live on Lordship Park which is now badly overused and polluted. It has made things so much worse for other streets.”

Illustrative nuisance/makes lives harder related comments are provided below:

“I can’t visit my daughter and her baby and help them when they are having difficulties.”

“The area has less people and atmosphere. Shops and restaurants etc are suffering. It’s more difficult to get deliveries and taxi when needed.”

“Necessary journeys still have to be made and public transport and walking are not an option at times and location is not closely served by transport.”

“I can’t get equipment to my place of work.”

“Can’t reach children activities classes in Bouverie Road by car if raining.”

“Makes getting tradespeople very difficult as none of them will come to work here because getting out at the end of the day is a nightmare.”

Illustrative more danger/safety issues/put lives in danger/can lead to accidents/women feeling unsafe at night due to less cars related comments are provided below:

“More people are driving dangerously out of frustration. Lots of traffic and altercations between drivers. Lots of anger towards other road users.”

“Doesn’t encourage safety if you are a female getting a cab home but the cab can’t get to your door so you have to get out and walk. Not safe at all.”

“The cars remaining in Church St - still speeding which is dangerous. zebra crossing in Lordship Pk/ Queen Elizabeth walk - not safe - people don't stop. Increased traffic makes it harder for cars to see pedestrians.”

“It is a muggers paradise after dark. The streets off Church St are so dangerously quiet and as a woman and a mother of two boys I am very anxious about safety.”

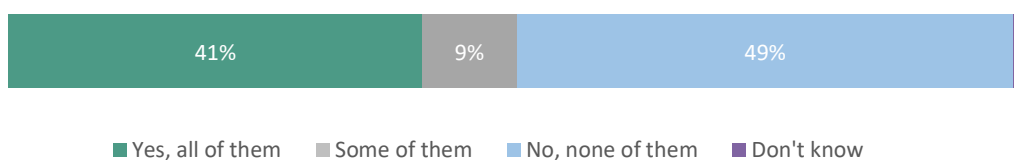
“The area so empty, not safe for the kids at all, crime increased.”

“Delivery mopeds using pavements unsafe/fast.”

Preferred course of action

When asked whether the traffic measures in Stoke Newington should be made permanent, opinion was split. Half of respondents (50%) indicated they wanted some (9%), or all (41%) of the measures to be made permanent, and half (49%) indicated that they should not be made permanent.

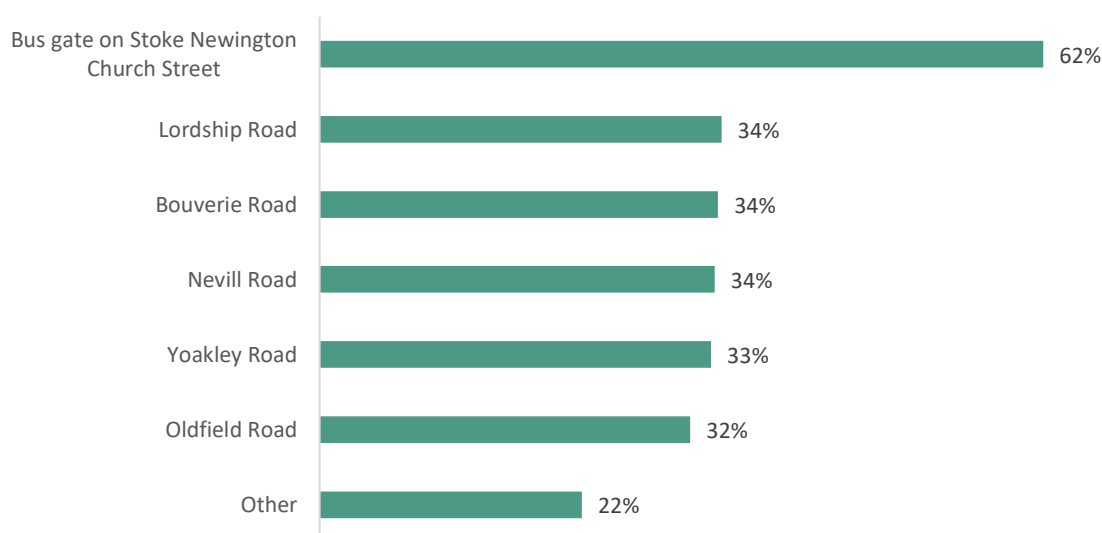
Figure 22: Do you want the above traffic measures to be made permanent?



Sample base 2,367

Among those who wanted just some of the measures to be made permanent, six in ten (61%) stated that they would like the bus gate on Stoke Newington High Street to be made permanent. Support for this measure is notably higher than for the measures on other roads.

Figure 23: If you have selected 'Some of them' in the previous question, please specify the location of the turning restrictions you want to be made permanent?

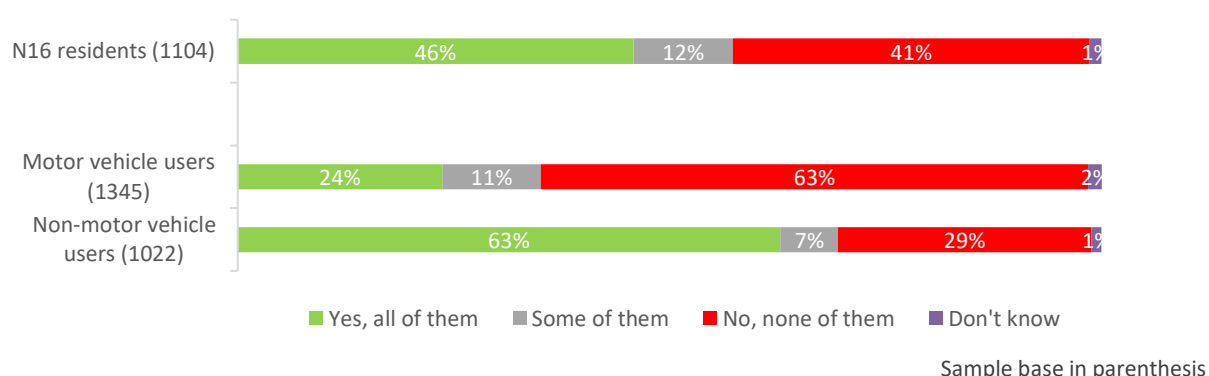


Sample base 336

Further analysis of these results shows the following:

- Among those who are Hackney residents, the proportion who would not like the scheme to be made permanent is 45%. Among non-residents, the proportion that say they would not like the scheme to be kept is higher at 55%.
- Among those who live in the N16 postcode district the proportion who would like all of the Stoke Newington measures to be made permanent is 46%, with 12% stating that they would like some measures to be made permanent. This compares to 41% who would not like the measures to be made permanent. The remaining 1% of those who live in this location answered don't know.
- Among those who use motor vehicles in the area, there is minority support for all of the Stoke Newington measures to be made permanent (24%), with a further 11% indicating they would like some measures to be made permanent. Over six in ten (63%) motor vehicle users do not want the measures to be made permanent, and 2% answered don't know. In comparison, among non-motorists a majority of 63% would like all of the measures to be made permanent, while 7% would like some of them to be. Just under three in ten (29%) non-motorists wouldn't like any measures to be made permanent. The remaining 1% of non-motorists answered don't know.

Figure 24: Do you want the above traffic measures in Stoke Newington to be made permanent?

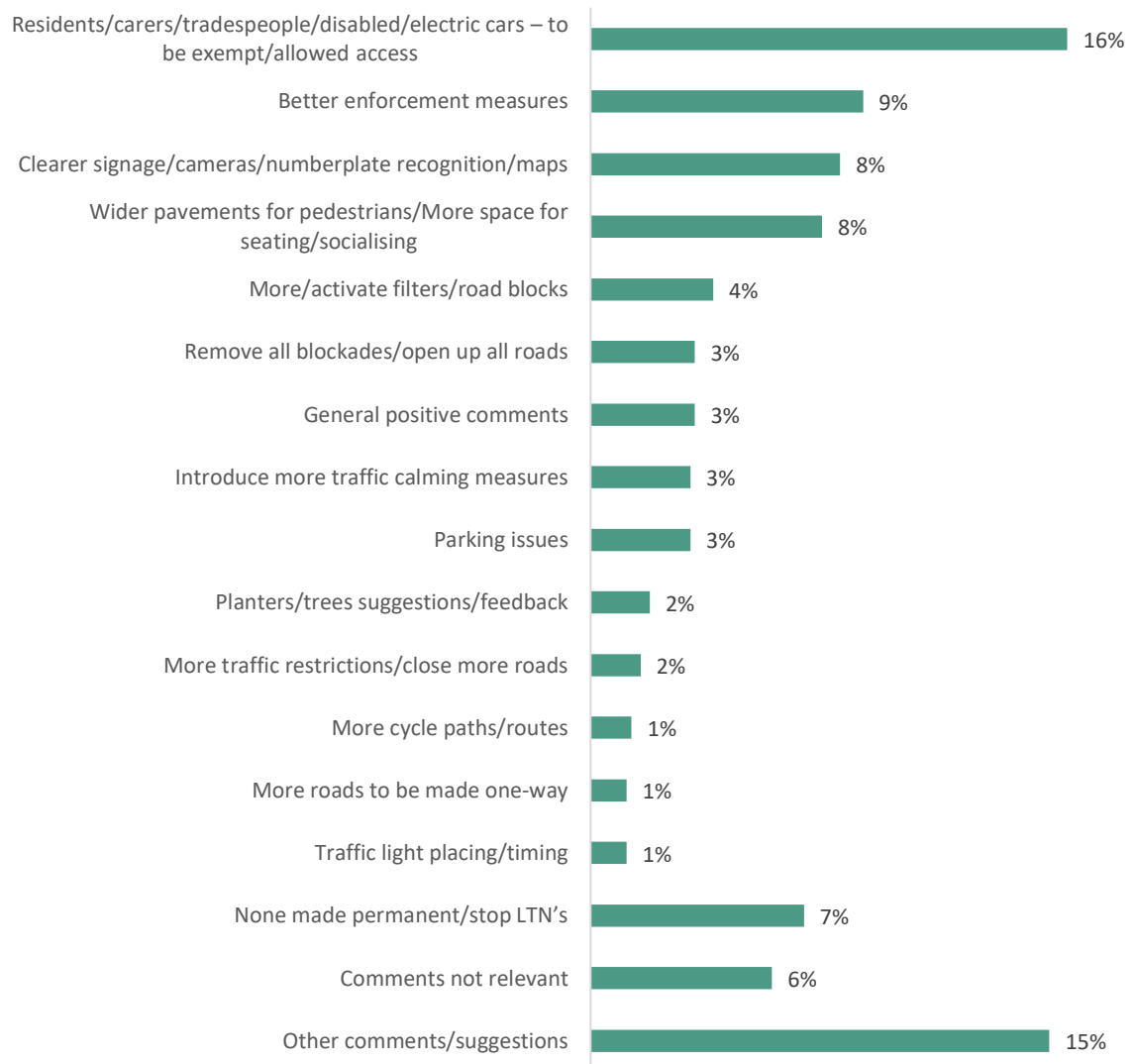


Suggested scheme improvements

Individuals who said that they want the Stoke Newington LTN to be made permanent were given the opportunity to state if there were any changes they would like to see made to the current measures. Among the suggestions made the key themes are provided in the figure below. These percentages are based on the number of responses to this question (664), but it should be noted that in this question 6% made comments that were not a direct response to the question asked, 7% stressed resistance despite their answer at the previous question and 3% gave positive feedback. Beyond this, the most common suggestions related to giving exemptions to residents/carers/tradespeople/disabled/electric

cars (16%), followed by a range of comments including better enforcement measures (9%), clearer signage (8%) and wider pavements (8%).

Figure 25: Suggested scheme improvements among those who would like the measures to be made permanent



Sample base: 664

Further comments

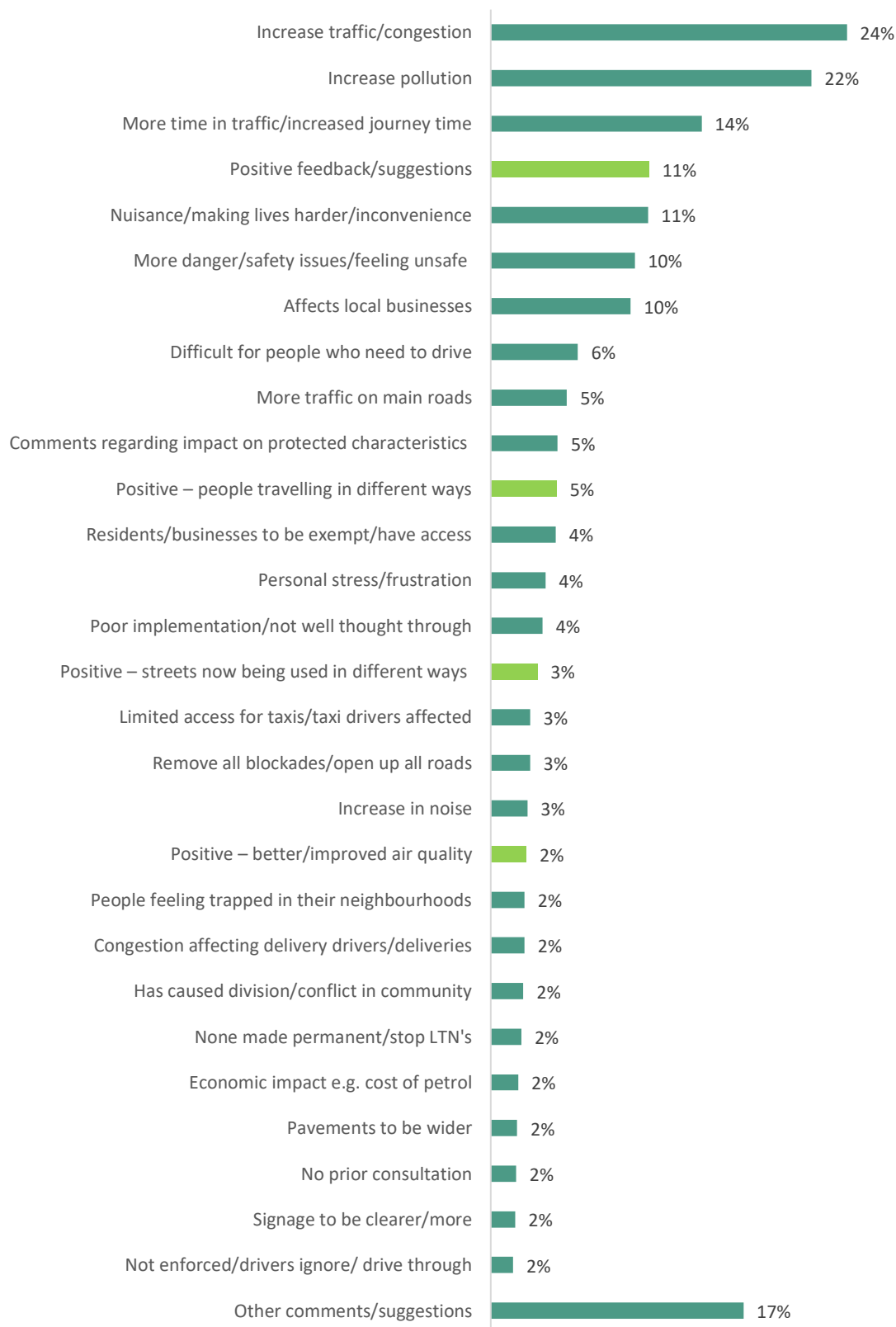


To complete their feedback, respondents were given space to add any further comments on the Stoke Newington LTN. These comments have been reviewed and grouped into key themes. The themes mentioned by 2% or more of respondents are shown by the figure below. In line with the quantitative data already reported, these further comments are largely negative in tone.

The comments most commonly made suggest that the Stoke Newington LTN has increased traffic/congestion (24%) and increased pollution (22%). Further concerns identified surround time in traffic/increased journey times (14%). Comments regarding safety, reported by 10%, concerned the sense of making some streets quieter and thus less safe for groups such as women, as well as driving more cars onto other routes, making them more dangerous.

Within the comments at this question there is some evidence of respondents identifying the intended benefits of the scheme such as people travelling in different ways (5%), albeit in smaller numbers than those providing negative feedback.

Figure 26: Core themes within the further comments provided (response given by 2% or more of respondents at this question)



Sample base: 1437

Illustrative comments for the most common themes evident at this question are provided verbatim below. Many of these comments demonstrate that many respondents are simultaneously identifying interconnected traffic, pollution and safety issues.

Increased traffic/congestion

“Low Traffic Neighbourhoods are not working. The increase in traffic in the surrounding areas is obvious and our children are suffering it as well. What you see as low traffic in one area, makes double traffic in the next, and is not going to be temporal, this is going to be as long as the LTN are in place.”

“This is a complicated and unnecessary scheme that will inevitably displace cars and lorries to roads that already suffer congestion.”

“The proposals centre on the idea of improving walking and cycling on Church Street. But what about the negative implications for surrounding streets such as Manor Road? There are winners and losers in the proposals and Hackney should do more to recognise and mitigate the negative impacts. There is already an increase in the amount of vehicle traffic, speeding and poor air quality on Manor Road. This is the road I and other residents walk our children to school on every day. It would be a brave family to cycle along Manor Road now the proposals on Church Street have been implemented. Taking out parked cars on Manor Road, as Hackney have done, only exacerbates the problem of increased vehicles and greater vehicle speeds, directly against the principles for a Greener Hackney. The proposals should include mitigation on surrounding streets which will bear the brunt.”

“Hackney council has not brought in any measures to reduce the volume of traffic passing through the borough, such as park and ride schemes, school buses and car sharing. It has not separated non essential motor traffic from those tradespeople that need a motor vehicle to earn a living, those people who purchased non emitting clean electric vehicles are subject to the same restrictions. The policy of just continuing to close roads has resulted in severe traffic congestion on the roads that remain open, longer roundabout journeys that result in more pollution in certain areas such as lordship park and Stoke Newington high street, I travel twice the distance and it takes me 3 times as long to do the same journey before the closures.”

“It’s now a two tier system. If you need to drive you are funnelled into slow, congested routes through neighbourhoods which previously had less traffic. Usually poor areas. Wealthy house owners have their streets to themselves which only they can drive into. If we pay for the public roads we should be able to use ALL public roads when we wish. Otherwise it’s not a public road, it’s now in effect a private gated community.”

“The measures implemented have caused arterial Roads to be flooded with traffic, as these are the only routes available. This is not just people making unnecessary trips in a motor vehicle but people

driving delivery vans, people who require a car/van for work (Gas engineers etc) People who live outside or work outside the Hackney area. Public transport is affected by the road closures because all traffic has been pushed onto bus routes.”

“The road closures have increased congestion in other areas - traffic moves slowly, buses and lorries get stuck on certain roads and times to travel about have increased. Lordship Road, Manor Road and Green Lanes have increased traffic and congestion its quite bad. Also there are less parking spaces on Manor road - this has pushed parking areas to the other end of Manor Road where people who live there have problems facing a space now. I don't think the measure is necessary for Church Street the traffic on that street was never very bad - there were never traffic jams or problems on Church St. I think the traffic made a lot of noise though.”

“I like the idea of less cars and less pollution in the area but the traffic and pollution has only been moved elsewhere. Lordship Park in particular has become extremely congested, polluted and unsafe. I am really disappointed to see that a residential street with lots of families has to now suffer from all of this. The entire community has to be considered when putting in place such measures. Not moving the problem “elsewhere”. I sincerely hope that changes will be put in place to improve the horrendous situation for local residents.”

“Absolutely ruined the surrounding roads, increased traffic and pollution and has made North Stoke a ghetto in comparison to South. Good idea, awfully imposed.”

Increased pollution

“This scheme makes it more unpleasant for the residents that live on the boundaries of these zones. It makes no sense that air pollution is improved for businesses and visitors while residents, especially those on lower income roads and estates suffer from 7am to 7pm! I strongly oppose these schemes!”

“I would like to improve the air quality in Stoke Newington and make it a greener place. I'm not a climate scientist, but I know that pushing traffic from one road to another and increasing journey times from 5 minutes to 40 minutes is not going to improve the air quality and make Stoke Newington a greener place. Albion Road was full of fumes and congestion this morning. I really feel for the residents of Albion Road who have to put up with this so their neighbours can sit and drink tea in 'reclaimed' parking spaces (not that I think anyone will want to do this anyway).”

“This seems largely pointless in terms of reducing pollution other than in the immediate location. Cars are now queuing on main roads, idling and creating increased levels of pollution which of course can be wind borne. An expensive and disruptive waste of time. No consultation seems highly undemocratic. These are bad days for Hackney's traffic management department.”

“Ridiculous for drivers (and I do not have a car!), and adds traffic and pollution to Manor road which is already far too polluted and NOISY.”

“This entire scheme is useless. You want to create a “greener” Hackney, yet cause more congestion and pollution on the main roads. It is a stupid, money wasting idea. Whoever came up with these proposals should be fired.”

“Lovely for the coffee shop users of Church Street not so lovely for all the people living and working along the A10 and Green Lanes which now appears to be a jammed up ring road. The pollution this morning, Saturday 25 Sept whilst I was waiting for a bus was massive and the time cars were idling in traffic was longer. What about the primary schools along the A10? Or the people in flats . Equal distribution of pollution might be fairer don't you think? We all have to live here and share the air not shove the problem on our neighbours.”

“By shutting down road traffic along church at/Stoke Newington all traffic build up and air pollution has been experienced on the main routes surrounding affecting air quality and road safety. I constantly see major traffic blockages and build ups along Brownswood Road, green lanes and lordship park roads. All this has done so far is distribute noise as pollution to these roads rather than in the more affluent areas along Stoke Newington Church St. I cannot see or agree how this measure is to reduce environmental impacts.”

“I live on Lordship Park the massive increase in traffic has had a very negative effect on us. There are constantly traffic jams, idling cars lorries and busses, in addition huge amounts of frustration and aggression shouting horns etc. It is not possible to cycle down LP and using buses takes longer and average additional 8/12 minutes. I am really worried about the levels of pollution on LP where many young children live. The impact on residents daily life of the noise and pollution is high. I understand that we need to take action to reduce the use of cars and levels of emissions. But it feels like Lordship Park residents quality of life and health have been sacrificed.”

More time in traffic/increased journey time/adds to travel distance

“I am sorry, but in the name of all these measures the whole area is nearly is full of no entries, one ways, no left turn no right turn and this has made main roads so much congested and added much more travelling time, also a lot of parking space have been taken away, I do not agree with this. I live in Hackney from 1976 and I used to drive through these roads to go visit my mother 80yrs & 2 disabled sister, hospital, to my sons care home, shopping, families, friends and relatives. I cannot do most of this without so much difficulties.”

“This road closure on Church Street has made my life hell. Major Traffic on Manor Road and Stoke Newington Street. Longer to go work and hardly spend any time at home because I am stuck in the

stupid traffic because you decided to block off Church Street. By the way this does not reduce pollution, it increases pollution.”

“I do not own a car. I walk or use buses or zipcar. The buses are now very unreliable (106 and 393). I cannot bring my kids to their activity on time from Lavers Road to Islington or from Stoke Newington school to the East of the A10. Walking around the filters on Barbauld Rd is stressful as cyclists are very fast. This project is clearly not for pedestrians. The High Street and Manor Rd are now very unpleasant for walks and there are still a lot of cars on Church Street. Was the change worth it ? It is incredibly difficult to get a taxi or arrange car sharing from Lavers Road as the only accesses are via 2 congested roads (Manor Rd and High St). I love walking but when it will be raining , I am very concerned about how my family will get pick up and drop off from Lavers Road. At the moment we have to add an extra 15 mins walk to more convenient meeting point, increasing the stress of an already busy life.”

“Blocking this street makes it harder for local residents to get around the area, forcing them onto the remaining, arterial roads which are frequently blocked given high volumes of traffic. Traffic volumes are not reduced, just redirected to these roads where pollution is worse. Great for residents who live on roads now blocked off, a nightmare for those living on the roads that remain open.”

“These LTNs are causing isolation, frustration and mental health problems. These LTNs are impacting residents, businesses and visitors negatively. A journey that took 20 minutes within the borough now takes twice as long. Home deliveries and visits are being discouraged and if I needed emergency services, I’ll probably be left in a precarious position. You refuse to listen to those who are negatively impacted. You are supposed to be serving the community, not yourselves.”

“The closure of Church Street to traffic places too heavy a burden on the critical section of Green Lanes. This shouldn’t be don’t in conjunction with blocking off routes through Brighton Rd etc to Stoke Newington High Street. I took a bus las week along Green Lanes from the start of Albion Road and it took 25 minutes to get to Manor House station for the Tube. It seems that this has been done to protect a handful of gentrified streets off church street. I’d comment that I cycle regularly and these measures have increased hostility towards cyclists.”

Positive feedback/suggestions

“I really hated walking and cycling on Church Street during the pandemic, no space for distancing, these changes are very welcome and would've been good sooner! Will shop more now!! Shop owners, please see the benefits!”

There needs to be some inter-borough joined up thinking around this (if there is then publish it). I'd imagine most congestion is a result of "Through Traffic". How do we progress as the measures are local but the influences are potentially not. How is TFL involved with the measures? And lastly are there

plans for Nodal Last Mile Hubs for Goods deliveries, Electric/Hybrid or Cargo Bike? London is a network, as I'm certain Council is aware, so how is Council positioned to influence broad behavioural change beyond Hackney's boundaries to ameliorate the arterial load on available roadways ? Ps. Keep it up!"

"All the LTN schemes have been great and drastically changed the liveability of the neighbourhoods. Trying to get through Dalston on a bus is catastrophic though, and fixing this would be a huge help for those dependent on buses."

"I own a car and drive and find the measures to be inconvenient as a driver, but, on the net, am fully and enthusiastically supportive!"

"Please continue to expand all low traffic neighbourhoods. a cycle lane on the high street. wider pavements everywhere possible. More street tress."

"Only 1/3 of residents own a car, so makes sense to make the streets better for the majority."

"My child is at nursery on Church Street and they walk down the road once a day to the park with their carers (plus being dropped off and picked up). The speeding and pollution has always worried me given her height and the link made between children being shorter and therefore nearer to exhaust pipe fumes; I feel like the new scheme is making the road a better place to live. I worry about the build up of traffic on other roads (e.g. Green Lanes) especially for people stuck on buses or who live there so if there are ways to offset this then it would be good to look at solutions."

"Please do keep looking at further measures throughout Hackney to encourage active travel choices, and to make those choices both safer and more pleasant. These measures are a great contribution, but more will be needed."

"I've lived in N16 for 30 years and love the new traffic restrictions. I do drive and sometimes experience jams or the inconvenience of having to take a slightly longer route in/out from home but that is well worth the advantages the measures bring. I wish they had been in place when my children were young as roads are so much safer now."

Nuisance /making lives harder/inconvenient

"Make our lives more difficult especially for the residents."

"All these measures are just increasing traffic elsewhere, therefore also pollution, usually on roads where less well-off residents live. Also make it hard for older people to manage their lives."

"I had to drop a Covid test off for my daughter stuck at home with a baby and it took an hour as a round trip from Hackney Central to Lordship Road and I had to wait til after 7pm . I can't pop up to see them and help in a crisis anymore."

"This policy is great for people who live a 10 min walk of Stokey but what about all the Katherine residents who have to travel through it to Finsbury Park, Islington etc. 15 min neighbourhoods are great idea unless your neighbourhood doesn't have shops, supermarkets etc within that radius or your work somewhere else.... great in principle. Not so good in practice.... especially for the less fortunate in our communities."

"Getting around the borough is now a total nightmare and you are ruining the businesses in the area."

"Stops contractors from accessing area to do works."

More danger/safety issues/put lives in danger/can lead to accidents/women feeling unsafe at night due to less cars

"Often buses on Albion Road can drive quite dangerously fast, so if there was a way of forcing bus drivers to drive more considerately, that would be excellent. I have a bus stop outside my house, and if a driver leaves their engine idling it creates sustained noise and air pollution so it would be good to think about how to promote better conduct from bus drivers."

"We have only seen 2 days of operation but already Lordship Park is choked for the duration of the morning rush hour from about 07.30 to 09.30. Consequently cyclists have given up cycling in the road and are cycling along the pavement, often very fast. What are you going to do to control this dangerous irresponsible behaviour?"

"The measurements cause traffic and anxious drivers causing dangerous and angry driving. Please revert back to the normal way the roads were used without the obstacles around Lordship Road in particular."

"The road closures make journeys longer and increases the amount of traffic on the few roads that are open, increasing air pollution. It also increases crime in an area that already has a high crime rate, as a women I feel less safe walking down a road in the dark where there aren't any cars passing."

"As a woman I have felt incredibly unsafe walking around the area of late, and I can say for certain I will not be walking after dark. This is not the Stokey I know, the place I have always felt safe. It is a ghost town, it is highly uncomfortable. I live right on an LTN and my experience is that we have swapped drivers for cyclists who bomb around corners without looking or slowing down (like a car would, and always did) which does not make me a more confident cyclist or pedestrian. I am for saving the planet, reducing pollution is not a bad thing, but all I see is people driving in circles, a build up of cars on the roads that are not closed, difficulty for those who rely on cars due to disability, work and deliveries. The mind genuinely boggles. It's a whole lotta greenwashing and is going to be detrimental to the personal safety and mental health of many local residents.."

Impact on local businesses

"This will result in congestion on the main roads as motor vehicles will be packed on to it. Vehicles pollute the most when in traffic and stationary, not to mention this will impact businesses who need to drive vehicles to access customers e.g.: mobile mechanics, delivery drivers, taxi drivers or local shops in the area such as Bolt Motorcycles. These plans are never thought through correctly."

"Heavily affects businesses in the area. Customers unable to access Church St via Bouverie road. Much more dangerous on surrounding roads. Higher levels of traffic and bottlenecks."

"The measures are unhelpful to shops and discourage me from using the area. Traffic is lowed up and much longer re routed greatly adding to pollution. I have never known Church Street bay blocked in the past. Traffic generally moved easily."

"We run a small local dog walking business. All of the closures around Stoke Newington have been devastating for our business, following two very challenging years."

"People who do not own cars do need deliveries. These are now becoming impossible. I know this because I work for a small business that relies on deliveries. Businesses too need deliveries. Drivers who rely on 20 drops per day are lucky if they can now manage 10. For most of their time they are sitting in overcrowded, polluted bottlenecks - on the high street, the Crossway and further afield around Highbury Corner, Blackstock Road etc."

"Since these measures have been put in place, I am no longer shopping at the small local businesses, and not going to the restaurants and cafes. It's a shame, because I enjoyed the area a lot, and wanted to support local business."

"Some of us work for a living, that means vans full of tools and parts, electric vans are nowhere near viable, if you make it harder for me to work in the area, I simply won't take of work there, doesn't help the residents and businesses does it?"

Comments regarding impact on protected characteristics

"Please can you come up with a solution for disabled people to get around still. Is there a PedalMe model for disabled people? Or can specific local cab firms have blue badge registered vehicles for people? Not everyone can walk or cycle."

"It has made it very difficult for people with disabilities who do not have a car ! I understand the school road closures but I feel at least Taxis (including mini cabs) should be able to access them all as I can no longer be picked up outside my door and this is challenging."

“Highly concerned for those who must use vehicles or really need to- e.g. small businesses, older citizens, infirm citizens, women carrying shopping (particularly - since they are generally less physically muscled). when the cold sets in the distance to bus stops and wait for busses is awful for the elderly, and they can't always afford cabs. These measures funnel cars and pollution onto the main roads, which are often full of flats for those less well off. The streets being cleared are more likely to be populated by the well-off/better-off. Small businesses in particular are a real worry - they are part of the glue of a community and are repeatedly hammered.”

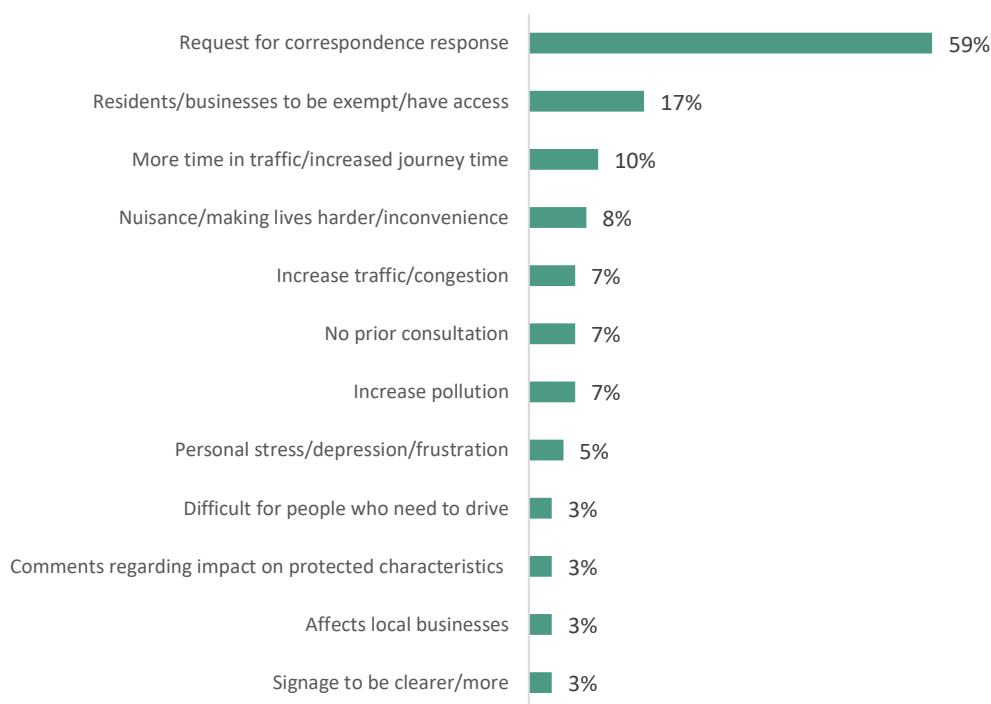
“As usual, women and disabled people have not been considered. As a single woman living alone I feel very vulnerable after dark on these now deserted streets and I know others do too. As a disabled person I often need to get taxis and I need them to arrive to pick me up. At the moment it is impossible to get an Uber in my zone - they simply cancel when they realise they need to comply with the restrictions. The restrictions have increased the cost of taxis - yet another way that being disabled costs me more. If I were able-bodied I would walk or get the bus, but I cannot do that. This policy is highly ableist and does not consider the particular needs of disabled people.”

Email and letter correspondence

As was mentioned in the introduction to this report, those without online access were given the opportunity to provide their feedback offline through writing to ‘Freepost Streetscene’. Residents were also able to write to streetscene.consultations@hackney.gov.uk. This correspondence has been sorted by scheme/location. In total, 55 emails and 4 letters were received that made clear reference to the Stoke Newington LTN. The content of this correspondence has been reviewed and key themes identified. More than one theme has been attributed to single piece of correspondence where applicable.

A summary of the themes evident within the letters and emails received in relation to the Stoke Newington LTN are provided below. Beyond the requests for a council response, there was not a single dominant theme within this correspondence. Approaching one in five (17%) made enquiries regarding local residents and businesses being exempt from the measures. Some of these comments related to personal disability issues. Smaller proportions highlighted issues already identified in the wider feedback namely more traffic and increased journey times (10%), more inconvenience (8%) and more congestion (7%) and pollution (7%).

Figure 27: Core themes within the email and letter correspondence received (responses given by 3% or more of correspondents)



Sample base: 59

Example emails enquires about exemptions

“I have witnessed a great decrease in traffic on my road, which of course as a resident this fantastic. However my main issue lies with not being able to drive through the barrier that is situated right outside my house, resulting in finding a parking near my home very difficult, and any potential free spaces cut in half.”

“Having read about vehicles which are exempt from this that include vehicles which are registered with blue badge holders, I have been driving down this route attending appointments with my 95yr old dad and therefore have been receiving numerous warning letters from Hackney Council stating a contravention has taken place. Please advise me how I can go about using this route with my elderly dad as my vehicle complies with the exemption rules.”

“I have a blue badge and am hoping that I can be exempt from this rule. I do have health problems such as urinary incontinence. Due to this issue I have church street being closed during the day doesn't help at all it actually makes everything worse. Its makes me panic thinking about not being able to rush home when I need to and have to go all the way round.”

“We are a waste collection company and given you allow your own waste vehicles to enter and exit these streets, you must realise it would make your jobs prohibitively difficult if you also had access

blocked. You say no roads have been closed off however, Yoakley Road is signed no access to motor vehicles but has no timings as to when these restrictions apply.

We service a the N-Family Club nursery on the junction of Stoke Newington Church Street and Yoakley road. We have had a number of parking tickets because the nursery is only open between 07:00 and 17:00 and we have to park on or around Yoakley road to access the site.

Is there any way we can get a permit for Yoakley Road specifically given we are loading and unloading and collecting hazardous waste? Our drivers just pull past the no access sign and park in the loading bay just the other side.”

“This is now falling into a matter of prejudice why are disabled class vehicle not being included in this exemption, the TFL recognises disabled class vehicle as measure to support disabled people and blue badge holders the same, why is Hackney council differing from this?”

Example emails about more time in traffic/increased journey times

“So yesterday I had to drive my child to Clissold leisure centre and then Highbury Fitness First for swimming lessons and it took me 40 mins whilst sitting for 20 mins on Lordship Rd. This is a 10 min trip. Do you really believe this is the solution????????”

“Lordship Rd is a disgrace. Trying to take my little ones to after school activities should take 5-10 mins and under your unapproved plans now takes 25-30mins.”

“My car journeys are excessively long now compared to 6 months ago, most of them are spent trying to get to my parking spot outside my house.”

Example emails about inconvenience and pollution

“Are you monitoring me driving around and round looking for a parking space are you monitoring Manor Road and Green Laines which has loads of extra traffic....My journey has gone up 25 minutes. It stands to reason if take away parking spaces how many area that has problem parking you’re going to make it worseI have got a residence parking permit and I can’t drive down Lucy Road. How ridiculous is this no fault whatsoever. Its all right for you, you don’t live here Absolute joke you are causing more pollution, feeling insecure and getting a lot of money for it.”

“Every one of my neighbours have said that our street is disgustingly polluted since your scheme has been introduced, and none of us were consulted when you implemented it. 3. I have three small children, our air quality is so bad now, we are unable to open our windows at home until after midnight because the stagnant vehicle fumes fill our flat. Because of the traffic outside my door, we can no longer use our front garden, it just isn't safe.”

Sample Profile

Below is a summary of the profile of the responses received. Please note that these questions regarding the individual respondent were not compulsory. The percentages shown are based on the number of received response per question.

Q15. What is your connection to Hackney?

I live here	1572	90%
I work here	482	28%
I study here	28	2%
I own a business here	138	8%
I commute through here	270	15%
I do the school run here	227	13%
Other	74	4%

Q16. If you are a Hackney resident, please tell us how long you have lived here

Less than a year	41	3%
1-4 years	179	11%
5-9 years	231	14%
10-14 years	217	13%
15-20 years	218	14%
20+ years	725	45%

Q17. Which of the following best describes the ownership of your home?

Owned outright	448	27%
Being bought on a mortgage	694	42%
Shared ownership (part rent, part buy)	32	2%
Rented (from a housing association)	107	7%
Rented (from a private landlord)	240	15%
Rented (from the Council)	126	8%
	448	27%

Q18. What is your age group?

Under 16	5	0%
18-24	22	1%
25-34	290	17%
35-44	462	27%
45-54	428	25%
55-64	280	17%
65-74	134	8%
75-84	34	2%
85 or over	5	0%
Prefer not to say	35	2%

Q19. What is your gender?

Male	848	50%
Female	704	42%
Other	23	1%
Prefer not to say	107	6%

Q20. Are you a member of a community organisation?

Yes	242	16%
No	1269	84%

Appendix 1: Survey Questions

How do you feel about the traffic measures in Stoke Newington, as described above?



Statutory guidance from the Department for Transport instructs Local Authorities to continue to make changes to create space for cyclists and pedestrians on our roads as we emerge from the pandemic. To what extent do you agree or disagree with our aspiration to rebuild a greener Hackney by encouraging more walking and cycling, and preventing the risks associated with a car-led recovery from the pandemic?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Please select which modes of transport you use to move around in Hackney? Select all that apply.

- Walking
- Cycling
- Motor vehicle
- Bus
- Train
- Motorcycle
- Taxi
- Other

If you travelled to work before lockdown, what was your main mode of transport to get to work?

- Walking
- Cycling
- Motor vehicle
- Bus
- Train
- Motorcycle
- Taxi

Overall, what do you LIKE, if anything, about the above traffic measures in Stoke Newington? Select all that apply.

- Encourages me to walk in the area
- Encourages me to walk to work
- Encourages me to cycle in the area
- Encourages me to cycle to work

- The area is now more pleasant
- Encourages me to spend time in the area
- Encourages me to shop in the area
- More space for social distancing
- Reduces air pollution
- Reduces traffic
- Reduces speeding
- Reduces rat-running
- Increases road safety
- Other

**Overall, what do you DISLIKE, if anything, about the above traffic measures in Stoke Newington?
Select all that apply.**

- Discourages me to walk in the area
- Discourages me to walk to work
- Discourages me to cycle in the area
- Discourages me to cycle to work
- The area is now less pleasant
- Discourages me to spend time in the area
- Discourages me to shop in the area
- Less space for social distancing
- Increases air pollution
- Increases traffic
- Increases speeding
- Increases rat-running
- Decreases road safety
- Other

Do you want the above traffic measures in Stoke Newington to be made permanent?

- Yes, all of them
- Some of them
- No, none of them
- Don't know

If you have selected 'Some of them' in the previous question, please specify the location of the turning restrictions you want to be made permanent

- Bus gate on Stoke Newington Church Street
- Yoakley Road
- Bouverie Road
- Oldfield Road
- Nevill Road
- Lordship Road
- Other

If you have selected you want to see the measures made permanent, please let us know if there are any changes you would like to see (Please specify the road where appropriate).

Please let us know if you have any other comments.



m.e.l
research

