Hackney

DELEGATED REPORT OF

Strategic Director, Sustainability and Public Realm

OFFICER KEY DECISION CHE S122

STOKE NEWINGTON CHURCH STREET BUS GATE AND LOW TRAFFIC NEIGHBOURHOOD (LTN)

DATE: 19 January 2023

CLASSIFICATION: Open

If exempt, the reason will be listed in the main body of this report.

WARD(S) AFFECTED

Clissold, Stoke Newington

1. RECOMMENDATIONS

For the reasons set out in this report, and in noting that this report contains the results of the monitoring, consultation responses and objections received for the Stoke Newington Church Street Low Traffic Neighbourhood (LTN) experimental scheme, it is recommended that the Strategic Director of Sustainability and Public Realm:

1.1 Approves the decision to proceed with the statutory process of advertising the necessary Traffic Management Orders, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, to make permanent the Stoke Newington Church Street Low Traffic Neighbourhood LTN scheme, as listed below:

(i) Prohibition of motorised vehicles on Stoke Newington Church Street, from its junction with Marton Road to its junction with Lordship Road (western arm), 7am to 7pm. Access through the restriction will be allowed for: Local buses (Buses as Public Service Vehicles), Emergency service vehicles and authorised vehicles being used for emergency services, Hackney waste services, Hackney residents with companion e-badge or who are blue badge holders and have registered one vehicle for an exemption permit, Pedal Cycles.

(ii) Prohibition of motorised vehicles, at all times, except for: Local buses (where appropriate), Emergency service vehicles and authorised vehicles being used for emergency services, Hackney waste services, Pedal Cycles at the following locations:

(a) Bouverie Road at the junction with Stoke Newington Church Street.

(b) Lordship Road at the junction with Lordship Terrace

(c) Nevill Road 5m north of the junction of Barbauld Road.

(d) Oldfield Road 5m south of the junction with Kynaston Road.

(e) Yoakley Road at the junction with Stoke Newington Church Street.

(f) Lordship Road, eastern arm, at the junction with Stoke Newington Church Street

(iii) Replacement of the northbound one-way of Edward's Lane with southbound one-way.

(iv) Permanent removal of the following parking bays to be replaced by

double yellow line “at any time” waiting restrictions:

(a) Lordship Terrace, south side, outside 30-54 Denham House.

(b) Defoe Road - east side outside Nos. 40-46 and outside Nos. 16-30 Defoe Road. West side, flank wall of No. 84 Kynaston Road to 53 Defoe Road, outside Nos. 1-18 Defoe House, Defoe Road, Outside No.3 Defoe Road.

(c) Bouverie Road - the west side, flank wall of No. 102 Stoke Newington Church Street.

(d) Oldfield Road - the west side, outside Nos. 84-88 Oldfield Road. East side, flank wall of No. 79 Kynaston Road and outside Nos. 81 and 81 Oldfield Road.

(e) Nevill Road - the west side, outside Nos. 91 and 89 Nevill Road and the flank wall of No. 49 Barbauld Road. East side, outside No. 68 Nevill Road.

(f) Yoakley Road - the east side, outside Levy Memorial Gardens.

(g) Lordship Road, the east side, from No. 42b Lordship Road to No. 50 Lordship Road

2. REASONS FOR DECISION

2.1. Making these temporary measures permanent would assist in making Hackney a more sustainable, greener and safer borough by helping create healthy neighbourhoods that are low-traffic or traffic-free, with a more pleasant residential environment that is safe and suitable for an environmentally sustainable 21st century lifestyle.

2.2. Making the temporary measures permanent would encourage users of the borough to give further consideration to using more sustainable modes of transport. They help in the reduction of the use of residential roads by through-traffic, which in turn assists with improving local air quality, reducing car dominance and reducing accidents, to create a quieter and less toxic environment for residents.

2.3. It is accepted that certain disabled motorists may be more adversely affected by Low Traffic Neighbourhood measures, and in accordance with the agreed exemption policy it is considered appropriate to maintain exemption for companion e-badge holders to the filter on Stoke Newington Church Street. This will allow companion e - badge holders ease of access to their properties and

through the Low Traffic Neighbourhood.

2.4. The measures also help residents feel safe and potentially more confident to take up sustainable modes of transport, such as walking and cycling, as part of a healthy lifestyle in their own environment.

2.5. They help reinforce residents' awareness of issues such as poor air quality and the impacts of the type of fuels used by the vehicles that they use on a day to day basis.

2.6. The Council is committed to its 2019 Climate Emergency Declaration to achieve a 45% reduction in emissions against 2010 levels and net zero emissions by 2040. Delivering low traffic neighbourhoods and a reduction in the number of cars through our borough is seen as a key contributor to Hackney achieving this target.

2.7. Under the Traffic Management Act 2004, local authorities have a duty of care to all road users, including pedestrians and cyclists, and to facilitate more sustainable and better use of road space.

2.8. It is considered that the experimental scheme has been successful in achieving the following objectives, and therefore, should be made permanent:

- Reduction of congestion in Stoke Newington Town Centre, while improving conditions for pedestrians and supporting bus services and emergency vehicles
- Reduced vehicle traffic levels on Stoke Newington Church Street, Albion Road and the surrounding neighbourhood
- Improved walking and cycling conditions in the local area, including on the C1 Cycle route and along Stoke Newington Church Street, in line with guidance from the DfT
- Supported recovery from Covid-19 pandemic measures by creating more pedestrian space to allow for social distancing, including at bus stops, and prevent a car-based recovery, in line with guidance from the DfT
- Improved air quality on Stoke Newington Church Street and in the surrounding neighbourhood, including outside several schools
- Reallocated road space to more sustainable modes such as walking and cycling, following the Healthy Streets Agenda
- Improved road safety in the town centre and reduce conflicts between modes, including on the C1

- Contributed to a variety of Hackney's Transport Strategy and the Mayor of London's Transport Strategy policy objectives.

2.9. The overall scheme was approved by Cabinet in September 2020. Subsequent to that, detailed designs were approved by the Head of Streetscene on 17th August 2021 and now formal approval is sought to make these measures permanent.

3. BACKGROUND

3.1. Stoke Newington Church Street is a street in the Clissold and Stoke Newington Wards that fulfils many different functions. It is a busy town centre, it is a B-road (B104) together with Albion Road, it hosts a number of local amenities including schools, Stoke Newington Fire Station, Stoke Newington Town Hall and it is an important street for bus services and walking and cycling routes, amongst other functions. The frontages on either side of the street consist of a mix of residential and commercial premises, including shops on the bottom floor and flats above.

3.2. Whilst Stoke Newington Church Street provides a mix of functions as above, the surrounding area is mostly residential. Parade of shops in the local area include Albion Parade and Kynaston Road, while other local restaurants and businesses can be found on the residential roads, particularly to the south.

3.3. The Stoke Newington and Clissold Ward profiles can be found here: https://hackney.gov.uk/hackney-ward-profiles. Whilst data is from the census in 2011, it still provides an important introduction to the local area. Compared to Hackney as a whole, both wards have relatively more adults and less young adults/children, proportionately more white British and fewer black African and Caribbean people, and unemployment in these wards is proportionately lower than the Hackney average.

3.4. Looking wider, the Clissold ward is within the 40% most deprived wards in London, and is just outside the top 20% of English wards in terms of deprivation. The Stoke Newington ward is within the 30% most deprived wards in London, and is within the 20% most deprived wards in England.

3.5. In a time when people are urged to go out for physical activity, be it by walking or cycling, concerns over the impact of the outdoor environment on the health of children, the elderly and other protected groups have been raised.

3.6. The quality of air in London is of high and increasing concern, particularly around schools and nurseries.

3.7. The presence of high volumes of traffic travelling at speeds inappropriate or too fast for the local area can be intimidating to some people. Road safety concerns over the lack of controlled crossing points for pedestrians, refurbished pavements and lighting on roads have been raised as issues of concern to the Council.

3.8. Transport for London (TfL) is engaging and working with London boroughs to make changes specifically in relation to this report “reducing traffic on residential streets, creating low-traffic neighbourhoods right across London to enable more people to walk and cycle as part of their daily routine, as has happened during lockdown”. Schemes such as Ultra Low Emission Zones (ULEZ), School Streets and LTNs were introduced to combat issues affecting air quality and the environment.

3.9. LTNs are not a new concept in London, as they have been successfully introduced in other boroughs, such as Waltham Forest, before the current programme. Locally, LTNs were already in operation nearby in the Brownswood and Walford areas, although they were not named as such. Across the borough there are in excess of 130 filters that have been implemented over the last decades, with some of the earliest examples in De Beauvoir ward dating back to the 1970s.

3.10. It is critical that we address the risks of growing traffic on residential streets. The phenomenon, which can be due to ‘rat running’ enabled by the use of route planning and sat-nav devices, represents an imbalance in priorities in favour of through traffic, prejudicing the interests of residents.

3.11. Scheme development

3.12. The Scheme was developed over a period of more than one year, stemming from the LEN16 project, which was a Low Emission Neighbourhood (LEN) project funded by the Mayor’s Air Quality Fund, announced by the Mayor of London in June 2019. That project had the objective to reduce polluting traffic on Stoke Newington Church Street.

3.13. In September 2020 Cabinet approved the implementation of traffic measures, using an experimental traffic order, in the Stoke Newington Church Street Area as part of the Council’s Rebuilding a Greener Hackney programme. The aim of the Rebuilding a Greener Hackney programme is to improve Hackney for walking and cycling, encourage people to spend time in their local area and create quieter, greener, safer and more pleasant neighbourhoods. The traffic measures, aligned with Hackney’s Emergency Transport Strategy, were rolled out during the coronavirus pandemic to help residents maintain social distancing, and aim to encourage active forms of travel, enabling a green recovery from the pandemic.

3.14. The original proposals were featured in the September 2020 Cabinet Report on the Emergency Transport Plan (ETP). In that report, the plans were presented and the following recommendations were made and approved:

> *"Subject to obtaining funding from the DfT Emergency Active Travel Fund…that Cabinet approve the Stoke Newington Church Street Town Centre Scheme and:*
>
> *a) Authorise the Head of Streetscene to make and implement the necessary Experimental traffic order, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.*
>
> *b) Authorise the Head of Streetscene to make minor adjustments to the proposals as required, following design development and feedback from key stakeholders, including local residents.*
>
> *c) Authorise the Head of Streetscene to decide whether to make permanent or not the related experimental traffic orders following consideration of all objections/responses received in the statutory six month period. Any such decision shall be recorded in writing and signed by the Head of Streetscene in consultation with the Cabinet Member for Energy, Waste, Transport, and Public Realm."*

3.15. The Scheme was submitted to the DfT's Active Travel Fund (ATF) for funding which came through TfL's Streetspace programme as TfL administers the funding on behalf of all London Boroughs.

3.16. A complementary workstream resulted in designs for "Stoke Newington Church Street Phase 2: Footway Widening Scheme", which was approved on 14 June 2021 to enable complementary improvements.

3.17. A separate bus priority scheme that was already in progress, was brought forward to align with the timeline of the Stoke Newington Church Street scheme and on 14 July 2021 a decision was made for "Minor works to alter Parking on Manor Road, Stoke Newington in order to improve bus journey times."

3.18. The Cabinet approval of September 2020 delegated minor amendments to the final design of the scheme to the Head of Streetscene. Reflecting feedback from stakeholders such as the emergency services, the following minor changes were made to the designs:

- The majority of LTN filters are 'open' to support emergency response times, i.e. traversable for emergency vehicles and camera enforced rather than featuring physical measures, such as bollards.
- Vehicle parking bays in the immediate area of planters and LTN filters were removed to better aid movements of emergency vehicles through the closures.
- A width of 4m is maintained for all LTN filters as well as the traffic filter itself.

- A lockable bollard was used for the closure at Lordship Road slip road to allow access for Waste Services.

3.19. A Delegated Powers Decision (DPD), and the final proposals and recommendations presented within it, was then brought forward in August 2021. This resulted in the Head of Streetscene authorising the required measures on the basis of an Experimental Traffic Order.

3.20. On 31 August 2021 a DPD named "Minor works to alter Parking on Manor Road, Stoke Newington in order to improve bus journey times" was approved to allow for additional parking controls found necessary at the final stage of laying out the design.

3.21. The interactive online engagement platform, Commonplace, was used at several stages during design[1] and trial[2] to consult local residents and interested stakeholders. During the trial those without online access were given the opportunity to provide their feedback offline through writing to 'Freepost Streetscene.' Residents were also able to electronically write to streetscene.consultations@hackney.gov.uk (see section 7).

3.22. The current document considers the responses to the consultation and sets out the reasoning for making the experimental order permanent.

3.23. Other relevant projects in the area

3.24. There are a number of local projects that may have a bearing on the scheme. The cumulative impacts of these projects are recognised and will receive particular attention in the ongoing monitoring and evaluation of impacts.

3.25. LEN16 - this was a Low Emission Neighbourhood project funded by the Mayor's Air Quality Fund, which focussed on Stoke Newington Church Street and the surrounding area that launched in spring 2019. One of the central aims of the LEN16 is to reduce polluting traffic on Stoke Newington Church Street.

3.26. The Walford Road Road Safety and Traffic Reduction Scheme ("Walford Road Scheme") - this was a scheme introduced in September 2020 as three experimental traffic filters south of Stoke Newington Church Street that have subsequently been made permanent.

3.27. The Emergency Transport Plan (ETP) - collated and described a variety of other interventions to aid social distancing, promote walking and cycling and prevent a car-led recovery from the Covid-19 Pandemic in the borough. It included a proposed

[1] https://stokey.commonplace.is/
[2] https://rebuildingagreenerhackney.commonplace.is/

traffic filter installed on Clissold Crescent, as well as experimental cycle lanes introduced on Green Lanes. Both have since been made permanent.

3.28. School Streets - before the pandemic there were already two school streets active in the local area, one on Barn Street near St Mary's Primary School and one on Dumont Road, Dynevor Road & Lancell Street near William Patten Primary School. As part of the ETP more School Streets were introduced across the borough. In Stoke Newington these include one on Grayling Road near Grazebrook Primary School.

4. SCHEME DESCRIPTION

4.1. Stoke Newington Church Street is a street that fulfils many different functions. It is a busy town centre, it is a B-road (B104) together with Albion Road, it hosts a number of local amenities including schools, Stoke Newington Fire Station, Stoke Newington Town Hall and it is an important street for bus services and walking and cycling routes, amongst other functions. The frontages on either side of the street consist of a mix of residential and commercial premises, including shops on the bottom floor and flats above.

4.2. Whilst Stoke Newington Church Street provides a mix of functions, as above, the surrounding area is mostly residential. Parades of shops in the local area include Albion Parade and Kynaston Road, while other local restaurants and businesses can be found on the residential roads, particularly to the south.

4.3. Several bus routes, including a night bus, use Stoke Newington Church Street and Albion Road. These bus services (routes 73, 393, 476 and the N73) are important for the local community in the absence of other public transport options such as the Overground or Underground stations.

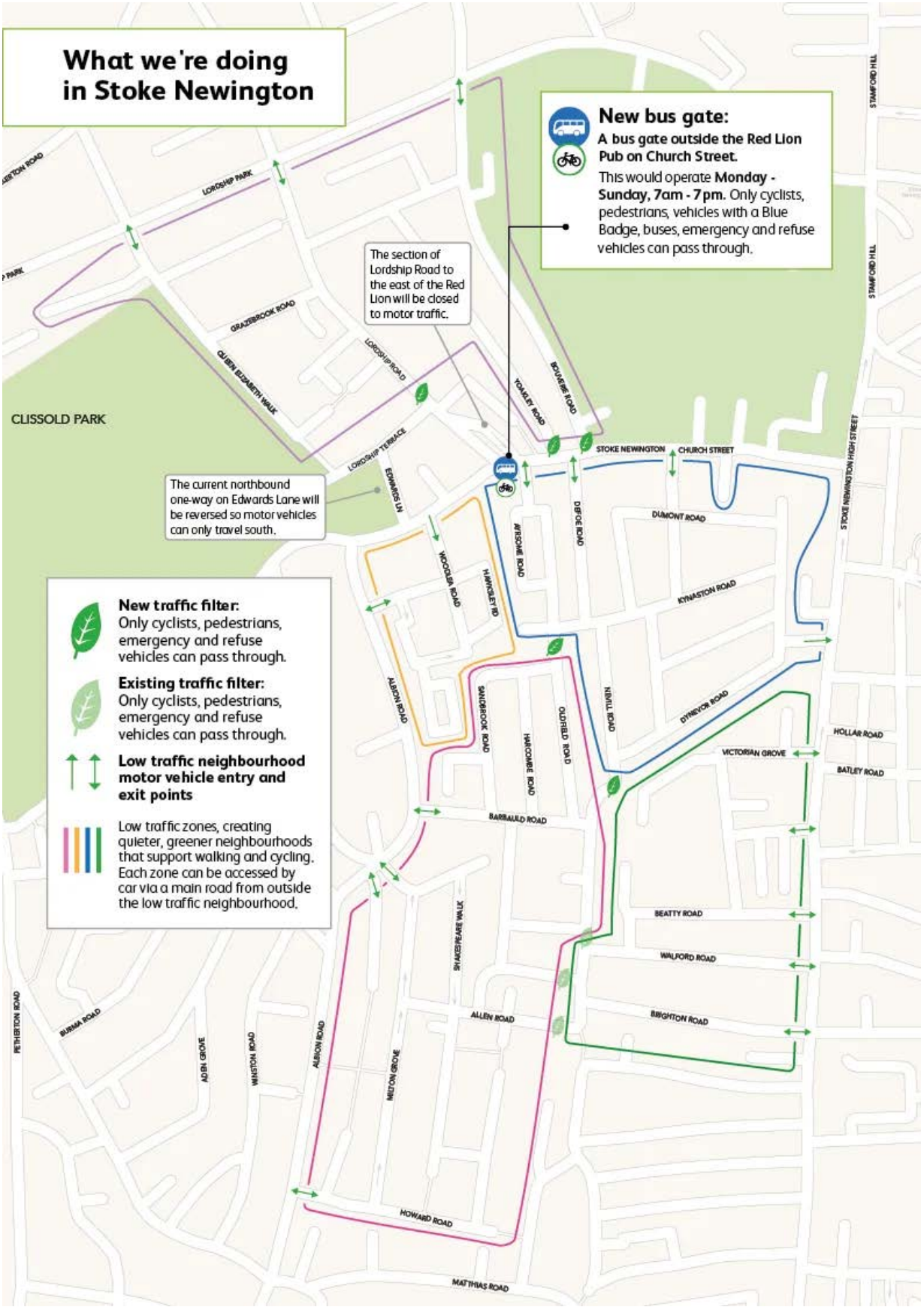
4.4. There is no specific infrastructure for London licensed black cabs (taxis) in the local area such as taxi stands or dedicated taxi bays where cab drivers can park and wait. Albion Road has recently seen the installation of a rapid charging point for electric vehicles that is publicly-available and there are two other electric charging points on Yoakley Road. There are several Blue Badge holder bays in the area, including one outside 92 Stoke Newington Church Street. There are also several special bays in the area for healthcare services including ambulance bays on Yoakley Road.

4.5. The scheme for Stoke Newington Church Street ("the scheme") can be summarised as three main elements:

- A traffic filter installed on Stoke Newington Church Street, from its junction with Marton Road to its junction with Lordship Road (western arm), operating from 7am-7pm, Monday to Sunday.
- Five supporting LTN filters to the north and south of Stoke Newington Church Street to prevent drivers from going around restrictions. These LTN filters are enforced 24/7.
- To help the scheme function and facilitate ‘exit routes’ for vehicles that needed to exit the area, the one-way on Edward’s Lane was reversed, a minor slip road on Lordship Road closed and permit parking bays in the area were removed.

4.6. **Figure 1** shows the general layout in a drawing as included with the public consultation

Figure 1: General Layout of Church Street scheme

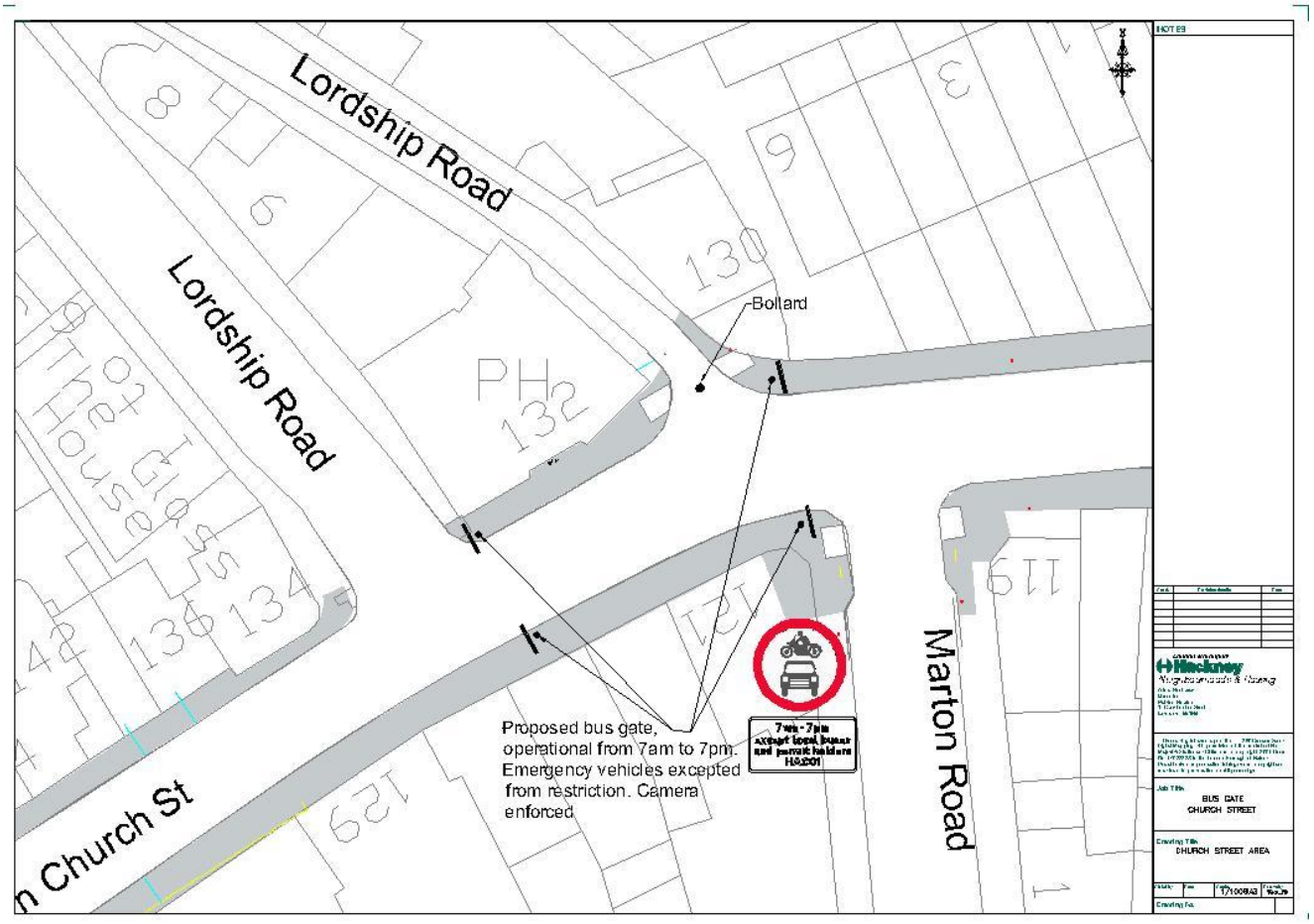


4.7. Road Layout - Stoke Newington Church Street

4.8. Stoke Newington Church Street is a very narrow street. Several sections are only 10-12m in width, including pavements. This resulted in a two-way road with vehicle lanes averaging 3-3.5m in width and pavement widths of 1.5-2m. Building frontages are often situated directly on the pavement edge and do not have front gardens.

4.9. The bus gate restriction point was introduced at the junction of Stoke Newington Church Street and Lordship Road. This was chosen as it required the fewest number of supplementary restrictions. It also means that traffic is most reduced at a location where the overall road width was narrowest.

Figure 2: Stoke Newington Church Street bus gate restriction point



4.10. The traffic filter (see **Figure 2 above**) is a timed prohibition of motor vehicles restriction, with exemptions for local buses and other specified categories. This approach has been implemented at a variety of other schemes across the Borough.

4.11. The operational days for the traffic filter of Monday to Sunday followed local engagement as Stoke Newington Church Street is part of an important local town centre and many shops are open six or seven days a week. To accommodate local visitors it is therefore necessary to reduce traffic on all days of the week. This also ensures that walking, cycling and buses are supported every day of the week.

4.12. The restrictions of between 7am-7pm daily aimed to ensure that the main commuting and shopping hours benefit from a reduction in traffic, with the corresponding beneficial impacts (**see Section 5**). This is especially important for the C1 cycle route crossing on Stoke Newington Church Street and people visiting local shops. This time period was chosen instead of a 24 hour restriction to alleviate traffic displacement impacts during the evening and night and to give more flexibility to delivery and freight traffic e.g. before 7am or after 7pm this type of traffic will be able to approach premises from both sides of the traffic filter.

4.13. The restriction is indicated by a prohibition of motor vehicles 'flying car/motorbike' sign (DfT Diagram 619) and the road space where the traffic filter is situated has distinctive road markings. This is consistent with the Traffic Signs Manual, which states that while there are four ways that a bus gate can be indicated *"... [t]he "no motor vehicles" sign to diagram 619 with an appropriate supplementary plate (S3-2-12).... should be used where vehicles other than buses, cycles, and taxis are permitted to use the road (e.g. permit holders, for access, for loading etc.)"*[3]. As the bus gate is designed to allow certain Blue Badge holders through, by way of permit 'HAC01', this form of signing is most appropriate. See **Figure 3 below**:

Figure 3: Photo of Stoke Newington Church Street restriction looking east

[3] Traffic Signs Manual, Chapter 3, section 9.7. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/782724/traffic-signs-manual-chapter-03.pdf [Accessed 12 Jan 2023]

4.14. As a result of feedback from stakeholders such as the LFB and TfL Buses, signage was installed only on the pavement as opposed to designs at other locations that have used planters or other types of street furniture in the carriageway to highlight their presence; however, it was noted that the remaining road width would in this case be too narrow for buses and larger LFB vehicles to navigate in both directions.

4.15. Design of Low Traffic Neighbourhood (LTN) Filters

4.16. In total, five LTN Filters were introduced. The location plan and designs for the LTN filters are described below. The LTN filters operate 24/7. This limits immediate alternative diversion routes that otherwise could result from vehicles trying to avoid the Stoke Newington Church Street traffic filter, and effectively creates two LTNs, one north and one south of Stoke Newington Church Street.

4.17. Lordship Road at Lordship Terrace

4.18. This mitigates the effects of the Scheme on Lordship Road, in particular by ensuring that north-south traffic can no longer use the route of Albion Road / Stoke Newington Church Street / Lordship Road to avoid Green Lanes. It also ensures that traffic cannot circumvent the traffic filter by using Lordship Road and Manor Road. Northbound traffic is directed back towards Lordship Terrace, while traffic coming from Lordship Terrace is directed southbound on Lordship Road. Southbound traffic on Lordship Road (north of the LTN filter) is able to turn around in the additional space created. This closure is camera enforced, following feedback from the emergency services. A mini-roundabout, painted in the space created, ensures that

north-south access for Emergency Services through the LTN filter is uninhibited. Three parking bays were removed from the east side to ensure emergency services can still travel through the closure and general vehicular traffic can use the mini-roundabout, immediately to the north, to avoid going through the filter . **See Figures 4a and b**

Figure 4a:Construction drawing for Lordship Road

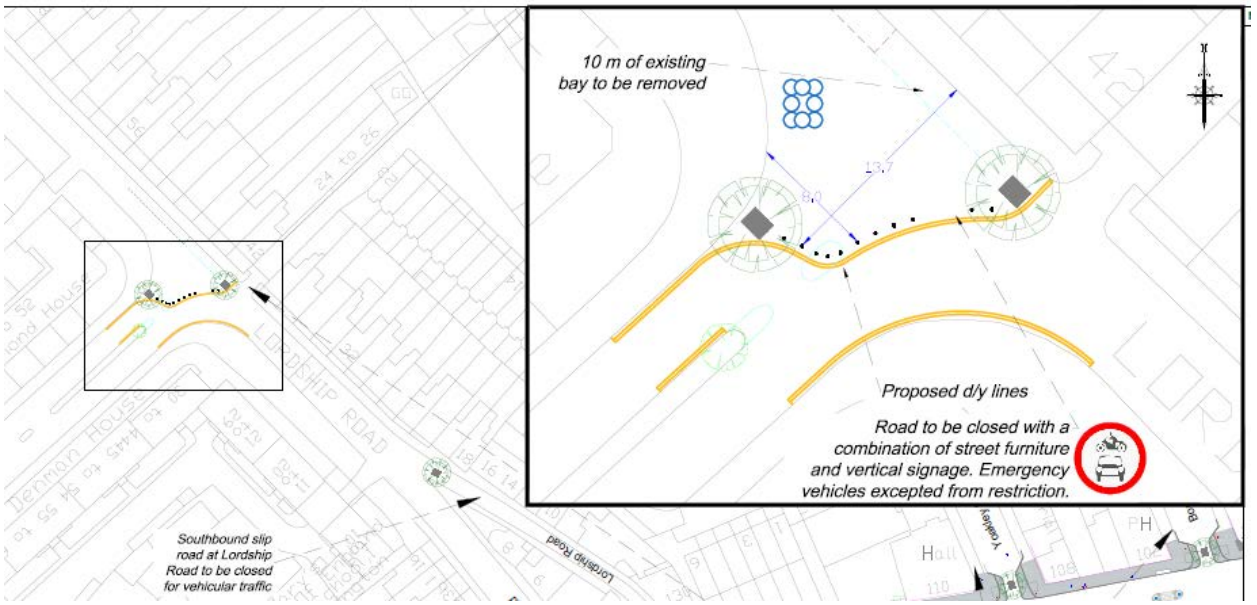


Figure 4b: View of Lordship Road/Lordship Terrace filter looking north

4.19. Yoakley Road at the junction with Stoke Newington Church Street

4.20. This filter prevents traffic from moving between Manor Road and Stoke Newington Church Street, circumventing the traffic filter. This closure remains accessible for emergency services, in response to feedback from the London Ambulance Service (LAS), and enforced by camera. Traffic on Stoke Newington Church Street cannot turn into Yoakley Road. Southbound traffic has to turn around on Yoakley Road. Approximately two parking bays were removed to facilitate this movement.

4.21. The LTN filter is supported by signage and planters. **See Figures 5a and b.**

Figure 5a: View of Yoakley Road restriction point looking south

Figure 5b: View of Yoakley Road restriction looking north (with parklet in the background)

4.22. Bouverie Road at the junction with Stoke Newington Church Street

4.23. This prevents traffic from moving between Manor Road and Stoke Newington Church Street, circumventing the traffic filter. This closure remains accessible for emergency services, following feedback from the LAS and the LFB, and is enforced by traffic camera. Traffic on Stoke Newington Church Street can not turn into Bouverie Road. Southbound traffic has to turn around on Bouverie Road. One parking bay was removed to facilitate this movement.

4.24. This LTN filter is defined by signage and planters see Figure 6. This helps to increase compliance whilst keeping it accessible to emergency services as well as cyclists, as it is part of the CS1 route. Through the separate footway improvement workstream, the side road crossing has since been upgraded to a blended crossing.

Figure 6a: Bouverie Road looking south

Figure 6b: Bouverie Road looking north (with parklet in the background)

4.25. Oldfield Road between the junctions of Kynaston Road and Sandbrook Road.

4.26. This road closure prevents traffic from moving between Albion Road and the A10 or Albion Road and Stoke Newington Church Street to circumvent the traffic filter. This LTN filter is a set of planters on Oldfield Road, at the junction with Kynaston Road.

4.27. This LTN filter is further supported by signage on the planters, as well as the removal of approximately seven car parking spaces around both sets of planters. Access to

properties on Oldfield Road between the junctions of Kynaston Road and Sandbrook Road is maintained from the south. This has been discussed with the emergency services. **See Figure 7.**

Figure 7: Oldfield Road at the junction with Sandbrook Road facing north

4.28. Nevill Rd at the junction with Dynevor Rd and at the junction with Barbauld Rd.

4.29. Filtered with planters, this is traversable for Emergency Services and the LTN filter is camera enforced.

4.30. Aside from the planters and signage, the closure is supported by the removal of approximately two parking bays to ensure emergency services can still travel through the closure. Northbound traffic on Nevill Road can turn into Barbauld Road, whilst southbound traffic can turn into Dynevor Road.

4.31. This road closure works in conjunction with the Walford Road scheme, which is located further south on Nevill Road. This road closure remains 'open' and camera enforced to allow emergency services through the area. It also supports movements on the C1 cycle route as it still allows unimpeded access to cyclists. **See Figure 8.**

Figure 8a: Restriction Points on Nevill Road

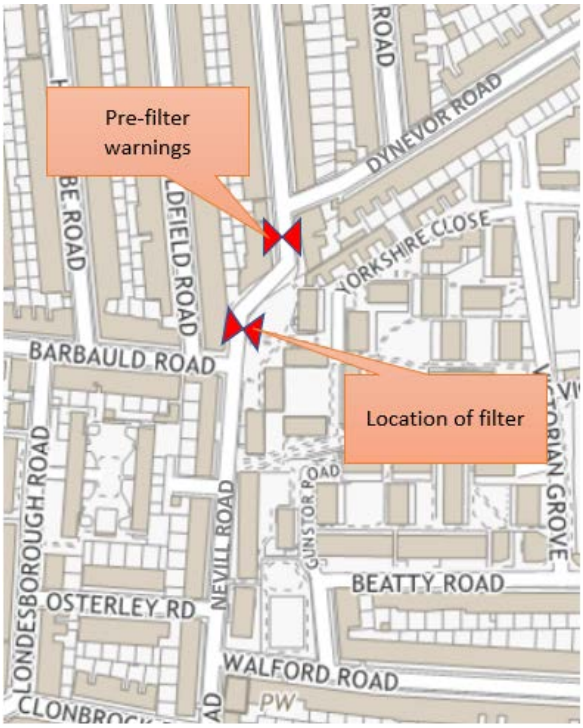


Figure 8b: Barbauld Road/Nevill Road junction filter facing south (parklet in the foreground)

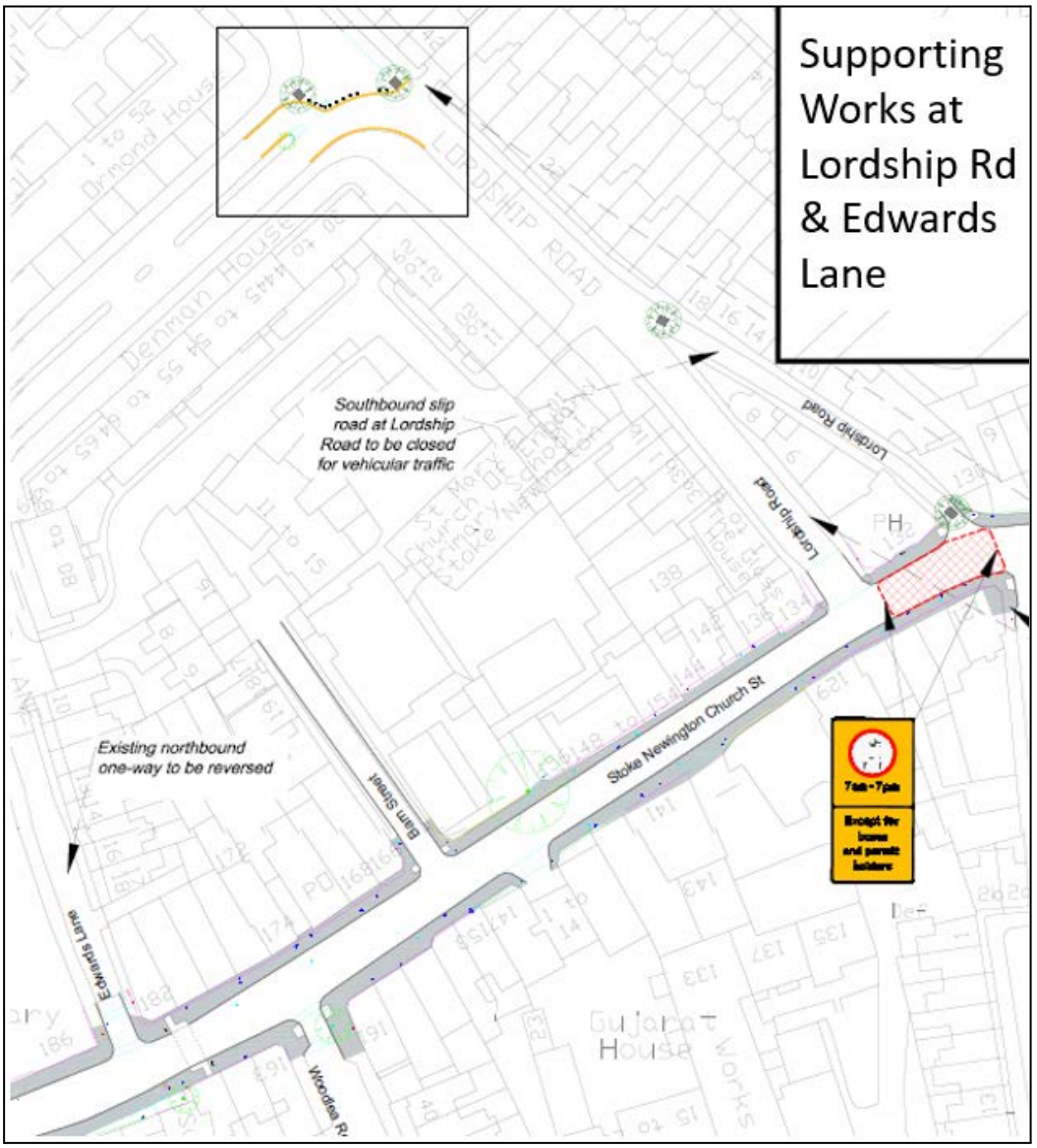
4.32. Design of Supporting Works

4.33. A lockable bollard has been placed on the southbound slip road on Lordship Road, at the junction with Stoke Newington Church Street to help with compliance of the traffic filter, and improve pedestrian priority at this junction. The northern side of this slip road remains open after feedback from the emergency and waste services that

require access to local properties. Residents can also apply for access through the lockable bollard if something unexpected should arise.

4.34. To support the Lordship Road modal filter and the route avoiding the traffic filter on Stoke Newington Church Street it was necessary to reverse the one-way on Edward's Lane, changing it from northbound only to southbound only. This was to help eastbound traffic on Stoke Newington Church Street turn away from the traffic filter into Lordship Road, into Lordship Terrace and then Edward's Lane, getting back to Stoke Newington Church Street. **See Figure 9.**

Figure 9: Construction Drawing for Supporting Works



4.35. Pavement Widening

4.36. As part of a suite of measures aimed at achieving the objective to improve public realm and encourage more people to walk, shop and spend time in the area, and reduce congestion in Stoke Newington Town Centre, a parallel workstream to widen pavements has been progressed. This has included various pavement widening sections on Stoke Newington Church Street to support pedestrians, bus users and local businesses and blended crossings at side road junctions to improve the priority for pedestrians at the junctions.

4.37. Pavement widening proposals were initially developed alongside the proposal for the LTN, but are funded separately and were the subject of separate decisions as it was seen as a separate package of works with less impact on traffic.

4.38. Further details of the pavement widening scheme, are available here https://hackney.gov.uk/stoke-newington-ltn it should be noted that this element of the scheme, although discussed with stakeholders, is being treated as a separate phase of works with its own governance pathway and therefore approval is not sought within this report.

4.39. Improvements to Boundary Roads

4.40. As shown in section 5, roads that were at risk of receiving traffic displacement include Manor Road and Lordship Park, Mildmay Road, Matthias Road and Crossway, Green Lanes and the A10. Although these roads are referred to as 'boundary roads' in this report, this term is used to include any neighbouring roads that have been directly and specifically impacted by the scheme.

4.41. New cycle lanes have recently been installed experimentally on Green Lanes. These measures have helped create more distance between vehicle traffic and pedestrians and will improve road safety for cyclists, even if the road carries more traffic. The Cycle Future Route (C23) also aims to improve walking and cycling conditions on Crossway, including the introduction of a new upgraded signalled crossing. The scheme also includes a new crossing at the A10/John Campbell Road/Sandringham junction. This work will be carried out in 2034/24, dependent on funding. This latter intervention will make it less attractive to drive through Crossway. Proposals by Islington council in the Mildmay area will also make this area less attractive for driving - https://www.islington.gov.uk/roads/people-friendly-streets/liveable-neighbourhoods/mildmay

4.42. TfL is responsible for all highway and traffic issues on the Transport for London Road Network (TLRN), commonly called the Red Routes. Therefore, whilst Hackney cannot directly make changes to the A10 (which is a Red Route), the Council is working with TfL to investigate improvements to improve these routes. This includes looking at modifying signal timings to reflect the changing traffic patterns and minimise the impact on bus services.

4.43. Manor Road and Lordship Park

4.44. Being the closest east-west route to Stoke Newington Church Street, and in recognition of its function and surroundings, the council has commissioned TFL to make an amendment to the signals at the Brownswood Road/Lordship Park/Green Lanes junction. This change will hold the Green Lanes southbound flow longer which will provide an opportunity to better clear the junction for those vehicles turning right into Lordship Park after proceeding northbound on Green Lanes.

4.45. Although subsequent traffic measurements suggest mitigation measures on Manor Road and Lordship Park are not a requirement of the current scheme, it is still an ambition of the council to improve this road through its Healthy Streets programme.

4.46. In discussion with bus operators, locations where drivers experienced ‘pinch points’ along Manor Road were identified during the first weeks of operation. Changes were duly made to the kerbside controls to address these, including installing double yellow lines on several sections of road to remove pinch points by controlling kerbside parking.

4.47. Other changes taken forward included liaison with TfL to examine and change the signal phasing at the Manor Road/A10 junction.

4.48. The boundary roads in general and Manor Road/Lordship Park in particular will continue to receive attention, and opportunities for further improvement will be sought. In Its LIP funding submission to TfL the Council has applied for funding for public realm improvements to Manor Road as part of its Healthy Streets programme.

4.49. It is recognised that there might be cumulative effects of projects in this part of the borough (for example with the roll-out of School Streets). These will be monitored separately but careful attention will be paid to this area, and any necessary further works will be investigated and brought forward as funding becomes available.

5. IMPACT

5.1. While the scheme proposals contain separate elements (e.g.traffic filter, LTN filters) with supporting interventions, they can be viewed as one holistic scheme. For example, the bus gate on Stoke Newington Church Street would not be able to function properly without the neighbourhood filters.

5.2. Therefore the impacts of the scheme will be assessed as a whole, instead of going through each element. This report will outline the impacts in terms of traffic, air quality, road safety, Covid-19 and other impacts.

5.3. One challenge throughout the assessment of the impacts of the scheme is that the trial occurred during a period of time where the UK was affected by Covid and the impact of Covid, its associated lockdowns and the changes in living patterns which resulted, changed during the course of the experimental period. Naturally the change of the influence of Covid on the public's living patterns had impacts on traffic and air quality in addition to any impacts of the scheme itself.

5.4. Traffic Impacts

5.5. The scheme is being monitored through a combination of data sources. The data in this report compares the same period of the year, where possible, before and after the scheme was introduced. Some snapshot counts were carried out on affected roads and the dates of these are shown. This is a more comprehensive traffic analysis of all information being used to monitor the scheme than the interim reports released in October 2021 and March 2022.

5.6. Continuous traffic counters were installed and have been active since 1 September 2021 on Stoke Newington Church Street, Lordship Park, Lordship Road and Green Lanes to measure the volume of cycles, pedestrians and several classes of motor vehicles based on size: cars, Light Goods Vehicles (LGV), Buses, Rigid large vehicles (OGV1) and the largest vehicles such as heavy goods vehicles (OGV2). Further snapshot traffic counts were undertaken in May to June 2022.

5.7. Key findings

- All motor traffic is **down 53.3%** on Stoke Newington Church Street across a 24 hour period and **down 60.4%** during the operational hours of the bus gate (7am - 7pm).

- Average pedestrian flows on Stoke Newington Church Street are **up 6.0%** across a 24 hour period and **up 16.0%** during the operational hours of the bus gate (7am - 7pm).

- Average cycle flows on Stoke Newington Church Street are **up 30.3%** across a 24 hour period and **up 38.0%** during the operational hours of the bus gate (7am - 7pm).

- A negligible increase on Lordship Park **(up 0.4%)** in all motor traffic can be seen during the hours of operation (7am - 7pm). Overall there is a reduction in east/ west traffic across the Stoke Newington Church Street and Lordship Park east/ west routes.

- Buses on both Stoke Newington Church Street; Manor Road and Green Lanes have not seen significant changes in average journey times.

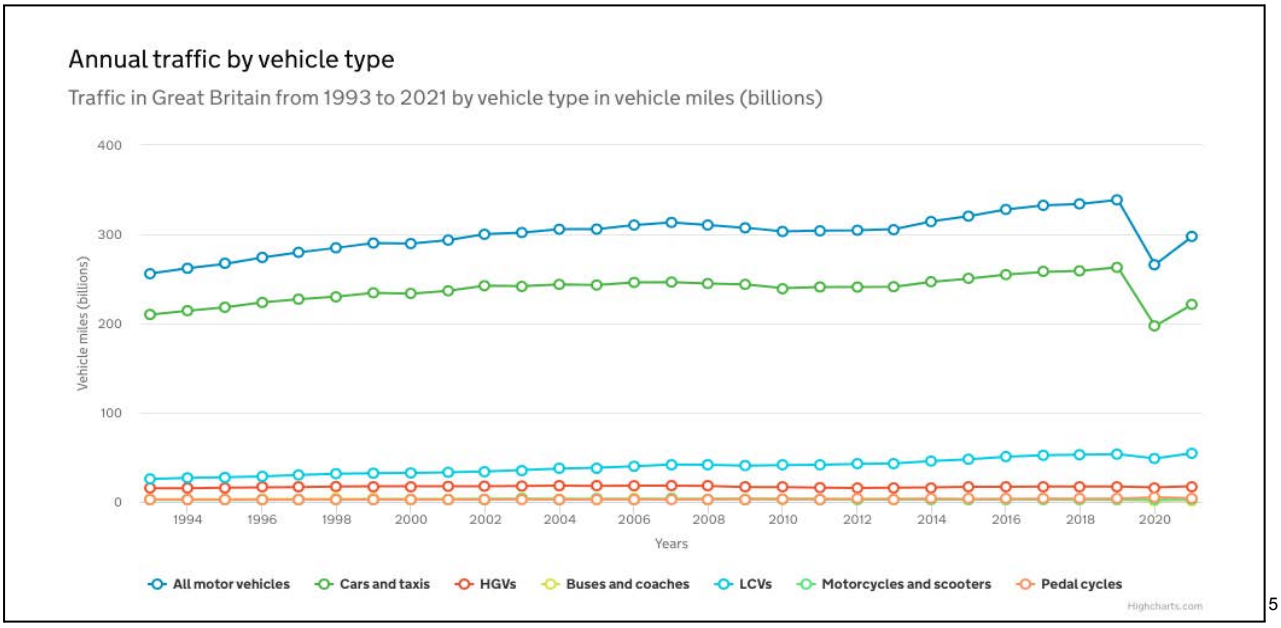
5.8. Wider traffic context

5.9. The UK has experienced a long term upward trend in motor vehicle use, as seen in **Figure 10a** below. It is clear that the Covid 19 pandemic had a significant impact on overall traffic volumes, but as the DfT report summarises:

5.9.1. *"Whilst historically significant, the long term trends can be misleading in most cases due to the extraordinary circumstances observed as a result of the coronavirus pandemic. Vehicle miles travelled in Great Britain have had year-on-year growth in each year between 2011 and 2019. Following a sharp decline in 2020, traffic levels for 2021 have increased on the previous year but still remain lower than the 2011 levels. Therefore, to say traffic has fallen over the last decade would misconstrue, as the overall decrease is entirely due to the decline in traffic levels observed in the 2020-2021 estimates."* [4]

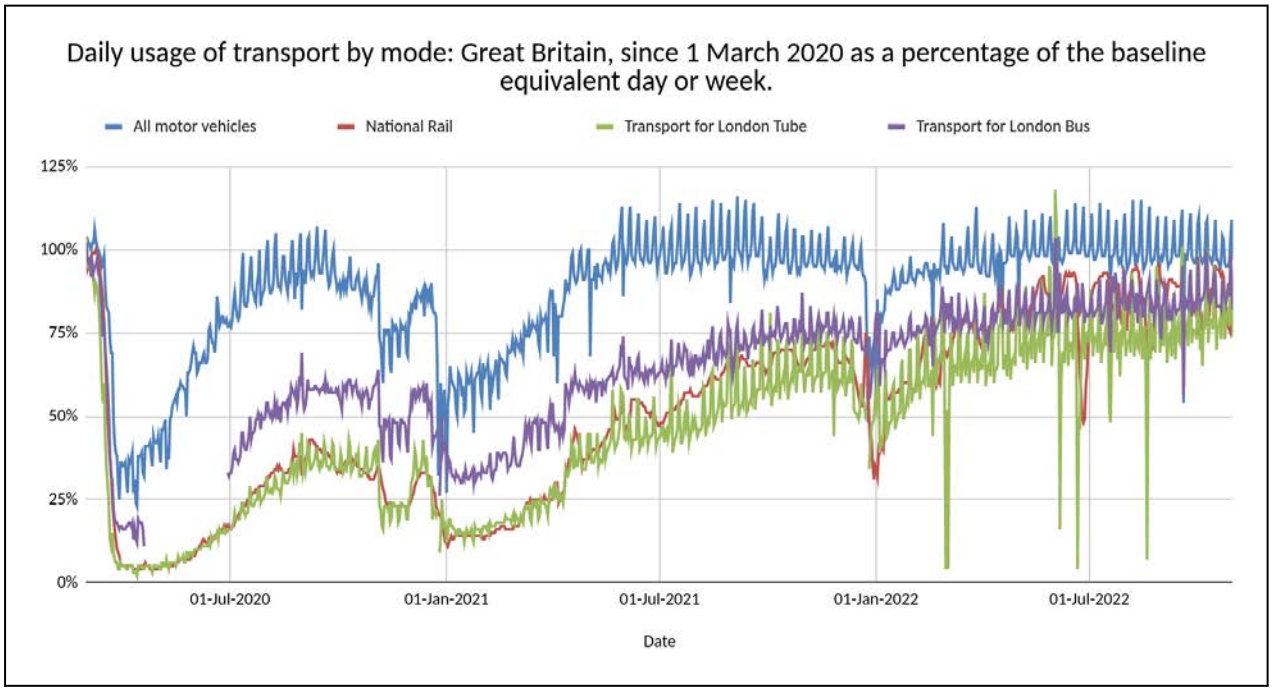
[4] https://roadtraffic.dft.gov.uk/summary

Figure 10a: Traffic in Great Britain from 1993 to 2021 by Vehicle Type (vehicle miles, billions)



[5]

Figure 10b: Daily usage of transport by mode: Great Britain, March 2020 to 31 October 2022 (% of baseline equivalent day or week)



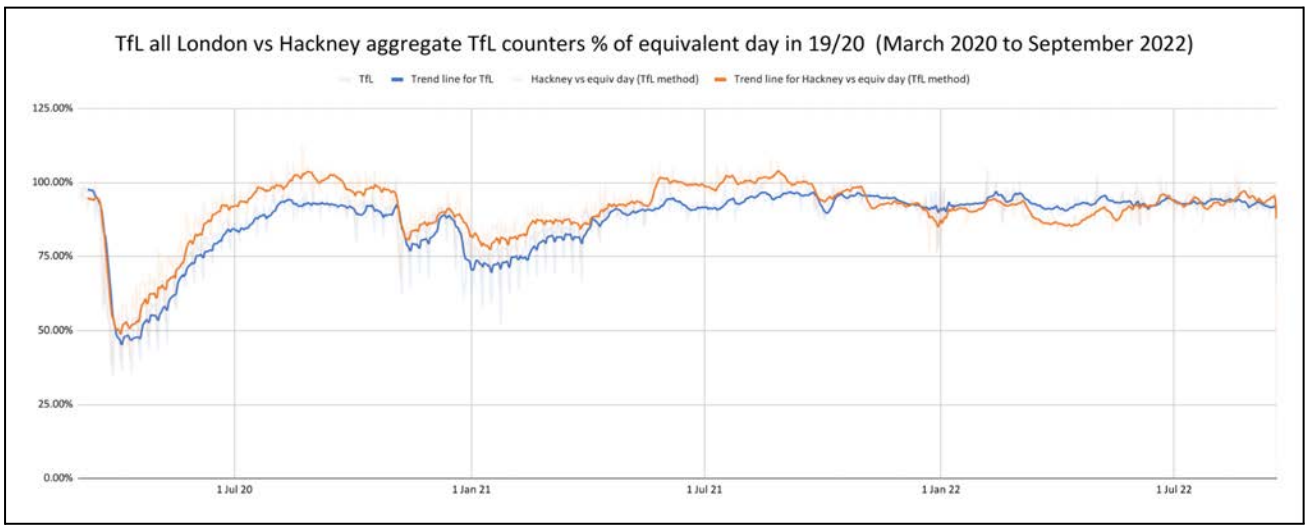
5.10. More recent data on the National traffic trends from the DfT illustrated in **Figure 10b** shows that since March 2020 general motor traffic has broadly returned to pre-pandemic levels. However, public transport has only returned to around 80% of pre pandemic levels.

[5] https://roadtraffic.dft.gov.uk/summary

5.11. The duration of the experimental trial analysed in this report was not subject to Covid-19 national lockdowns. However, the UK was still emerging from the pandemic, and in December 2022 in response to the omicron variant, the UK went into 'Plan B'. This meant that, among other measures, people were asked to work from home where possible and this impact is evident in national traffic trends at the time. Travel patterns, more generally, have been affected by Covid-19 and the full impacts of these changes are still to be fully understood.

5.12. **Figure 11** below shows traffic volumes across the whole of London and locally in Hackney since the beginning of the first lockdown period in March 2020. National traffic trends suggest that road traffic has broadly returned to pre-pandemic levels by 2022. Data for Hackney main roads suggests that in 2021 Hackney traffic levels had returned to pre-pandemic levels, and then proceeded to drop to about 6% below pre-pandemic levels in 2022 following Londonwide trends.

Figure 11: TfL all London vs Hackney aggregate TfL counters (% of equivalent day in 19/20



5.13. Traffic on Stoke Newington Church Street

5.14. The traffic counter on Stoke Newington Church Street is located east of Kersley Street, therefore it does not measure the exact number of vehicles that travel through the bus gate further west, as there are three 'exit routes' between the counter and the bus gate restriction. Compliance with the bus gate restriction is monitored by the enforcement cameras at the location and a review of this data is in the Compliance Section.

5.15. To simplify the data into a 'before' and 'after' comparison, the daily average traffic volume was taken for the two week period before the scheme was

introduced in 2021 and with the scheme operating in the equivalent two week period in 2022.

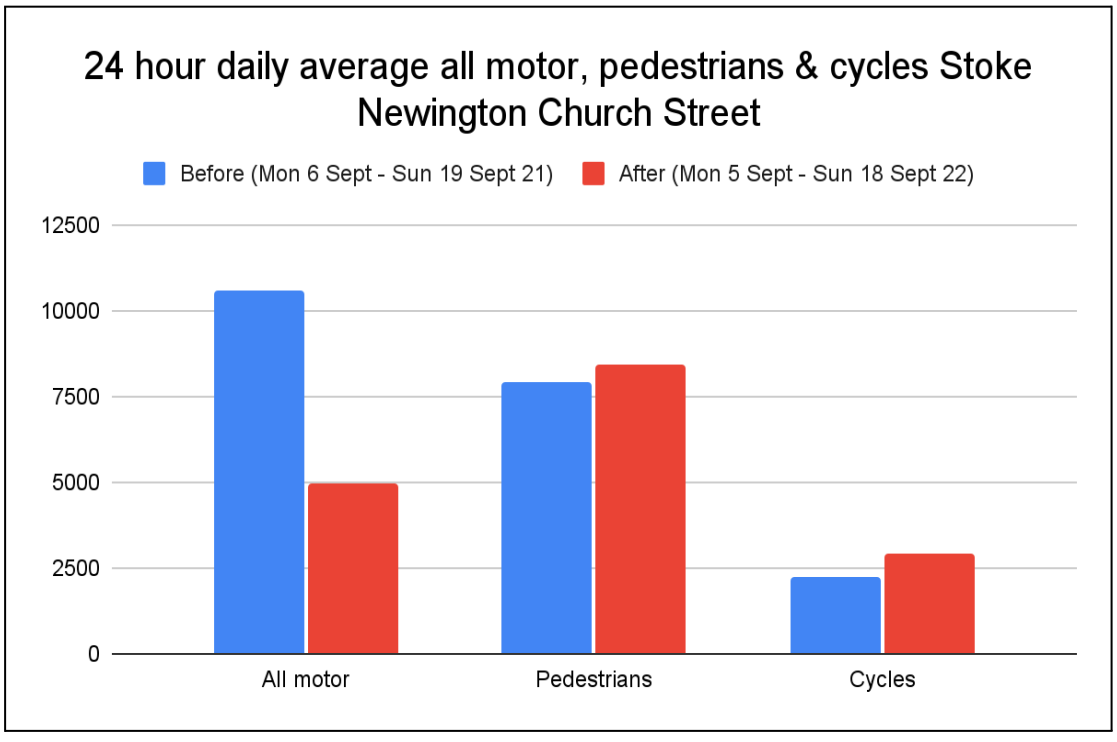
5.16. There were no Covid-19 restrictions in place during either two week period in 2021 or 2022.

5.17. The UK entered into a period of national mourning from 09 September to 19 September 2022. There was no evident significant deviation in traffic levels, either nationally (figure 10b) or at the local sites with continuous monitors during this period, with the exception of the Bank Holiday for the State Funeral of Queen Elizabeth II on 19 September, which saw a decrease in traffic, nationally and locally.

5.18. The weather was broadly the same for both periods analysed.

5.19. **Figure 12 and table 1** show data from the Stoke Newington Church Street traffic counter east of Kersley Road and is a view of traffic patterns in the two week period before the scheme was introduced in 2021 and of the scheme operating in the same two week period in 2022.

Figure 12: Stoke Newington Church Street: 24 hour Average Flow of all Motor Vehicles, Pedestrians and Cycles before and after scheme.



5.20. **Table 1** shows that the average daily flow of motor traffic has reduced by 53.3% from 10,605 to 4,948. Pedestrian flows have increased by 6.0%. Cycling flows have also increased by 30.3%. The number of buses appears to

be down 10.3% and is likely to be non TfL buses being banned from passing through the bus gate rather than a reduction in service. This could include coaches and other minibuses that get counted as buses.

Table 1: Stoke Newington Church Street: 24 hour Average Flow of all Motor Vehicles, Pedestrians and Cycles (Mon 6 Sep - Sun 19 Sept 21 vs Mon 5 Sept - Sun 18 Sept 22)

	All motor	Pedestrians	Cycles	Bus
Before (Mon 6 Sep - Sun 19 Sept 21)	10605	7934	2250	822
After (Mon 5 Sept - Sun 18 Sept 22)	4948	8408	2932	737
change	-5657	474	682	-85
% change	-53.3%	6.0%	30.3%	-10.3%

5.21. **Figure 13 and Table 2/2a** compares motor vehicle traffic and pedestrians and cycle traffic on Stoke Newington Church Street during the hours of operation of the bus gate in the two week period before the scheme was introduced in 2021 and of the scheme operating in the same two week period in 2022. It shows that the average flow of motor traffic during the bus gate operational hours (7am to 7pm) has reduced by 60.42%, from 7157 to 2833. Hackney residents who are Blue Badge holders are eligible for an exemption from the bus gate on Stoke Newington Church Street. Some of the car traffic is likely to be Blue Badge holders, so a base level of car traffic is expected even during operation of the bus gate. The category of 'all motor vehicles' also includes buses, which continue to operate on the street during bus gate hours.

5.22. Pedestrian flows increased by 15.9%. Cycling flows have also increased by 38% while the bus gate is in operation.

Figure 13: Average of motor vehicle, pedestrian and cycle flows (7am-7pm)

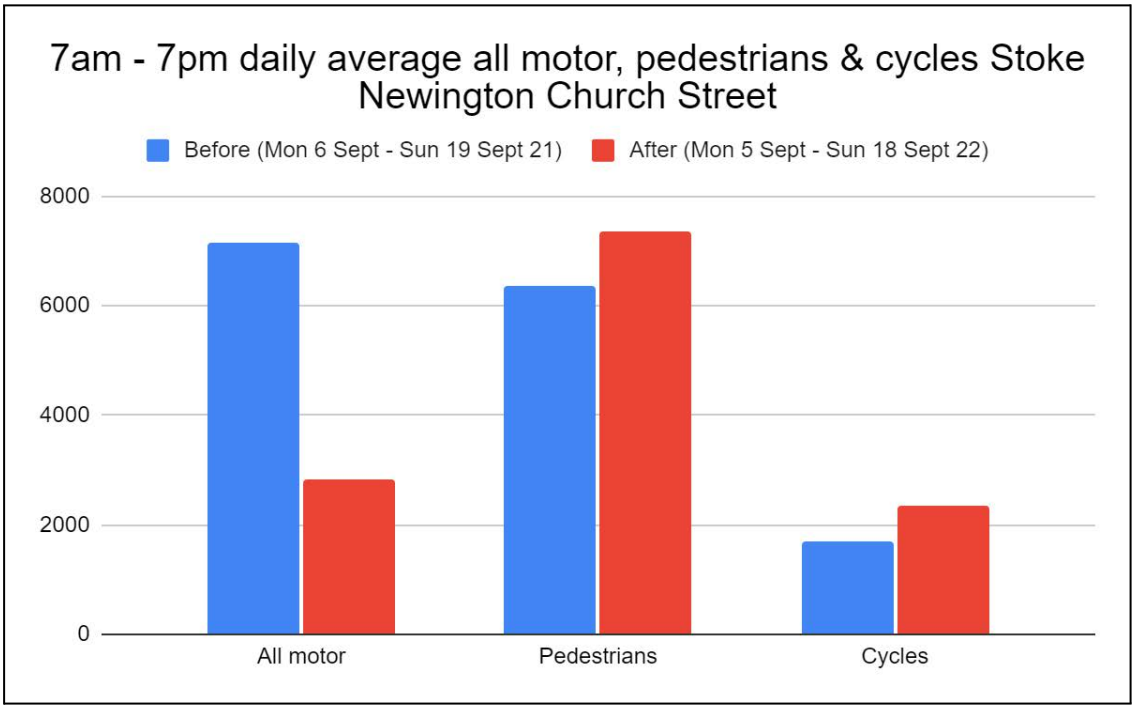


Table 2: Stoke Newington Church Street: 7am to 7pm hour Average Flow of Motor Vehicles, Pedestrians and Cycles (Mon 6 Sep - Sun 19 Sept 21 vs Mon 5 Sept - Sun 18 Sept 22)

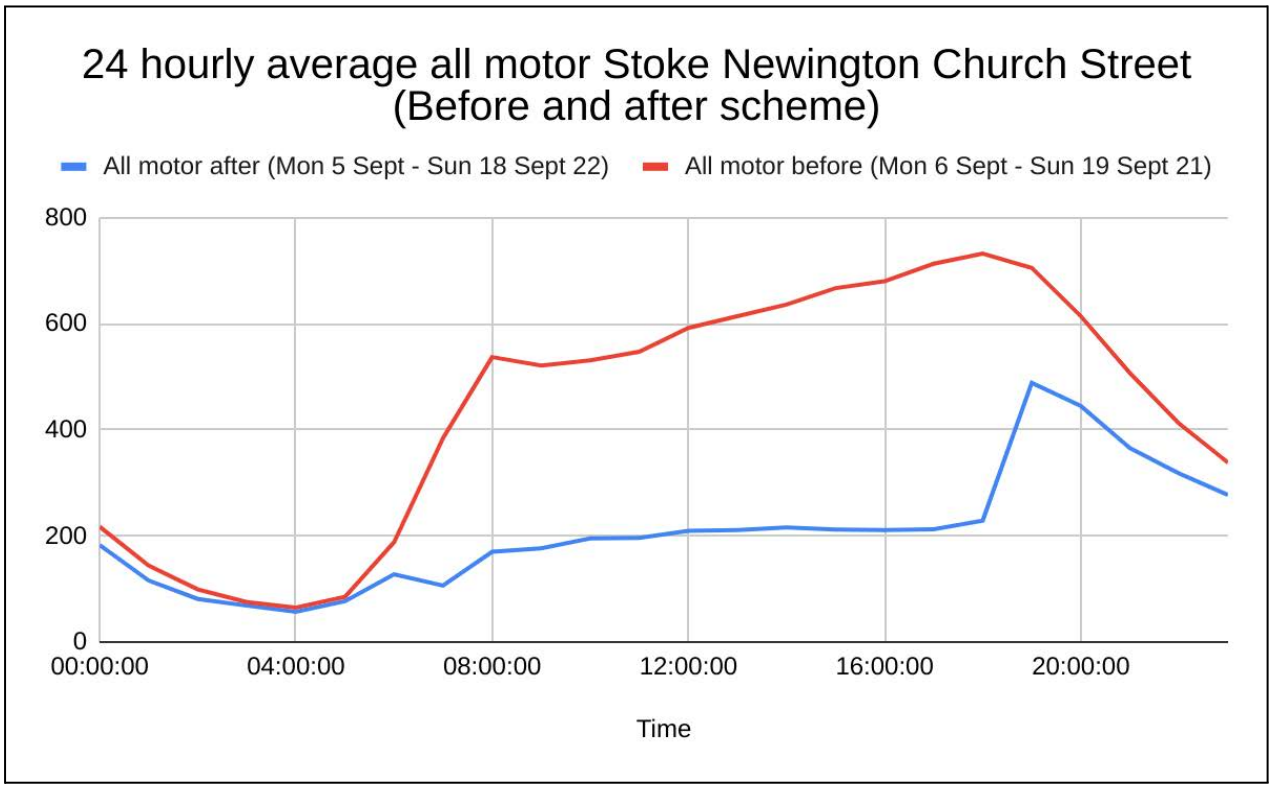
	All motor	Pedestrians	Cycles
Before (Mon 6 Sep - Sun 19 Sept 21)	7157	6359	1711
After (Mon 5 Sept - Sun 18 Sept 22)	2833	7373	2362
Change	-4324	1014	651
% change	-60.4%	16.0%	38.0%

Table 2a: 7am to 7pm hourly average Motor Vehicles on Stoke Newington Church Street: Expanded Motor Vehicle categories (Mon 6 Sep - Sun 19 Sept 21 vs Mon 5 Sept - Sun 18 Sept 22)

Date	Car	P2W	Bus	OGV1	OGV2	LGV
Before (Mon 6 Sep - Sun 19 Sept)	5123	965	583	109	3	1079
After (Mon 5 Sept - Sun 18 Sept)	1532	319	504	60	2	417
change	-3591	-646	-79	-49	-1	-662
% change	-70.1%	-66.9%	-13.6%	-44.7%	-47.6%	-61.4%

5.23. **Figure 14** shows the level of motor traffic across an average 24 hour period before and after the scheme, which clearly shows the impact of the scheme in reducing traffic during the operational hours of 7am-7pm, but also shows lower traffic levels into the evening after a jump just after 7pm when the restriction ends each day.

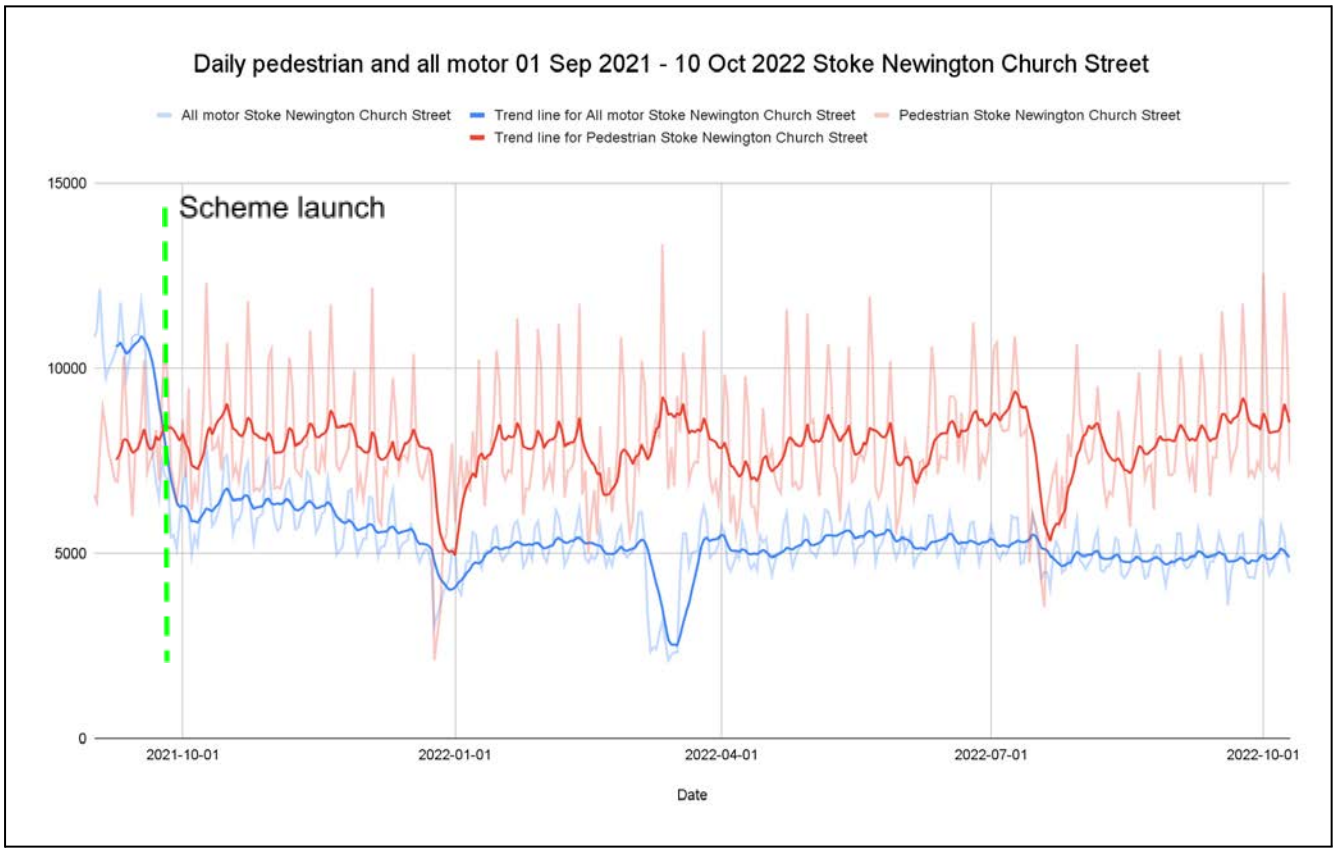
Figure 14: Motor traffic in Stoke Newington Church Street by time of day (Mon 06 Sep to Sun 19 Sep 2021 versus Mon 05 Sep to Sun 18 Sep 2022)



5.24. Pedestrians and Cyclists on Stoke Newington Church Street

5.25. The traffic counter on Stoke Newington Church Street was able to count the number of pedestrians at a point just west of the Fire Station. **Figure 15** shows that the total daily flows of all motor vehicles on Stoke Newington Church Street decreased after the scheme was installed to less than the number of pedestrians and remains lower than total daily flows of pedestrians after the date the bus gate was implemented (19 September 2021).

Figure 15: Daily all motor and pedestrian flow Stoke Newington Church Street over the past 13 months (01 Sep 2021 - 10 Oct 2022)



5.26. **Table 3** shows averages taken from two week time samples over the 12 month time period from September 2021 to September 2022 and shows that pedestrian movements have increased during that time, with seasonal differences showing less increase during winter months, but with a September to September comparison showing 16% increase.

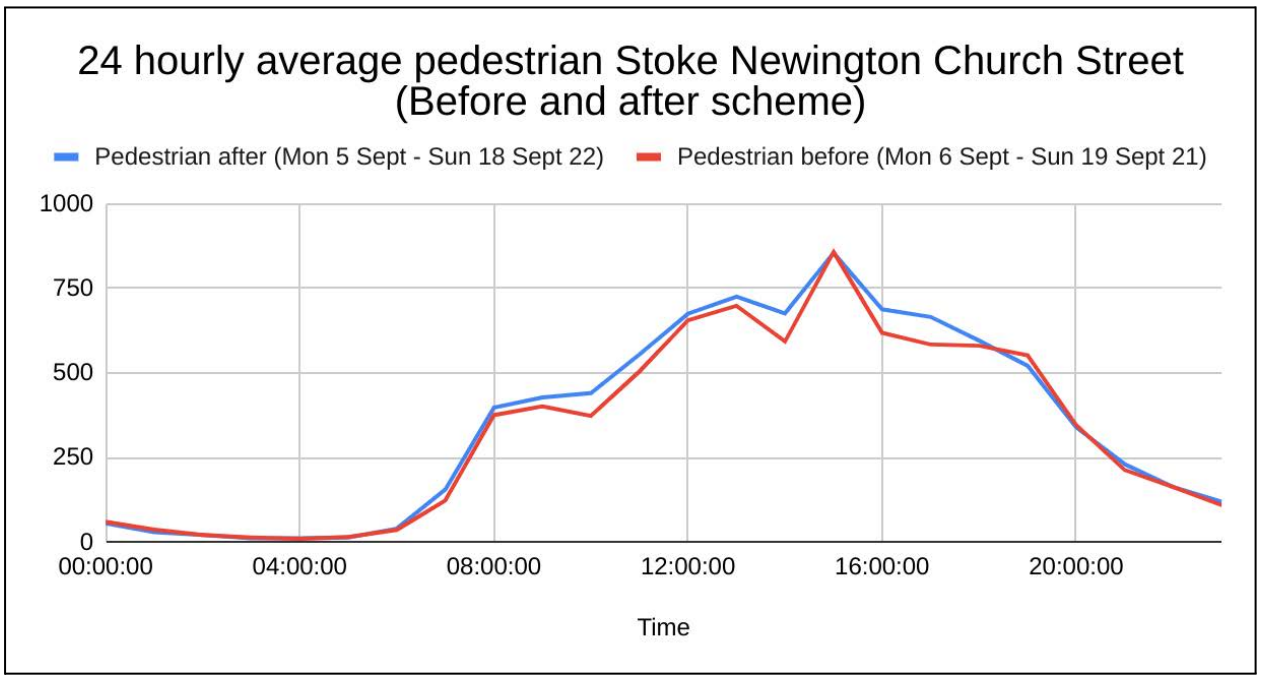
Table 3: Stoke Newington Church Street - Daily average pedestrian flows (two week periods), 7am - 7pm, before and after the scheme

	Before	After				
	2021	2021			2022	
	Mon 6 Sep - Sun 19 Sept	Mon 4 Oct - Sun 17 Oct	Mon 1 Nov - Sun 14 Nov	Mon 6 Dec - Sun 19 Dec	Mon 10 Jan - Sun 23 Jan	(Mon 5 Sept - Sun 18 Sept)
Pedestrians	6359	6690	6528	6380	6616	7373
Change vs before		331	169	21	257	1014
% change		5.21%	2.66%	0.33%	4.04%	15.95%

5.27. **Figure 16** shows the level of pedestrians across an average 24 hour period before and after the scheme. The time bands with the greatest difference

before and after the scheme are the time bands 2pm to 3pm and 4pm to 5pm, which show more pedestrians on the street at those times of the day after the scheme than before.

Figure 16: Hourly average pedestrians Stoke Newington Church Street (Mon 06 Sep to Sun 19 Sep 2021 versus Mon 05 Sep to Sun 18 Sep 20



5.28. The pedestrian count data is consistent with data on retail spending provided by the High Streets Data Partnership. **Figures 17a and 17b** show anonymised and aggregated Mastercard data for the period 10 Oct 2020 to 10 October 2022 showing the actual number of transactions for weekdays and weekends respectively.

5.29. This report shows the Mastercard data, as reported by the High Streets Data team at the GLA. The number of transactions are reported here as supporting evidence of increased footfall that aligns with the Vivacity pedestrian counts and not as an indication of business performance more generally.

5.30. The Mastercard data is limited to card transactions on Mastercard only and does not show transactions made through other payment providers. The Mastercard data shown represents actual transactions and is not adjusted to reflect cash to card changes.

Figure 17a: Stoke Newington Church Street Mastercard Transactions for Eating and Retail - 10/10/2020 to 10/10/2022, Weekdays (Mon-Fri), Number of transactions

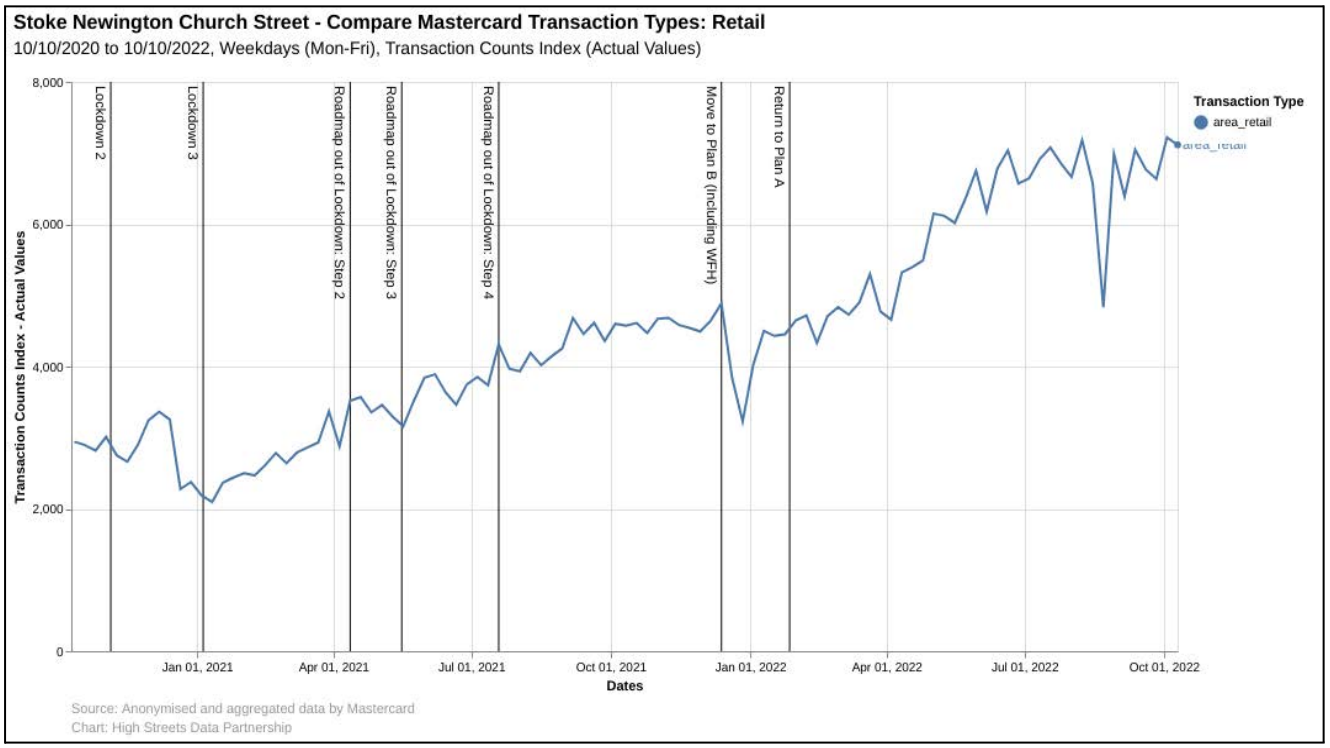
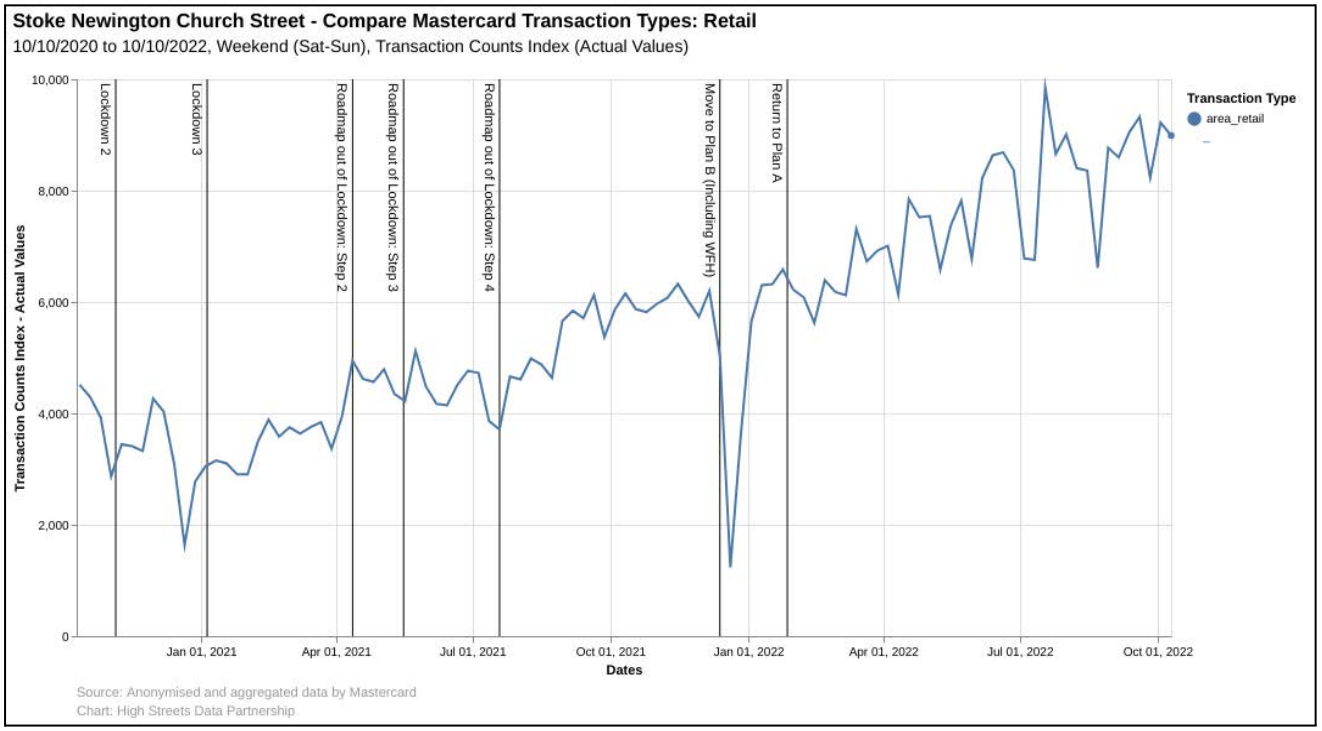


Figure 17b: Stoke Newington Church Street Mastercard Transactions for Eating and Retail - 10/10/2020 to 10/10/2022, Weekends (Sat - Sun), Number of transactions



5.31. The traffic counters used were able to distinguish between motor vehicles and cyclists. **Figure 18a** shows the daily number of cycles on Stoke Newington Church Street from 1 September 2021 to 10 October 2022. Following a seasonal decrease through the winter months, the number of cycles increased

from April 2022 onwards and in September 2022 was higher than before the scheme in September 2021.

Figure 18a: Daily cycles on Stoke Newington Church Street between 1 September 2021 to 10 October 2022

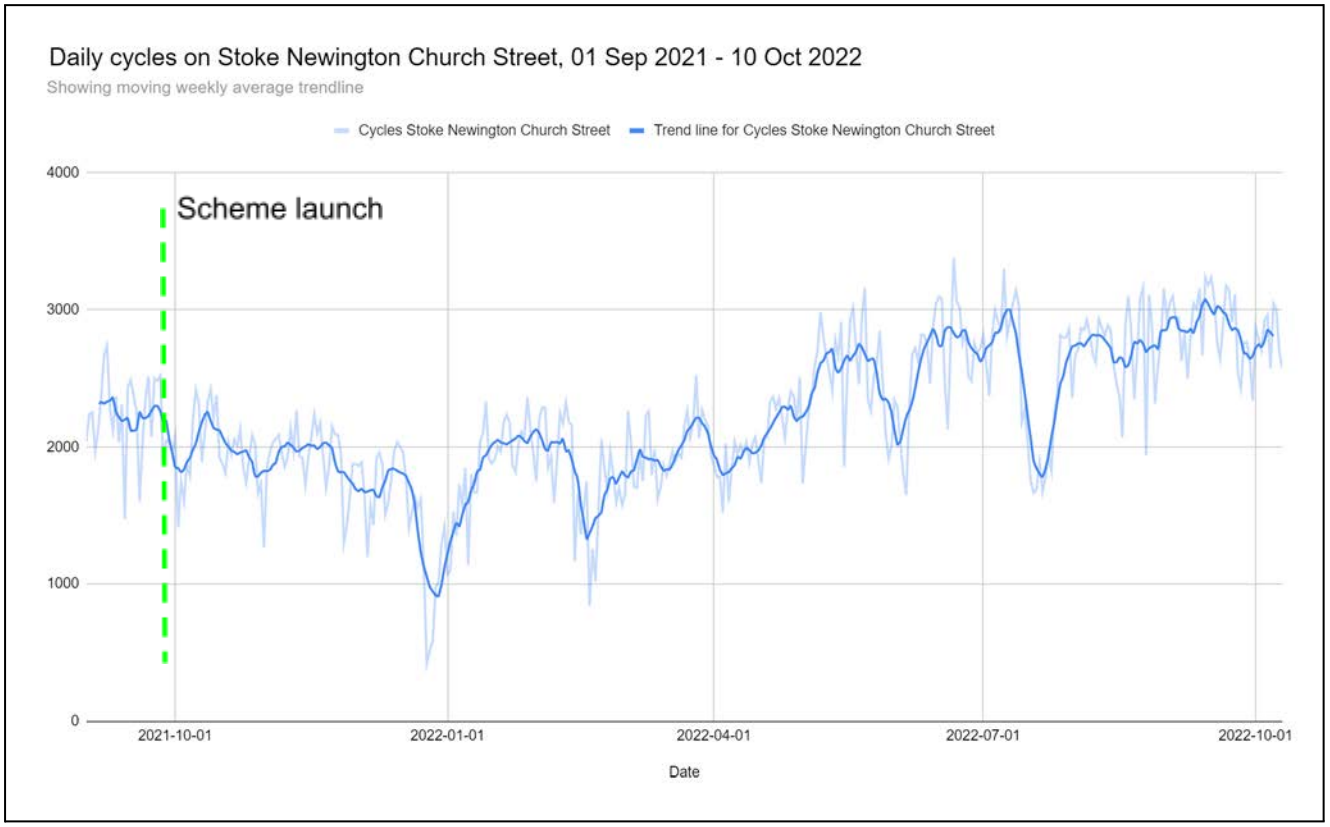
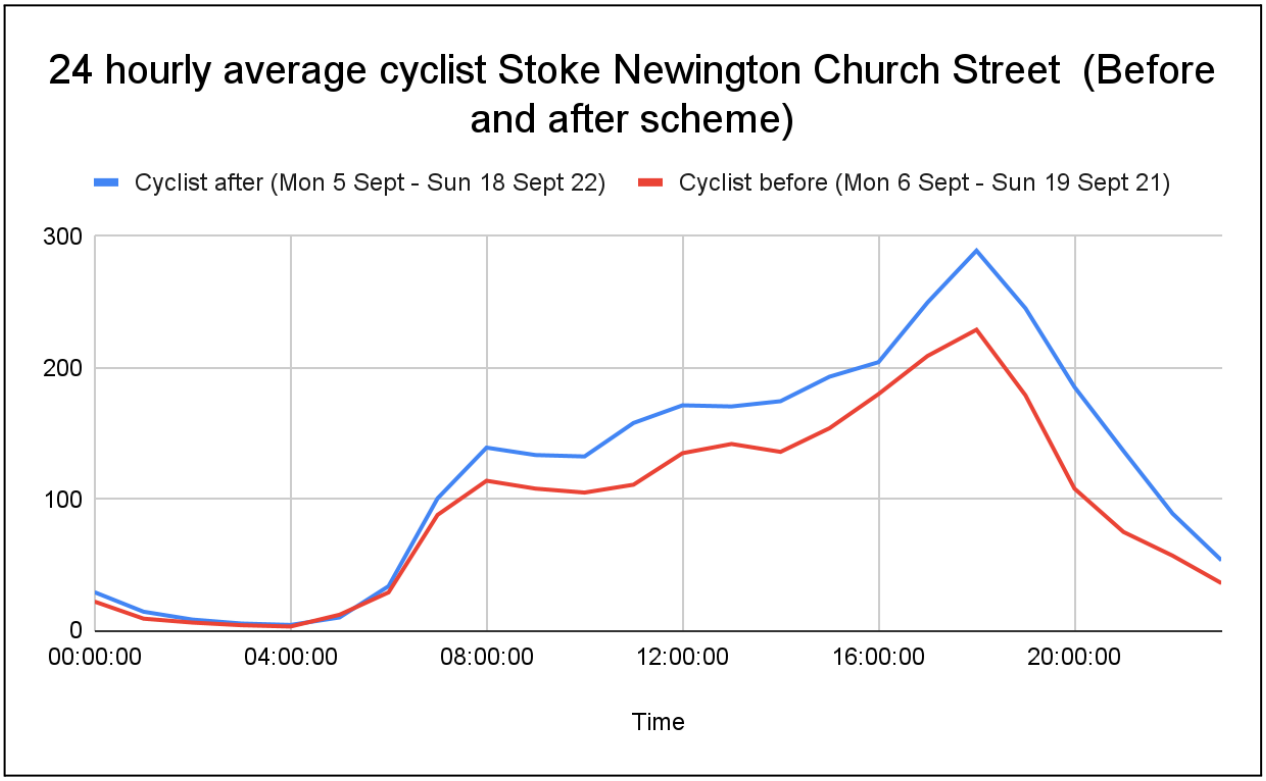


Figure 18b: Cyclists in Stoke Newington Church Street by time of day (Mon 06 Sep to Sun 19 Sep 2021 versus Mon 05 Sep to Sun 18 Sep 2022)



5.32. **Figure 18b** shows the level of cycles across an average 24 hour period before and after the scheme, showing a consistent increase in cycles across the day and into the evening, with less difference overnight.

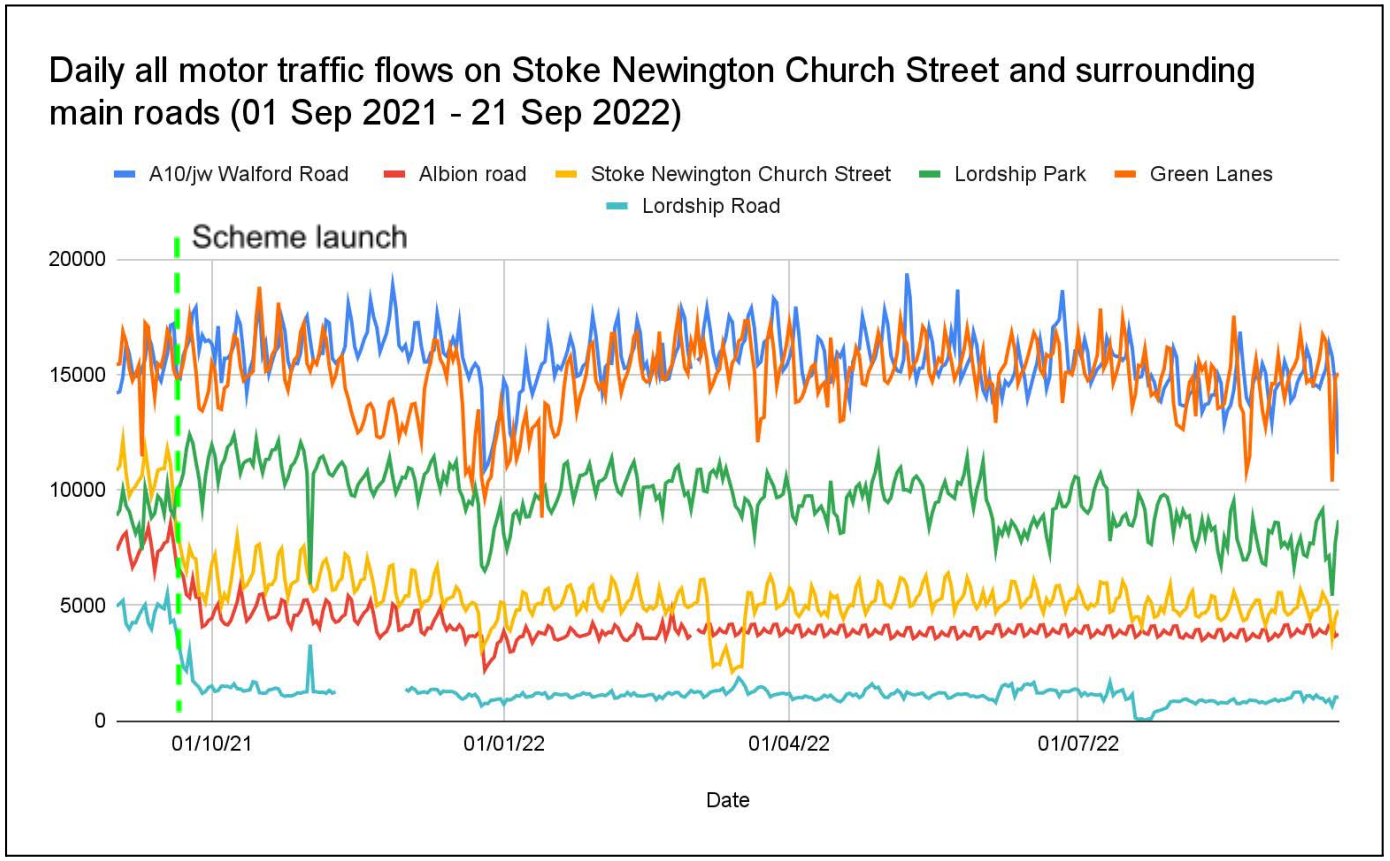
5.33. Motor traffic across the wider area

5.34. **Figure 19 and Table 4** show the daily traffic flows on Stoke Newington Church Street and on surrounding roads (where continuous traffic counters are situated) over a 12 month period from September 2021 to September 2022. This shows the immediate drop-off in traffic on Stoke Newington Church Street and Albion Road, due to the introduction of the scheme. Traffic on Lordship Park showed an initial increase in traffic which may have been due to traffic displacement from Stoke Newington Church Street, but the traffic displacement did not last. By March 2022, the traffic levels on Lordship Park were broadly back to pre-scheme implementation levels and as the year progressed continued to fall below scheme levels at times. Although there were fluctuations in traffic on both Green Lanes and the A10 with some periods of higher traffic, the changes did not occur immediately when the scheme was introduced and by September 2022 both had returned to levels similar to those measured pre-scheme at around 15,000 vehicles per day.

5.35. In the purely local context, Stoke Newington Church Street was experiencing over 10,000 vehicles daily and post-scheme this number is around 5000. Based on the sites with continuous traffic counters, traffic across the main

roads in the immediate area does not show signs of direct like-for-like displacement onto the immediate surrounding roads. The total volume of traffic measured to have been displaced on immediately surrounding main roads is less than the total volume of traffic previously using the roads that are now restricted.

Figure 19: Daily all motor traffic Stoke Newington Church Street and surrounding main roads (01 Sep 2021 - 21 Sep 2022)



5.36. Other events took place on and around Stoke Newington Church Street over this time period that will have had temporary but significant impacts on traffic flows: including gas main works, pavement widening, Thames Water works and road resurfacing and which explains some of the short term peaks and troughs in the chart.

5.37. **Table 4** below shows averages taken from two week time samples before and after the scheme (in September 2021 and September 2022). One year after the scheme, traffic on the A10 was 3.9% down on pre-scheme levels, while traffic on Green Lanes was 7.5% higher.

Table 4: Daily average motor vehicle traffic on Stoke Newington Church Street and surrounding main roads before and after installation (Mon 06 Sep to Sun 19 Sep 2021 versus Mon 05 Sep to Sun 18 Sep 2022)

	Stoke Newington Church Street	Lordship Road	Green Lanes	Lordship Park	A10 jw Walford Road	Albion Road	Combined
Before (6/9/19 - 19/9/19)	10605	4637	14360	8408	15665	7499	61174
After (5/9/22 - 18/9/22)	4948	1025	15439	7707	15050	3891	48060
Change	-5657	-3612	1079	-701	-615	-3608	-13114
% change	-53.3%	-77.9%	7.5%	-8.3%	-3.9%	-48.1%	-21.4%

5.38. East / West traffic on Stoke Newington Church Street and Lordship Park

5.39. Traffic flows have also been monitored on Lordship Park in order to monitor potential traffic reduction and displacement effects in the two week period before the scheme was introduced in 2021, and during the same two week period in 2022. Looking at the average daily 7-7 motor flow gives the best picture of the impact of the Stoke Newington Church Street restriction. Between 7am-7pm traffic on Stoke Newington Church Street declined by just over 4300 vehicles while traffic on Lordship Park rose by 25 vehicles in the same period. Combined traffic on the two roads fell by 31.5%. These figures are shown in **Table 5** below.

Table 5: 7am to 7pm Daily average East / West all motor traffic on Stoke Newington Church Street and Lordship Park (Mon 06 Sep to Sun 19 Sep 2021 versus Mon 05 Sep to Sun 18 Sep 2022)

	Stoke Newington Church Street	Lordship park	Combined
Before (6/9/19 - 19/9/19)	7157	6477	13634
After (5/9/22 - 18/9/22)	2833	6502	9335
Change	-4324	25	-4299
% change	-60.4%	0.4%	-31.5%

5.40. North / South traffic on Albion Road, Green Lanes and A10

5.41. Traffic flows have also been monitored on the north/ south route in order to monitor potential traffic reduction and displacement effects in the two week period before the scheme was introduced in 2021 and after during the same

two week period in 2022. The average daily 7-7 motor flow on Albion Road declined by just over 3600 vehicles while traffic on the parallel routes of Green Lanes and the A10 increased by a combined 464 vehicles. Combined traffic on the three roads fell by 8.4%. These figures are shown in **Table 6** below.

Table 6: 7am to 7pm Daily average motor traffic on Green Lanes, A10 and Albion Road, (Mon 06 Sep to Sun 19 Sep 2021 versus Mon 05 Sep to Sun 18 Sep 2022)

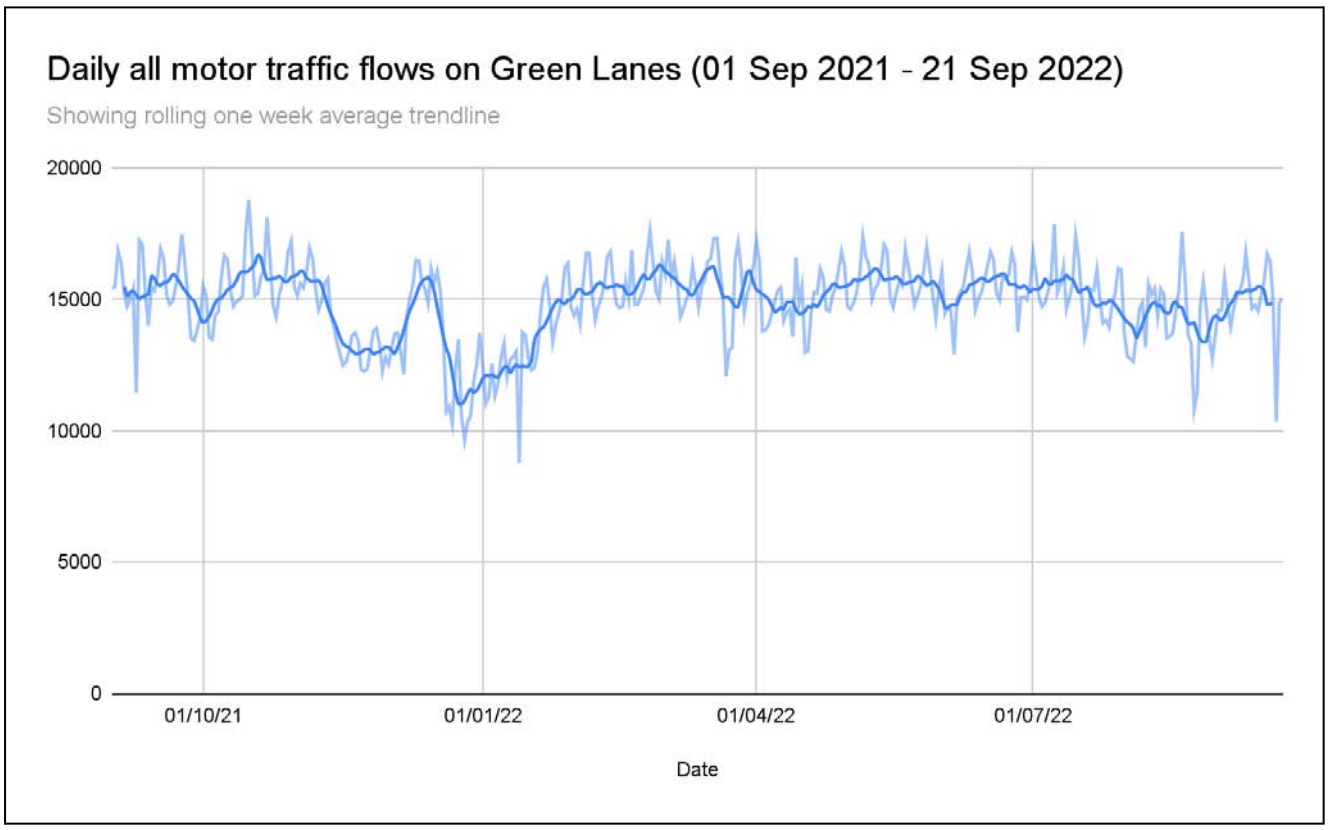
	Green Lanes	A10 jw Walford Road	Albion Road	Combined
Before (6/9/19 - 19/9/19)	14360	15665	7499	37,524
After (5/9/22 - 18/9/22)	15439	15050	3891	34,380
Change	1079	-615	-3608	-3,144
% change	7.5%	-3.9%	-48.1%	-8.37%

5.42. While most of the main roads surrounding the Stoke Newington LTN monitored by continuous counters showed decreases in traffic, the one exception was the counter on Green Lanes. While this showed a modest 7.5% rise in traffic, this deserves further investigation.

5.43. **Figure 20** below shows the considerable level of variation in the traffic counts at the Green lanes count location and highlights that the traffic here was highly affected by wider influences such as the trajectory of the pandemic, with a significant decrease in traffic in November and December 2021 when the country was affected by Covid. Compared with the pre-scheme counts in September 2021 of 14,330 the average in September 2022 was 1079 higher, though this was lower than the increase in the immediate post-scheme period.

5.44. A continuous counter using video and artificial intelligence has been installed on Green Lanes and will be used as part of ongoing monitoring.

Figure 20: Daily motor vehicles on Green Lanes (September 2021 to September 2022)



5.45. Green Lanes is part of a continuous route along western edge of the Stoke Newington LTN and to the south of the wider area where a previous LTN prevents through traffic travelling from Green Lanes to the A10. Traffic counts, using one-week pneumatic traffic counters, were conducted across the wider area, including roads such as Crossway, Boleyn Road, Matthias Road and Mildmay Road.

5.46. **Table 7** below includes the before and after counts for the east/ west routes to the south of the wider area of the Stoke Newington LTN. These show an increase on Matthias Road, Mildmay Road, Crossway and Boleyn Road (south of Crossway). Due to the existing road layout of the area bounded by Newington Green/ Newington Green Road, Matthias Road/ Boleyn Road, and Balls Pond Road, the count points at Boleyn Road south of Crossway and Crossway are useful as a 'screen line' count to provide an estimate of the total traffic moving from east to west in the area bounded by the roads above. This shows an increase of 948 between July 2021 before the scheme to May 2022 after the scheme, which broadly corresponds to the circa 1,000 vehicle increase on Green Lanes.

Table 7: Before and after traffic counts on Crossway and Boleyn Road south of Crossway, presented as daily average (tube counter 7-days, all motor vehicles)

ROAD	July 21 BEFORE	Nov 21 - AFTER	May 22 - AFTER	Change July 21 vs May 22	Change %
Crossway	12303	12577	13650	1347	
Boleyn Road S of Crossway	4520	3487	4121	-399	
Combined	16823	16064	17771	948	+5.6%

5.47. Further traffic counts

5.31 In addition to the results obtained from continuous counters described above, there were a series of temporary counters placed across the area. These use pneumatic pressure tubes stretched across the road and left in place for a minimum of one week. Although not as detailed as the continuous counters, 7 day counts give a good indication of traffic patterns at a relatively low cost and so allow for monitoring at further locations. **Table 8** shows how measured traffic counts have changed at specific locations while **Figure 21** shows the percentage change traffic counts at these locations as well as the locations and traffic count changes for those key strategic count locations discussed earlier in this section.

5.32 Good practice is to use traffic counts within the same season for comparison. July has been used in this case as they are the most recent counts available before the scheme. Where July 2021 traffic counts were not available we have compared against November 2020. It is recognised that traffic levels during all of the comparative dates were subject to seasonal influences as well as the general effects of Covid restrictions and changed travel behaviours but this represents best possible data available at the time.

Table 8: Other 'before and after' short-term traffic counts in scheme area (7-day average)

ROAD	Nov 20 BEFORE	July 21 BEFORE	Nov 21 - AFTER	May 22 - After	% change from most recent data vs July 2021 or November 2020 (Before)
Queen Elizabeth Walk	1037	1577	1235	*No data collected*	**-21.69%**
Grayling Road	714	854	682	896	**4.9%**
Yoakley Road	611	*No data collected*	568	603	**-1.31%**

Bouverie Road	1255	4068	2125	2163	**-46.8%**
Marton Road	*No data collected*	911	697	*No data collected*	**-30.7%**
Oldfield Road	*No data collected*	528	*No data collected*	282	**-46.59%**
Defoe Road	*No data collected*	1621	1087	1219	**-24.8%**
Kersley Road	1190	*No data collected*	1259	1413	**18.74%**
Dynevor Road jw A10	753	*No data collected*	384	805	**6.91%**
Mildmay Road	2662	1810	1507	3028	**67.3%**
Matthias Road	8341	6814	8338	*No data collected*	**22.37%**
Crossway	8988	12303	12577	13650	**10.9%**
Boleyn Road N of Crossway	*No data collected*	7509	8541	*No data collected*	**13.74%**
Boleyn Road S of Crossway	2840	4520	3487	4121	**-8.8%**
Amhurst Park	14260	16830	17449	17183	**2.1%**
Nevill Road S of Barbauld Rd	1576	*No data collected*	1661	1568	**-0.5%**
Nevill Road N of Dynevor Rd	1131	*No data collected*	1016	1171	**15.3%**
Walford Road	495	*No data collected*	642	*No data collected*	**29.70%**
Clissold Road North of Satar Mews	*No data collected*	2086	2132	2585	**23.92%**
Edward's Lane	*No data collected*	650	550	498	**-23.38%**

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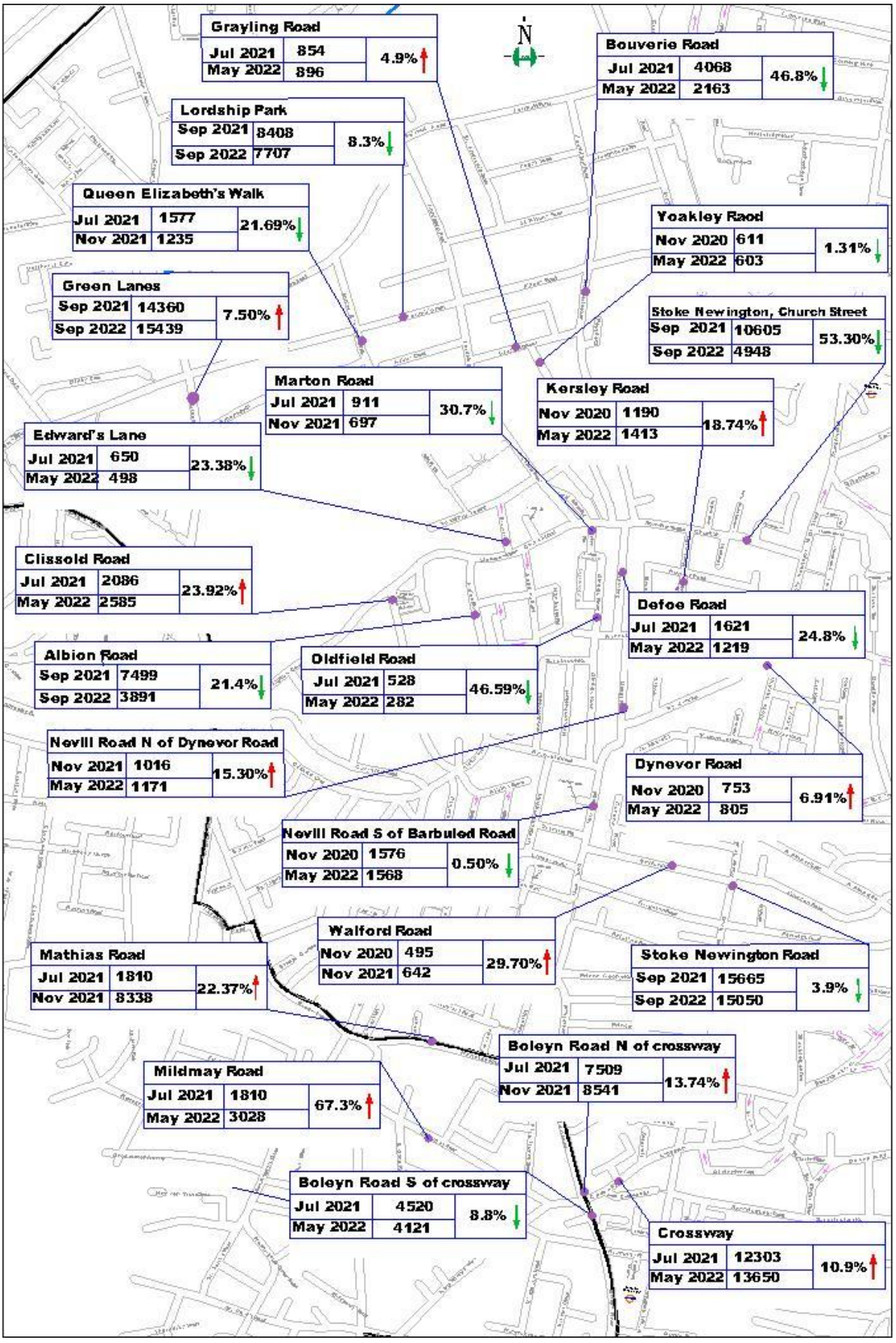
5.33 Pneumatic tube counters are prone to damage and to data being unavailable due to cars parking on the tubes. They are relatively inexpensive but still represent a cost to the Council and so decisions were taken regarding how often each site was counted. This explains some of the unavailability of data. However, given the high number and density of locations of these counts, together the data provides a picture of traffic impacts in the area, and is consistent with on site observations.

Figure 21: Daily motor vehicle flow changes on roads in wider Stoke Newington LTN area (pre and post scheme)



5.34 It should be noted that some of the percentages are based on a low baseline (such as Walford Road) which will affect the magnitude of the apparent change. At some counters, such as on Mildmay Road, the detailed level showed unusual patterns that varied from day to day. This may indicate an tube counters, and such sites (including Grayling Road; Clissold Road, Nevill Road, Kersley Road and Dynevor Road) will be prioritised for further investigation and traffic counts if necessary. However, for the purposes of this decision process, the worst case scenarios have been considered.

5.39 Bus times

5.40 **Figures 22a and 22b** show the average bus journey time across two bus corridors, Stoke Newington Church Street and Manor Road. Bus times on both Stoke Newington Church Street and Manor Road have not seen significant changes in average journey times. Manor Road bus corridor did see initial increases to journey times, but bus times have now returned to similar levels seen before the scheme.

5.41 The average timetabled time it takes for a bus to travel along the Stoke Newington High street bus corridor has not changed since the implementation of the bus gate. With the significant reduction in general motor traffic it may be expected to see an improvement in bus times. Although there is potential for improved bus times with the bus gate, timetables and scheduling have not yet been updated to reflect bus times. Hackney Council is in discussion with TfL to explore the possibility of amending timetables to improve bus times in this corridor. This could help counteract any delays occurring at other locations on the surrounding roads.

Figure 22a: Average bus times by day Stoke Newington Church Street corridor (15 Mar 2019 - 09 Sep 2022)

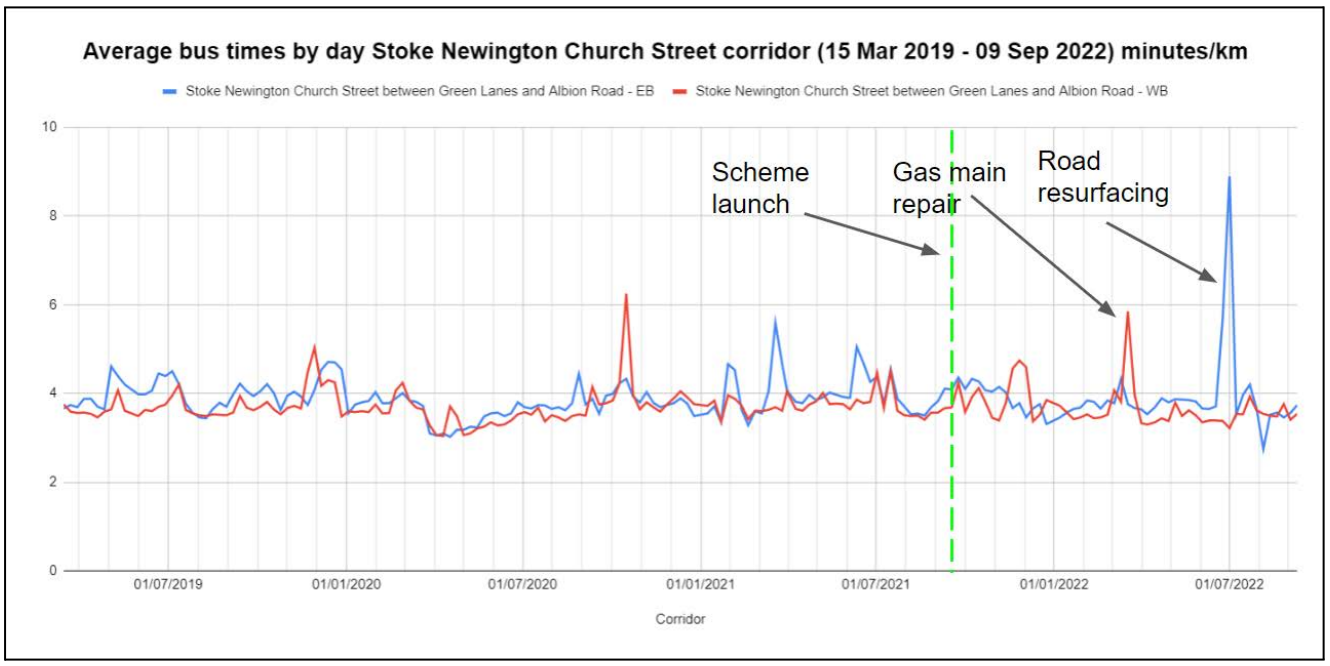
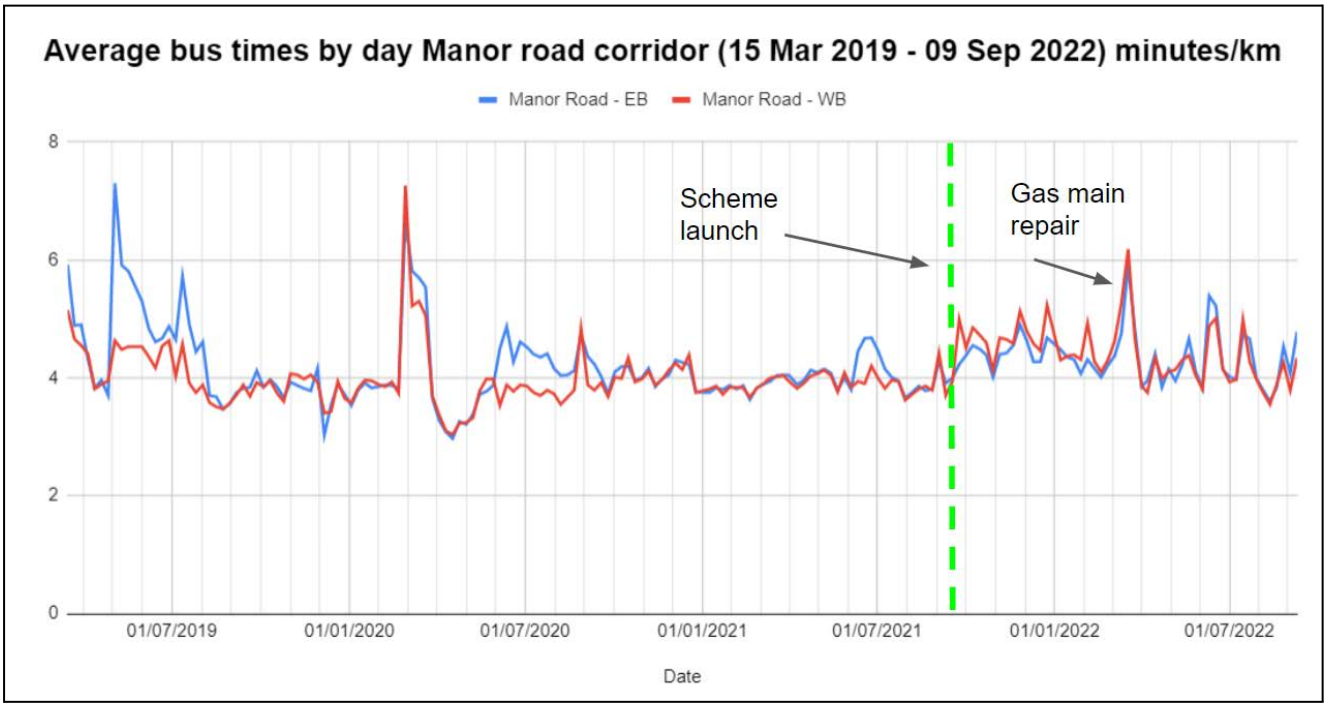
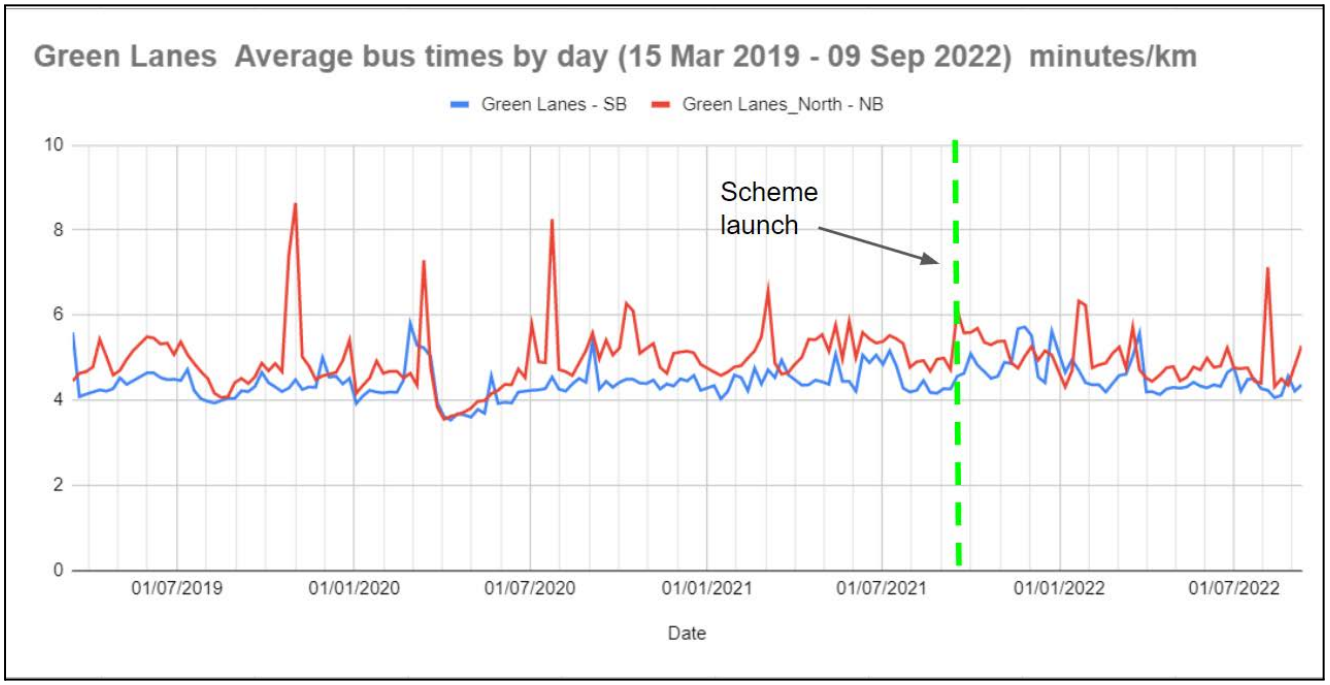


Figure 22b: Average bus times by day Manor Road corridor (15 Mar 2019 - 09 Sep 2022)



5.42 **Figure 23** shows average bus journey times on Green Lanes which have seen no overall significant changes since the introduction of the LTN. This is despite some increase in general traffic noted earlier in this report.

Figure 23: Average bus times by day Green Lanes corridor (15 Mar 2019 - 09 Sep 2022)



5.43 **Figures 22a; 22b and 23** do confirm, however, that disruptions to bus times are, regrettably, a common occurrence before and after the before introduction of the scheme. A number of events can be the cause of such spikes in journey time, including the impact of the works required to implement the scheme itself, major Gas and Water utility works, as well as EV charging infrastructure around the area. Just after Stoke Newington Church Street restrictions were introduced that saw temporary traffic lights being used on Green Lanes at the junction with Stoke Newington Church Street and with Lordship Park. Even works on King Henry's Walk might have influenced traffic flows on Green Lanes. Some faults were also suspected with the junction traffic signals at around this time and were investigated with TfL. A pattern of note is that spikes in journey time appear lower and less frequent after the introduction of the scheme than before it.

5.44 Another metric for bus performance on this corridor with continuous official monitoring by TfL is Excess Waiting Time (EWT). This measures the extra waiting time that bus passengers have to wait at bus stops compared to the scheduled service frequency gap. **Figures 24a and 24b** show trends in average EWT for the entire route of bus services 341 and 141 (i.e. not just Green Lanes) . This metric did get close to exceeding the threshold considered 'acceptable' by TfL, but only for very short periods of time.

Figure 24a Excess Waiting Times on Bus Route 341 (September 2020 and

August 2022)[6]

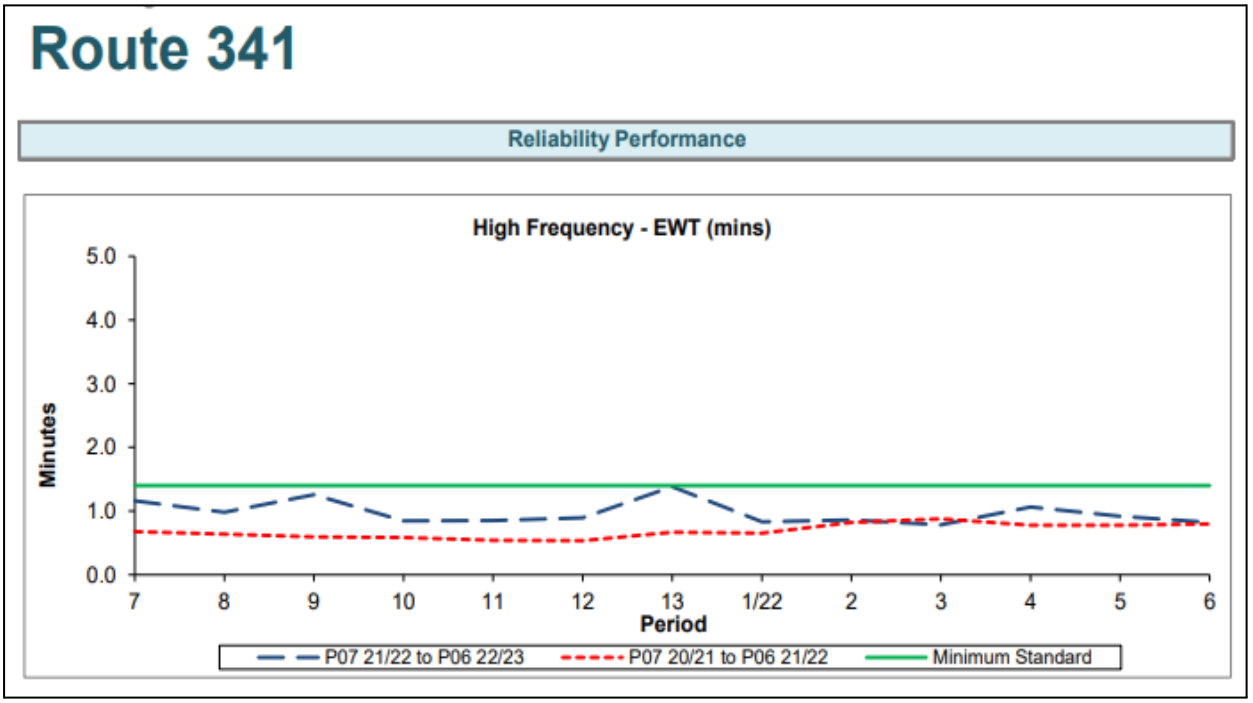
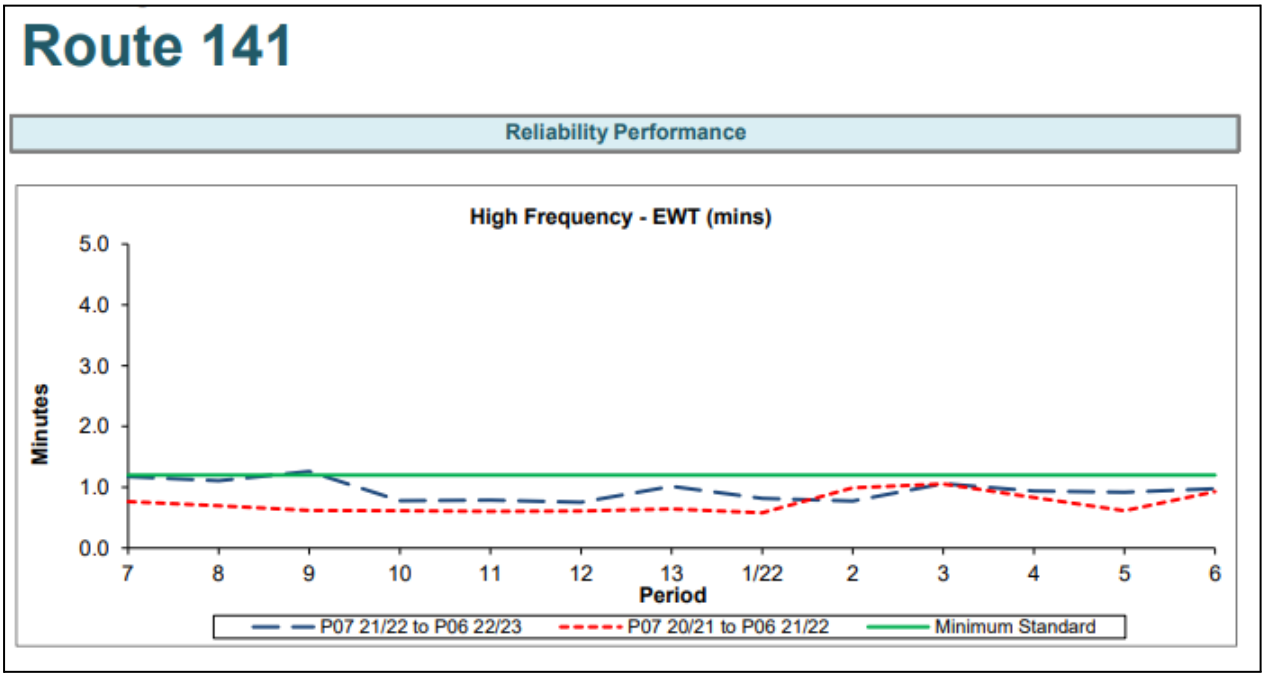


Figure 24b Excess Waiting Times on Bus Route 141 (September 2020 to August 2022)



5.45 The difficulties faced by buses on Green Lanes should not be underestimated, especially given the comments from bus operators as reported in section 7. In view of the impact specifically of the LTN, however, it is not seen as being sufficient to require a major change to the Stoke Newington Church Street

[6] https://tfl.gov.uk/forms/14144.aspx?borough=Hackney&nameid=hackney&boroughid=12)

regulations and is outweighed by the potential bus delay savings on roads where traffic has gone down, which have not yet been built into the timetable. When this happens it will help to compensate for any negative impact elsewhere.

5.46 It does, however, suggest that a separate analysis of bus performance on Green Lanes should be instigated, in conjunction with Haringey Council and TfL.

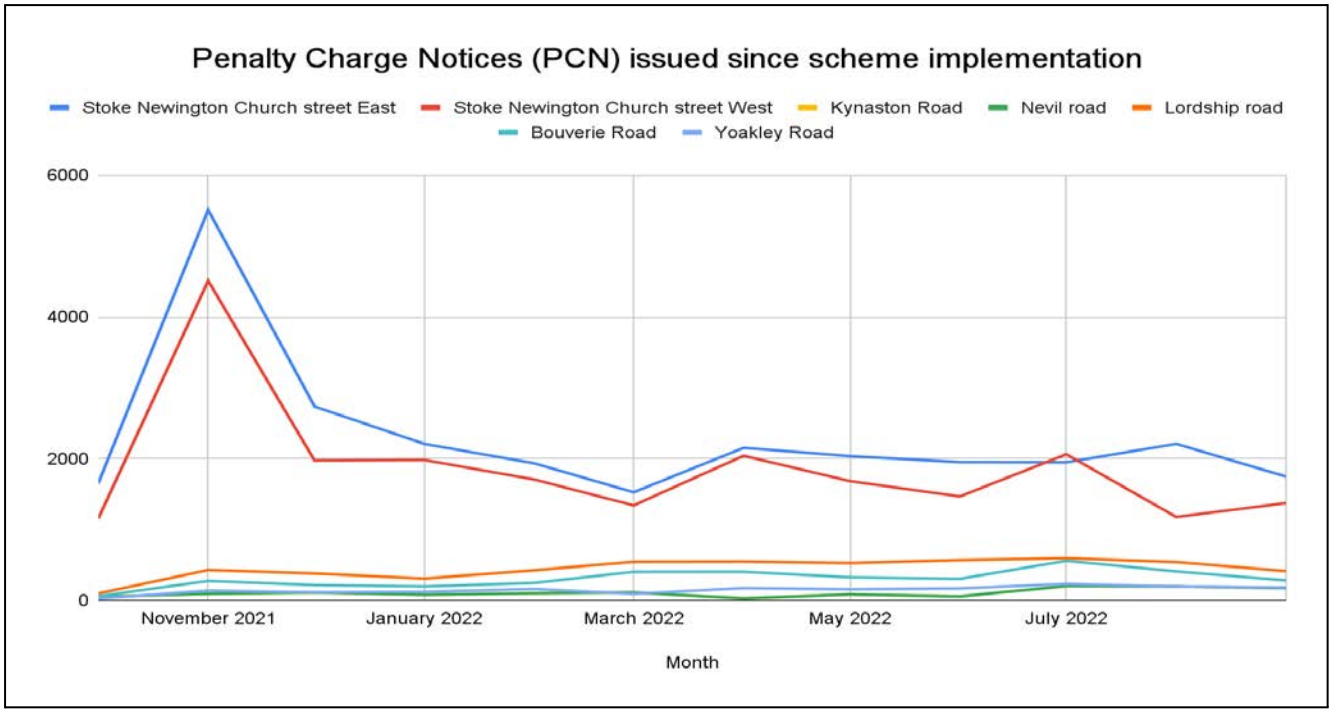
5.47 Compliance and enforcement

5.48 As shown in **Figure 25**, at the very start of the scheme there was an initial high rate of non-compliance. Efforts were made to minimise this with extensive advance warning signs. Warning letters were issued during the first month to also help local people get used to the scheme.

5.49 Signs used are fully compliant with DfT regulations and there are adequate alternative routes which have been kept clear of parked vehicles so as not to risk 'entrapment'.

5.50 Although there has been a decline in numbers of PCNs issued, the site will continue to be kept under observation and if any changes in DfT regulations are introduced, such as the option to use timed flashing lights, then these will be considered for this site.

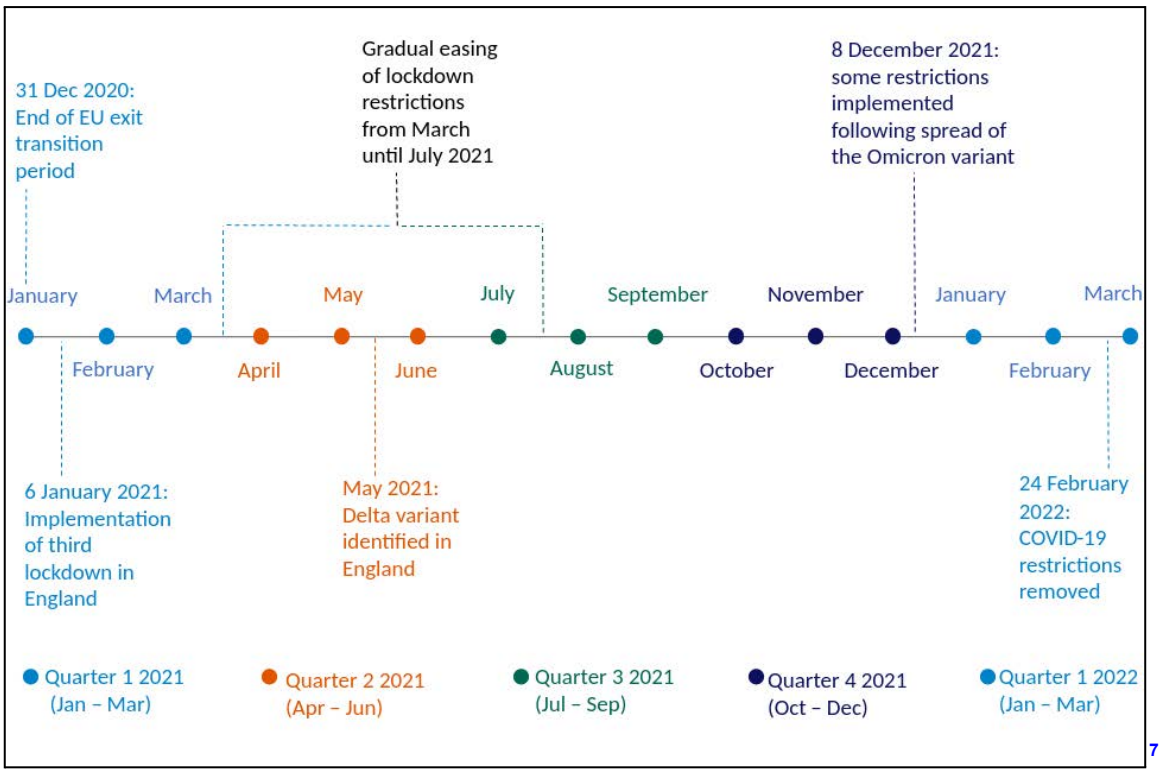
Figure 25: Number of Penalty Notice Charges issued at bus gate and traffic filters by month since the scheme was implemented



5.51 Other context

5.52 It has been a non-typical period to evaluate a project such as this. Some differences will inevitably have occurred because of external events. An indication of the pattern of main external changes is shown in **Figure 26**.

Figure 26: Map of Covid restrictions across 2020 and 2021



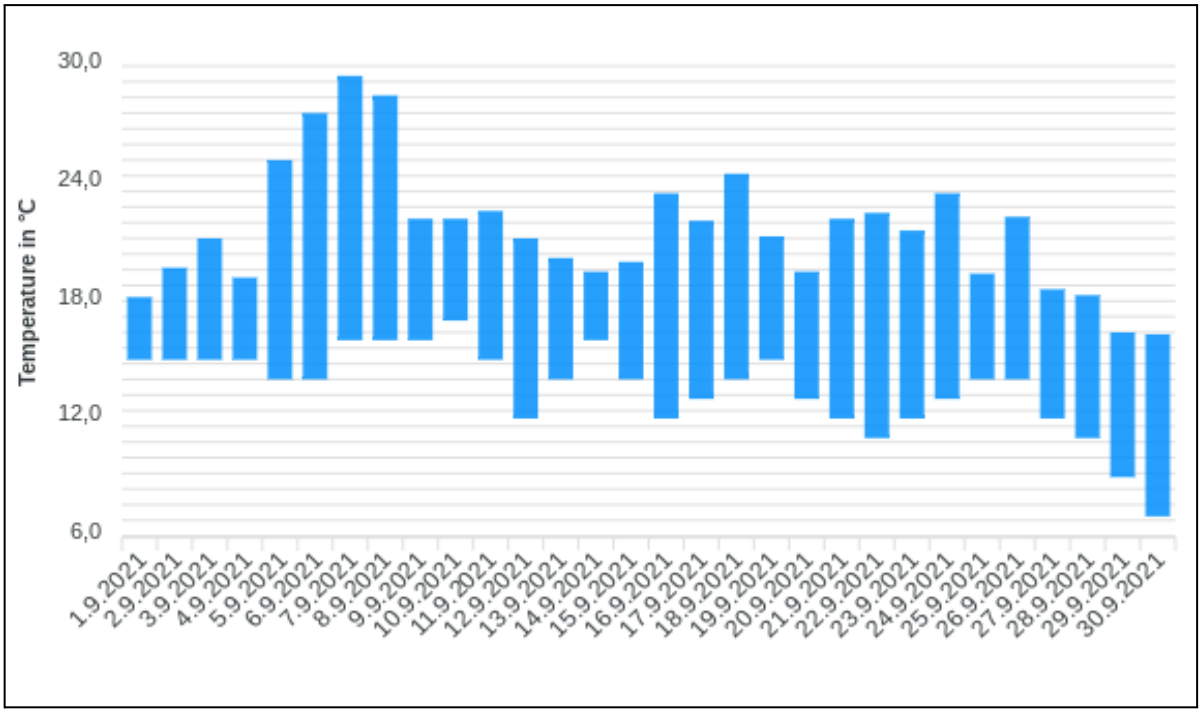
[7]

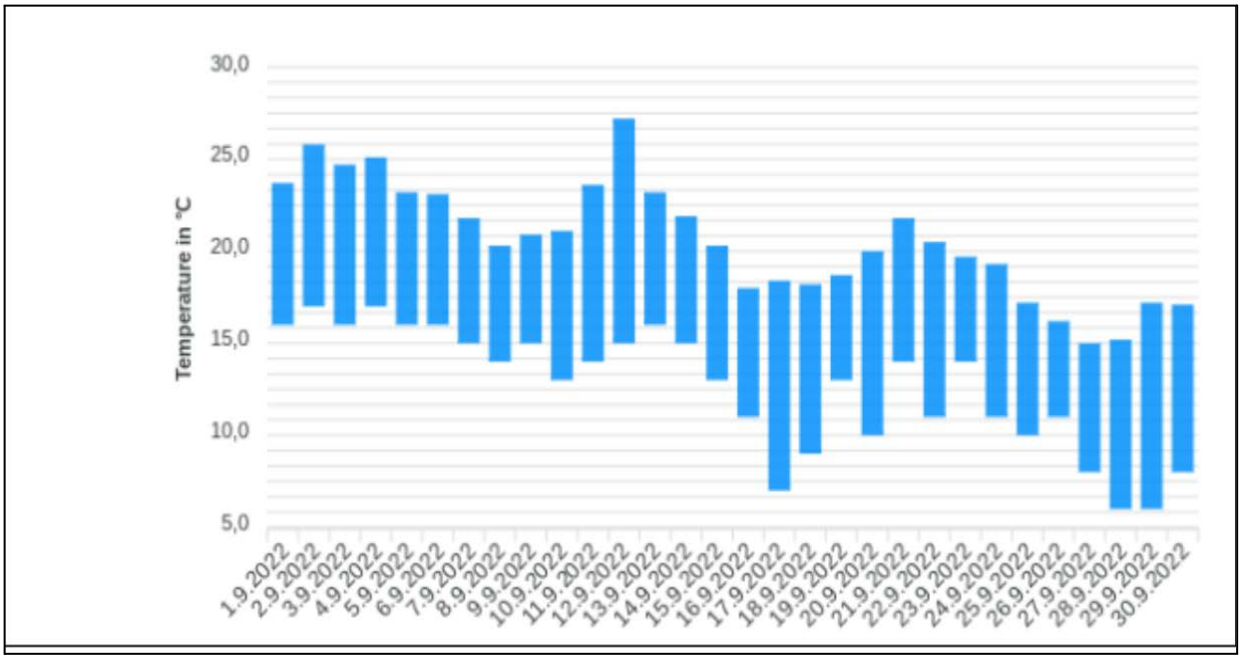
5.52 Weather

5.53 To check whether or not major differences could have been caused by differences in weather these were checked as shown below in **Figure 27.**

[7] Gov.uk

Figure 27: Comparison of daytime mean temperature during Before and After period





5.54 Air Quality Impacts

5.55 Impacts of the scheme on air quality concentrations will be variable, depending on location as well as external factors such as meteorology and the built landscape. In order to estimate the impacts at the multiple locations where people are present and to take account of these external influences, an air pollution dispersion model was commissioned before the full set of traffic data was available The creation of the

model will also help with future planning of potential improvement measures.

5.56 For the purpose of the Air Quality modelling, in order to get a full picture of traffic for each link in the area, estimated traffic levels were taken from the TfL model of the entire area. This represents a consistent value for all major links and is an appropriate approach for understanding potential impacts across a higher number of locations than it would be possible to directly measure, either with air quality measuring equipment or traffic counting equipment, however, this is modelled, not directly measured results and therefore in some locations the model is inconsistent with actual measured traffic levels that were recorded after the modelling exercise was undertaken. The differences between the air quality model and measured traffic are discussed in further sections below. The analysis was done by specialist consultants and their report is available as Appendix A.

5.57 Pollutant concentrations were modelled at a total of 919 receptor points within Stoke Newington Church Street LEN, of which 778 are residential properties, 140 are educational establishments and 1 is a medical facility. The model was used to assess changes in levels of nitrogen dioxide (NO_2) and particulate matter in both the PM_{10} and $PM_{2.5}$ fractions. This was done by comparing the concentrations at the 919 modelled receptor points with the scheme in place and without the scheme in place.

5.58 The modelled results were also compared to the Air Quality Objectives. This was to determine levels of compliance with the standards that have been set, based on information about the levels and time periods at which health impacts may occur.

5.59 Annual mean nitrogen dioxide concentrations across the study area exceed the Air Quality Objective (AQO) at six receptors in the '2021 Baseline' scenario, whereas in the '2021 with-scheme' scenario, the number of receptor locations exceeding the AQO reduced to five.

5.60 The Stoke Newington Church Street LEN is estimated to induce the following changes to annual mean NO_2 concentrations across the study area:
- A decrease in annual mean NO_2 concentrations at 283 receptors;
- No change in annual mean NO_2 concentrations at 334 receptors; and
- An increase in annual mean NO_2 concentrations at 302 receptors.

5.61 The magnitude of change predicted at each receptor was assessed against Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM) significance criteria. Based on this guidance, the impacts which meet the criteria for being described as 'Negligible' or 'Slight' are considered to be not significant, whilst 'Moderate' and 'Substantial' impacts are considered to be significant.

5.62 The modelled results predict:

- A 'Moderate Beneficial' impact at 14 receptors;
- A 'Slight Beneficial' impact at 12 receptors;
- A 'Negligible' impact at 876 receptors;
- A 'Slight Adverse' impact at 11 receptors;
- A 'Moderate Adverse' impact at 5 receptors; and
- A 'Substantial Adverse' impact at 1 receptor.

5.63 Therefore, as a result of the scheme, significant beneficial impacts to annual mean NO_2 concentrations are anticipated at 14 receptors, and significant adverse effects are estimated at six receptors. The locations and the respective changes in concentrations are set out in **Table 9 below**:

Table 9 : Changes in concentrations of NO2 and the description of impacts at receptors where significant impacts are predicted

Receptor ID	2021 Baseline (µg/m^3)	2021 With Scheme (µg/m^3)	Change (µg/m^3)	Impact Descriptor
R276 (SN Church St)	33.1	24.9	-8.2	Moderate Beneficial
R275 (SN Church St)	31.8	24.4	-7.5	Moderate Beneficial
R1550 (SN Church St)	30.8	23.9	-6.9	Moderate Beneficial
R99 (SN Church St)	26.9	20.4	-6.5	Moderate Beneficial
R292 (SN Church St)	32.9	26.5	-6.4	Moderate Beneficial
R294 (SN Church St)	31.7	25.4	-6.4	Moderate Beneficial
R85 (SN Church St)	26.2	20.6	-5.6	Moderate Beneficial
R90 (SN Church St)	25.8	20.3	-5.6	Moderate Beneficial
R1441 (SN Church St)	30.3	25.3	-5.0	Moderate Beneficial
R1555 (A10 SN Hi St)	29.9	25.0	-4.9	Moderate Beneficial
R105 (Lordship Road)	23.9	19.5	-4.4	Moderate Beneficial
S128 (SN Church St)	41.4	39.3	-2.2	Moderate Beneficial
R291(A10 SN Hi St)	38.7	36.9	-1.8	Moderate Beneficial
R300 (A10 SN Hi St)	37.9	36.2	-1.7	Moderate Beneficial
S65 (Kingsland HighSt)	38.0	39.5	1.5	Moderate Adverse
R530 (Low-ClaptonRd)	27.9	30.2	2.3	Moderate Adverse
R19 (Green Lanes)	29.3	31.9	2.6	Moderate Adverse
R138 (Stoke Nton Rd)	34.9	37.7	2.8	Moderate Adverse
R132 (Stoke Nton Rd)	34.7	37.7	3	Moderate Adverse
R283 (Stoke Nton Rd)	44.5	46.1	1.6	Substantial Adverse

5.64 The significant beneficial impacts are predicted on Stoke Newington Church Street and the parts of Lordship Road and the A10 Stoke Newington High Street near

their junctions with Stoke Newington Church Street. The area of the A10 Stoke Newington High Street near the junction with Stoke Newington Church Street is within the Stoke Newington Town Centre Area AQFA (AQFA No. 70). This correlates with decreased AADT on these roads and modelled re-routing of traffic due to the scheme.

5.65 The source apportionment exercise showed that on Stoke Newington Church Street in the 'with-scheme' scenario, the percentage contribution of NOx emissions from HDVs (artic and rigid HGV and buses/coaches) increased compared to the '2021 Baseline' scenario (53.8% compared to 26.3%). This is the proportion of the total NOx emissions and not the absolute levels. The relative contributions from petrol and diesel cars, LGVs and taxis are predicted to decrease with the scheme. However, the portion of the A10 to the south of the junction with Stoke Newington Church Street does not appear to have a similar change in the percentage contributions to total road NOx emissions from the different vehicle types as a result of the scheme, but lower traffic flows are predicted.

5.66 The significant adverse impacts are, in the most part, predicted to be experienced on A10 Stoke Newington High Street/Road. Differences in concentrations assessed at one receptor on Green Lanes and one on A107 Lower Clapton Road are also considered significant. However, at both locations, the predicted pollution concentrations fall below more than 20% of the annual mean NO_2 AQO.

5.67 Concentrations of particulate matter are anticipated to be well below the respective AQOs under the '2021 Baseline' and '2021 with-scheme' scenarios, with no UK exceedances predicted in 2021. However, exceedances of guidelines set by the WHO (who have set stricter levels) for PM_{10} and $PM_{2.5}$ are predicted at all modelled receptor locations within the study area which is in line with expectations based on a report by Environmental Research Group now at Imperial College London that shows that 99 per cent of London still exceeds WHO recommended limits[8].

5.68 The modelled impacts on annual mean PM_{10} concentrations as a result of the Scheme have been deemed 'Negligible', whereas $PM_{2.5}$ modelled impacts have been deemed 'Negligible' at all modelled receptors, with the exception of two which show a 'Slight Beneficial' impact. Effects of this magnitude are, however, considered to be not significant with reference to the EPUK and IAQM significance criteria.

5.69 There are more significant beneficial impacts predicted than significant disbenefits to annual mean NO_2. It may, therefore, be considered that the overall impact on air quality from the implementation of the scheme is more beneficial than not.

[8] https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/air-quality-london-2016-2020

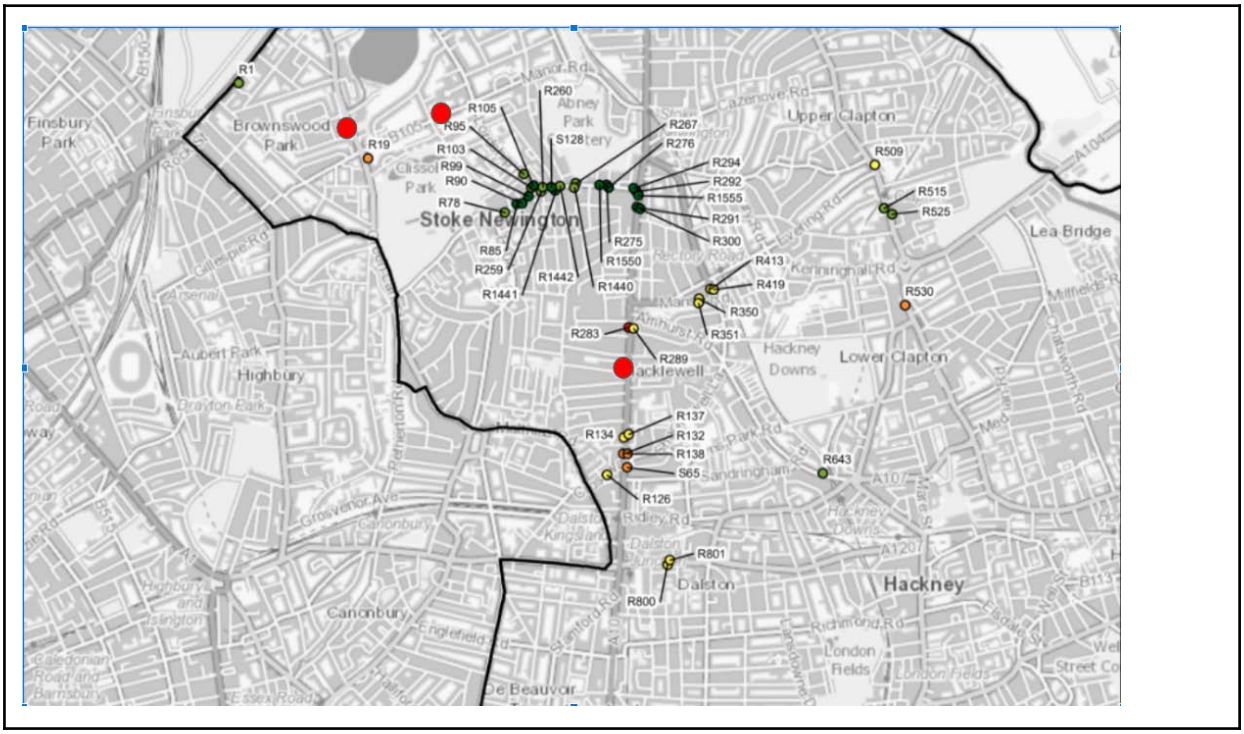
5.70 With regards the impacts at receptor locations which are considered to be significant, the report produced by AECOM concludes that there should be further investigations and assessment of these impacts. Where necessary, consideration should be given to additional mitigation measures to address the impacts at these specific locations.

5.71 Since the study to assess air quality impacts was commissioned, additional monitoring has been undertaken and this data can be compared to the predictions from the model and be used to evaluate the real world situation. A new automatic air quality monitoring station has been installed on Green Lanes about 350m to the north of the junction with Lordship Park. This was installed in June 2022 and measures nitrogen dioxide concentrations using a continuous monitor. Although there is no monitoring data for this location prior to the scheme being implemented, the monitoring data that is being collected now can be compared to the modelled data as well as against the relevant AQOs. Annual mean concentrations cannot yet be calculated, but the data is showing that there have been no exceedances of the hourly mean AQO since the monitor first started collecting data.

5.72 Actual Traffic Counts at predicted AQ problem sites

5.73 Traffic counts at receptor sites with 'moderate adverse' or 'substantial adverse' NO_2 effects were examined to check the potential adverse traffic and air quality effects predicted by the modelling (see Fig 3 below). These sites included a cluster of sites on the A10 (R283, R132, R138, S65) as well as a site on Green Lanes (R19). There were no suitable counts available to check a modelled 'moderate adverse' site on Lower Clapton Road (R530).

Figure 28: Location of traffic counts at predicted AQ problem sites



5.74 Traffic at Receptor sites on the A10

5.75 A number of receptors with adverse impacts were predicted in the A10 south of Stoke Newington. These included Receptors R283, R132, R138 and S65. TfL has a continuous automatic traffic counter in this area on the A10 at the junction with Walford Road. The count site showed a 3.9% reduction in traffic by September, one year after the introduction of the scheme (see **Table 10a**).

Table 10a: TfL Traffic Data for A10 south of Stoke Newington

Count Location	A10 jw Walford Road
Before (Mon 6 Sept - Sun 19 Sept 21)	15665
After (Mon 5 Sept - Sun 18 Sept 22)	15050
Change	-615
% change	-3.9%

5.76 The air quality modelling for Receptor R19 predicts a 'moderate adverse' for NO_2 concentration effects from the scheme at a receptor site close to the junction of Green Lanes and Lordship Park. This could be expected to be due to predicted traffic displacement for eastbound and northbound traffic no longer able to travel along Stoke Newington Church Street and diverted instead northwards along Green Lanes and then eastwards along Lordship Park. Traffic displacement could also have potentially increased flows in the reverse directions - westbound on Lordship Park, and southbound on Green Lanes.

5.77 Hackney continuous traffic counts for Lordship Park and Green Lanes north of the junction with Lordship Park measure the actual traffic flows along these routes where traffic levels are the main input for the modelled adverse air quality effects. Actual traffic counts shown in **Table 10b** below (taken before and after the introduction of the scheme) show that while traffic decreased 8.3% on Lordship Park, traffic rose 7.5% on Green Lanes.

Table 10b: Traffic counts for Green Lanes and Lordship Park

	Green Lanes	Lordship Park
Before (Mon 6 Sept - Sun 19 Sept 21)	14360	8408
After (Mon 5 Sept - Sun 18 Sept 22)	15439	7707
Change	1079	-701
% change	7.5%	-8.3%

5.78 For a full report on Hackney air quality please see the online report available via https://hackney.gov.uk/air-quality-reports and Appendix A. The annual status report for air quality will be carried out in May 2023.

5.79 In addition to the assessment of air quality impacts from the scheme using a dispersion model, Hackney operates a network of monitors across the scheme area. The monitors provide mean NO_2 concentrations which enable us to monitor compliance with the annual mean AQO. Many of these monitors were collecting data for several years prior to the scheme being introduced and these will be retained. Data from these diffusion tub monitors is available annually and the latest available data is 2021, which includes 3 months after the scheme was installed. A new automatic monitoring station which provides real-time data on NO2 concentrations has also recently been installed on Green Lanes. Data from all of the monitors will be used for ongoing monitoring.

5.80 Impacts on Collision Statistics

5.81 Road Safety data is collated and recorded by TfL from data provided by the Met Police. This data can be found on https://tfl.gov.uk/corporate/safety-and-security/road-safety/london-collision-map.

5.82 In general one of the most important tenets of road safety is to reduce conflict between different users, especially vulnerable road users. The Scheme aimed to achieve this by placing LTN filters on busy cycling roads such as Nevill Road and Bouverie Road. Furthermore, traffic in the town centre has been reduced, which should reduce the risk of (informally) crossing the road, something that is likely to

happen in a town centre.

5.83 Analysis shows that in 2019 alone, there were 62 collisions in the wider project area, of which 6 casualties were classed as serious. Many of these casualties were on Stoke Newington Church Street, especially around the CS1 crossing near Defoe Road and Bouverie Road. There is also a secondary cluster of 'slight' injuries near the junction of Nevill Road and Barbauld Road.

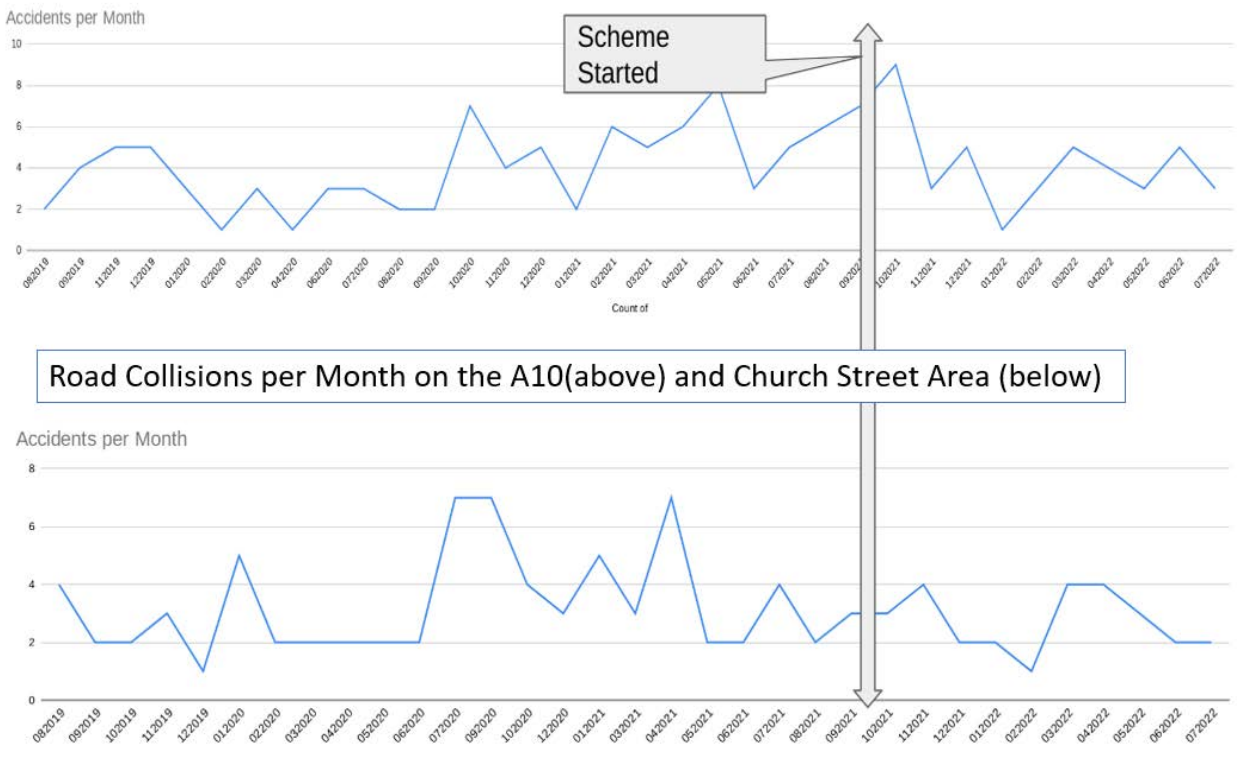
5.84 In terms of the main Boundary Roads, in 2019 there were a number of clusters of collisions along the A10, for example at the junction with Crossway. Some of these collisions include 'seriously injured'. Manor Road and Lordship Park have a relatively low number of collisions. However, there is a cluster of 'slight' injuries at the junction with Green Lanes. Green Lanes itself has several 'slight' and 'seriously' injured; however, these are not clustered. Lastly, Matthias Road, Mildmay Road and Crossway have several 'slight' injuries recorded, along with the identifiable cluster at the junction of Crossway and the A10.

5.85 Part of the road safety assessment also looks at the number of pedestrian crossings with traffic lights. Stoke Newington Church Street has a distinct lack of these crossings, with the majority of pedestrian crossings only being supported by a central traffic island. Also the cycle CS1 crossing on Stoke Newington Church Street is not supported by such facilities. In comparison, for example, the A10 has several pedestrian crossings that are supported by traffic lights. Manor Road, Lordship Park and Green Lanes also have few formal pedestrian facilities.

5.86 In order to check the geographical spread of accidents, two areas were defined as shown in Fig 29, one to include the area of influence of Stoke Newington Church Street and one for the A10 alongside this area. This figure also shows evidence of some decline after the scheme started in the area, but overall it is too soon to find any statistically significant patterns.

Figure 29: Monthly Road Collision Statistics. Areas of influence mapped and trend plots.


Reservoir
Climbing Centre
Allerton Rd
B105
Lordship Park
Graving Rd
Abney Park Cemetery
Manor Rd
St Kilda's Rd
Lynmouth Rd
Lampard Grove
Windus Rd
Belfast Rd
Stoke Newington
Northwold Rd
Greenway Cl
Murrain Rd
Clissold Park
Stoke Newington
Stoke Newington Church St
Dumont Rd
Kynaston Rd
Lavers Rd
Tyssen Rd
Leswin Rd
Evering Rd
Mansel Rd
Sydner Rd
Ashurst Rd
Foulden Rd
Farleigh Rd
Walford Rd
Brighton Rd
Palatine Rd
Shacklewell
Prince George Rd
Belgrade Rd
Princess May Rd
Barrett's Grove
Arcola St
Howard Rd
Matthias Rd
Poet's Rd
Ferntower Rd
New River
A105
B104
Clissold Rd
Carysfort Rd
Barbauld Rd
Church Walk
Shakespeare Walk
Oldfield Rd
Sandbrook Rd
Victorian Grove
Allen Rd
Milton Grove
Winston Rd
Springdale Rd
Aden Grove
Retherton Rd
Aberdeen Rd
Balfour Rd
Highbury New Park
Leconfield Rd
Spenser Grove
Cowper Rd
Wordsworth Rd
Cecilia Rd
Rectory Rd
Dalville Rd
Braston Rd
Jenner Rd
Aikman Rd
Brett Cl
Yoakley Rd
Rowley Rd
Defoe Rd
Broda Rd
Nevill Rd
Dynevor Rd
Harcombe Rd
Collins Rd
Burma Rd
Clissold Cres
Queen's Dr
Bury Quadrant
Yerbury Rd
Cres
Dr


Accidents per Month
Scheme Started
Count of
Road Collisions per Month on the A10(above) and Church Street Area (below)
Accidents per Month

5.79 Summary of Road Safety Impacts

5.80 The reduction in traffic in town centre streets such as Stoke Newington Church Street will positively benefit road safety. The LTN filters on Bouverie Road and Nevill Road will also improve road safety on the CS1. However, it is still early and casualty statistics on identified Boundary Roads and in the wider area will need to be monitored to investigate whether the Scheme proposals have a negative road safety impact on other roads. This type of analysis of the statistics is carried out regularly by the Council for all roads in the borough.

5.81 Implications for Crime and Disorder

5.82 Under section 17 of the Crime and Disorder Act 1998, the Council is required to have due regard to the likely effect of its decisions, and to the need for the Council to do all that it reasonably can to prevent:

- crime and disorder in the borough (including anti-social and other behaviour adversely affecting the local environment),
- the misuse of drugs, alcohol and other substances in the borough and
- reoffending in the borough.

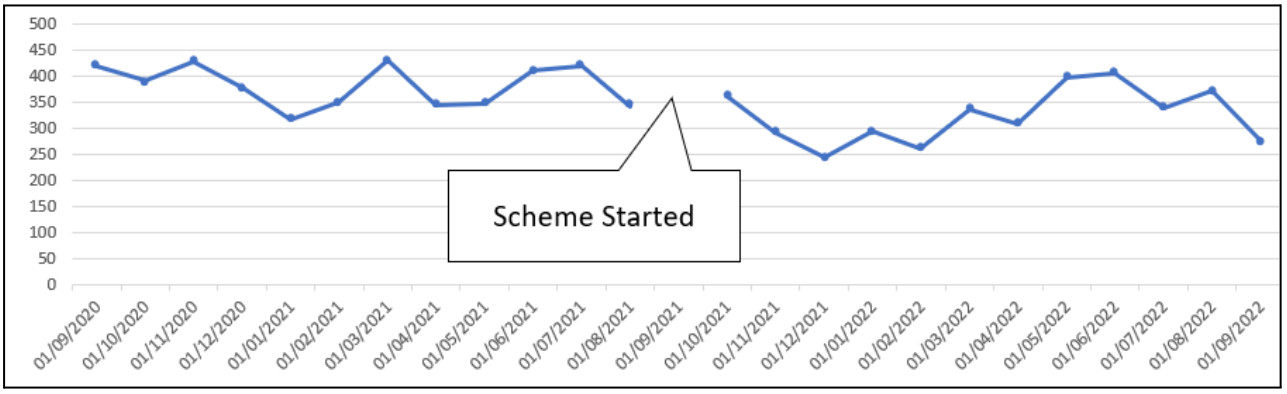
5.83 The Scheme has been discussed with the Council's Community Safety and Enforcement Team who work closely with the police to monitor crime statistics and respond to local concerns. The design team is ready to respond to any infrastructure-related issues raised. Summary data for crime and public disorder is shown in **Table 11.**

Table 11: Crime, ASB and public order offences in the Census Output Areas Bounded by the LTN

Crime, ASB and public order offences in The Stoke Newington Area (*Before period defined as Sep-Aug 20, After Oct-Sep 22)*			
	Before	**After**	**Change**
Anti-Social Behaviour	1439	857	-40%
Recorded Crime	3129	3023	-3%
Total	4568	3880	-15%

5.84 A trendline analysis of this, shown in **Figure 30,** suggests that there were larger influences than just the LTN affecting crime, in particular the national and local lockdowns.

Figure 30: All Crime and Disorder in the Census Output Areas bounded by the LTN 2021-22 (number per month)



5.85 More analysis of the details of offences and locations will continue (although some historical details from the internal Hackney safeguarding team have yet to be recovered from an Autumn 2020 cyber-attack).

5.86 As the scheme leads to reduced traffic flows, there is a possibility that these could have led to an increase in anti-social behaviour and crime, because less traffic results in fewer "eyes on the street", which, when present, can discourage anti-social behaviour or crime or increase reporting of it where it occurs. However, this is very much dependent on the local area, and it is not a necessary consequence of an area having less traffic. As a result of LTN, a less trafficked neighbourhood can result in more people walking and cycling and children playing on the streets, and the increased presence of people on the streets can reduce the risk of crime. Factors such as not having 'dead' areas and clear visibility of residential doors and windows also contribute to safer areas.

5.87 It should be noted that the lower levels of traffic created by the scheme are not so different to traffic levels in many existing residential areas in Hackney and the historic areas with restricted access.

5.88 All of the traffic filters are still open to emergency vehicles, such as police vehicles. This would allow police, for instance, to continue to patrol the area and respond quickly to local issues even when not responding directly to an emergency call.

5.89 With specific regard to concerns about the safety of women, based on the experience of the Community Safety and Enforcement teams it is believed that there are on average 38 sexual offences and 23 rapes in Hackney a month, but not all of these occur in a public place, or are committed by strangers. The number of

rapes and sexual assaults in the borough is on par with other similar Inner City London Boroughs such as Brent, Greenwich, Haringey, Islington, Lambeth, Tower Hamlets and Southwark.

5.90 The following statement is based solely on crimes that occurred in any public place (street, park, canal towpaths, licensed premises, educational establishments, health establishments, leisure / culture, food outlets, retail outlets, and transport), and were committed between April 2018 and August 2021. Analysis of these data show that just over half of all sexual assaults and rapes occur in a public place, and just under half occur in a private or familial setting. 1.9 women out of every 1000 in Hackney have reported a rape or other sexual offence in a public space. That equates to 1.6 women out of every 1000 for sexual assault, and 0.3 out of every 1000 women for rape. This means the chances of being a victim of rape or sexual assault in a public place are very low (particularly rape). By contrast, 4.8 people for every 1000 in Hackney have reported a personal robbery during the same period of time.

5.91 5% of public space rapes and sexual assaults occur on the street (outside on a named road), and only 9.8% occur in a park or open space. Most offences occur in daylight hours in busy places. This fits in line with what we know about most types of crime, in that it tends to be prevalent when there are more people about, because there are more opportunities presented to offenders. Public space rape offences are very low across the whole borough, and whilst some involve strangers, some perpetrators were known to their victim. Stoke Newington and the wider LTN area is not one of the places that features highly for these types of offences (it has not been identified as a hotspot), and analysis has found no evidence of an increase in public place rape or sexual assaults since April 2018.

5.92 In Outer London there is emerging evidence that the introduction of Low Traffic Neighbourhoods in 2020 was associated with reduced crime and attacks against the person when compared to the background trend in Outer London.[9]

5.93 There is already strong evidence for the longer-term positive impact of LTNs on crime and ASB. For example, the introduction of low traffic neighbourhoods in Waltham Forest was associated with a 10% decrease in total street crime, increasing with duration (18% decrease after 3 years)". See report - The Impact of Introducing a Low Traffic Neighbourhood on Street Crime, in Waltham Forest, London[10].

[9] Goodman, Anna, Anthony A. Laverty, and Rachel Aldred. 2021. "Short-Term Association between the Introduction of 2020 Low Traffic Neighbourhoods and Street Crime, in London, UK." *Findings*, May. https://doi.org/10.32866/001c.23623.

[10] https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london

5.94 Impacts on access for local residents

5.95 All areas within the LTN are still accessible by car and other modes of transport, as no area has been closed to all traffic; however, the introduction of traffic filters has meant that to drive to their properties and local amenities such as shops and schools, some residents may have to take routes that are longer.

5.96 The available access routes for traffic filters are discussed in further detail in **Section 4**.

5.97 Impacts on parking arrangements

5.98 Because of the need to keep roads and junctions clear to allow traffic to bypass the traffic filters without risk of 'entrapment', it was necessary to introduce some additional parking restrictions. Because this was a road safety concern, it was essential to err on the side of caution and remove more spaces in the early stages. As soon as traffic settled down and it became more clear where turning movements were occurring, some spaces were returned. There has been an overall loss of 25 spaces on 7 streets.

5.99 The absence of non-local traffic means that more parking spaces should be available for use by local residents, their visitors and service vehicles.

5.100 Impacts on Human Rights

5.101 Under the Human Rights Act 1998, the Council is under a duty not to act in a way that is incompatible with any person's Convention rights. Such rights include, under Article 8(1), a right to respect for (amongst other things) private and family life. Accordingly, the order may not be made if it would give rise to a breach of a person's human rights unless it is both lawful and necessary in the interests of (amongst other things) public safety, the economic well-being of the country, for the prevention of disorder or crime, for the protection of health, or for the protection of the rights and freedoms of others.

5.102 The Council believes that any violation of Article 8(1) caused by implementing the Stoke Newington Church Street LTN would be justified, in particular, by creating a quieter, safer, cleaner and less noisy environment for people to live and work in. It is considered that the implementation of the Scheme would constitute a justified interference in that, for the reasons set out elsewhere in this report, it would be a proportionate means of achieving a legitimate aim.

5.103 Impacts on children

5.104 Under section 11 of the Children and Families Act 2004, the Council also has a duty to make arrangements for ensuring that its functions are discharged having regard to the need to safeguard and promote the welfare of children.

5.105 Some children live - or attend schools or nurseries- in locations that have been affected by the traffic filters that were recently introduced in the Stoke Newington Church Street LTN. See **Figures 36 and 37** in the EQIA **Section 8**)

5.106 The majority of children should benefit from the positive effects of the scheme. These benefits are thought to exceed the disadvantages caused to some driving parents and the extra inconvenience to schools in terms of deliveries and occasions such as coach trips.

5.107 Impacts on people with disabilities

5.108 The traffic filters in Stoke Newington Church Street have increased journey times for some local residents who have to drive, as access routes to properties may have changed.

5.109 This impact applies equally to people with disabilities who have to navigate longer journey times to get in and out of their properties. It is acknowledged that their negative impact may be higher, depending on their disability, and that this group could be adversely impacted by the scheme to a greater extent.

5.110 A full assessment of the impacts is included in the Equality Impact Assessment below. One outcome of a report that considered making exemptions for LTN schemes was that Blue Badge holders with companion e-badges should be exempt from bus gates on classified roads such as Stoke Newington Church Street. The companion e-badge holders exemption scheme was introduced in June 2021 and subsequently extended in October 2021 for Hackney residents who are Blue Badge holders and who have registered one vehicle for an exemption permit.

5.111 Impact on Emergency Services

5.112 An important part of the scheme design was to protect response times for emergency services. This is especially relevant as a Fire Station is located on Stoke Newington Church Street. As traffic levels and congestion have reduced, journey times along Stoke Newington Church Street will have reduced, which should compensate for any additional delays on other streets. New shortcuts should develop for emergency vehicles as they are now allowed to use roads that others cannot. All LTN filters are designed as ‘open’ filters, so that emergency services can travel through (Lordship Road ‘slip road’ has a lockable bollard). Contact will be

maintained with the emergency services, and any data made available on problems with response times will be acted upon.

5.113 Impacts on **vehicle-related noise**

5.114 A reduction in vehicle flows in residential roads will have resulted in a reduction in noise, not only in relation to vehicle engine noise, but also in relation to associated noise such as the vehicle horns and shouting that can occur when vehicle conflicts occur. Reduced vehicle noise is one of TfL's indicators of "Healthy Streets".

5.115 Conversely, there might be an increase in noise on those roads where vehicle flows have increased, particularly boundary roads such as Green Lanes. Owing to the nature of sound, the human response to a change in one decibel on an already noisy road is perceived as less than a similar increase on a quiet road.

5.116 Potential equalities implications

5.117 Section 149 of the Equality Act 2010 requires the Council to have due regard to the need to:

- eliminate discrimination, harassment, victimisation or any other conduct that is prohibited by or under the Equality Act 2010.
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.118 An Equalities Impact Assessment (EQIA) of the scheme is included in **Section 8**.

5.119 Summary of Impacts

5.120 Overall, the current Scheme proposals do appear to maximise the identified positive impacts, whilst minimising the identified negative impacts compared to the alternatives considered. For example, the current proposals maximise traffic reduction, air quality and road safety benefits in the town centre during the main shopping and commuting hours, whilst reducing negative traffic displacement impacts on other roads outside of these hours.

5.121 Moreover, the proposals should maximise road safety on the C1 cycle route. The proposals also fulfil central government guidance to reallocate road space towards public transport, walking and cycling and improve social distancing in town centres.

5.122 To balance the benefits of the scheme with the impact on residents' and businesses that need access by motor vehicle, the amount of neighbourhood modal filters has been minimised whilst still providing the positive impacts. The 7am-7pm operational period of the traffic filter helps reduce traffic displacement. Identified negative impacts will continue to be monitored and mitigated where appropriate.

6. Policy Context

6.1. Hackney Transport Strategy 2015-2025

6.2. Hackney Council's Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough.

6.3. The strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration, but it is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions. In all cases, the strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions and through providing sustainable alternatives to meet the aspirations of Hackney's people, while improving social inclusion and combating climate change.

6.4. This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy as outlined in the Council's Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents, including the Council's Local Plan 2033 and Health and Wellbeing Strategy.

6.5. In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this.

6.6. Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses were among the key

reasons for producing the Transport Strategy. Although this strategy is in place until 2025, preparations for its update are beginning. As part of this, some supplementary action plans are being considered. These include an action plan to examine main roads. This would include working with TfL to ensure that every part of our road network is working optimally for all users. This will pay particular attention to bus movements and passenger views.

6.8 In 2022 Hackney proposed becoming a pilot area for the introduction in London of distance-based road user charging. It continues to push for the pace of change in the capital on this issue to be much faster in line with the acknowledged need to reduce traffic in London by 27% by the end of the decade, to achieve a 'just transition' to net zero carbon by 2030. This would provide a further means of addressing the high levels of traffic which remain on some of Hackney's main roads even after the introduction of Low Traffic Neighbourhoods in a borough where more than 40% of the traffic is estimated to be through-traffic.

6.10 Road Safety Plan

6.11 Hackney Council is committed to making our highways safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates, and will seek to address this through the Road Safety Plan and the borough's support of Vision Zero. Achieving further casualty reductions will require greater effort and a coordinated approach with TfL, our neighbouring boroughs, and engagement with road users, persuading them to behave more safely. The Road Safety Plan outlines some of the more successful initiatives undertaken by the Council to date.

6.12 Cycling Plan

6.13 The scheme was designed to help to encourage cycling, which would align generally with Hackney's Transport Strategy. Hackney is synonymous with cycling in London, with many thousands of trips being made every day on the borough's streets, parks and towpaths. Hackney has the highest levels of cycling in the capital and has set an ambitious target of 15% of all journeys to be made by bicycle by 2025. Reducing the dominance of the private vehicle will contribute to achieving this aspiration.

6.14 It is considered that the Scheme would accord with a number of relevant policies set out in the Council's supporting plans to the Transport Strategy. Notably the following objectives from the Liveable Neighbourhoods (LN) and Cycling (C) Plans.

- LN15/C33: Filtered Streets - reducing motor traffic on residential streets. Hackney Council will continue to work with local residents and key stakeholders to identify, trial and roll out additional filtered streets schemes across the borough to reduce rat-running and through motor traffic.
- C08: Reallocation of Road Space - the Council will continue to reallocate carriageway road space from private motor vehicles to cycle infrastructure provision, whether it be cycle parking or route provision.
- LN3: Improving air quality - Hackney will continue to tackle poor air quality, seeking to reduce NO2 emissions to achieve the National Air Quality objective of 40 µg/m3.

6.15 Hackney Emergency Transport Plan

6.16 Hackney's Emergency Transport Plan (ETP) represents the borough's transport response to the global COVID 19 pandemic. The response was consistent with Hackney's existing Transport Strategy. Government advice in 2020 was specifically to avoid public transport whenever possible to minimise the risk of virus transmission. This created a risk that a switch from public transport to private car use would create catastrophic traffic congestion and air pollution creating dangerous conditions for cyclists; and poor and crowded (not socially-distanced) conditions for pedestrians.

6.17 This was all in the context of a borough heavily dependent on public transport and where 70% of households do not have a car. A borough that already has the sixth highest mortality rate out of 418 UK local authorities and, by one analysis, the largest number of road injuries amongst pedestrians and cyclists per 1000 journeys of any borough in London. The potential public health and road safety implications would be profound for those groups already disproportionately impacted upon by the secondary effects of motor vehicle use, including those on low incomes, people of minority ethnic backgrounds,the elderly, and children.

6.18 The ETP was designed to prevent the potential damaging effects of a car-led recovery from Covid through assisting social distancing for pedestrians on our streets and supporting a switch to walking and cycling instead of private car use. The main traffic management measures used to achieve this are:

- The introduction of LTNs in the London Fields area, but also more widely across the borough in areas such as Hoxton West, Homerton, Hackney Downs and Stoke Newington. These were designed to protect residents from the negative effects (road danger and air pollution) of through-cutting motor traffic through the use of permeable filters, while maintaining full access to residential areas.
- The introduction of 48 School Streets which restrict traffic outside school gates at the beginning and end of the school day.
- The introduction of new protected cycle lanes on Queensbridge Road and Green Lanes.
- Social distancing measures in town centres, including widening pavements to allow for improved social distancing at bus stops, train station entrances, parks entrances, and in areas of high footfall, due to demand for socially distanced shops and services.

6.19 The measures introduced followed clear guidance from the London Mayor and national guidance. Streetspace guidance was published by TfL while the Secretary of State for Transport and the DfT were also clear that local authorities were expected to undertake emergency structural measures to encourage active travel and discourage non-essential motor-vehicle use.

6.20 The Government's statutory guidance on transport network management stated: *"The government therefore expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians. Such changes will help embed altered behaviours and demonstrate the positive effects of active travel".*

6.21 Mayor's Manifesto Commitments 2022-2026

6.22 The Stoke Newington LTN scheme also aligns with certain manifesto commitments made by the current Mayor of Hackney:

- We want Hackney's streets to be the most walking and cycle-friendly in London, leading the push to build people-focused neighbourhoods with cleaner air and healthier lives.
- By 2026, we will work to reduce the total number of miles driven on Hackney's roads by 15%, a 10% reduction in CO2 from all vehicles and a 10% reduction in ownership of polluting vehicles.
- Our Green New Deal will help make Hackney more resilient to a changing climate. It will tackle Hackney's toxic air and make the borough a better place to walk and cycle.

6.23 Mayor of London's Policies

6.24 It is also considered that the scheme was in line with a number of the Mayor of London's policies. The central aim of the Mayor of London's Transport Strategy (2018) is to create a future London that is not only home to more people, but is a better place for all of those people to live in. It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use, and that this will bring with it other benefits.

6.25 The Mayor of London's aim for 2041 is for 80 percent of Londoners' trips to be on foot, by cycle or by using public transport. Further, the Mayor of London's Vision Zero (2018) sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. One of the ways to achieve this goal is to facilitate and prioritise walking and cycling through modal filters, which is one of the main objectives of the Scheme.

6.26 Exemptions to Traffic Filters on the Borough's Classified Road Network for Hackney Resident Companion e-badge Holders

6.27 A June 2021 policy decision to allow Hackney Companion Badge holders to be granted exemptions to drive through traffic modal filters on Classified Roads such as Stoke Newington Church Street, is described in section 2 of DPD - Exemptions on Classified Roads Companion e-badge Holders[11]. The companion e- badge holders' exemption scheme was subsequently extended in October 2021 for Hackney residents who are Blue Badge holders and have registered one vehicle for an exemption permit. The DPD does commit to keeping under review the question of exemptions, especially when dealing with protected groups.

6.28 Climate Emergency Declaration

6.29 Hackney Council is committed to doing everything within its power to deliver net zero emissions across Council functions by 2040. This is ten years earlier than the target set by the government.

6.30 When we made our commitment[12], we resolved to:

- tell the truth about the climate emergency we face;
- pursue our declaration of a climate emergency with the utmost seriousness and urgency;

[11] https://hackney.gov.uk/blue-badge
[12] https://docs.google.com/document/d/1DaXIiuz1JR97nXSTegstTbreKE4-1U2eLR3FguIW83k/edit

- do everything within our power to deliver against the targets set by the The Intergovernmental Panel on Climate Change (IPCC's) October 2018 1.50C report, across our functions (including a 45% reduction in emissions against 2010 levels by 2030 and net zero emissions by 2040), and seek opportunities to make a greater contribution;
- call on the UK government to provide powers and resources to make the 2030 and 2040 targets possible;
- campaign to change national policy where failure to tackle the challenges has undermined decarbonisation and promoted unsustainable growth;
- support the campaign to create a just transition for workers and users;
- help create a million public sector jobs nationally to help minimise the effects of the climate crisis;
- involve, support and enable residents, businesses and community groups to speed up the shift to a zero carbon world;
- work closely with them to establish and implement successful policies, approaches and technologies that reduce emissions across our economy while also improving the health and wellbeing of our citizens;
- conduct an annual Citizens' Assembly with a representative group of local residents to allow for public scrutiny of the Council's progress and explore solutions to the challenges posed by climate change;
- work with other local governments (in the UK and internationally) to discover the best methods to limit climate change and put them into practice.

6.31 Department of Transport - Statutory guidance

6.32 Traffic Management Act 2004: network management to support recovery from Covid-19: The government is committed to delivering a step change in levels of active travel and issued this further guidance to the TMA2004, in response to the Covid-19 pandemic. Guidance included the following descriptions and recommendations for local authorities to follow:

> *"LTNs have been around for decades, but in recent years they have been increasingly employed by councils across England using emergency funding from the DfT to encourage active travel during the coronavirus crisis. Covid-19 has had an impact on the lives and health of many people. However, it has also resulted in cleaner air, quieter streets – and an extraordinary rise in walking and cycling. Cycling increased by 46% in 2020, the biggest rise in postwar history.*
>
> *Local authorities have a duty to manage their roads for the benefit of all traffic, including cyclists and pedestrians. The more people that cycle and walk, the more road space is freed up for those who really need to drive. Encouraging more cycling and walking is a key part of the Government's efforts to reduce harmful emissions from transport, as well as to help make people healthier….*

The LTNs deliver a wide range of benefits – a safer and more pleasant environment for residents, more walking and cycling and better air quality, and school streets can reduce the number of people driving their children to school by up to a third.

In this way, we will do what is necessary to ensure that transport networks support recovery from the emergency and provide a lasting legacy of greener, safer travel"[13]

6.33 The Secretary of State has given clear guidance about implementing schemes such as LTNs quickly and has subsequently updated the guidance, stating *"We have no interest in requiring councils to keep schemes which are proven not to work. But that proof must be presented. Schemes must not be removed prematurely or without proper evidence."* If there is no evidence that the scheme does not work, then it should not be removed. ***Traffic Management Act 2004: network management to support recovery from COVID-19***[14]

6.34 On 31 July 2021, the Secretary of State sent a letter to local authorities updating the DfT's guidance on active travel schemes supported by Government funding. He stated that: *'if these schemes are not given that time to make a difference, then taxpayers' monies have been wasted. Schemes need time to be allowed to bed in; must be tested against more normal traffic conditions; and must be in place long enough for their benefits and disbenefits to be properly evaluated and understood.'*

6.35 The Liveable Neighbourhoods Plan

6.36 The Liveable Neighbourhoods Plan plays a key role in Hackney Council to bring about a higher quality of life for residents in the borough.

6.37 The objectives of the Liveable Neighbourhoods Plan are to ensure that by 2025:

- Hackney has the most liveable and sustainable neighbourhoods and streets in London.
- Hackney's neighbourhoods and streets are healthy, safe and attractive places to spend time for residents from every age and background.
- Hackney's neighbourhoods and streets foster and support community cohesion.
- Hackney's neighbourhoods and streets will be prepared for the implications of climate change.
- Hackney's neighbourhoods and streets will be equipped to facilitate the transition to electric vehicle technology, and traffic based air pollution is no longer affecting the health of residents.

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[13] ***Traffic Management Act 2004: network management to support recovery from COVID-19***

[14]ttps://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19

- Hackney residents will not need to own a private car because of the ease of using alternative modes of transport including walking, cycling, public transport and using car clubs.

6.38 The roads and streets in our neighbourhoods are not just places to park vehicles or drive, walk and cycle on; they make up the largest element of the public realm of the city and are the places where we socialise and live our lives. An aspiration of the Transport Strategy is to reclaim Hackney's neighbourhoods from parked vehicles and motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London.

6.39 This aspiration can only be achieved by reducing the dominance of the private vehicle primarily through the management of on street parking and facilitating a reduction in traffic flows, more people using sustainable transport and using our streets to build social cohesion. The reality is that until parking is properly managed there is very little the Council can do to improve the public realm of neighbourhood streets. Once parking demand is managed and road space is freed up, only then can we look at improving the look and feel of the street.

6.40 Reducing the amount of parking and reducing traffic flows will also help to improve air quality, reduce traffic casualties and make our neighbourhoods more pleasant places to walk, play and cycle in. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the city, with up to 4,300 Londoners dying early every year as a result (GLA, 2008). Even more disturbing is the direct impact it is having on our children's health, with evidence proving it is directly responsible for alarming rates of asthma and other respiratory illnesses in our schools (GLA, 2008).

6.41 In addition to reclaiming our neighbourhoods from private motor vehicles we also urgently need to start considering how our neighbourhoods will cope with the changes to the climate. We have to begin to adapt and prepare for these changes in a number of ways, such as retrofitting the public realm to accommodate wetter weather and heavier downpours or creating greater tree cover to provide shade during hotter summers.

6.42 TfL Low Emission Neighbourhoods

6.43 TfL published a Transport Emissions Roadmap in 2014 that proposes the development of 'Low Emission Neighbourhoods' (LEN) that would target local hotspots with poor air quality.

6.44 LEN measures would vary according to local circumstances and the source apportionment of emissions.

6.45 Measures could include full or timed closures for high polluting vehicles, geo-fencing and preferential parking for ultra low emission vehicles.

6.46 The Council worked in partnership with the Greater London Authority, TfL and local residents and businesses to investigate options for introducing localised Low Emission Neighbourhoods in the vicinity of poor air quality areas.

6.47 One such area targeted by this was the Stoke Newington area which won funding of £500,000 from this programme in 2019 aimed at improving air quality, implementing the Healthy Streets paradigm and encouraging the transition away from combustion engine vehicles. Achieving these aims was designed to enable the transition to a zero carbon future to be achieved by interventions such as introducing traffic restrictions on Stoke Newington Church Street, implementing cargobike clubs, improving pedestrian spaces and crossings and improving local green spaces.

6.48 The Air Quality Strategy (AQS)

6.49 This was published by the UK Government and the devolved administrations in January 2000. Its aims include providing best practicable protection to human health by setting health-based objectives for air pollutants. Since this time the responsibility for local air quality has been devolved to the Mayor of London for London Boroughs.

6.50 The GLA has issued technical guidance which sets out the objectives, these are currently the same as those set out in the AQS.

6.51 Traffic management Act 2004

6.52 The Council as highway authority for borough roads has a Network Management Duty as set out in the Traffic Management Act 2004.

6.53 As set out in section 16, it is the duty of a local traffic authority to manage their road network with a view to achieving - so far as may be reasonably practicable having regard to their other obligations policies and objectives - the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority. The movement of traffic includes pedestrians and cyclists.

6.54 This duty includes having regard to their other obligations, policies and objectives. The Council's objectives and policies are clearly set out in the Council's Transport Strategy which in all cases, recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions, and through providing sustainable alternatives to meet the aspirations of Hackney's people, while improving social inclusion and combating climate change. The implementation of the LTN is consistent with both the Traffic Management Duty and the Council's Transport Strategy.

6.55 At section 18 of the Act, it recognises that the appropriate national authority may publish guidance to authorities about the techniques of network management or any other matter relating to the performance of the duties imposed by sections 16 and 17, and that in performing these network management duties an authority shall have regard to any such guidance.

6.56 This LTN has been reviewed as a separate scheme from other LTN schemes that have been implemented within the borough. The diversion routes for the LTN closures are relatively short and do not impact on the wider road network. Reviewing this scheme in this manner is considered to be appropriate.

6.57 Potential Alternatives considered and rejected

6.58 Several alternatives were considered and rejected as part of the formulation of the Scheme proposals. These alternatives were considered at various stages of the development. Previous engagement exercises such as the LEN16 Commonplace engagement exercise were used to inform these alternatives.

6.59 ***A 'do nothing' approach*** for Stoke Newington Church Street was considered but was rejected for a variety of reasons. Notably, there are issues in relation to air pollution, traffic levels, poor walking and cycling conditions and road safety.

6.60 ***Partially implementing the Scheme*** would also not be possible. All elements are considered necessary to enable better improvement of the town centre. For example, a traffic filter without LTN filters would not produce significant traffic reductions, and instead would create new 'rat-runs' in the local area. Installing LTN filters without a traffic filter would not achieve the aim of reducing traffic levels in the town centre.

6.61 ***Alternative suggestions to a traffic filter*** were also submitted during previous engagement exercises, such as a Zero Emissions Zone or fully pedestrianising Stoke Newington Church Street, making it local access, cycle and walk only. These options were rejected as they would have had a negative impact on the local bus routes, the needs of the local businesses and the operations of the

Fire Station. The impact of restrictions based on emissions will diminish as use of electric vehicles increases.

6.62 ***Alternative options for the placement of the traffic filter*** restrictions were considered, including: between Albion Road and Lordship Road, between the A10 and Wilmer Place and other places on Stoke Newington Church Street. These alternative locations would have obliged all traffic accessing Stoke Newington Church Street (e.g. delivery and servicing) to arrive from one direction only, whereas consideration was given to attempting to distribute the traffic evenly across the wider area. The proposed location achieves the greatest impact in terms of reducing traffic across the wider area, as it reduces flows on the east-west as well as north-south directions. Moreover, these locations do not have good diversion routes to avoid the traffic restrictions and would necessitate more neighbourhood road closures; the aim was also to minimise the number of LTN filters needed in order to remove any potential new routes opening where drivers would try to avoid the traffic filter.

6.63 ***Alternative operational periods*** were also considered for the traffic filter. Engagement with local stakeholders as well as the LEN16 Commonplace engagement exercise revealed calls for the restrictions to be in operation 24/7 instead of 7am-7pm, Monday to Sunday. The 24/7 operational period has been considered but rejected for several reasons. The 7am-7pm operational period gives businesses more flexibility for delivery and servicing trips outside of these hours. The negative impacts of potential traffic displacement is also reduced with a limited operational period. At the same time, the 7am-7pm period envelops the main commuting and shopping hours, which is important for this local town centre. Taxis (and general traffic) are able to travel through the Stoke Newington Church Street filter between 7pm-7am, reducing the diversion required for late night taxi journeys.

6.64 ***Other types of traffic calming -*** the Commonplace engagement exercise organised by the LEN16 and other engagement activities also identified requests to consider miscellaneous other types of traffic calming. These included one-way streets, speed humps and other ways to reduce traffic. These measures would not have achieved the same impacts in terms of traffic levels, and thereby improving walking and cycling conditions, air quality and road safety, as the current proposals do.

6.65 ***Cycle infrastructure -*** the previous Commonplace engagement exercise also identified several calls for improved cycle infrastructure, including painted cycle lanes or segregated cycle lanes. These alternatives were rejected as the proposals aim to keep the existing loading bays and Blue Badge Holder parking on Stoke Newington Church Street; if cycle lanes were to be added, the width of Stoke Newington Church Street would be reduced to such a degree that

two-way traffic lanes could not be maintained to allow fire engines and buses to traverse the area safely. As the traffic filter and LTN filters have significantly reduced traffic in the area, there have been improvements to cycling conditions in the town centre and on CS1.

7. Consultation & Engagement

7.1. An Experimental Traffic Order does not remove the need to consult residents, but instead allows for consultation to occur concurrently throughout its operational period. This approach allows highways authorities to trial measures and assess their real-world operational success or otherwise, rather than relying upon supposition. If the measures fail to deliver the improvements they are designed to address, they can be reversed or amended. The first 6 months of operation is the statutory consultation period where people could view the actual impacts of the measures and respond back to the Council with their views.

7.2. The use of Experimental Traffic Orders to implement the scheme also had advantages, including:

- the changes were being implemented during a time of global uncertainty that made it more difficult to predict impacts;
- traffic modelling of complex schemes such as these are subject to assumptions and the aim was to test those assumptions in a real-world scenario;
- it was the first execution of the Council's new approach to exemptions for Blue Badge holders through certain filters and serves as a test for the real-world workings of the exemption;
- pandemic peak times and travel patterns have changed and are likely to change again and therefore have served as a test of the proposed 7am-7pm timings of the Stoke Newington Church Street restriction in the real-world;
- neighbouring boroughs were also making changes and the experimental approach served as a test of the interactions between schemes;
- there was a desire to implement pavement widening and other more permanent pedestrian environment improvements, and the experiment has allowed further evaluation of traffic levels to inform those designs.

7.3. Notices of the scheme were advertised in the Hackney Citizen and London Gazette publications on 27/8/21, with parking changes advertised separately on 10/9/21 with an amendment on 22/10/21.

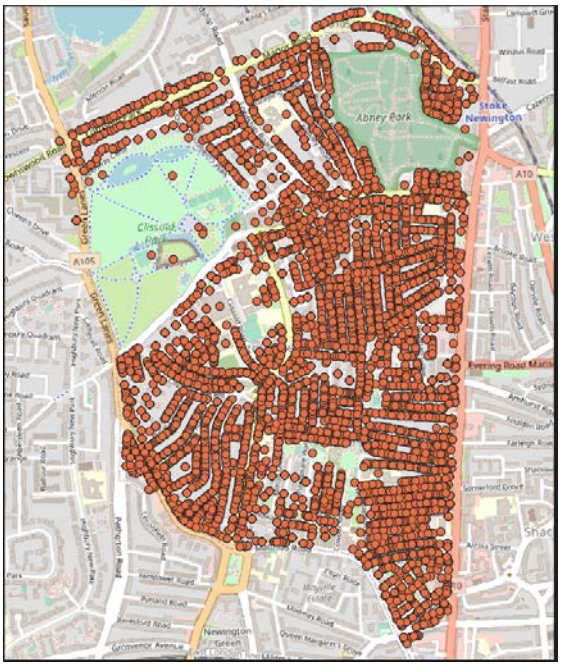
7.4. Scheme notifications were affixed to lamp columns and signposts to notify residents of the proposals to allow communities to comment on them.

7.5. **Feedback on the scheme 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.

Figure 31 shows an example of one leaflet and the zone in which letters were delivered.

Figure 31: Leaflet and Delivery Area



7.6. As the Scheme proposals stem from previously implemented projects such as the Walford Road Scheme and the LEN16 project, several engagement exercises from these projects are also relevant for the current proposals.

7.7. Pre-Covid Engagement exercises, LEN16, Walford Road

7.8. As part of the Walford Road Scheme, early plans and objectives of the LEN16 were discussed. These included the objective to reduce traffic on Stoke Newington Church Street. More information can be found in https://walfordroadhackney.commonplace.is/

7.9. Aside from the Walford Road consultation, there have been several engagement exercises as part of the LEN16 proposals that have discussed the underlying objectives of the Scheme. Four local pop-up events were organised in summer/autumn 2019. Residents were able to leave comments on local issues which included a wide range of themes such as air quality, traffic, public realm and road safety. See Figure 32

Figure 32: Consultation event on Stoke Newington Church Street

7.10. During that engagement exercise, nearly 300 comments were gathered. Regarding Stoke Newington Church Street specific comments, nearly half (47%) mentioned concerns about traffic levels, 14% mentioned cycling conditions, 12% concerned road safety, 8% of the comments were about buses and 6% about air quality.

7.11. In January-February 2020, a follow-up engagement exercise was organised as part of the LEN16. A two month-long Commonplace platform was organised, where people could leave comments on a map of the local area and fill out a survey assessing the objectives of the LEN16, including reducing polluting traffic on Stoke Newington Church Street.

7.12. The Commonplace engagement exercise received 426 survey responses, and 186 respondents left a comment on the map. A complete summary of this engagement exercise can be read here: https://stokey.commonplace.is/news/engagement-report-and-project-update

7.13. 402 respondents answered question 1, which asked about experiences of walking, cycling and using public transport in the area. 111 (28%) respondents stated there was too much traffic, 99 (25%) had concerns about cycle conditions and safety, 85 respondents (21%) commented on the narrow pavements/pedestrian space and 65 (16%) comments were regarding air quality and pollution.

7.14. The second question of the survey asked about barriers to walking, cycling and public transport. Out of 392 respondents, 85 (22%) mentioned too much traffic as a barrier, 69 (18%) mentioned narrow/overcrowded pavements, 61 (16%) concerned air quality/pollution and 42 (11%) mentioned danger/unsafe environment for cyclists, amongst other themes and issues mentioned.

7.15. Question 3 in the survey asked “What improvements would you like to see to make it easier to walk,cycle and use public transport, particularly on Stoke Newington Church Street?” out of 389 respondents, 93 (24%) called for a full or partial pedestrianisation of the street, 92 (24%) requested widened pavements, 55 (14%) wanted dedicated cycle infrastructure and 46 + 31 (12%+8%) comments mentioned generally reducing traffic or reducing cars without pedestrianisation, amongst other themes.

7.16. A last engagement exercise done by the LEN16 project was to organise a community workshop in the evening of the 30th of January 2020, to coincide with the Commonplace platform engagement. A total of 103 participants signed up for this workshop, and 64 attended in the evening. Participants were allocated to 8 tables and a variety of issues were discussed amongst the participants, with Hackney Council staff members acting as note takers and facilitators. The evening was split into two sections, the first section collecting experiences and issues from the attendees about the area and Stoke Newington Church Street in particular, and the second section discussed solutions to the previously identified issues and how the LEN16 project could play a role.

7.17. Recurring themes within these experiences were the narrow pavements, road safety for cycling, traffic levels and air pollution. These experiences were regarding Stoke Newington Church Street as well as the surrounding area.

7.18. One of the major recurring themes that was discussed was the possible pedestrianisation of Stoke Newington Church Street. Participants were very supportive of the Car Free Day organised in September, and multiple tables discussed the possibility of a full pedestrianisation of Stoke Newington Church

Street, or to have more periodic Car Free Days. Stoke Newington Church Street was largely seen as a town centre high street, with a disproportionate amount of traffic.

7.19. From the engagement exercises it is clear that there is widespread support for the objectives of the Scheme. The combination of direct workshops and the Commonplace survey gathered a good mixture of qualitative and quantitative data. The consultation therefore was considered fully in line with DfT and TfL guidance to engage with local communities on proposals, especially given the use of the ETO process, which has incorporated a further minimum six month consultation period.

7.20. Emergency Transport Plan Engagement

7.21. The Stoke Newington Church Street proposals were prominently featured in the ETP and the Cabinet Report that was associated with the ETP. Both of these documents were discussed and approved at the September 2020 Cabinet meeting. These documents also included a scheme-specific EQIA for the Stoke Newington Church Street proposals, which has been further developed as part of this DPD.

7.22. The ETP was discussed with Ward Councillors and Cabinet Members, and several items of feedback were incorporated in the overall plans as a result. The engagement on the ETP also set out the wider framework of the Covid-19 response and green recovery in which the Scheme proposals were also placed.

7.23. Pre implementation Engagement - Emergency Services

7.24. Emergency services are not only an important statutory stakeholder, they are of particular importance for the Scheme proposals. The LFB has one of their busiest fire stations located on Stoke Newington Church Street and therefore needed to be intimately involved in the design process; the Metropolitan Police (Met) also have a major police station in the area on Stoke Newington High Street. Whilst there are no hospitals in the local area, there are a number of GP practices and other healthcare locations in the area, making it an important area for the LAS.

7.25. Officers met twice with representatives of the LFB. Their feedback was that certain LTN filters would be ‘open’, i.e. traversable for emergency vehicles and camera enforced, rather than featuring physical measures such as bollards. Another piece of feedback was a request to reduce or remove certain sections of pavement widening to accommodate fire tender turning movements.

7.26. The LFB also requested that vehicle parking bays in the immediate area of planters and LTN filters be removed to better aid movements of emergency

vehicles through the closures and that a width of 4m was maintained for all LTN filters as well as the traffic filter itself.

7.27. In line with the LFB, the LAS also requested that several LTN filters be converted to 'open' (i.e. camera enforced) LTN filters, to support ambulance response times in the local area. Also it was requested that kerbside access be ensured as part of the pavement widening design process. Finally, it was requested that the bus stops would be enlarged to ensure that multiple buses could align, reducing potential congestion.

7.28. The Met also requested that several LTN filters be converted to 'open' LTN filters, to support police response times, in line with the LAS and the LFB.

7.29. In addition the Met recommended the Council ensure that the pavement widening sections protect pedestrians and that cyclists do not interpret them as cycle lanes.

7.30. Following a recent request for updates, all emergency services were invited to supply any updated information or views in October 2022 but no replies were received.

7.31. Pre implementation engagement - schools

7.32. Not only are schools important local amenities and trip generators, the impacts of previously implemented traffic schemes in the local area have also highlighted traffic congestion and air quality concerns around the local schools. It was therefore important to engage with schools as part of the detailed design process.

7.33. Several schools are located in the project area. Two of these schools, St. Mary's Church of England Primary School and William Patten Primary School, have direct frontages on Stoke Newington Church Street. Other schools in the local area are Grasmere Primary School, Betty Layward Primary School, Grazebrook Primary School and Stoke Newington Secondary School.

7.34. In the wider area, there are several other schools that could be impacted by the scheme, including its boundary roads. These include Princess May School, St Matthias Primary School, and Newington Green Primary School (located in LB Islington) amongst other schools and education facilities.

7.35. Officers directly reached out to the Headteachers of William Patten, St. Mary's, Betty Layward, Grazebrook, Grasmere and Stoke Newington Secondary School. Meetings were held with William Patten, St. Mary's, Betty Layward and Grazebrook to collect feedback and better understand how the scheme would impact schools.

7.36. Concerns were mainly raised on vehicle access for delivery and servicing purposes. These vehicles now need to access and exit Stoke Newington Church Street via the same side (e.g. A10 or Green Lanes), and thus might need to turn around in the area. Aspects such as access routes to staff car parks, enhanced walking and cycling routes for pupils and improved road safety were also discussed.

7.37. As a response to concerns about delivery and servicing traffic and as a general follow-up to the business delivery and servicing survey, Officers distributed surveys to the schools to gain a better understanding of the requirements and constraints of the schools. Grazebrook and St. Mary's Primary Schools returned these surveys, providing valuable insights.

7.38. During the development of the Scheme proposals, the Side by Side School has been proceeding with construction of their new site on Lordship Road. The Council's School Travel Plan team has looked at potential changes in route for pupils and it is expected that the main route to the site would be Manor Road or Lordship Park, and that the proposed closures would not directly affect the route availability of most pupils. As the traffic filter on Stoke Newington Church Street is implemented with an exemption for Blue Badge holders, this will be an option for mitigation in certain cases i.e. if journeys to Side by Side being made by Blue Badge Holders would otherwise have used Stoke Newington Church Street. Secondary impacts on children travelling to Side by Side, such as increased traffic on Manor Road, have been considered.

7.39. Whilst access to all schools is maintained at all times, it is important to note that some routes to approach these schools may have needed to change. Loading locations, such as Lancell Street for William Patten or Barn Street for St. Mary's, remain available at all times, with the exception of the operational times of the School Streets. Officers have also identified several routes both east and west of the traffic filter for traffic to divert away from the restrictions and exit the area. As the scheme seeks to reduce polluting traffic on Stoke Newington Church Street and the whole of the surrounding area, it is estimated that there will be a net positive impact on air quality, traffic congestion and road safety for schools and their communities.

7.40. As a response to follow up contact in October 2022, St Marys school said that they are still having difficulties and a follow up meeting is to be arranged by the Hackney School Transport team.

7.41. Business Engagement

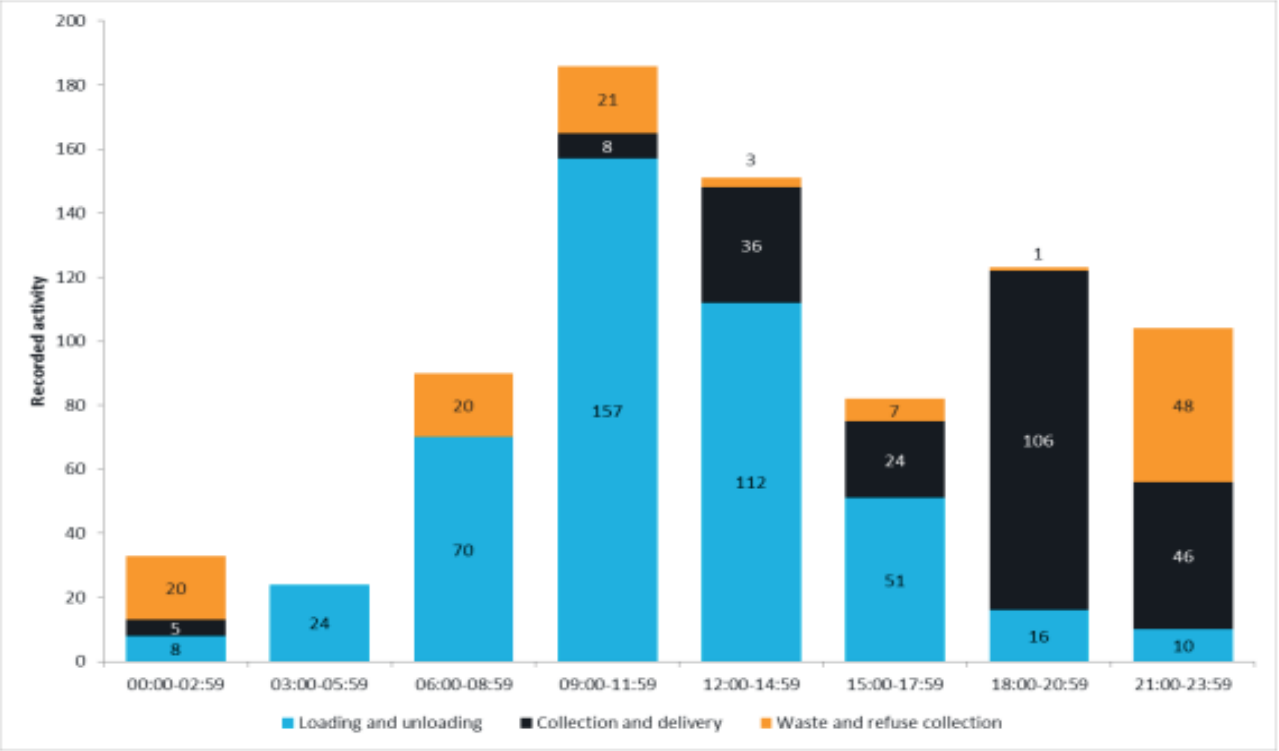
7.42. Stoke Newington Church Street is an important town centre street, hosting many different businesses, including restaurants, supermarkets, pubs and specialist goods stores. There are also several other clusters of commercial activities in

the project area, including on Albion Parade, Kynaston Road and on the side streets off Stoke Newington Church Street.

7.43. The diversity of the businesses corresponds with a diversity in terms of delivery and servicing requirements, and a diverse usage of Stoke Newington Church Street across the day. For example, whilst during the day many businesses receive or dispense deliveries by van or other light goods vehicles, during the evening Stoke Newington Church Street is heavily frequented by cars and powered 2-wheelers (P2W) collecting food deliveries.

7.44. To better understand the delivery and servicing requirements of the businesses on Albion Parade and on Stoke Newington Church Street, a Delivery and Servicing Study was carried out. This looked at aspects such as loading restrictions in the area, used video surveying of usage and conflicts, and a variety of businesses were interviewed.

Figure 33: Patterns of Deliveries on Stoke Newington Church Street



7.45. The survey and data collection was carried out in August 2020. Whilst social distancing guidelines were in effect, the country was not in lockdown, ensuring that as many businesses as possible could be reached. The results and findings were compiled in a report. An addendum was commissioned to better interrogate the data in relation to the Scheme proposals, increasing analysis of businesses that have legal, distance critical, loading constraints (e.g. pubs or

pharmacies). The scheme proposals were also independently reviewed and other best practice examples identified.

7.46. The complete report collected video surveying data of three 24 hour periods, namely Tuesday 5 August, Wednesday 6 August and Saturday 8 August 2020. This survey showed that the section of Stoke Newington Church Street between Yoakley Road and Abney Public Hall (opposite the Abney Park Cemetery entrance) was by far the busiest stretch. This is unsurprising, as this section also hosts two loading bays.

7.47. The video survey also showed that the busiest delivery period is between 9am and noon. In general, deliveries happen more frequently during the week compared to the weekend. In terms of vehicles used, roughly 44% of deliveries were done via van. In the evening and night there is a higher proportion of P2W, most likely couriers doing takeaway deliveries. Light and heavy goods vehicles formed a relatively low 27% proportion of the total. (Figure 33).

7.48. Every business premises on Stoke Newington Church Street and Albion Parade was visited to survey them and ask them about their experiences. More than 150 businesses were contacted during this survey, with 51 businesses (37.5%) returning the survey.

7.49. The majority of businesses were small to medium enterprises, with only two businesses reporting more than 20 employees. 41 of these businesses reported that their main loading/unloading location was on-street, showing the importance of kerbside loading controls to local businesses. 56% of deliveries reported by these businesses were carried out by van, 14% by lorry and 14% by car. Whilst a response rate of 37.5% is good, the difference between these numbers and the video survey results can be attributed to this limited response rate. It is therefore important to consider both data sets simultaneously.

7.50. The survey also provided a space for respondents to comment on the general status quo of loading/unloading on Stoke Newington Church Street, giving valuable insights into local operations. A draft Delivery and Servicing Study was also referenced in the Emergency Transport Plan .

7.51. The data and proposals were further interrogated and compared with other best practice examples of similar traffic filters in town centres. This highlighted that particular attention should be paid to locations such as the Bouverie Road LTN filter, as there are two premises there (a pharmacy and a pub) that have legal constraints to their loading requirements.

7.52. Aside from the Delivery and Servicing Survey, Officers have also engaged with the business community on the proposals. Businesses were encouraged and supported in the formation of the Stoke Newington Business Association to act

as a unified entity when engaging with the Council. Businesses were also invited to attend the LEN16 Community workshop in January 2020 and submit comments on the Commonplace engagement platform that was active in January and February 2020. Additional support was provided by way of funding to promote Stoke Newington Church Street as a visitor destination to increase footfall and town centre activation.

7.53. Engagement with businesses has continued all the way through the process, making use of contacts such as the local Business User Forum as well as the Zero Emissions Network. Officers also contacted other local organisations, including a local pub freight group.

7.54. Other Stakeholder Engagement

7.55. There are several bus services in the area, on both Stoke Newington Church Street/Albion Road as well as boundary roads such as Green Lanes, Stoke Newington High Street (A10), Manor Road/Lordship Park and Crossway/Boleyn Road. An engagement meeting was organised between Officers and members of TfL's Buses team as well as representatives of Arriva and Go Ahead London.

7.56. Stoke Newington Church Street hosts 4 bus services, namely the 73, 393, 476 and the N73. The 106 traverses Manor Road/Lordship Park, whilst the A10 and Green Lanes host 3 and 7 bus services respectively. During the engagement meeting, concerns were expressed about the potential for delays to the 106 bus service on Manor Road due to the potential for displaced traffic. Representatives also expressed concern about the section of the A10 between Stoke Newington Church Street and Manor Road.

7.57. Bus operators also requested that the proposed pavement widening extensions included bus stops that could be enlarged to allow two buses to align at once, improving the service and reducing bus congestion at bus stops. It was also agreed to host periodic review meetings, to evaluate iBus data and try to resolve emerging issues.

7.58. In a consultation update in October 2022, bus operators commented that there have been some delays particularly in the afternoon and evening peaks along Green Lanes.

7.59. Importantly, the project was presented to the TfL Road Space Performance Review Group at a special meeting held on 20th December 2022. It received a positive response. It was agreed that TfL and Hackney should continue to work together on making conditions for buses as good as they can possibly be.

7.60. The London Boroughs of Hackney and Islington host periodic meetings at officer level to discuss emerging schemes and tackle challenges together. One identified issue in the wider area is the exposure of the Newington Green Primary School to traffic rat-running between Newington Green and the A10 on Matthias Road. This scheme will remain on the agenda for further discussions.

7.61. Officers scheduled a meeting with the Royal Mail in January 2021. Feedback from this organisation included the need for the Royal Mail to still be able to attend the local Post Office and any post boxes in the local area. Moreover, the delivery routes Royal Mail personnel undertake might need to change as part of the changes, which could affect delivery targets.

7.62. Officers have reached out to several stakeholder organisations that represent groups of people with disabilities. These groups include AgeUK, Transport 4 All and the Royal National Institute of Blind People (RNIB). Only a response from the RNIB was received. The feedback received from the RNIB included advice that a thorough Equalities Impact Assessment is carried out and that the organisation cannot support any forms of shared space, especially ones where tactile and kerb edges would be removed, and that signal controlled crossings are preferred. The Stoke Newington Church Street scheme being considered here does not include any shared space.

7.63. Whilst no response was received by Transport for All, Officers have reviewed Transport for All's 'Pave the Way' report. This report discusses the experiences and impacts of LTNs on disabled people, including people with a chronic illness or people who have mobility impairments.

7.64. Other groups contacted included

- Local community Groups: Clean Air 4 Schools (CA4S), Albion Road Residents Association (ARRA), Crossway residents;
- Local Park User Groups: Kynaston Gardens, Clissold Park, Abney Park User Groups, Abney Park Trust;
- Sector Representatives: London Taxi PR, LTDA, Logistics UK, Road Haulage Association, London Cycling Campaign and their Hackney chapter, Living Streets;
- Other representative groups: Interlink.

7.65. The majority of these groups were contacted by Officers via email. This email included a description of the scheme as well as a link to the ETP. Representatives were invited to submit written feedback, and local community groups such as CA4S and ARRA were also invited for a meeting with Officers.

Organisations were reminded several times of their opportunity to submit feedback.

7.66. One meeting with the ARRA was organised in January 2021. This meeting was attended by six members of the ARRA. Officers collected feedback in terms of the Scheme, as well as existing issues in the area that would not necessarily be impacted by the Scheme, such as speeding on Albion Road near Newington Green.

7.67. Feedback was received from a number of residents living on Crossway regarding the impact of the scheme on their road. It was especially noted that Crossway/Boleyn Road residents are seeing a compounded traffic displacement effect from the Wordsworth Road scheme, the Walford Road Scheme and now the Stoke Newington Church Street scheme. This has been taken into account and Officers have been investigating and designing up possible interventions for Boleyn Road/Crossway as a response.

7.68. Response to Stakeholder Consultation

7.69. Officer response: the statutory DfT guidance, the DfT's (Emergency) Active Travel Fund and TfL's Streetspace guidance provide valuable comments regarding stakeholder organisations to contact.

7.70. Both the emergency services as well as the bus operators requested the adaptation of the pavement extensions, which has been incorporated in the draft designs.

7.71. Officers had previously identified Manor Road/Lordship Park as a boundary road that might see a proportion of displaced traffic. This therefore has seen special attention as described in section 4. In addition alterations to the signal times at the junction between Lordship Park and Green Lanes should help to reduce bus delays on Green Lanes.

7.72. Officers have engaged with Royal Mail, although there is a difficulty in that they mix statutory provision with regular parcel services, which are comparable to commercial delivery services.

7.73. Officers have reviewed feedback and the RNIB's policy positions. The designs will ensure that the area remains navigable by blind and partially sighted people. Recommendations and insights from the 'Pave the Way' report have also been used to inform the designs and proposed communications activities.

7.74. All comments and feedback from stakeholder and sector representative organisations were part of a wider feedback process that helped make informed decisions on the designs of the scheme. However, the absence of feedback should not mean that certain sectors or groups are not considered in

the design process.

7.75. Officers have ensured that all addresses in the neighbourhood are still accessible by taxi or private hire vehicle. Early warning signage is used to inform drivers of the restrictions, and Satnav companies have been contacted to ensure that their software swiftly incorporates the changes.

7.76. As outlined in section 4.5, the designs have ensured that existing loading facilities on Stoke Newington Church Street remain in place, including the loading bays between Yoakley Road and Abney Public Hall. The LTN filter designs of Yoakley Road/Bouverie Road have also incorporated the removal of several sections of parking bays, to give vehicles, including vans or taxis, a wider space to turn around.

7.77. Buses are an extremely important part of the Hackney transport system. Although for the purposes of this report the delays to buses as a specific reaction to the Stoke Newington Church Street scheme are considered acceptable, it is the case that a combination of traffic changes in Hackney and Haringey will have affected some routes. This will be a priority for the liaison meetings with TfL, bus operators and Hackney.

7.78. Officers will continue to work together with other schemes including the LEN16 and the Green Lanes cycle lanes to monitor and where possible improve roads, including Albion Road, Manor Road and Crossway.

7.79. No petitions were received relating to the Scheme.

7.80. Hackney Commonplace:

7.81. Hackney Council used the interactive online engagement platform, Commonplace, to gather insight from residents and interested stakeholders. The initial six-month consultation period for the Stoke Newington Low Traffic Neighbourhood ran from 20 September 2021 until 31 March 2022 and received 2437 responses. These comments came from 2,410 unique respondents.

7.82. Following the six-month consultation period the responses received via Commonplace were analysed by an external consultant who produced the report ‘M.E.L Report - Low Traffic Neighbourhoods - Stoke Newington Low Traffic Neighbourhoods Feedback Report April 2022’.

7.83. Residents could also send emails to: Streetscene.Consultations@hackney.gov.uk or write to Freepost Streetscene. 55 emails and 4 letters were received in addition to the Commonplace responses.

7.84. Commonplace Feedback

7.85. The full report is included as Appendix B of this document. A summary of the analysis results of the feedback exercise is shown in figure 34.

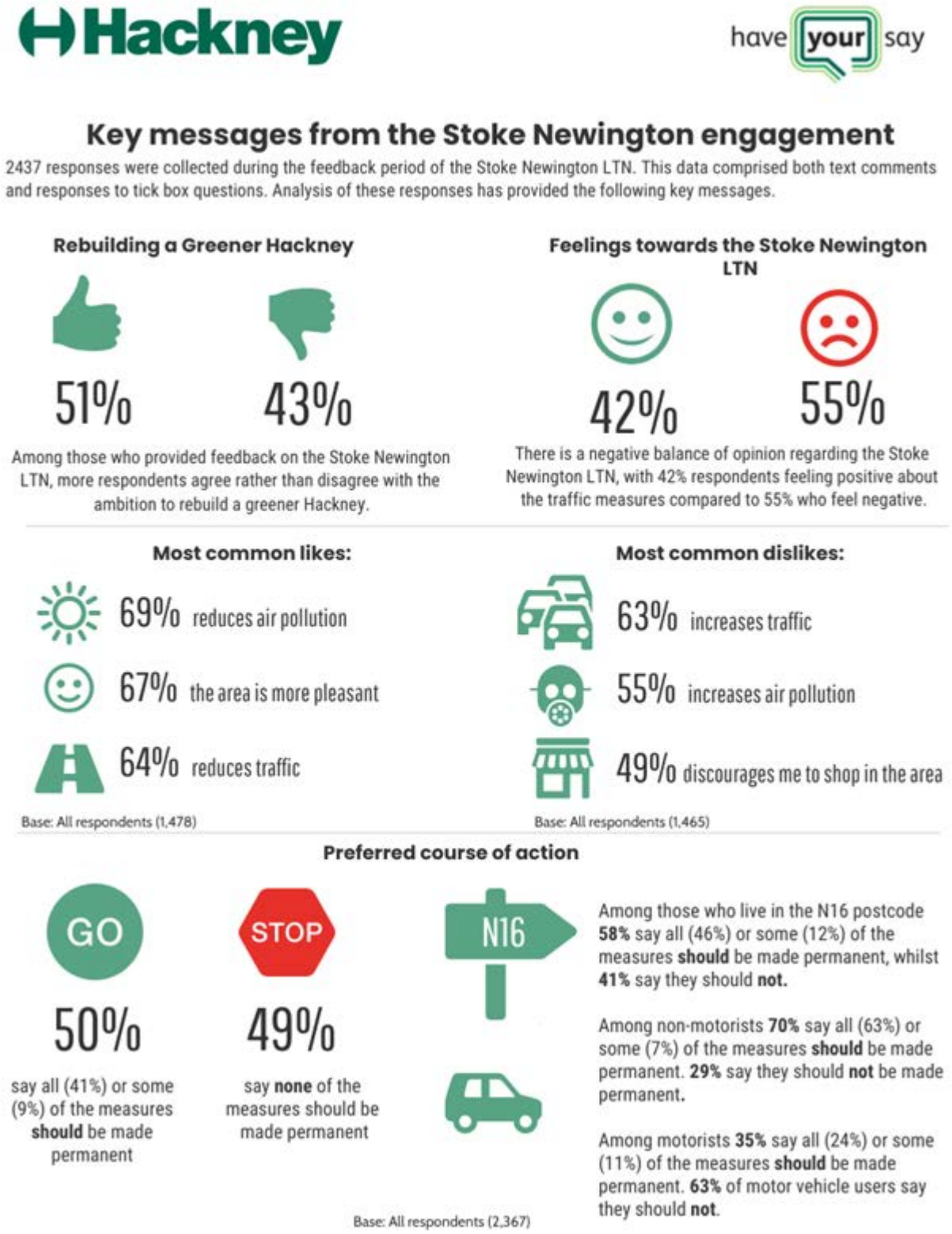


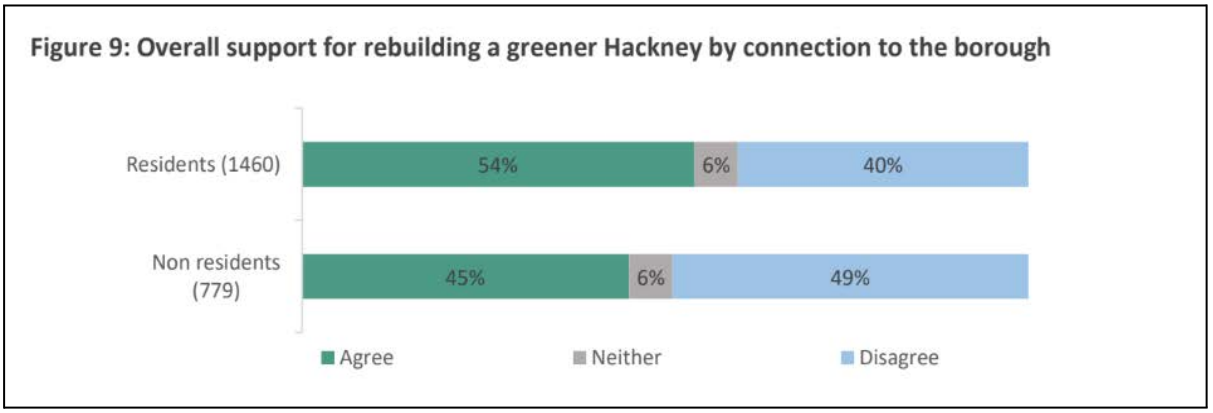
Figure 34: Infographic summary of the M.E.L Research report

7.86. Extent to which respondents support rebuilding a greener Hackney:

7.87. 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 car-use returning to pre-lockdown levels or above.

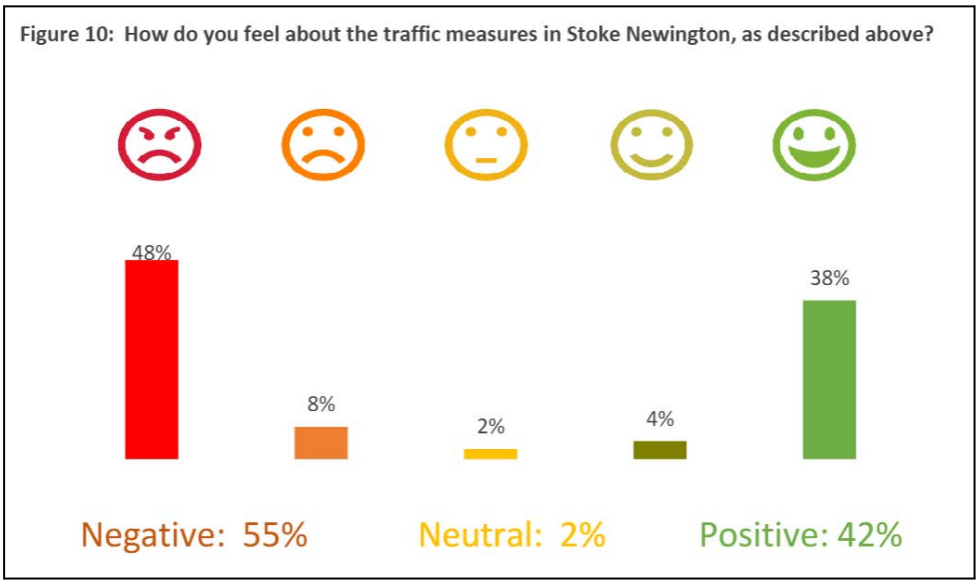
7.88. From a sample base of 2437 responses, 51% were in support of the proposals to rebuild a greener Hackney by encouraging more walking and cycling, and preventing car-use from returning to pre-lockdown levels or above, and 43% were against.

7.89. 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 of a greener Hackney aspiration (49% disagree). (see figures below - **figure numbers are as in the original document in the appendix**)

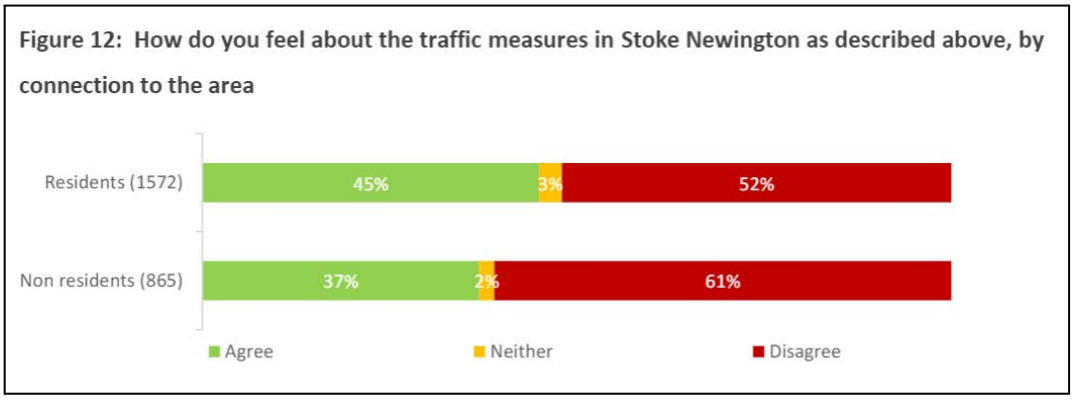


7.90. Feelings towards the Stoke Newington LTN:

7.91. 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%).



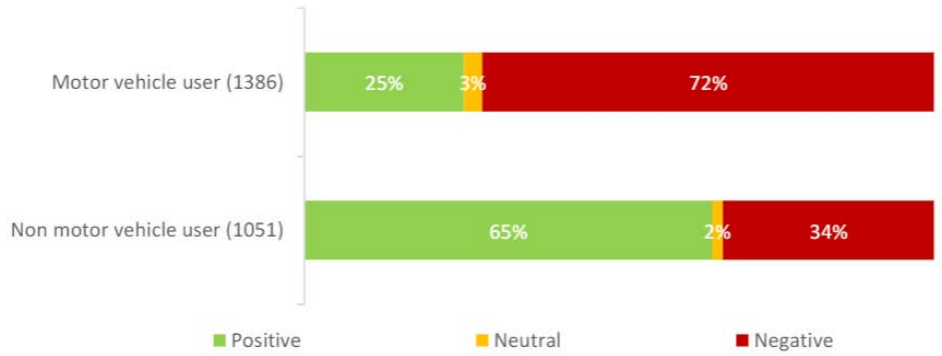
7.92. Looking specifically at residents in the borough, the proportion who have a negative view of the scheme (52%) is higher than the proportion who are positive (45%). Among those who are non-residents, negativity is higher, at 61%.



7.93. Modes of transport used to move around in Hackney:

7.94. 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, which is 34% negative.

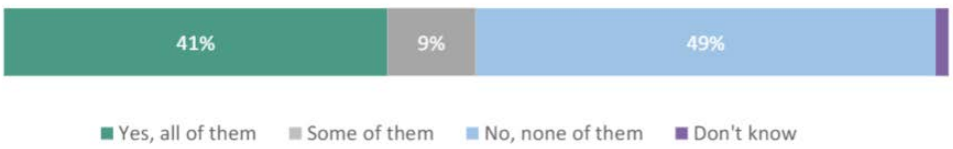
Figure 14: Feeling about Stoke Newington traffic measures by mode of transport (travelling around Hackney).



7.95. Permanency:

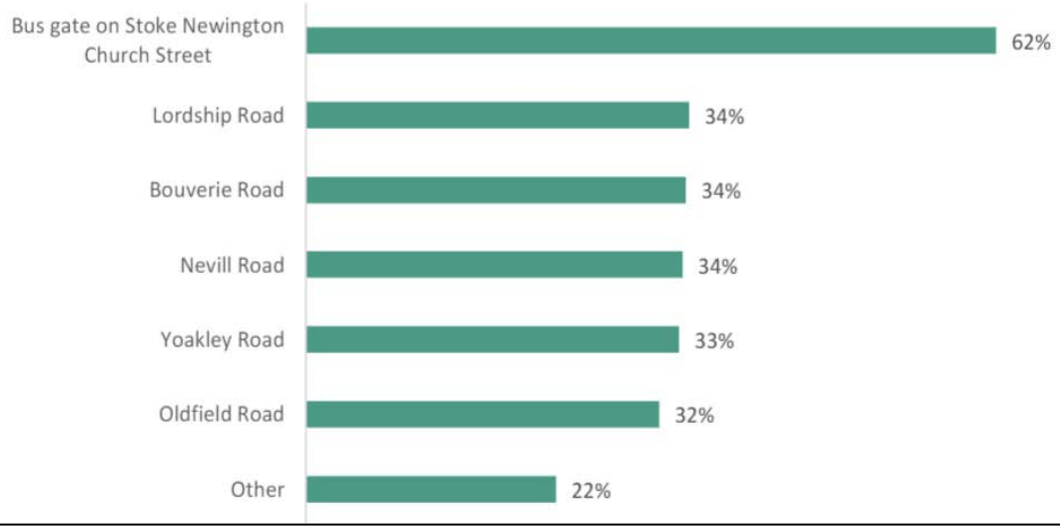
7.96. When asked whether the traffic measures in Stoke Newington should be made permanent, opinion was split. Half of respondents (50%) indicated they wanted some (9%), or all (41%) of the measures to be made permanent, and half (49%) indicated that they should not be made permanent.

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



7.97. 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.

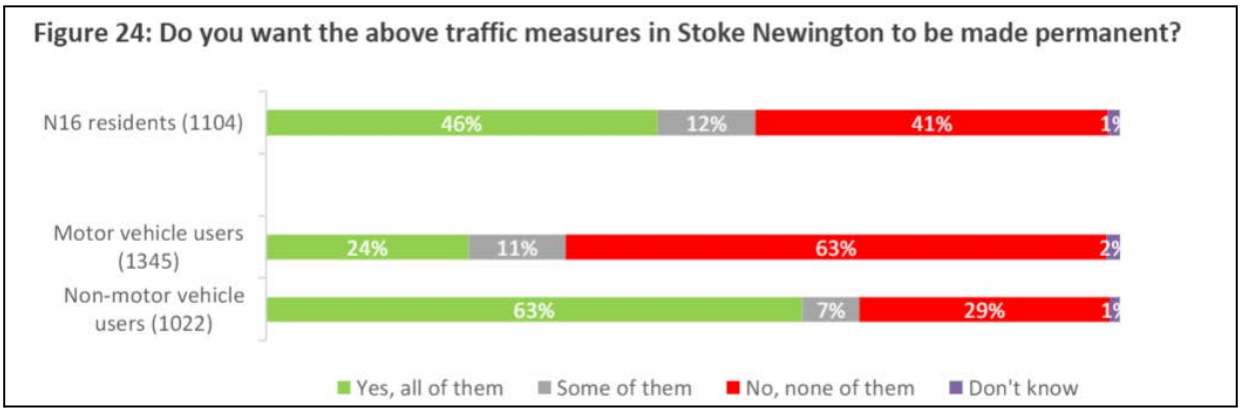
Figure 23: If you have selected 'Some of them' in the previous question, please specify the location of the turning restrictions you want to be made permanent?



7.98. 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%.

7.99. 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".

7.100. **Modes of transport used to move around in Hackney:** 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 would not like any measures to be made permanent. The remaining 1% of non-motorists answered “don’t know”.

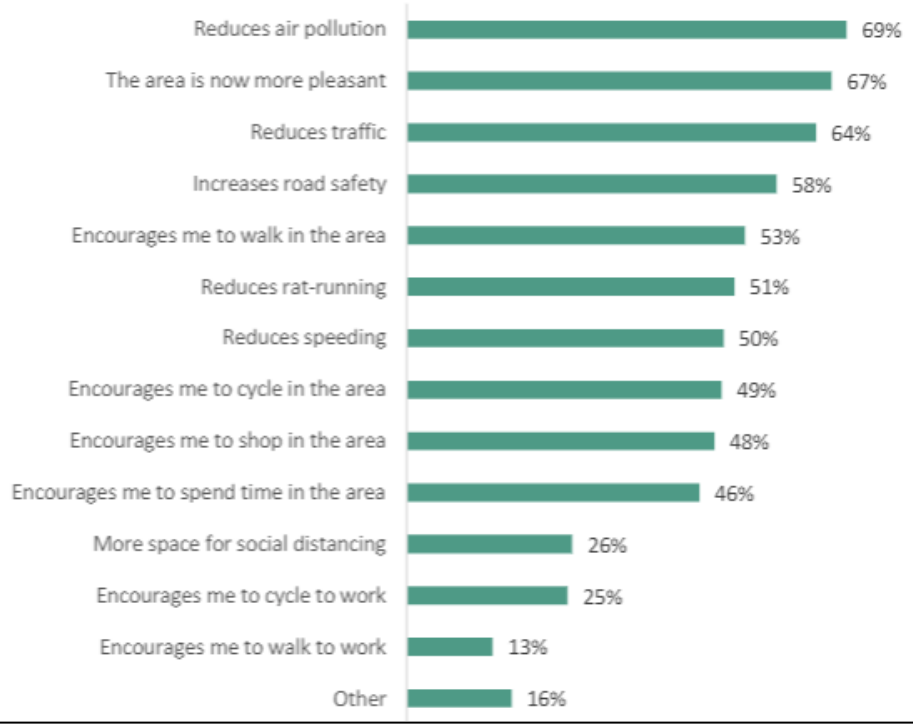


7.101. Positive aspects of the schemes:

7.102. 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.

7.103. The positive aspects of the Stoke Newington LTN that are most commonly identified, by around six in ten respondents, are 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?

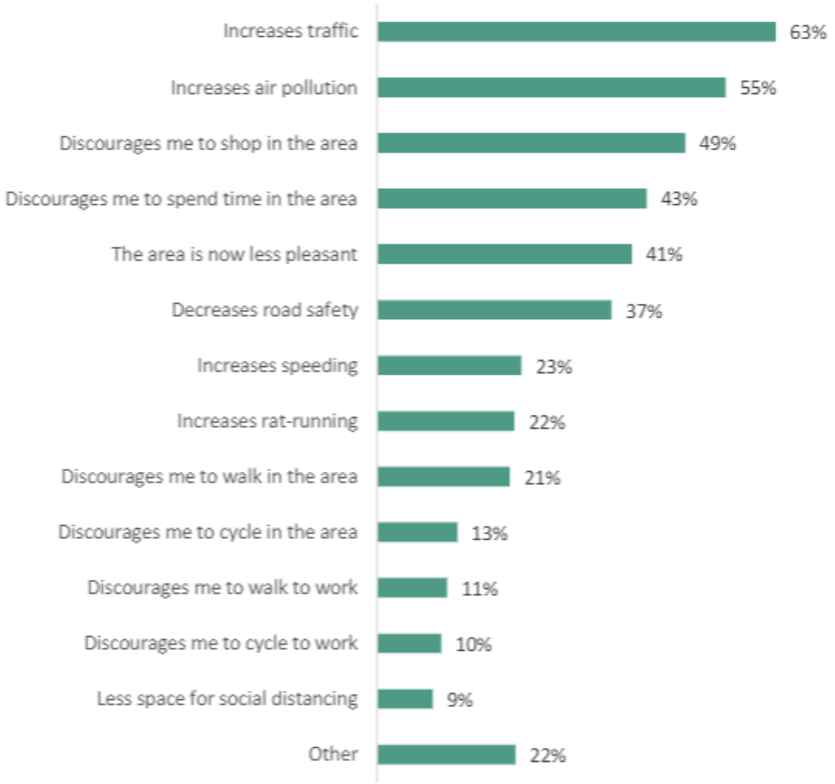


7.104. Disliked aspects of the Stoke Newington Low Traffic Neighbourhoods schemes:

7.105. 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.

7.106. The most commonly provided answers to this question about what respondents disliked about the traffic measure in Stoke Newington 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?



7.107. Consultation Analysis:

7.108. The first six months of the scheme consultation, until 3 March 2022, formed the statutory part of the consultation. These responses, along with those that came after this period up until 31 March 2022, have been considered to allow for maximum consideration of views. Responses include comments made in the online Commonplace questionnaire or from email and letter correspondence sent directly to the Council between 20 September 2022 and 31 March 2022.

7.109. Detailed responses were grouped to represent common themes/issues relating to the Stoke Newington LTN; one response may fit into several themes. The themes and Hackney's response to each are outlined in the following paragraphs.

7.110. General Need for the Scheme and who benefits

Example Comments:

- *"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."*
- *"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."

- *"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"*
- *"has made north stokey a ghetto in comparison to south".*
- *"no one in London drives unless they have to!"*
- *"These LTNs are causing isolation, frustration and mental health problems".*
- *"It seems that this has been done to protect a handful of gentrified streets off church street".*
- *"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. Equal distribution of pollution might be fairer".*
- *"We all have to live here and share the air not shove the problem on our neighbours."*
- *"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."*
- *"The entire community has to be considered when putting in place such measures. Not moving the problem "elsewhere".*
- *"It's now a two tier system".*

Hackney Response

7.111. As outlined in the Policy Section above, the scheme does not privatise road space, it re-balances the use of road space away from motor vehicles in order to protect people who walk, cycle and use public transport in the area. Road space is for all users, and motor vehicle trips do not have automatic priority over other modes of transport.

7.112. The Council, as highway authority for borough roads, has a Network Management Duty, as set out in the Traffic Management Act 2004, to manage the road network for the benefit of all road users, not just cars.

7.113. While some car trips might have to take slightly longer routes as a result of the LTN causing frustration to these road users overall the physical and mental health benefits (including the reduction of social isolation) of active travel are well established.

7.114. The choice of Stoke Newington Church Street, as set out in the Cabinet report of September 2020, was made as it represented a road with heavy traffic flows associated with high use of footpaths, cycling and frequent bus use. Selection

was not based on any income group and in fact, as shown in the Equality Impact Assessment, the benefits are likely to accrue most to low-income groups.

7.115. The EQIA (section 8 of the report) demonstrates that the benefits of the scheme do not come at the expense of vulnerable groups protected by the Equalities Act. It also considers the issue of income distribution.

7.116. The issue of diverted traffic and pollution is raised in a number of comments and is addressed fully in the traffic Traffic Impact of this report (section 5).

7.117. Officers spent considerable effort in designing the scheme and looked at a range of options. The need for measures around the Stoke Newington Church Street area was the subject of a number of workshops with the local residents to determine an appropriate solution. The use of an ETO allowed designers to see how the measures worked in practice and evolve the designs accordingly.

7.118. Impact on People with Protected Characteristics

Example Comments

- *"I'm heavily pregnant and cannot simply hop on a bike, I have young children who cannot walk everywhere; I have struggled to get to the hospital for appointments and I'm scared about what will happen when I go into labour if I needed emergency services, I'll probably be left in a precarious position".*
- *"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."*
- *"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".*
- *"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" .*
- *"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 buses is awful for the elderly, and they can't always afford cabs."

Hackney Response

7.119. A full Equality Impact Assessment is included in Section 8 of this document. Fair treatment of all disadvantaged and protected groups is an important part of the Council's Approach and the overall outcome of the scheme is generally positive. The impact of the scheme on pregnancy and maternity has been considered and while it is acknowledged that some journeys will be made longer, including those made by pregnant women and/or mothers with children, it is considered that the benefits of the scheme to this group outweigh the harm. Emergency services have full access through every traffic restriction in the scheme and access to emergency services is not negatively impacted.

7.120. In recognition that the impact of the scheme may have a more disproportionate impact on disabled people, it was announced in June 2021 that Companion e-Badge holders would be able to drive through some traffic filters, particularly those bus filters on classified roads. This means that Companion e-Badge and other registered Blue Badge holders are able to drive through the traffic filter on Stoke Newington Church Street. The EQIA is an evolving document and work will continue to, for example, investigate the extent to which taxicard users can be exempt for individual trips

7.121. The restriction points are controlled by camera specifically to allow emergency services to access the area, for example to attend maternity cases. If unmarked or unregistered vehicles, such as doctors or midwives, are attending a genuine emergency then they can submit evidence about this and Penalty Charge Notices can be cancelled.

7.122. It is the case that taxi use in new LTNs can be difficult. This has been the case with every LTN, even those dating back to the 1970s. However, as drivers become familiar with the restrictions and as their knowledge of routes and/or Sat-navs get updated, this should become less of a problem. All properties within the scheme remain accessible by motor vehicle even if some routes there have had to change.

7.123. The council continuously looks for opportunities to help all sectors of the community travel healthily and sustainably. The shared bike initiative PedalMe is Londonwide and more information on them is available on pedalme.co.uk. Discussions are also being held with the new concessionaires of the dockless

bike scheme to establish what assistance can be given to those who might benefit from a different type of pedalled transport.

7.124. It is accepted that not everyone can ride a bike and no part of the network is accessible only by bike. The overall reduction in car use should make the network less crowded and therefore easier for public transport and essential car journeys.

7.125. There will be some people who use a car and may find conditions more difficult. This will apply to those who are in protected groups and their carers and also to the wider population. However for each of these groups there will be others who do not use a car and who will find conditions are now more favourable and while some journeys by disabled people will take longer, and some taxi journeys could cost more, on balance the benefits of the scheme to this protected group as a whole are seen to outweigh the harm to some to some of the members within the group. The evidence base used to guide this decision is available here https://hackney.gov.uk/low-traffic-neighbourhoods#equal and further discussion is in section 8 of this report.

7.126. Diversion of Traffic onto Other Routes

Example Comments

- *"There is now significantly more traffic on SN High Street, Manor Road, Lordship Park and Green Lanes, displaced from the "low traffic zone".*
- *"Your proposals have not reduced my contribution to congestion and pollution, they have merely translocated (and increased) them".*
- *"My road is now full of heavy traffic. Why would I want to walk along it?"*
- *"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."*
- *The proposals should include mitigation on surrounding streets which will bear the brunt."*
- *"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".*
- *"Good idea, awfully imposed."*
- *"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 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."*
- *"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."*
- *"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."*
- *"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".*

Hackney Response

7.127. There is a common fear when residential road closures are introduced, which assumes that trips which used to pass along a road simply divert to other roads when that road is closed and problems are shifted to those other roads. In the event, as has happened with other Hackney schemes, the amount of diverted traffic is almost never as much as was previously using the location which is now subject to restrictions. Therefore, there can be expected to be an overall reduction in air pollution when taking the whole area into consideration.

7.128. As discussed in section 4 above, special attention has been given to Manor Road/Lordship Park. This recognised that initially there was a large amount of diverted traffic and mitigation was necessary. This appears to have settled down, as was expected, although it will remain under close watch. More generally traffic trends on boundary roads are discussed extensively in section 5 of this report (Traffic Impacts) including traffic on Stoke Newington High Street, Manor Road, Lordship Park and Green Lanes. Stoke Newington High Street, Manor Road, Lordship Park have not seen significant increases in traffic, while Green Lanes has seen approximately 1,000 vehicles per day increase. It is accepted that schemes such as this one have an uneven distribution of benefits, with some roads benefiting more than others. It is considered that on balance, the benefit of

the scheme outweigh the negative and that while some residents, such as those on Green Lanes, may have seen an increase in traffic on their road, the scheme is part of the efforts to reduce general traffic by encouraging people to change their mode of travel.

7.129. Although it may appear as if stationary traffic is emitting more pollution (and this may be the case for specific periods) the best way to improve air quality overall is for there to be less traffic. The spread of LTNs across Hackney means that car use, especially for non-essential journeys, will be reduced.

7.130. Parking was removed at various locations only where it was essential for safety reasons. It is acknowledged that any measures to improve traffic flow can lead to an increase in the speed travelled by some drivers. We pay constant attention to this and work with the police to tackle offending.

7.131. The subject of Air Quality is covered in more detail in section 5.

7.132. Problems Accessing Properties

Example Comments

- *"Taxis are refusing to come in because they don't understand the rules and the sign on the high street is misleading",*
- *"My postman couldn't make his deliveries on Nevill/Barbauld 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."*
- *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."*
- *"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."*
- *"I can't visit my daughter and her baby and help them when they are having difficulties."*
- *"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".*

Hackney Response

7.133. An important feature is that the filters do not prevent access to any property, although the route may need to be different, and that pedestrians, cyclists and buses are not impacted by the restrictions and that therefore the scheme is an encouragement for a modal shift towards sustainable transport

7.134. It is accepted that some people will be inconvenienced; however, this is not the case for the majority, as outlined in section 5. This means that the LTN area will see more people having the benefit of less traffic, compared to the number of people disadvantaged. This overall reduction in traffic is likely to be greatest among non-essential journeys and therefore will be of benefit to those who still have to travel by motor vehicles such as vans and taxis.

7.135. It is recognised that people needing to use the main roads are impacted by additional traffic and congestion and that this could be a nuisance and make their lives harder. However, the findings of this report suggest that on balance the advantages are considered to outweigh the disadvantages to these residents.

7.136. Any change to the road network involves a period of settling in while drivers get used to the changes. Every property is accessible by motor vehicle, although it may take more time to get around for some journeys. This also applies to taxis, trades and deliveries including postal. The reduction in through traffic should make it more likely that social interaction can take place as more people walk, cycle or just linger on quieter streets.

7.137. Difficulty for Car Users

Example Comments

- *"I still need to commute to work but it's almost impossible. Added minimum 40 mins onto my journey; 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".*
- *"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".*
- *"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."*
- *"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".*

Hackney Response

7.138. All users will still be able to drive in and out of the LTN. However, they may have to use a more circuitous route than previously. It is an accepted consequence of the nature of LTNs that they will create longer journeys. Some people will have longer journeys, but this is not always the case for every journey. Some journey distances will be the same where they leave the LTN at the same point where they would have done before the scheme was implemented. However, if the journey previously went through a point where a filter has been placed then the journey's distance will be longer as the route would need to go around the LTN.

7.139. It is accepted that some journey times will be longer due to longer routes and also at times additional traffic and congestion on the main road network. The Stoke Newington Church Street LTN is a complete neighbourhood scheme, but even so, the route around the scheme is not large in terms of miles and is thought to be an acceptable additional journey length.

7.140. Although delays to essential journeys are undesirable, it is the case that this additional inconvenience, for both residents and those that were driving through the area, would encourage motorists to consider alternative ways of travelling. This is a driver for modal change, which is one of the Council's transport strategy key aims and objectives. It has since become easier for residents to reach their properties as Satnavs become updated.

7.141. The specific issue of Manor Road is addressed in section 4. This and Albion road will receive regular speed checks which will be reported to the Police.

7.142. As shown in section 6 it is council policy to reduce carbon emissions. Also to support active travel. Whilst recognising the needs of those with particular circumstances, for most people very short car journeys go against both of these aims.

7.143. More Exemptions Needed

Example Comments

- *"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".*

Hackney Response

7.144. A review was conducted of the need for exemptions for people with disabilities which concluded that e-Companion Badge holders should be exempted from some closures. However, although the Council is keeping the requests for exemptions under review, there are concerns that allowing more exemptions would negatively impact the whole purpose of the scheme. Details of the exemptions can be found here www.hackney.gov.uk/blue-badge

7.145. The amount of exemptions applied for is so large that, if allowed, the scheme would appear to be operating as normal. If a non-exempt motorist was travelling behind a long line of vehicles who passed through and then got a penalty, there is a risk that they follow the line of cars ahead of them, decreasing compliance and reducing the benefits of the scheme. Other road users would also not get to experience the full benefit of the whole feeling of the road as being no longer a main thoroughfare.

7.146. Emergency service vehicles are all automatically exempt when responding to an emergency; as there are no physical barriers in place, they can also pass unhindered through the schemes.

7.147. The Council is working hard to enable a transition towards low emission transport, such as electric vehicles. These are experiencing very high growth, however, and their exemption would reduce the ability of the scheme to protect pedestrians, such as children's safety and ability to cross the road, and would reduce the benefits of the scheme to cyclists and bus users.

7.148. Lack of Consultation

Example Comments

- *"No consultation seems highly undemocratic".*

- *"You refuse to listen to those who are negatively impacted. You are supposed to be serving the community, not yourselves."*

Hackney Response

7.149. In keeping with the recommendations of the UK government and TfL, the Stoke Newington Church Street LTN was introduced using an Experimental Traffic Order. This process involves a simultaneous consultation period after installing

the measures and asking residents and businesses to submit their comments based on their experiences with the measures. This has the advantage of allowing responses to be based on actual lived experience rather than the residents commenting on what they believed the impacts were likely to be. An ETO does not remove the need to consult residents, but instead allows for consultation to occur concurrently throughout their operational period. The approach to consultation is described earlier in this section.

7.150. Although advance notification to residents was made, it is accepted that this provided residents with a relatively short period to become aware of the proposals and its impacts on them. This did result in some confusion at the outset. However, there was a need to implement the scheme quickly.

7.151. The combination of direct workshops and the Commonplace survey has gathered a good mixture of qualitative and quantitative data. The consultation therefore can be considered fully in line with DfT and TfL guidance to engage with local communities on proposals.

7.152. All responses have been recorded, whether positive or negative. Assessing the impact on the whole community is particularly important. However this must include consideration of everyone, including those who do not respond to consultation.

7.153. The Council has listened to those negatively impacted, in particular disabled residents, which informed the decision to allow Hackney residents with a blue badge to register a vehicle for an exemption through the Stoke Newington Church Street bus gate.

7.154. Details of consultation, including copies of materials used and a map showing where they were distributed to 18,000 households is available in section 7.

7.155. Impact on Public Transport

Example Comments

- *"Public transport is affected by the road closures because All traffic has been pushed onto bus routes."*

- *"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".*

- *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."*

- *"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."*

Hackney Response

7.156. Protecting bus routes and encouraging bus use is an important part of the Hackney Transport Strategy. Studies on bus journey times between stops in the LTN area show that these were affected by many factors and not necessarily by the introduction of the LTNs. It is the case that corridor speeds, which are dependent on other factors, including those not related to the LTN such as the frequency of bus routes, show that some bus routes were affected. For more details see Section 5 Impact on bus journey times. However, on a borough level the evidence is that bus journey speeds have not been impacted by LTN's.

7.157. The impact of the scheme on buses, including those mentioned above, are included in section 5.

7.158. Buses are exempt from all traffic filters implemented as part of the Stoke Newington Church Street LTN and will benefit from the reduced traffic on some routes. This, along with the improved walking environment to and from bus stops, should compensate to an extent for the delays on short sections of busier roads.

7.159. Regular liaison meetings are held with TfL and bus operators. At these meetings the subject of driver behaviour (including idling) and speed is frequently discussed and we will continue to press for better performance across the Borough.

7.160. Impact on Pollution

Example Comments

- *"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."*

- *"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".*

- *"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 incomes roads and estates suffer from 7am to 7pm! I strongly oppose these schemes!"*

- *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".*

Hackney Reponse

7.161. Air quality and pollution in the local area are very much influenced by local traffic, however, air pollution is also dependent on a number of variables that are not traffic related, including atmospheric and weather related factors. Therefore, levels will fluctuate.

7.162. As described in section 5, a sophisticated modelling and measurement exercise has taken place to examine impacts on air quality. Many of the perceived negative changes in air quality will have been more noticeable in the early stages, and this should diminish as the Scheme beds in and traffic evaporation starts to take place.

7.163. Although it may appear as if stationary traffic is emitting more pollution (and this may be the case for specific periods), the best way to improve air quality overall is for there to be less traffic. The spread of LTNs across Hackney means that car use, especially for non-essential journeys, will be reduced.

7.164. Albion road has seen a reduction in traffic as a result of the scheme as described in Section 5. Some initial increase in traffic may have occurred in the very early stages. There are plans to improve conditions for travel on Albion Road and these have been discussed with the Albion Road Residents Association.

7.165. It is important to note that Stoke Newington Church Street functions as a town centre as well as a residential street, exposing many more pedestrians to air pollution stemming from vehicle traffic. Although any change in air quality as a result of the scheme on boundary roads, including Manor Road, is of concern, those roads do tend to be wider than Stoke Newington Church Street, and building frontages have more front gardens and are further removed from traffic when compared to Stoke Newington Church Street. The distance of the facade of the property from the kerbside will determine the risks of exposure.

7.166. In the medium to longer term, the Scheme proposals, together with a package of other measures, aim to produce a modal shift away from vehicles as well as encouraging a take-up of electric vehicles. This will positively impact local air quality across the borough. For example, more cycle parking and electric vehicle charging

points are being installed. The expansion of the ULEZ in October 2021 will also have helped to remove the most polluting vehicles from the area.

7.167. Monitoring of both the scheme area - as well as on the boundary roads and beyond - will continue to be carried out. The approach to air quality is clearly set out in the borough's Air Quality Action Plan which is regularly updated with new data and consulted upon, the latest version being available here https://hackney.gov.uk/air-quality-reports.

7.168. Impact on Businesses

Example Comments

- *"The area has less people and atmosphere. Shops and restaurants etc are suffering".*
- *"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".*
- *Hackney has not separated non essential motor traffic from those tradespeople that need a motor vehicle to earn a living",*
- *"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."*
- *"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?"*
- *Small businesses in particular are a real worry - they are part of the glue of a community and are repeatedly hammered."*

Hackney Response

7.169. Where routes have been restricted, delivery vehicles, taxis and residents may need to use longer access routes in some cases and boundary roads may have higher levels of traffic. However access for all properties has been maintained. As new routes become more familiar and as sat-navs are updated this should become even easier.

7.170. This is compensated for by the tranquillity that is brought about by the absence of non local traffic. Increased use of unsuitable residential roads by large numbers of light commercial vehicles, including delivery drivers, was one of the problems identified as needing addressed by LTNs.

7.171. There will be delays to some journeys in this general area as a result of the combination of projects in Hackney and adjacent boroughs. This is a result of wider policies by elected London authorities to reclaim streets from traffic. Over time, road users will adapt. Some essential services will shift to other models, including the use of cargo bikes which have already proven themselves to be capable of a wide variety of uses including in construction and plumbing. Some non-essential journeys will stop being made which should make the roads quieter for those who genuinely have no alternative to motorised vehicles.

7.172. There is no evidence for any reduction in activity on foot along the street as demonstrated in Section 5. Close contact is maintained with businesses, however, in recognition of their importance to the community, and opportunities to support them are always under consideration.

7.173. It is recognised that those using the main roads are impacted by additional traffic and congestion and that this could be a nuisance and make their lives harder. Districts in London are constantly changing and this can result in places becoming more environmentally friendly, with a better quality of life, but which are more difficult to traverse by car. For some businesses this will represent increased potential for high value customers, but for others it will be an inconvenience. On balance, the advantages are considered to outweigh the disadvantages.

7.174. The road network of Hackney has been evolving since the introduction of the first Low Traffic Neighbourhoods in the 1970s. Over time, road residents and businesses have been able to adjust their behaviour to suit the conditions. In some cases this has required re-timing of operations and deliveries, where needed, to avoid restrictions. Although it is acknowledged that some people may be inconvenienced, this is a negative aspect which has to be balanced against all of the positive aspects.

7.175. Council officers regularly provide information on road layout changes to organisations such as Google Maps to help with wayfinding for drivers. The Council already works with businesses via the Zero Emissions Network (ZEN) network, and engages with local businesses to help some journeys to be switched to alternative

modes, such as cargo bikes. Specialists from that team are also able to advise on other initiatives to help businesses.

7.176. Miscellaneous Concerns

Example Comments

- *"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".*

- *"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?"*

- *"are there plans for Nodal Last Mile Hubs for Goods deliveries, Electric/Hybrid or Cargo Bike?"*

Hackney Response

7.177. For some considerable time Hackney has followed a transport strategy based on a reduction in overall car traffic. Park & ride has been found to work better in isolated and usually historic cities, rather than London boroughs, but we have promoted car sharing and ride sharing. School buses are a statutory provision but we have also been engaging with the privately operated school minibuses in the north of Hackney.

7.178. Regular meetings are held with neighbouring boroughs, in this case Islington, and also with TfL who have provided funding. City-wide initiatives such as the Ultra Low Emission Zone (ULEZ) will help to reduce traffic across London. The large number of Low Traffic Neighbourhoods in Hackney can be expected to produce an overall reduction in through traffic as they become less attractive to rat-running.

7.179. Freight hubs require considerable assistance from the private sector and will work in some parts of the borough and not others. These will be promoted as part of the next Hackney Transport Strategy. A cargo-bike rental scheme (the first in London) has been in operation since the start of the Stoke Newington Church Street scheme.

7.180. Positive Support

Example Comments

- *"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!"*
- *"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 Keep it up!"

- *"All the LTN schemes have been great and drastically changed the liveability of the neighbourhoods".*
- *"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".*
- *"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."*

Hackney Response

7.181. Comments such as these are useful reminders of what conditions were like before the scheme was tried. It is not just the volume of traffic that discourages walking and cycling, but also driver behaviour. Removing highly congested and ill-disciplined traffic from one point, or even displacing it, can greatly improve the quality of life for residents.

7.182. In his 2022 Manifesto the Mayor said "We want Hackney's streets to be the most walking and cycle-friendly in London, leading the push to build people-focused neighbourhoods with cleaner air and healthier lives".

7.183. It is the case that car ownership in the area is low. This highlights the need to introduce schemes like this that are clearly of benefit to all, perhaps especially the non car-owning majority who for a long time have not been a priority in traffic engineering schemes and whose voice is not always heard.

7.184. Hackney are very keen for TfL to introduce improvements for all road users on Stoke Newington High Street and will continue to press for this with TfL.

7.185. Personal Safety/Security

Example Comments

- *"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."*
- *"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."*
- *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."*
- *"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?"*
- *"More people are driving dangerously out of frustration. Lots of traffic and altercations between drivers. Lots of anger towards other road users."*

Hackney Reponse

7.186. Residents may feel that fewer cars on the street means that there is more potential for stranger danger. This is a legitimate fear and the situation will be monitored to ensure that there are no spaces without natural surveillance that have been created by the traffic restrictions. This is discussed in section 5 of this report.

7.187. Safety and security at night, especially for women, is of utmost importance to the Council. Section 5 includes a full analysis of this issue.

7.188. There is a valid perception that cars might be a source of reassurance at night. There is mixed evidence on this assertion and there is evidence that increased numbers of walkers and cyclists will contribute more to an area's safety.

7.189. However, this has been considered as part of the monitoring of the scheme and checks with Crime Enforcement in the borough show no evidence that this crime has increased since the introduction of LTNs. Further details are included within the report. In addition, the Council's design and enforcement teams have ongoing liaison

and, if any safety related concern is raised in the future, these would be investigated and measures implemented to mitigate them.

7.190. Although taxis may be initially reluctant to enter an area whilst changes are being made, as they learn new routes and as sat-navs are updated this should be less of an issue.

7.191. Any change to the road network involves a period of settling in and it is possible that irresponsible (and illegal) cycling on footpaths did occur during the first two days of operation. However, this has not been observed during site visits or reported as an ongoing issue during the trial.

7.192. Where the perceived danger arises from increased traffic flows, casualty statistics will be monitored and form the basis for ongoing safety programmes. Any reports of speeding traffic or misbehaviour by other road users, including delivery drivers/riders, will be reported to the police and examined for an engineering solution.

7.193. The street lighting levels within the LTN have not been affected by the traffic filters and the majority of the area has already been upgraded to LED lighting, which gives off a much whiter and clearer light source.

7.194. Specific Locations

7.195. All of the comments that mentioned a specific problem location have been given special attention, as summarised in **Table 12**, which includes a response by officers.

Table 12: Traffic Engineering issues raised at consultation

LOCATION	*ISSUE RAISED (verbatim)*	*OFFICER RESPONSE*
Church St	*cars remaining still speeding*	*This will be monitored and if speeding proves to be a problem then Hackney will work with the police on measures to tackle the problem.*
Zebra crossing in Lordship Pk/ Queen Elizabeth walk	*not safe - people don't stop*	*This is signposted to the full requirements of the DfT regulations but will be investigated for any potential improvements such as zeebrites.*
Barbauld Rd	*Walking around the filters is stressful as cyclists are very fast.*	*A 'parklet' has recently been introduced in this area which should help, but this will be kept under review.*
Lavers Road	*only accesses are via 2*	*This is an integral part of the*

	congested roads (Manor Rd and High St)	*design and prevents use as a short-cut.*
Brighton Rd	*This shouldn't be done in conjunction*	*The Stoke Newington Church Street project did follow closely behind the Walford Road scheme but both are designed to work together.*
Lordship Road east of Red Lion	*needs road closed sign or blocked by flower box. cars and vans go down the road and then have to reverse*	*An additional no through road sign has been installed on the west side to complement the existing no through road sign to help prevent vehicles having to reverse due to not seeing the one sign*
Lordship Terrace	*Carriageway too narrow for all vehicles wanting to use this particular diversion route*	*The council is investigating several mitigation options including removal of parking.*
Green Lanes / Lordship Park/Brownswood Road Signals	*Right-turning vehicles currently blocking the junction*	*The Council has commissioned TfL to amend the timings of this junction to hold the southbound flow on Green Lanes, which will enable the right turn traffic (onto Lordship Park) to clear the junction*

7.196. Polling

7.197. The Secretary of State for Transport has stated in his 'Statutory Guidance Traffic Management Act 2004: network management to support recovery from COVID-19 - Updated 30th July 2021':

"We have no interest in requiring councils to keep schemes which are proven not to work. But that proof must be presented. Schemes must not be removed prematurely or without proper evidence. And, any decisions on whether to remove or modify them must be publicly consulted on with the same rigour as we require for decisions to install them. This guidance lays out new standards for consultation, including the use of objective methods such as professional polling, to provide a genuine picture of local opinion, rather than listening only to the loudest voices."

7.198. In response to this guidance to undertake polling to provide a genuine picture of local voices, the Council employed an independent company to undertake polling of 1000 Hackney residents on LTNs and School Streets. Whilst the polling survey did not refer to the measures implemented for the Stoke Newington Church Street Low

Traffic Neighbourhood (LTN), the results demonstrated that two thirds of residents support the idea of Rebuilding a Greener Hackney, and opinion is split as to whether the LTN traffic measures should be made permanent. Results are shown below:

How far do you agree or disagree with the idea to rebuild a greener Hackney?
Total respondents: 803

+-3% confidence interval

- 66% agree
- 11% neither agree nor disagree
- 23% disagree

Do you want the Low Traffic Neighbourhood traffic measures in Hackney to be made permanent? Total respondents: 742

+-4% confidence interval

- 48% some or all of them
- 47% none of them
- 5% don't know

The results also demonstrated the behavioural impact of Low Traffic Neighbourhoods in terms of increased walking/cycling and reduced car use apparent among motorists and non-motorists.

As a result of the changes that the Low Traffic Neighbourhood, which affects you the most, has brought to your local streets, have you been encouraged to do more or less of the following types of travel? Walk (including mobility aids)/Run

+-4% confidence interval

- 9% less
- 64% the same
- 26% more

As a result of the changes that the Low Traffic Neighbourhood, which affects you the most, has brought to your local streets, have you been encouraged to do more or less of the following types of travel? Cycle/scoot

+-5% confidence interval

- 15% less
- 61% the same
- 24% more

As a result of the changes that the Low Traffic Neighbourhood, which affects you the most, has brought to your local streets, have you been encouraged to do more or less of the following types of travel? Use the car

+-4% confidence interval

- 30% less
- 53% the same
- 17% more

8. Equalities Impact Assessment (EQIA)

8.1. Hackney Council and its delegated authority decision-makers must comply in the performance of their functions with the Council's obligations under the Equality Act 2010 and other relevant provisions including Article 14 of the European Convention on Human Rights, where that applies. The Public Sector Equality Duty set out in section 149 of the Equality Act requires the Council to have due regard in the performance of its functions to the need to eliminate, amongst other things, discrimination, to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and to foster good relations between such groups.

8.2. As part of our decision-making process on the proposal for this Scheme, the impacts of it have been investigated and measured so far as circumstances reasonably allow, with particular consideration being given to the likely impact on those with a relevant protected characteristic. These characteristics include age, disability, gender reassignment, marriage and civil partnership, race, religion or belief, sex and sexual orientation. Consideration has also been given in this section to children, pregnancy, maternity and persons on very low incomes.

8.3. Officers have ensured that all impacts on protected characteristics be considered at every stage of the development of this proposal. This has involved estimating the consequences on these groups and making sure that, as far as possible, any negative consequences are eliminated or minimised, and opportunities for promoting equality are maximised. The EQIA will be kept under review and updated.

8.4. The Commonplace engagement platform launched as part of the communications and engagement strategy asked respondents to fill out Equalities information such as ethnic background, age, gender and disability. This helped Officers monitor the impacts of the scheme.

8.5. It is recognised that an online Commonplace platform alone will not be enough to collect data on the impacts of the scheme on people with protected characteristics. This is because not every group has equal access to

computers, the internet or will be as comfortable completing an online survey. Therefore feedback was able to be submitted by writing to the Council, and Officers will continue to engage with stakeholder groups (including those representing people with disabilities) to collect feedback.

8.6. The scheme has improved conditions for walking, cycling and bus services in an important local town centre. It has also reduced traffic levels, made it easier to cross previously busier roads improving local road safety and air quality. The town centre has a diverse mix of uses and destinations which means these improvements are relevant to all protected groups.

8.7. An important benefit is that traffic reduction has enabled pavements to be widened in the town centre.

8.8. The potential traffic displacement on boundary roads and beyond, and thus corresponding potential negative impacts on, for example, road safety and air quality, are important for all groups that might reside on these roads. For instance, there are several commercial centres, places of worship and GP practices on or near the boundary roads of the LTN.

8.9. The traffic monitoring described in **Section 5** of this report is designed to ensure that negative effects due to displaced traffic on boundary roads is monitored, controlled and mitigated where necessary. This monitoring has shown that traffic has decreased throughout much of the roads within the LTN and also along some roads identified as boundary roads, including Lordship Park, Manor Road and the A10.

8.10. Reference has also been made to an evidence base which is attached as Appendix C.

8.11. Age

8.12. Consideration has been given to the impact of these proposals in terms of age. The scheme is very relevant to all age groups, but particular attention has been paid to older people and young children. Hackney has a higher proportion of children under seven years old than London or England and Wales, has around the same proportion of children 8-15 and fewer young people aged 15 to 19. It has a particularly large cohort of 20-44 year olds and fewer people aged 45 and over. Stoke Newington Ward has proportionately fewer children and young people under 25 but more adults aged 25 than Hackney as a whole. Clissold has a greater proportion of adults aged 30-64 and fewer children and young adults than Hackney as a whole. See **Table 13**:

Table 13 Population age by ward

Age	Stoke Newington	Clissold	Hackney	London	England

0 to 4	6.5	7.8	7.8	7.2	6.3
5 to 7	2.8	3.6	3.9	3.7	3.4
8 to 9	1.6	2.2	2.3	2.2	2.2
10 to14	4.2	4.8	5.6	5.6	5.8
15	0.9	0.9	1.1	1.1	1.2
16 to 17	1.5	1.9	2.1	2.3	2.5
18 to19	1.7	1.9	2.2	2.3	2.6
20 to 24	7.9	6.6	8.8	7.7	6.8
25 to 29	15.9	13.2	13.7	10.2	6.9
30 to 44	32.1	31.6	27.9	25.3	20.6
45 to 59	14.5	15.7	14.4	17	19.4
60 to 64	3.4	3.3	3	4.2	6
65 to 74	3.8	3.7	3.9	5.8	8.6
75 to 84	2.5	2.3	2.3	3.8	5.5
85 to 89	0.6	0.5	0.5	1	1.5
90 and over	0.2	0.3	0.3	0.5	0.8

Source: 2011 Census, % of usual resident population

8.11 Mode shares for all age groups for all modes for trips ending in Hackney are shown in Table 14 below.

Table 14 -Mode share of trips made by Londoners with a destination in Hackney (2017/18- 2019/20) by age group

Main mode	0-15	16-19	20-64	65+	Average
Walk	52	47	43	43	44
Cycle	2	6	10	0	8
Car	15	2	12	11	12
Bus	27	35	18	40	21
Underground/DLR	1	5	6	0	5

National Rail/Overground	1	3	8	5	7
Other	2	2	3	1	2

8.12 For Hackney as a whole, those aged 65+ have a higher mode split of bus use compared to the average with about average walking and car use mode shares. There is very little cycling amongst this age group.

8.13 Those aged 0 to 15 have much higher walking and bus use rates than the average and also slightly higher car use, but lower cycling rates. Those aged 16 to 19 also have much higher usage of buses and walking than average and the lowest car use of any age group.

8.14 Cycling is most popular among the working age adult population (10% of trips) but is lower in both younger and older age groups. Car use is relatively low amongst all age groups, but is highest among the under 15s. For details of how different age groups travel in Hackney, see the Hackney EQIA evidence base in https://hackney.gov.uk/low-traffic-neighbourhoods#equal

8.15 Important destinations and 'sensitive receptor' sites

8.16 In order to check the impacts on protected groups, reference was made to destinations known to be important to local travel of protected groups. In air quality analysis, these destinations are sometimes referred to as 'sensitive receptor' sites, but the journey from people's homes to access these sites is also important.

8.17 There are several important locations for young children in the local area, including schools, parks, playgrounds and shops. Several of these locations have direct frontages onto Stoke Newington Church Street and Albion Road and thus directly benefit from a reduction in traffic and improvement in air quality, walking, cycling and road safety. As air pollution and obesity can have lasting effects on young people, encouraging walking and cycling and working towards reducing traffic is very important.

8.18 Road safety is especially important for children and young people, and this group is disproportionately represented in casualty statistics. A reduction of traffic in the town centre as well as in the LTNs, accompanied by better walking conditions, will be beneficial to this group.

8.19 Locations important for young children

8.20 Locations important for young children include local primary schools, nurseries and playgrounds. Within the LTN there are Grazebrook Primary School on Lordship Road; William Patten Primary School on Stoke Newington Church Street and Grasmere Primary School on Church Walk. It has become easier and safer

for children to access local parks such as Clissold Park and Abney Park Cemetery. The Stoke Newington Library has also seen a reduction in traffic and it is easier to reach this location.

8.21 Just outside the LTN or boundary roads there are Betty Layward Primary School on Clissold Road; St Mary's Church of England Primary School on Barn Street; St Matthias Church of England Primary School on Wordsworth Road and Princess May Primary School on Stoke Newington Road.

8.22 School Streets were introduced to limit traffic at school opening and closing times at Grazebrook Primary School; William Patten Primary School; Betty Layward Primary School; St Matthias CE Primary School; Princess May Primary School.

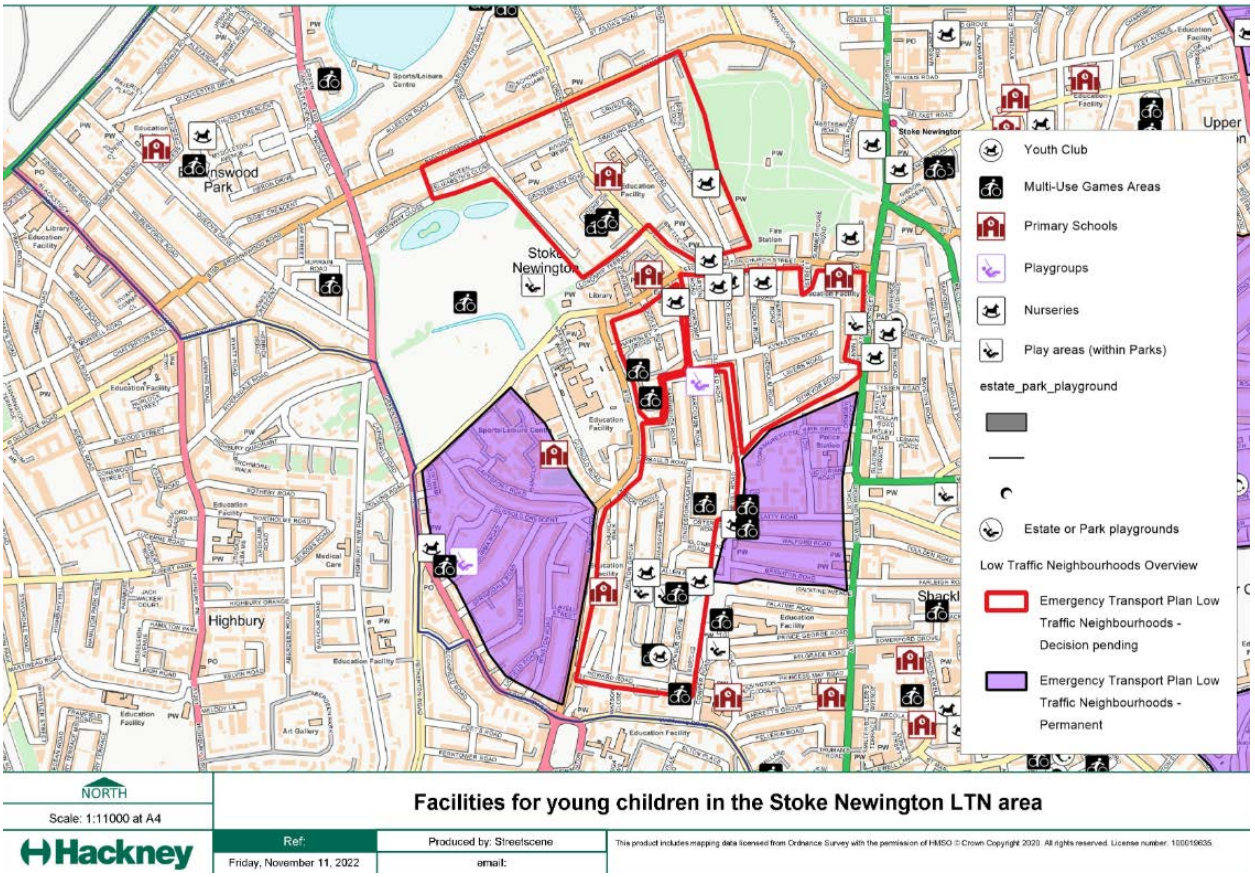
8.23 There is a cluster of six nursery schools close to Stoke Newington Church Street. These are Coconut Nursery, N Family Club and N16 Tots and Playgroup on Stoke Newington Church Street, N Family Club on Defoe Road, N16 Tots on Defoe Road and Bright Horizons on Wilmer Place. Elsewhere in the LTN there are Tams House [nursery] on Bouverie Road, Little Stars Nursery and Minihome Ltd on Allen Road, Burma Court Playgroup on Burma Road and Sandbrook Community Playgroup on Sandbrook Road. On boundary roads of the LTN there are Academic Day Nursery on Green Lanes and Monkey Puzzle Day Nursery on Stoke Newington High Street.

8.24 Also important for young people is access to community spaces such as playgrounds and parks. It has become easier and safer for children to access Clissold Park and Abney Park Cemetery.

8.25 There are the playgrounds in the LTN area on Butterfield Green on Shakespeare Walk, Yorkshire Grove Estate playground and Kynaston Gardens Play area. Clissold Park playground is also in the area, with access eased by lower motor traffic on Stoke Newington Church Street. Within the LTN there are multi-use games areas (MUGAs). These are located in Clissold Park, Lordship Grove Estate, Hawksley Court, Londesborough Estate, Butterfield Green, Milton Gardens Estate, Yorkship Grove Estate and Burma Court. For older children there is also the Stoke Newington Youth Club on Shakespeare Walk. A map showing these facilities for young children (a map which is also relevant to the young people as part of the age protected group) is shown in **Figure 35**

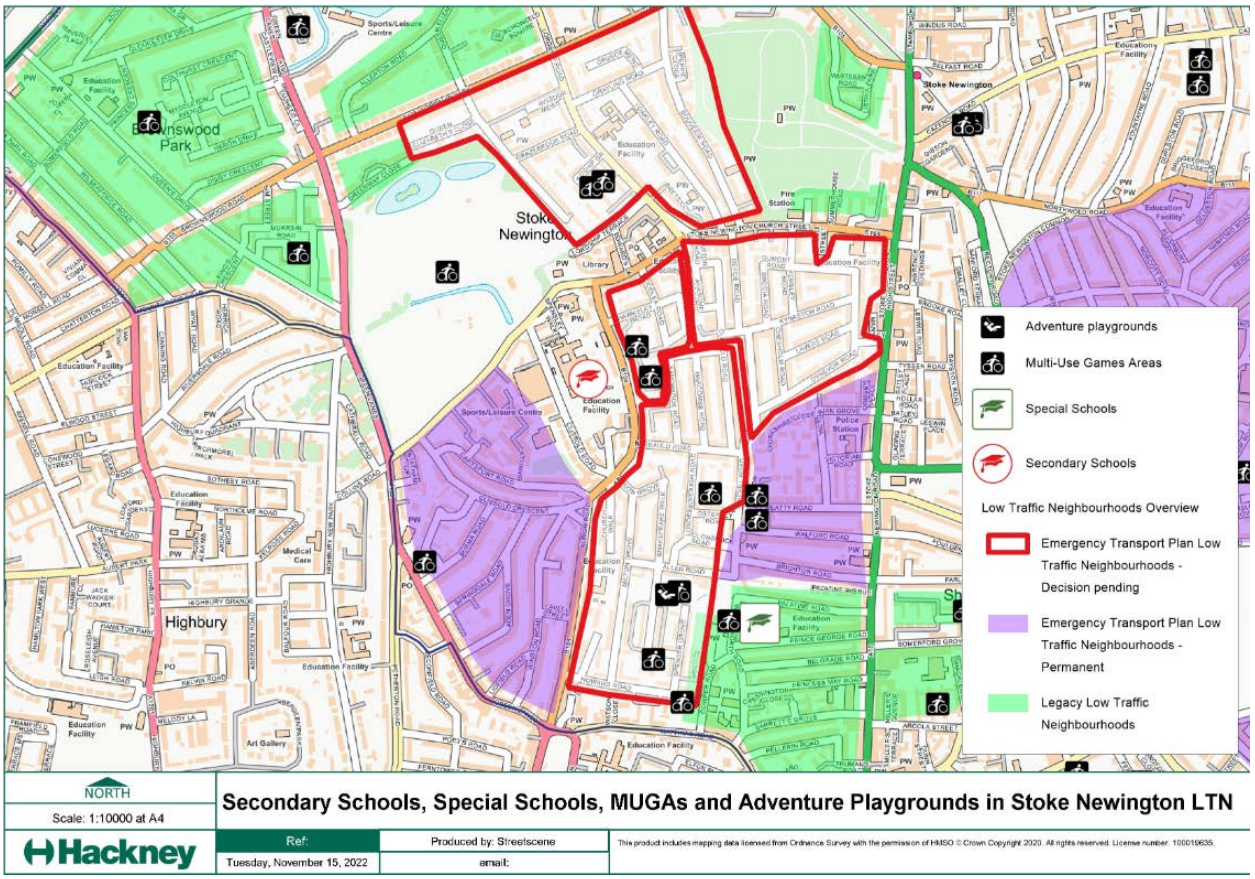
8.26 The vast majority of these facilities have benefitted from reduced traffic related to the scheme. Locations where Section 5 suggests traffic has, or might, increase will be kept under observation and review, especially in locations of interest to young people such as the Academic Day Nursery and the Burma Court playgroup.

Figure 35 Facilities for young children in the Stoke Newington LTN area



8.27 The Stoke Newington LTN area also contains Stoke Newington School on Clissold Road and The Garden School in Wordsworth Road. **Figure 36** shows the locations of these schools. While neither of these schools are inside the formal area of the LTN, walking and cycling access routes to both of these schools has been made easier and safer by the scheme. Clissold Road benefits from a School Street which further reduces traffic at school opening and closing times. The Garden School lies within a legacy low traffic neighbourhood which was in place prior to the current scheme.

Figure 36 Secondary and Special Schools in Stoke Newington LTN



8.28 Destinations Important to Older People

8.29 When looking at locations that are important to older people, several locations in the project area can be identified. These include GP surgeries, libraries and pharmacies and general access to the town centre.

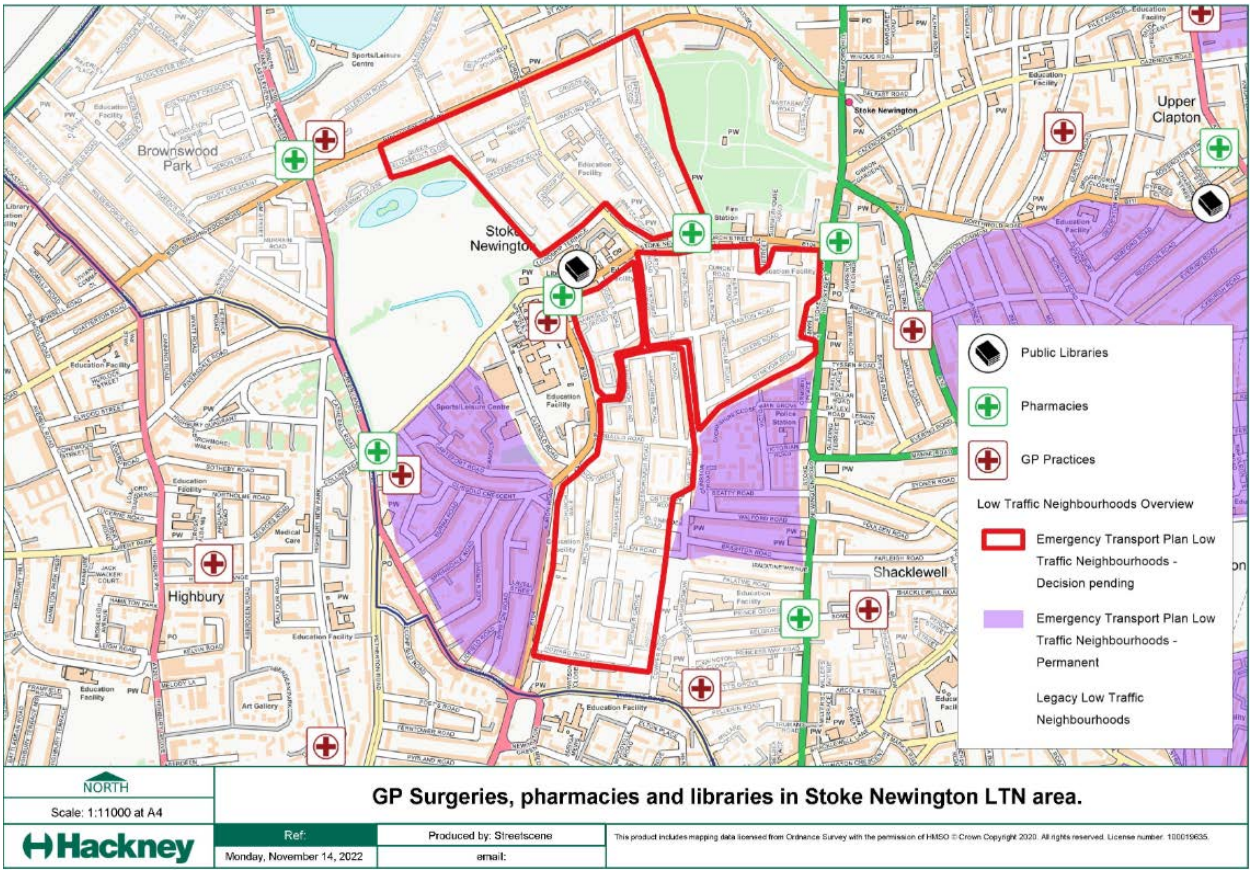
8.30 The GP surgeries include Barton House Health Centre in Albion Road, Statham Grove Surgery, Barrett's Grove Surgery, Allerton Road Medical Centre in Allerton Road, Statham Grove, Brooke Road, Somerford Grove Practice and Tollgate Lodge Healthcare Centre. A reduction in traffic in the town centre has made it easier to cross the road and side streets, which can be more difficult for older people. The implementation of two blended crossings, including one on Bouverie Road, will also highlight the pedestrian priority on the CS1, reducing conflicts between cyclists and pedestrians. One location which has become easier to access is Stoke Newington Library on Stoke Newington Church Street.

8.31 On boundary roads and beyond, traffic levels have the potential to impact aspects such as accessibility, road safety, and air quality, especially for older people. Whilst there are no GPs or surgeries located on boundary roads, there are several pharmacies. These include Armstrong Pharmacy and Safedale Ltd on Green Lanes, Benjamin Chemist on Stoke Newington High Street and Day Lewis

Pharmacy on Stoke Newington Road. Also many other general commercial locations that are relevant for older people are on the main roads and boundary roads.

8.32 Moreover, there are several GP surgeries near the boundary roads. These include Statham Grove Surgery, Barretts Grove Surgery, Somerford Grove Practice, Tollgate Lodge Healthcare Centre and Allerton Road Medical Centre. The traffic monitoring described in Section 5 of this report is designed to ensure that negative effects due to displaced traffic on boundary roads is monitored, controlled and mitigated where necessary. The location of GP surgeries, pharmacies and libraries in and around the LTN are shown in **Figure 37** below.

Figure 37 - GP Practices, pharmacies and libraries in Stoke Newington LTN Area



8.33 Scheme impacts on older people

8.34 Health services in the area - especially important for older people - are supported by the exemptions applied to all emergency service vehicles, such as ambulances to all road closures within the scheme including the bus gate on Stoke Newington Church Street. The latter also, as the name suggests, allows local buses, used to access GP surgeries, to pass through unimpeded.

8.35 Certain local vehicle-based journeys have been diverted to take a different route as a result of the scheme. Very short regular journeys have been the most

affected in terms of route length. All changes to the access routes were advertised well ahead of the scheme start to provide clarity to drivers.

8.36 The scheme has ensured that local ambulances, doctor's and Blue Badge Holder parking bays are not removed or changed. This is especially important for older people, who might need more frequent medical attention.

8.37 AgeUK was contacted multiple times, however no response was received. Nevertheless, their feedback on previous engagements, including the Hackney Transport Strategy, was used to inform project officers in this scheme. This feedback includes removing potential conflicts between pedestrians and other road users, including cars, bicycles and micro mobility vehicles such as e-scooters.

8.38 The feedback received has been incorporated in the designs of the schemes. Pedestrian priority will be clearly indicated by installing blended crossings on two LTN filters, which will also make it easier to cross at these locations.

8.39 In particular, together with the new cycle infrastructure on Green Lanes, the impacts on older people will continue to be monitored. Whilst creating more space between pedestrians and vehicles might be positive in terms of air pollution exposure, more traffic due to displacement would, if it occurred, be negative in terms of air pollution and might make it more difficult to cross the road.

8.40 Bus services are of particular importance to older people and bus services in the area run largely along boundary roads. The speed of bus services has been monitored as part of this scheme and details can be found in Section 5 of this report, with the potential for higher bus speeds created by the bus gate at the heart of the scheme and no evidence of increased bus delays on the western boundary roads of the scheme despite some increased traffic.

8.41 Feedback to the scheme along with a Hackney response to issues, including those related to age, is described in section 7 of this report covering consultation. With regard to children, the focus has been on the journey to school and the difficulty of using a car to take children to school, but also on the perception of increased pollution to which children are exposed on boundary roads of the LTN such as Lordship Park and Manor Road. With regard to older people, there is feedback on increased traffic on main roads making it more difficult for more car-dependent older people to move around the area, especially in connection with homecare visits and hospital appointments.

8.42 Summary of Impacts on equalities on the group protected by Age

8.43 The LTN may make certain private vehicle journeys more indirect, due to road closures, point closures and one-way restrictions. This may disproportionately

affect those in the 0-15 age category who rely on cars more than other age groups, with 15% of this age group's trips ending in Hackey being by car.

8.44 But overall, the potential impact on buses is more important to monitor with respect to young and old age groups. Both 0-15s; 16-19s and over 65s are far more dependent on bus use than the 21% of trips registered among all residents. The highest dependency on bus use is among the over 65s, 40% of whose trips are by bus, but the 0-15 and 16-19 age groups also show higher than average bus use with trips by this mode accounting for 27% and 35% of all the trips in these age groups respectively. Section 5 of this report shows that while the scheme has the potential to benefit bus services on Stoke Newington Church Street, there is no evidence of increased bus delays on Green Lanes despite some small increases in traffic.

8.45 But even among the over 65s, walking mode share exceeds bus use (43% versus 40%) so the substantial potential benefits relating to an improvement in walking conditions and reduced conflicts with motorised vehicles should not be underestimated.

8.46 Older people are more likely to suffer from slight mobility impairments, due to ageing, which do not fall under the disability PCG. This can include slower movement and reaction time, and some may use mobility aids for walking. Additional space for walking is likely to be particularly beneficial for those who find it difficult to negotiate narrow and crowded footways. As such, improvements for pedestrians will disproportionately benefit this age group.

8.47 The 0-15 age group also stands to benefit substantially from the LTN, with some 54% of this age group's trips being by either walking or cycling. Improvements for pedestrians will also benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop.

8.48 People of young and old age are more vulnerable to poor air quality. For young children, negative air quality can lead to reduced lung development. For the elderly, this can lead to a range of long term health problems. Therefore a reduction in emissions from private vehicle use and increases in active modes of travel is benefitting these age groups disproportionately through improved air quality. The initial overall positive impact of the scheme on the air quality on local roads is described in Section of this report.

8.49 Disability

8.50 Hackney has lower than average rates of residents who identify as having a disability. In August 2019, 4,157 were in receipt of Disability Living Allowance and 3,273 were in receipt of Attendance Allowance. In October 2019, 9,760 people

were entitled to Personal Independence Payments.[15] Clissold and Stoke Newington wards have between 10 to 15 percent of residents with a long term illness or disability, marginally lower than the Hackney or London rates. Further details about disabled people in Hackney, the potential impacts of LTNs on them and engagement work can be found in the EQIA Evidence base in https://hackney.gov.uk/low-traffic-neighbourhoods#equal

8.51 The aims of the LTNs of reducing pollution, reducing traffic, and reducing road danger are of critical importance to disabled people, who are among the worst impacted by increased pollution levels and the effects of climate change. The local bus service routes upon which many disabled people depend have not been diverted as a result of the road closures introduced by the scheme.

8.52 Bus data analysis on local buses in Stoke Newington in section 5 of this report shows a mixed picture on local bus speeds with potential for improvements on Stoke Newington Church Street, especially during the previously congested daytime peaks brought about by the bus gate, but conversely some delays on Green Lanes. Bus speeds are being continuously monitored and improvements made for all users as their value to protected groups is especially recognised.

8.53 As the scheme has significantly reduced traffic levels on residential roads, it has likely become easier to (informally) cross the road for people, including people with disabilities or using mobility aids like wheelchairs (noting that this should not be encouraged, but is something that people frequently choose to do). The destinations important to disabled people in the scheme area are similar to the ones important to older people detailed in the older people's age section of this EQIA with similar benefits along with some disbenefits.

8.54 As part of the proposals, all addresses and properties remain fully accessible by foot, cycle or vehicle. This is important to support community workers including midwives and carers. Certain journeys will have had to be rerouted as part of the scheme. Hackney's enforcement policy allows for emergency journeys to be undertaken through the LTN filters/traffic filter. Thus, in case of an emergency, a midwife would be able to traverse the restrictions and successfully appeal a PCN through the Council's system.

8.55 The 'Pave the Way' report by Transport for All outlines several experiences of disabled people with the introduction of LTNs, the communication surrounding these interventions and the impacts on a spectrum of disabled people. The report provides valuable insights such as ensuring that interventions are communicated in a proper way and that changes are announced well in advance so that road users, such as taxi services, can adapt to the new routes.

[15] Department for Work and Pensions, StatXplore, August 2019

8.56 The report also highlights that LTNs can have both positive and negative impacts for disabled people, and that sometimes disabled people cannot benefit from the positives because of other pre-existing conditions (i.e. poor pavement quality).

8.57 Overall it is acknowledged that all people with disabilities living within the LTNs may experience more positive impacts than those living on boundary or other roads. Some people with disabilities who must use cars may suffer disproportionately from any increases in journey times.

8.58 There are risks of a negative effect on disabled people if displaced traffic and/or less direct journey has any of the following effects:

- Longer journey times for residents with disabilities lead to travel becoming more exhausting, expensive, complicated or difficult.
- Longer journey times necessitate earlier starts for medical appointments, resulting in carers needing to get clients up earlier and overall longer days and more stress.
- Longer journey times increase the pain suffered by disabled people when sitting in vehicles, such as arthritis sufferers.
- Longer journey times affect visitors who provide care and support to disabled people.
- Longer journey times increase costs (whether for petrol or cab fares) for people with disabilities who are more likely to have lower incomes with these costs, therefore representing a greater proportion of their available money
- Longer journey times on buses affected by displaced general traffic and not protected by Bus Priority measures.

8.59 Stoke Newington Exemptions for the Disabled Community

8.60 As part of the LTN experiments across the borough, the Council received feedback from people with disabilities regarding the impacts of those schemes on them. The Council subsequently approved a Delegated Powers Report entitled "Exemptions to Traffic Filters on the Borough's Classified Road Network for Hackney Resident Companion e-badge Holders". Following that decision, residents with Companion e-badges were able to access through the traffic filters on specific restrictions on classified roads across the borough as set out in the web page Blue Badge holders .

8.61 The Stoke Newington LTN contains a bus gate on Stoke Newington Church Street where this exemption applies, but local disabled motorists will also benefit from bus gate exemptions elsewhere in the borough outside of the immediate vicinity of where they live. For further information on general considerations of the impact of

Hackney LTNs on the disabled protected group see the EQIA Evidence base in https://hackney.gov.uk/low-traffic-neighbourhoods#equal

8.62 It has not been possible to exempt all taxis in London from the restrictions without adversely affecting the effectiveness of the scheme. It is recognised that many people with disabilities may use taxis. The Council has undertaken to continue to work with other organisations to try and resolve the issue of how to exempt people with disabilities from traffic filters when using taxis.

8.63 It is also worth noting that all designated Blue Badge parking spaces have been retained in this scheme and also that no street in the scheme area which previously had motor vehicle access has lost this access. Emergency vehicles are still able to access the kerbside. Taxi/PHV are also able to access the kerbside, loading bays, Blue Badge Holder bays or other locations, to pick-up and drop off passengers with disabilities.

8.64 Buses provide a fully accessible form of public transport which are used by 58% of disabled people across London and make up 23% of disabled people's trips in Hackney. No bus routes have been diverted as a result of this scheme. The impact on bus journey times by displaced traffic is discussed in Section 5 with potential benefits on buses in Stoke Newington Church Street pending timetable revision.

8.65 The conditions for those with protected characteristics will continue to be monitored as part of an ongoing EQIA. It is recognised that not all people with a disability who have access to private motor vehicles hold a companion badge. It is further acknowledged that not every person with a disability who relies on motor vehicles holds a Blue Badge, but may sometimes be a passenger either in someone else's private vehicle, or a Taxi (some, but not all, will use the Taxicard scheme) or a Private Hire Vehicle.

8.66 Furthermore, it is recognised that residents with a disability may rely on motor vehicle journeys made by others, such as carers, NHS, and social services and others and these journeys may become more indirect due to restrictions on through traffic.

8.67 However, the TfL 2019 Travel in London report highlights that those who identify as disabled, and those who do not, have the same rate of car use as passengers. Additionally, they have slightly lower rates of use of taxi and private hire vehicles. Therefore, any impact to those with mobility requirements would not be disproportionate compared to those who do not.

8.68 Pregnancy/maternity

8.69 The positive benefits of reducing the dominance of motor vehicles benefit the most vulnerable road users, including mothers and children, who disproportionately suffer the harmful effects of air pollution. Prams and pushchairs put children at the level of exhaust fumes when navigating the streets. Air pollution has been linked to low birth weight and underdeveloped lung capacity in children, as well as higher incidences of lung conditions such as asthma. Overall, there is a reduction in vehicle use and air pollution in the area. Encouraging walking and cycling and working on the school run - and more generally through reducing motor traffic - is an important tool in combating childhood obesity.

8.70 There are numerous important locations in the local area for people in the pregnancy/maternity group. Locations important for this group include local primary schools, nurseries and playgrounds. community spaces; playgrounds and parks.

8.71 These have been described previously in the age section of the EQIA under locations important for young people, but there is also an overlap with the need to access the facilities described as important to older and disabled people such as GP surgeries and pharmacies for this group. These facilities were also described and mapped in the age section of this EQIA.

8.72 Impacts on Pregnancy and Maternity Groups

8.73 The majority of journeys in the Stoke Newington LTN area involve walking, either because they are completely walked or walked in part to access a public transport stop. The LTN has improved walking conditions by reducing traffic and improving air quality in residential areas.

8.74 This scheme is likely to negatively affect a small portion of those who are pregnant and parents with infants and/or young children who may find it more difficult to walk, and who may therefore prefer the use of door-to-door transport services. However, whilst a few local vehicle journeys may become more indirect due to restrictions on through traffic, necessary vehicular access will be retained to all streets in the LTN area.

8.75 A couple of pharmacies are close to boundary roads. These have previously been described in the age section and include Armstrong Pharmacy and Safedale Ltd on Green Lanes. There are also some facilities for young children on the western edge of the LTN. Traffic changes here are detailed in section 5. These include the Academic Day Nursery and Burma Court playgroup on Green Lanes; and the Shellgrove games area which is close to Boleyn Road.

8.76 The scheme has ensured that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up passengers with mobility impairments, including pregnant passengers. Whilst acknowledging the considerable routing skill of Black Cab drivers, direct instructions have been given to mapping providers such as Google Maps and TomTom regarding restrictions in Hackney.

8.77 Religion

8.78 Consideration has been given to the impact of these proposals in terms of religion or belief see **Table 15**. Special attention has been paid to places of faith and how these would remain accessible by all transport modes as part of the proposals. Both Stoke Newington (39%) and Clissold (39.8%) have a considerably higher percentage of people with 'no religion' than the Hackney average of 28.2%. Less than half of Hackney's residents describe themselves as Christians – a significantly smaller proportion than in London or England. This percentage is even lower in the Stoke Newington and Clissold wards which both also have a lower percentage of Muslims and Jewish people than the borough average, although the percentage of the Jewish people in the area is above the London average and reaching 3.2% of the population in Stoke Newington ward.

Table 15 - Religion or belief in Homerton wards

Religion	Stoke Newington	Clissold	Hackney	London	England
Christian	33.8	34.1	38.6	48.4	59.4
Buddhist	0.9	1.4	1.2	1.0	0.5
Hindu	1.1	0.8	0.6	5.0	1.5
Jewish	3.2	2.7	6.3	1.8	0.5
Muslim	11.1	10.8	14.1	12.4	5.0
Sikh	0.8	0.8	0.8	1.5	0.8
Other Religion	0.6	0.6	0.5	0.6	0.4
No Religion	39	39.8	28.2	20.7	24.7
Religion Not Stated	9.6	9.1	9.6	8.5	7.2

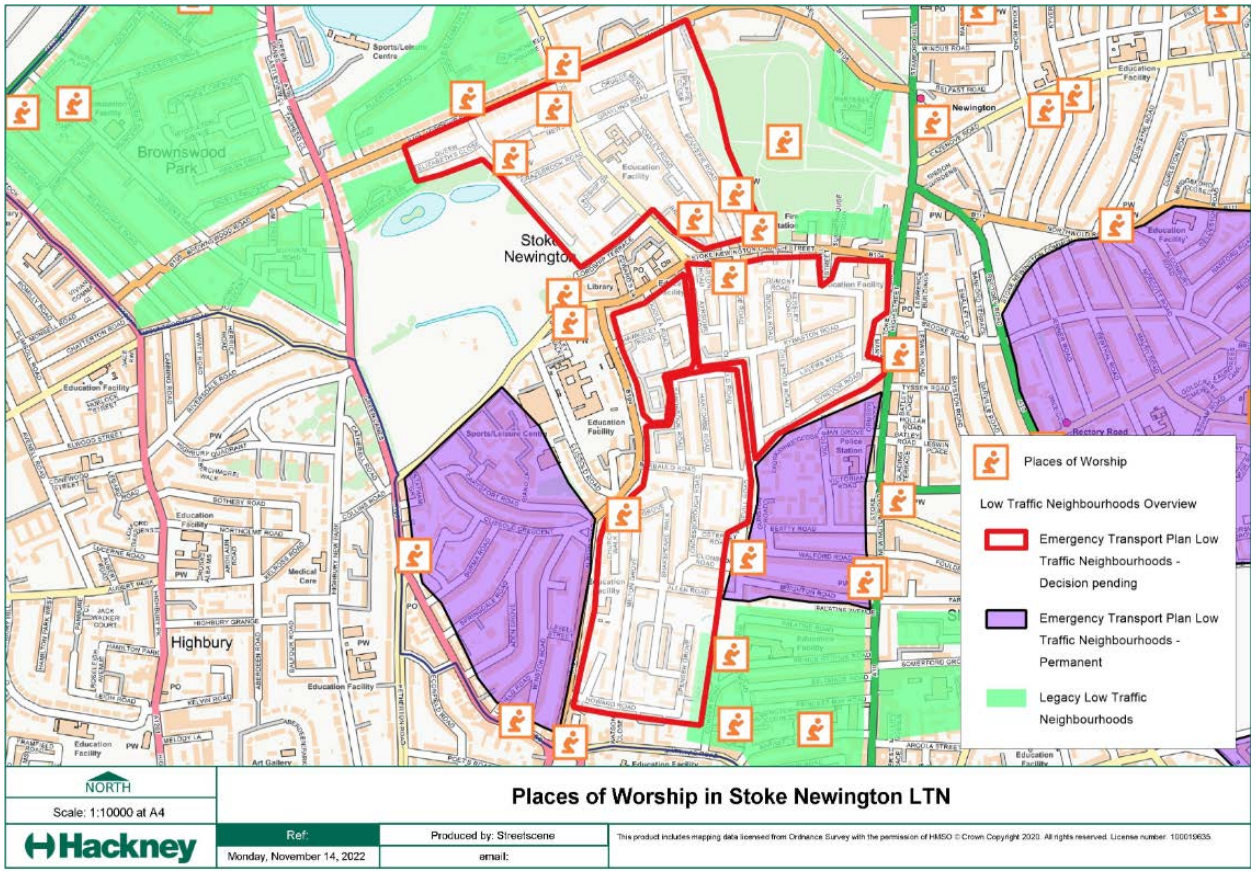
Source: 2011 Census, % of usual resident population

8.79 Reducing the dominance of motor vehicles benefits all groups equally, regardless of religion. The proposals in this report do not discriminate against any religious group, as they apply equally to all groups. There is no disproportionate impact on the

Muslim or Christian populations as residents or business owners, as the scheme does not prevent access to shops, places of faith or other cultural or religious institutions. Routes to access these facilities might have changed as a result of the scheme, depending on the origins of the journeys.

8.80 Places of worship have been identified that will see an impact in terms of traffic displacement, walking and cycling connectivity, air quality and road safety. A map can be found in **Figure 38 below.**

Figure 38: Places of Worship in Stoke Newington LTN



8.81 There are several places of worship that have frontages on streets within the scheme area, although there are more places of worship in the LTNs north and south of Stoke Newington Church Street which include St. Mary's Church on Stoke Newington Church Street, the Seventh Day Adventist Church on Yoakley Road and the Torah Etz Chayim Beth Hamedrash Synagogue on Lordship Road. These locations have seen a reduction in traffic and corresponding improvements in cycling and walking connectivity, air quality and road safety.

8.82 There are, however, a few places of worship that have frontages on boundary roads and other roads that have seen evidence of increased traffic. These locations might therefore also see a negative impact in terms of air quality, road safety and cycling and walking connectivity. This includes, for instance, the Newington Green Unitarian

Church on Newington Green; the Green Lanes Methodist Church and the London Islamic Turkish Association both on Green Lanes. Traffic and air quality monitoring were conducted at these locations to monitor the changes in traffic, air quality and road safety. Places of worship were contacted as part of the wider communication strategy so that they can submit their feedback to Hackney Council.

8.83 Protected Groups: Race

8.84 The 2011 Census estimates that about 45% of Hackney's population are Black, Asian and Minority Ethnic groups, with the largest group (around 23%) being Black or Black British. The 'Asian/Asian British' ethnic group population in Hackney (10.5%) is low compared to Greater London (18.4%), but higher than that across England, at 7.8%. See **Table 16**

8.85 Stoke Newington and Clissold wards have proportionally more white British residents and fewer black African and Caribbean residents than Hackney as a whole. Black and Asian Minority Ethnic groups form approximately 37% and 35% of Stoke Newington and Clissold wards respectively, which is lower than the Hackney and London averages, but greater than the proportion in the English population as a whole. (Note that the expression BAME is used in this report instead of more inclusive terms such as 'people with culturally and ethnically diverse communities' only when it is used in reference sources). 71% of Hackney's residential population hold a United Kingdom (UK) passport and 11% hold non-European passports.[16]

[16] ONS July 2019 to June 2020 estimate.
https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/internationalmigration/datasets/populationoftheunitedkingdombycountryofbirthandnationality

Table 16: Ethnicity in Homerton LTN wards, Hackney, London, England (% of resident population)

Ethnicity	Stoke Newington	Clissold	Hackney	London	England
White;English/Welsh/Scottish/Northern Irish/British	44.9	46.4	36.2	44.9	79.6
White; Irish	2.9	2.8	2.1	2.2	1
White; Gypsy or Irish Traveller	0.1	0.1	0.2	0.1	0.1
White; Other White	15.2	15.8	16.2	12.7	4.6
Mixed Multiple EthnicGroups; White and Black Caribbean	2	2.1	2	1.5	0.8
Mixed Multiple Ethnic Groups; White and Black African	1	1.3	1.2	0.8	0.3
Mixed Multiple Ethnic Groups; White and Asian	1.7	1.4	1.2	1.2	0.6
Mixed Multiple Ethnic Groups; Other Mixed	2	2.1	2	1.5	0.5
Asian/Asian British; Indian	4.2	2.2	3.1	6.6	2.6
Asian/Asian British; Pakistani	1.3	0.6	0.8	2.7	2.1
Asian/Asian British; Bangladeshi	1.6	1.8	2.5	2.7	0.8
Asian/Asian British; Chinese	0.8	0.8	1.4	1.5	0.7
Asian/Asian British; Other Asian	2	2.2	2.7	4.9	1.6
Black/African/Caribbean/Black British; African	6.2	6.1	11.4	7	1.8
Black/African/Caribbean/Black British; Caribbean	7.3	6.5	7.8	4.2	1.1
Black/African/Caribbean/Black British; Other Black	3.1	3.4	3.9	2.1	0.5
Other Ethnic Group; Arab	0.5	0.4	0.7	1.3	0.5
Other Ethnic Group; Any other Group	3.3	4.2	4.6	2.1	0.6

8.86 Spatial Distribution of Ethnic Groups

8.87 Research has shown that in inner London, people with an ethnic minority background are minimally more likely to live on a main road or high street[17]. The report found the following proportions for people living on main roads or high streets versus residential streets **see Table 17:**

Table 17: Inner London spatial distribution of ethnic groups by main road/residential street

Ethnic background:	Main road/ high street	Residential street
White	8.1%	90.8%
Black	8.4%	90.5%
Asian	8.7%	90.1%
Mixed, Other & Arab	10.5%	87.7%

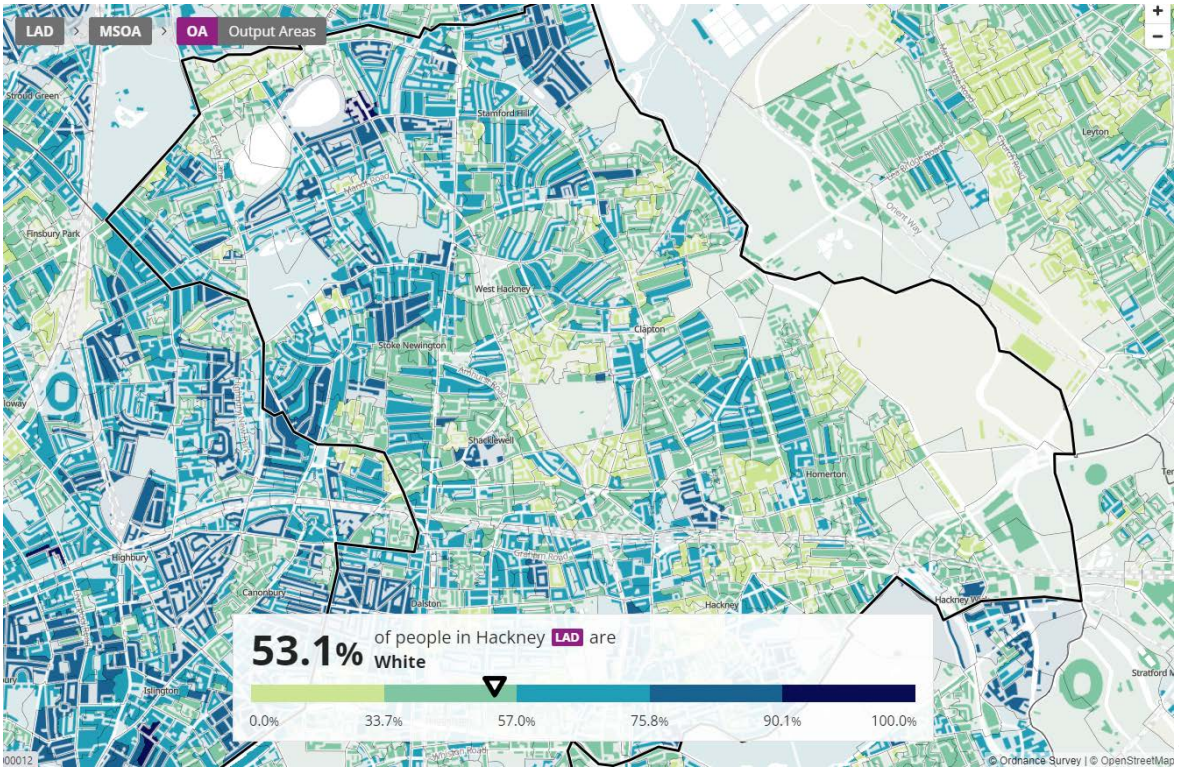
8.88 Whilst these figures are comparable, it is important to consider these numbers in terms of social equity when implementing schemes that can potentially displace traffic from residential roads to main roads/high streets.

8.89 By using census data, the differences in ethnicity in the Stoke Newington area have been investigated. Several example maps, created through the Office of National Statistics mapping tool (https://www.ons.gov.uk/census/maps)), can be seen in **Figure 39** below. The data showcases census data that different ethnic populations live on both main roads as well as residential roads within the scheme area. It also shows that different ethnic populations live both in the scheme area as well as on the boundary roads.

8.90 Note that data is not available at household level for these and other protected groups. As such there could be some statistical areas that include both the main road and those on quiet side streets up to 100m away. We are constantly looking for improved data sources and will continue to do this in association with TfL, other Boroughs and third party agencies.

Figure 39a: Distribution of white ethnic groups in Hackney

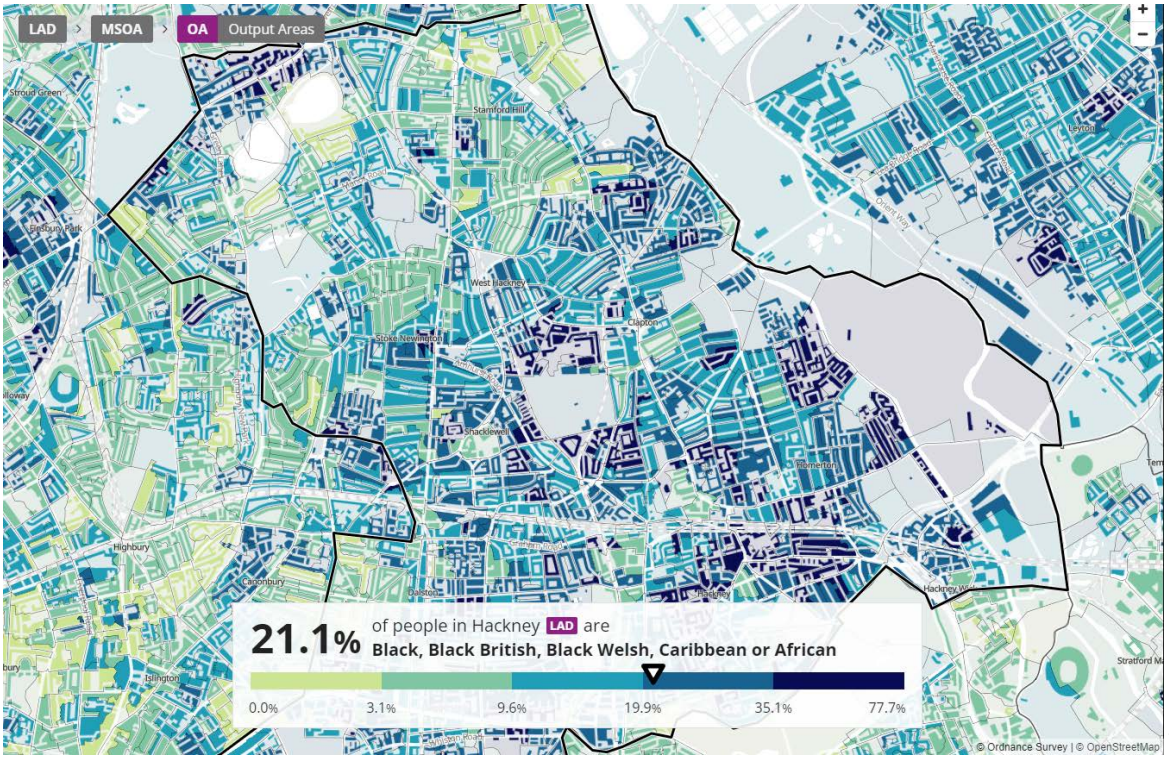
[17] LTNs for All?: Mapping the Extent of London's new Low Traffic Neighbourhoods



[18]

Figure 39b Distribution of Black, Black British, Black Welsh, Caribbean or African ethnic groups in Hackney

[18] https://www.ons.gov.uk/census/maps/choropleth/identity/ethnic-group/ethnic-group-tb-6a/white?lad=E09000012



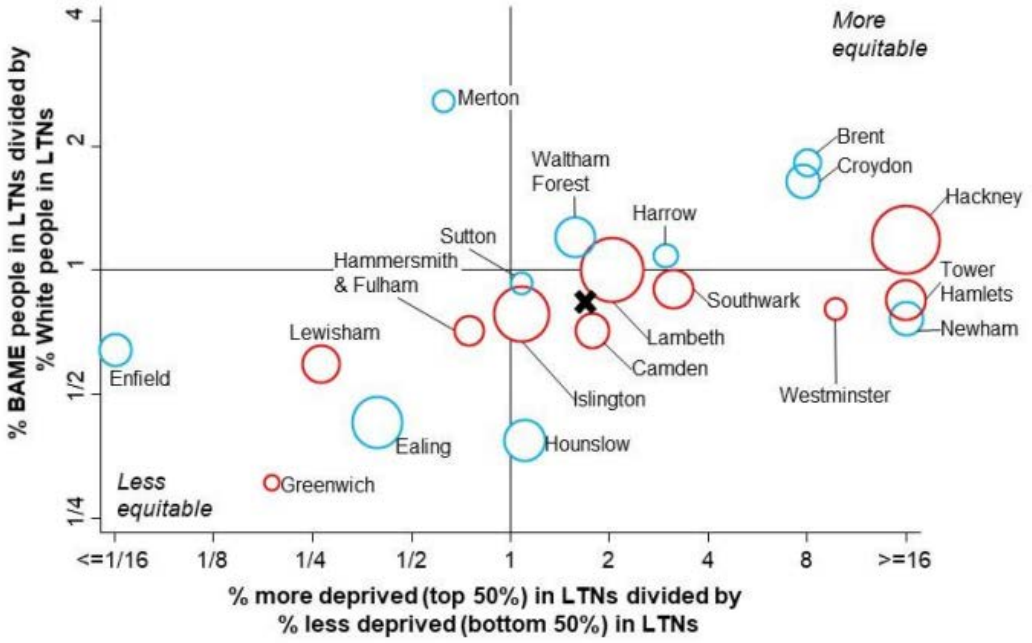
[19]

8.91 The argument that LTN areas benefit primarily affluent white populations living on the residential roads inside LTNs leaving poorer ethnic minority populations on boundary roads and outside the traffic filtered areas has also been systematically explored in a study by Rachel Aldred.[20] While the higher proportions of white populations in Stoke Newington and Clissold wards have been noted in this report, The results of the Rachel Aldred study, shown in **Figure 40** below, show that overall a higher percentage of non-white people live in LTNs compared to white people. The chart also shows that people in LTNs in Hackney are many times more likely to be in the more deprived half of the national population than in the more affluent half - a result which is relevant to the low income and poverty section of this EQIA.

Figure 40: Relative differences (ratios) by ethnicity and area deprivation in which residents live inside LTNs by district.

[19]https://www.ons.gov.uk/census/maps/choropleth/identity/ethnic-group/ethnic-group-tb-6a/black-black-british-black-welsh-caribbean-or-african?lad=E09000012

[20] Aldred, Rachel et al, Equity in new active travel infrastructure: a spatial analysis of London's new Low Traffic Neighbourhoods https://osf.io/preprints/socarxiv/q87fu/



8.92 London mode choice by ethnicity

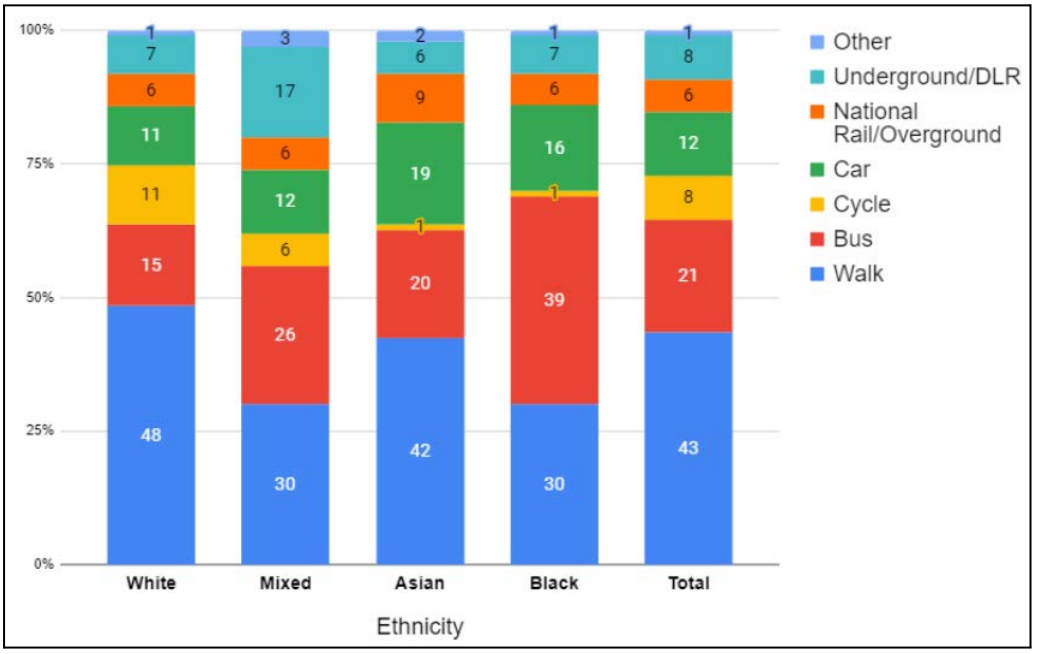
8.93 TfL data for Greater London, reported in TfL's 'Travel in London: Understanding our diverse communities 2019' summary of research, shows that walking is the most commonly used type of transport by Black, Asian or Ethnic Minorities (BAME) Londoners (96% of BAME Londoners walk at least once a week, compared to 95% of white Londoners), followed by bus (65% BAME compared to 56% white). The data also indicates that both Mixed or Multiple Ethnic groups, and Other Ethnic Groups, are much more likely to walk (48% and 45%, respectively), whilst mixed and multiple ethnic groups are more likely to cycle (7%), and Asian or Asian British are more likely to drive (6%)[21].

8.94 Hackney mode choice by ethnicity

8.95 An analysis for trips made for all purposes ending in Hackney shows the following modes shared by ethnic background,[22] see **Figure 41:**

Figure 41: Mode share of trips (%) made by Londoner with a destination in Hackney 2017/08-2019/20 by Ethnicity

[21] ONS 2011 Census, % of resident population
[22] LTDS 2020



8.96 Based on average travel modes in journeys ending in Hackney from the 2018-19 LTDS data, Black or Black British people are much more likely to use buses as a mode of transport for a trip ending or beginning in Hackney, with 39% of these trips being by bus compared to the 21% average for all groups. Mixed, Other and Arab ethnic Groups are more likely to use buses for transport - 26% of trips by these groups. Bus journey times have been monitored as part of the scheme with the results described in Section 5, being a mixture of 'no change' with potential for quicker journeys pending timetable revisions.

8.97 Asian people in Hackney have a slightly higher dependency on car trips with car consisting of 19% of trips made by this group compared to average for all ethnic groups of 12%. Black or Black British people are also slightly more car-dependent, recording that 16% of their trips were by car.

8.98 Mixed, Asian and Black people also all have a much lower level of cycling trips than people in the borough as a whole, with only 1% of trips by Asian people, for example, being by bicycle compared to 8% for the borough as a whole and 11% by white people. Walking is also less prevalent as a means of transport for Mixed/Other/Arab, Asian and Black ethnic groups.

8.99 The lower use of walking as a means of transport is not as pronounced as the lower cycling rates, but still considerable. For instance only 30% of Mixed/Other/Arab and Black ethnic groups' trips are by walking compared to 43% for the borough as a whole and 48% among white people. For all of the above statements, it should be noted that these percentages may not be precise due to low sample sizes.

8.100 Scheme Impacts specifically on the Group protected by Race/Religion

8.101 It is the case that Low Traffic Neighbourhoods do make certain private motorised vehicle journeys more indirect, due to the introduction of permeable filters and point closures. This is part of the incentive to create the conditions for positive behavioural change. In the short term this may slightly disproportionately affect those in the ethnic groups that rely more on driving, such as Asian and Black communities. However, this should be seen against an overall low level of car ownership in this area.

8.103 Research such as TfL's Analysis of Cycle Potential has shown that there is a greater potential for cycling for people with Culturally and Ethnically Diverse communities. Research has also shown that these groups are also disproportionately affected by Covid-19 and obesity. Therefore, a scheme improving the walking and cycling conditions in an area will be beneficial for people with culturally and ethnically diverse communities.

8.104 But to realise this potential positive impact also requires insight into and strong action to address the barriers to walking and cycling experienced by some ethnic minorities. Hackney has been at the forefront of exploring these barriers through its sponsorship of developing best practice into targeted behaviour change programmes, such as its sponsorship of the London Walking and Cycling Conference. In 2020 this conference included themes such as "Walking and cycling whilst Black: barriers, policy and progress" and in 2021 was focussed on the theme of "walking and cycling towards a fair and inclusive city".

8.105 Bus journey impacts

8.106 As BAME communities, especially in Hackney, are relatively more reliant on bus services, it was important to check the impact of the scheme on bus services on the boundary roads. The changes in bus journey times on the Stoke Newington Church Street; Manor Road/Lordship Park and Green Lanes corridors have been analysed in Section 5 and found that they have not significantly changed due to the scheme.

8.107 All of the proposed measures are likely to improve conditions for pedestrians by reducing conflicts with motorised vehicles and in many cases potentially enabling more space to be allocated to pedestrians. This will benefit all ethnic groups, all of whom make more use of walking and cycling than of car trips, creating a new benefit for all ethnic groups.

8.108 Gender, gender reassignment, sexual orientation, and marriage and civil partnership:

8.109 The Scheme proposals apply equally to all groups, and thus they do not discriminate against any group, including gender and sexual orientation groups. That being said, it is important to identify any specific impacts on groups with these protected characteristics.

8.110 Women and people with a LGBT sexual orientation can more frequently be the subject of Anti-Social Behaviour (ASB) and crimes of a sexual nature. Under section 17 of the Crime and Disorder Act 1998, local authorities have to consider the impacts of its proposals on crime and crime prevention.

8.111 As described in paragraph 8.6 on the 'Implications for Crime and Disorder' section of this report, reducing traffic on streets can cause divergent impacts on the number of 'eyes on the streets'. On the one hand, vehicle traffic is decreased whilst on the other hand, enhanced cycling and walking conditions can cause more people to cycle and walk in their local neighbourhood. Together with the Community Safety Team, the impact of the proposals will need to be monitored in terms of crime, safety and the perception of safety. Other measures may be identified through the project to improve (the perception of) safety and reduce the potential for crime. This can include altering the proposed green infrastructure or enhanced lighting in the area.

8.112 Research such as TfL's Analysis of Cycle Potential has also shown that there is a greater potential for cycling for women, and research has shown that perception of cycle safety differs between women and men. Therefore, enhancing walking and cycling conditions by reducing traffic and improving road safety will be beneficial in particular for women and their cycle uptake. This will be supported by the Council's ongoing cycle training programme.

8.113 Recent events have raised the public awareness of street crime and violence against women, in particular. A recent study concludes, for instance that "The introduction of the Waltham Forest LTNs was associated with an overall reduction of street crime, particularly more serious crimes involving direct attacks against the person". This supports previous research (Newman 1996), and adds to evidence that LTNs can create safer, more liveable neighbourhoods.[23]

8.114 The Council will keep all LTNs and other highway schemes under review and will investigate and take appropriate action if other evidence becomes available.

[23] The Impact of Introducing a Low Traffic Neighbourhood on Street Crime, in Waltham Forest, London. https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london

8.115 People experiencing or at risk of poverty:

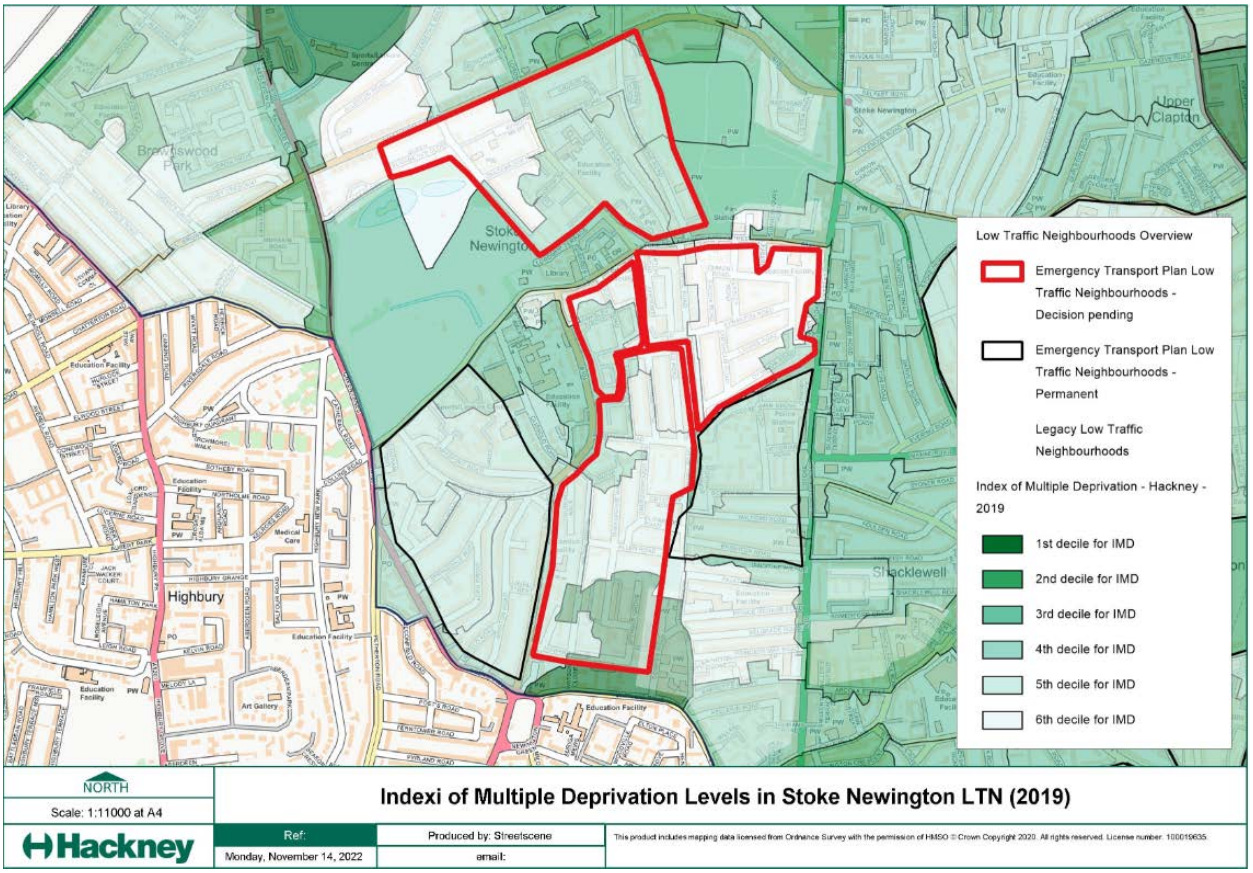
8.116 For the purpose of this report, 'poverty' will be broadly defined as not having enough money to meet basic daily needs, or not benefitting from having what most of the UK population have. Approximately 65% of households in Hackney do not own a car, compared to 47% across the whole of London. This has been showcased in TfL's Travel in London:Understanding our diverse communities (2019).

8.117 While car ownership is not solely dependent on income, there is a correlation between income and car ownership. London-wide, the highest earners are almost 3 times as likely to own one car or more than the lowest earners, with 78% of households on £100k or more having one or more cars versus 23% earning £5k or less owning one or more cars and 28% at incomes between £5-10k. Those with incomes of between £15k and £20k have car ownership levels of 44%.[24]

8.118 A map of the 'Index of Multiple Deprivation' (2019) in the LTN (see **Figure 42** below) shows high levels of deprivation in the area (darker shades of green)

Figure 42: Index of Multiple Deprivation levels in Stoke Newington LTN (2019)

[24] Streetspace funding and guidance - Transport for London (tfl.gov.uk) Case-making data for boroughs accessed 1/11/21). Based on these figures, measures that de-prioritises car use and generate an inconvenience to drivers could be seen to disproportionately impact those on a higher income.



8.119 It shows levels of deprivation ranging between the first and sixth deciles across the LTN area. In the northern part of the LTN most of the LTN is in the third most deprived decile apart from an area in the northwest which is in the sixth decile. There is a similar range of IMD on the northern boundary road of the LTN, with the exception of a small section of Manor Road which lies in the second decile.

8.120 The LTN area immediately south of Stoke Newington Church Street has IMD ranging from the third to the sixth decile. The southernmost part of the LTN contains an area which falls in the most deprived decile of deprivation. The bulk of the A10, which forms the eastern boundary road for the scheme, is in the third decile. The southern boundary road of the scheme has mixed levels of deprivation containing areas falling into the most deprived and second and third IMD deciles.

8.121 More broadly, as shown in Figure 40, in the 'race and ethnicity' section of this EQIA, residents in Hackney living inside an LTN are many times more likely to be from the more deprived half of the population than the more affluent half. Car ownership in the Stoke Newington LTN is on the level seen elsewhere only among London's poorest households, with all five of the LTN's Middle Super Output areas reporting more than half of all households without a car in the 2021 census, ranging from 56.7% in Clissold North to 67.4% in Stoke Newington South.

8.122 This is a pattern which applies boroughwide. With 65% of households not having a car, a significant proportion of Hackney's population (making up 87.4% of all trips by borough residents in 2020[25]) relies on walking, cycling and public transport for travel and therefore benefits from this proposal regardless of income. At the latest count some 52.1% of trips were by walking or cycling.

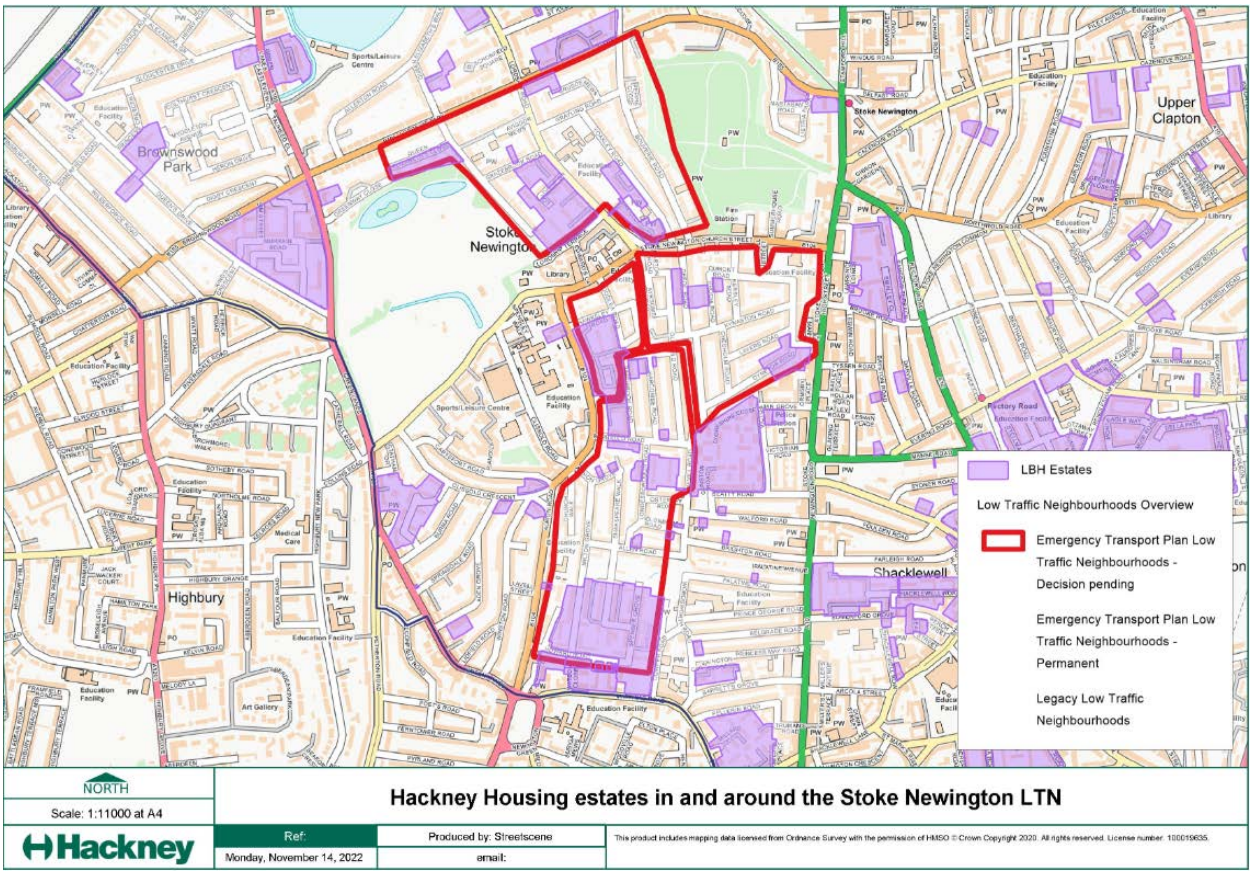
8.123 Bus use (22.6% of trips) is also very significant. This, once again, highlights the importance of the bus journey time monitoring, as described in Section 5, to make sure that the clear benefits to walking and cycling inside the LTN were not compromised by increased bus journey times on the A10, Green Lanes; Stoke Newington Church Street and Manor Road/Lordship Park and more broadly across the borough.

8.124 Since the end of Covid19 lockdown restrictions, it is more important than ever that we continue to support the 70% of Hackney households that do not own a car to walk and cycle or use public trasnport instead. If even a small proportion of people who used to travel by public transport switch to using private cars, the public health and road safety implications will be profound for those groups already disproportionately impacted upon by the secondary effects of motor vehicle use, including those on low incomes, minority ethnic groups, the elderly, and children.

8.125 Another useful way to investigate the impacts of the scheme is to look at social housing availability and locations. Whilst only capturing part of the available social housing, the map in **Figure 43** (below) indicates the locations owned and operated by Hackney Housing, the Borough's largest social housing provider.

Figure 43: Hackney Housing estates in and around the Stoke Newington LTN

[25] LTDS 2019/20



8.126 The map indicates large areas of social housing in the LTN with many estates having frontages on roads that are to benefit from a reduction of traffic, including the Milton Gardens Estate, the Lordship South Estate, the Londesborough Estate, the Yoakley Road Estate, the Hawksley Court Estate and the Queen Elizabeth Close Estate. While the access to these estates is generally from the residential streets directly benefiting from the LTN, most of them do contain some properties which look out onto the main roads surrounding the LTN. This all underlines the need to continue traffic and air quality monitoring in these areas for potential short and medium-term traffic displacement disbenefits.

8.127 EQIA Conclusions

Key: P - Positive Impact, N - Neutral Impact, A- Adverse Impact

<table>
<tr><th colspan="7">Protected Characteristic</th></tr>
<tr><th>Disability</th><th>Pregnancy & Maternity</th><th>Age</th><th>Religion & Belief</th><th>Race & Ethnicity</th><th>Gender, gender reassignment, sexual orientation;marriage & civil partnership</th><th>Poverty</th></tr>
<tr><td>Overall P</td><td>Overall P</td><td>Overall P</td><td>Overall P</td><td>Overall P</td><td>Overall P</td><td>Overall P</td></tr>
<tr><td colspan="2">Positive</td><td colspan="5">Positive

The proposals have reduced traffic on main roads such as Stoke Newington Church Street and Albion Road and in the Low Traffic Neighbourhoods created north and south of Stoke Newington Church Street. A reduction in traffic has created corresponding benefits in terms of air quality, walking and cycling conditions, bus services and road safety. These Benefits are relevant to all categories, but particular benefits can be identified.

Road safety improvements are especially beneficial for disabled people to support them making local journeys. They are also particularly beneficial for older people and young children, who are overrepresented in road collision accidents.

Improvements to walking and cycling conditions are relevant to all protected groups, as all require access to the town centre. In particular, women and people with culturally and ethnically diverse communities have currently low levels and therefore higher potential for cycling, and thus benefit more from improvements to local cycling conditions. Disabled people and young people under 20 currently have a higher mode share percentage of walking trips than average in the borough, and so stand to benefit in particular from improvements in walking conditions.

Bus services on Stoke Newington Church Street and Albion Road</td></tr>
</table>

	can benefit from less congestion, which is especially beneficial to older people, under 20s and people from an ethnic minority, who tend to be more reliant on bus services. Air quality improvements in the town centre and LTNs are beneficial to all protected groups. In particular, air quality improved outside local primary schools and nurseries is particularly beneficial to young children and people in the maternity/pregnancy group. Several estates will also benefit from improved air quality, which is especially beneficial for people that either suffer from or are in danger of falling into the poverty category.
Negative	**Negative** Some short-term traffic displacement due to the proposals may have occurred, however, phenomena such as modal shift and traffic evaporation are likely to reduce these impacts as traffic grows accustomed to the new restrictions. This might mean a short term increase in traffic together with potential reductions in air quality, road safety and cycling/walking conditions on roads surrounding the scheme area (boundary roads). Some changes in traffic have been recorded on roads on the Western edge of the LTN including Green Lanes and as this EQiA notes this potentially affects access to several sites important to a number of protected groups. As shown in section 5 the overall air quality benefits are indicated positive, but within this there will be some local negative impacts. These negative impacts are relevant to all groups, but in particular they are relevant to young children as several nurseries have frontages onto affected boundary roads. They are also relevant to certain faith groups as several places of worship have entrances/exits on boundary roads. Moreover, there are several GP surgeries near these boundary roads, thus the scheme might impact groups that use these healthcare facilities, such as older people and people with disabilities. Destinations affected by increased traffic and important to protected groups have been identified in this EQIA. All destinations will remain accessible by all modes, but the scheme does require some journeys to be rerouted. Apart from exemptions for Blue Badge holders at the Stoke Newington

	Church Street Bus Gate and emergency services, there are no exemptions proposed, so users that are more reliant on cars/vehicles have been disadvantaged by the need to make slightly longer journeys. Subgroups of the group of car-dependent people include members of protected groups, including older people and people with disabilities. In order to protect the integrity of the closures, emergency services have been given exemptions, but some other carers for members of protected groups have needed to reroute their journeys. Taxis used by older people or people with disabilities have needed to take longer routes in some cases. The impact of the scheme has been examined in detail in section 5. All negative impacts have been considered in general and for their impact on protected groups in particular. Monitoring of the whole road network is ongoing. Because of having produced this, EQIA, which highlights the special requirements of groups with protected characteristics, particular attention will be paid to the type of journeys they make and how they interact with traffic changes. Road collisions affect all users. The statistics are so far inconclusive but do not cause serious concern. Once again any patterns of collision which appear to be particularly relevant to groups with protected characteristics will be given special attention.
Comments	**Comments** Impacts on certain groups cannot be fully evaluated, or contrasting impacts identified. This includes the impact of the scheme on community safety and thus on protected groups such as women or people with a non-straight sexual orientation. Section 5 looks at the impact of the scheme on crime trends but the scheme needs to continue to be evaluated by project officers together with the Met police and Hackney's Enforcement team. Certain groups may have experienced both positives and negatives due to the scheme. This can be a difference in location, i.e.benefits in the town centre and LTNs but disbenefits on boundary roads. It can also be a difference in terms of transport mode, i.e. benefits for bus users, pedestrians, cyclists, but

	disbenefits for vehicle users. Individuals and groups will, of course, make use of different modes of transport at different times. Overall, data and research show that groups with protected characteristics, e.g. ethnicity or disability, are more frequently pedestrians or bus users than car passengers or drivers. But there are exceptions to this such as the slightly higher car dependency of Asian groups on car use. Overall, balancing these positives and negatives and the impact on different locations, it is believed that the scheme has been beneficial in terms of equalities. Walking, cycling and potential bus service enhancements and road safety and air quality improvements are especially relevant for the town centre and the LTNs. Also bearing in mind the disproportionate impacts of Covid-19 on certain groups e.g. people with culturally and ethnically diverse communities or older people, certain measures were incorporated into the proposals to mitigate negative impacts, or to ensure that certain negative impacts would not formulate. These included: - The retention of all doctor, disabled and ambulance bays in the scheme area. - Taking into account emergency services feedback and ensuring that 4 out of 5 LTN filters and the traffic filter are navigable for emergency vehicles. - Granting exemptions for Blue Badge holders with companion e-badges through the Stoke Newington bus gate and other bus gates in the borough. This was extended in October 2021 for Hackney residents who are Blue Badge holders and have registered one vehicle for an exemption permit. - The traffic filter operations have been limited to 7am-7pm to mitigate potential negative impacts from traffic displacement. - Feedback from other organisations, including disability stakeholder groups has been taken into account and has influenced, for example, the pavement widening designs. - All properties, shops and residences alike are still accessible by motor vehicles.

	As patterns and habits change, new impacts and effects on groups with protected characteristics might be discovered, and these will continue to need to be captured and evaluated. As these could impact the scheme after it is introduced, there is a need to see the EQIA as a live document that requires continual updating and assessment. The proposals should be seen as part of a package of measures in the local area that all aim to achieve the same policy goals and scheme objectives, especially in terms of promoting a modal shift towards active travel and improving local air quality. Supporting measures have included the installation of more residential cycle hangars, electric vehicle charging points (rapid and lamp column),improved public realm as part of the LEN16 programme and improved cycle infrastructure on Green Lanes. Other schemes such as the expansion of the ULEZ in October 2021 and the ongoing Zero Emissions Network have contributed to the same objectives. To ensure that benefits of the broader programme are realised for all groups, the Council has a number of existing initiatives such as the ongoing cycle training programme and several publicity campaigns. To monitor the scheme and collect feedback, the Council will continue to liaise with stakeholder representatives of protected groups.

8.128 Summary of Equalities Specific Recommendations

8.129 Continue to look for data that is specific enough to be able to distinguish the impact of those living inside an LTN to those on the boundary or other impacted areas.

8.130 Continue to liaise and consult with representatives of all protected groups in order to learn more about their day-to-day experiences of using the LTN.

8.131 Continue to investigate ways in which those who genuinely need motorised access can be exempted from some restrictions without this affecting the wider benefits to the majority. Maintain contact with taxicard operators.

8.132 Understand that this is an area with high levels of deprivation and low car ownership and that measures to reduce the dominance of car traffic will be of overall benefit to all sectors of society.

8.133 At the detailed level, ensure that facilities for cyclists are designed to accommodate adapted cycles. Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping off and picking up passengers with mobility impairments, including passengers with disabilities. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. Ensure that all routing providers such as Google Maps and TomTom are given up to date information to help those in need.

8.134 Treat the EQIA as a 'live' document and continue to look for opportunities to actively support groups with protected characteristics.

9. Legal implications

9.1. A local authority is empowered under the Road Traffic Regulation Act 1984 to make an experimental traffic order ("ETO") "for the purposes of carrying out an experimental scheme of traffic control" which may continue in force for a maximum of 18 months. The order may empower an officer to modify or suspend the order.

9.2. Regulation 23 of the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 sets down the procedure for an order where "the sole effect of an order ('a permanent order'), which is not an order made under section 9 of the 1984

Act, is to reproduce and continue in force indefinitely the provisions of" an ETO or ETOs.

9.3. The statutory requirements ordinarily applicable to an order that does not solely continue in force the provisions of an ETO are disapplied on condition that the requirements in Regulation 23(3) have been complied with. The requirements imposed by Regulation 23(3) are, among other things, that the notice of making the ETO made clear that the authority would be considering making the order permanent and that any person could, within six months of the making of the ETO, object to the authority making the order permanent.

9.4. Before making a permanent order, an authority must consider all the objections that are made in response to the notice of making, published in respect of the relevant ETO.

9.5. Any person may, within 6 weeks, apply to the High Court to question the validity of a permanent order, but an order may not otherwise be questioned in any legal proceedings whatsoever.

9.6. The network management duty in s.16 of the Traffic Management Act 2004 is a continuing duty and the authority is obliged pursuant to s.17 TMA 2004 to keep its performance of the network management duty under review.

9.7. The public sector equality duty continues to apply when making an experimental scheme permanent.

10. Financial implications

10.1. The estimated cost of making the permanent traffic order for the Stoke Newington Church Street LTN is £3k fundable within the TFL LIP budget.

10.2. Further financial implications on permanent improvements for each traffic filter will be approved on a case-by-case basis and subject to spend approval. This decision is not dependent on funding for upgrading the traffic filter locations. Each improvement will be subject to a capital budget spend approval although alternative sources of funding, such as through Transport for London or central government bids, will be pursued.

10.3. The maintenance of the road markings and signs will be incorporated into the Council's routine maintenance and will not have a substantial impact on the revenue budgets.

11. Summary Authority to make decisions

11.1. Within the scheme of delegation for Climate, Homes and Economy (previously Neighbourhoods and Housing), delegation (authority) for making permanent orders under Section 6 of the Road Traffic Regulation Act (RTRA 1984) falls under (what is currently numbered as) NH256 - Making “permanent” orders for prescribed routes, waiting and loading restrictions, bus stop and school clearways, disabled persons’ parking places, doctors’ parking places, free parking places, loading bays, bus and cycle lanes, pedestrian zones, weight, height and length restrictions, is delegated to Director, Public Realm and Head of Streetscene.

11.2. The Strategic Director, Sustainability and Public Realm is able to approve recommendations set out in paragraph 1.1 of this report.

12. Conclusions

12.1. This Delegated Powers Report recommends that the Director of Sustainability and Public Realm authorises making permanent the Stoke Newington Church Street Low Traffic Neighbourhood LTN scheme as set out in Section 1 Recommendations of this report.

13. Approval

EXEMPT
Not applicable

CONFIDENTIAL
None

BACKGROUND PAPERS

In accordance with The Local Authorities (Executive Arrangements) (Meetings and Access to Information) England Regulations 2012 publication of Background Papers used in the preparation of reports is required

None

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I have noted the contents of this summary and the associated documents and agree with the recommendations contained therein.

Signed

Dated:

Aled Richards - Strategic Director, Sustainability and Public Realm

cc Cllr Mete Coban – Cabinet Member for Environment and Transport
cc Tyler Linton - Acting Head of Streetscene
cc Maryann Allen - Group Engineer, Design & Engineering

APPENDICES

Appendix A: Air Quality Modelling Study Aecom report Stoke Newington LTN

Appendix B: MEL Low Traffic Neighbourhoods - Stoke Newington Feedback Report

Appendix C: Hackney EQIA evidence base

Glossary of Abbreviations Used in this Document

ANPR Automatic Number Plate Recognition
AQAP Air Quality Action Plan
CS1 Cycle Superhighway 1
DfT Department for Transport
DPD Delegated Powers Decision
ETO Experimental Traffic Order
ETP Emergency Transport Plan
EQIA Equalities Impact Assessment
LAS London Ambulance Service
LEN Low Emissions Neighbourhood
LEN16 Low Emissions Neighbourhood for N16 area
LFB London Fire Brigade
LTN Low Traffic Neighbourhood
NOx Generic term for nitrogen oxides that are most relevant for air pollution;
Nitrogen oxide (or nitric oxide) = NO; Nitrogen dioxide = NO2 or NO2;
both together are referred to as NOx
TfL Transport for London
ULEZ Ultra Low Emission Zone
ZEN Zero Emissions Neighbourhood

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TfL, Economic Benefits of Walking and Cycling https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling

TfL, Vision Zero Action Plan

https://tfl.gov.uk/corporate/safety-and-security/road-safety/vision-zero-for-london