

Hackney Council

# Rebuilding a Greener Hackney Survey of Residents

Autumn 2021



Opinion Research Services

Final Report

January 2022



Hackney Council

Rebuilding a Greener Hackney – Survey of Residents

Autumn 2021

## Opinion Research Services

The Strand • Swansea • SA1 1AF

01792 535300 | [www.ors.org.uk](http://www.ors.org.uk) | [info@ors.org.uk](mailto:info@ors.org.uk)

As with all our studies, findings from this report are subject to Opinion Research Services' Standard Terms and Conditions of Contract.

Any press release or publication of the findings of this report requires the advance approval of ORS. Such approval will only be refused on the grounds of inaccuracy or misrepresentation

This version of the report will be deemed to have been accepted by the client if ORS has not been informed of any amendments within a reasonable period of time (1 month)

This study was conducted in accordance with ISO 20252:2019 and ISO 9001:2015.

© Copyright January 2022

# Contents

<b>1. Executive Summary .....</b>	<b>6</b>
Summary of Main Findings.....	6
Rebuilding a Greener Hackney .....	6
Low Traffic Neighbourhoods .....	6
School Streets scheme.....	6
Cycle Lanes.....	7
<b>2. Introduction .....</b>	<b>8</b>
The Survey .....	8
Survey Response.....	8
Weighting the Data .....	8
Profile Tables.....	9
Interpretation of the Data.....	11
<b>3. Rebuilding a Greener Hackney .....</b>	<b>12</b>
How do residents get around Hackney? .....	12
Car use by subgroup. ....	12
Car use by ward. ....	14
Around 9 in 10 Hackney residents are aware of changes in their community.....	15
Two thirds of residents support the idea of Rebuilding a Greener Hackney.....	15
Agreement with rebuilding a greener Hackney by subgroup .....	16
Agreement with rebuilding a greener Hackney by ward .....	18
<b>4. Low Traffic Neighbourhoods .....</b>	<b>19</b>
Around four fifths of residents are affected by Low Traffic Neighbourhoods .....	19
Resident perceptions of Low Traffic Neighbourhoods are mixed. ....	19
Differences by subgroup.....	20
Differences by ward.....	22
Opinion is split as to whether LTNs should be made permanent.....	24
Agreement with making LTNs permanent by subgroup .....	24
Agreement with making LTNs permanent by ward.....	26
Have Low Traffic Neighbourhoods changed how Hackney’s residents travel? .....	27
Reduction in car use by subgroup .....	28
Reduction in car use by ward .....	30
<b>5. School Streets.....</b>	<b>31</b>
How are School Streets affecting residents? .....	31
Around 7 in 10 residents want at least some of the School Streets to be made permanent .....	32
Agreement with continuing School Streets scheme by subgroup .....	33
Agreement with continuing School Streets scheme by ward .....	35

<b>6. Cycle lanes</b> .....	<b>36</b>
Around three fifths of residents are aware of Hackney’s new cycle lanes .....	36
The new cycle lanes have encouraged increased cycling in Hackney .....	36
Agreement with making new cycle lanes permanent by subgroup .....	37
Agreement with making new cycle lanes permanent by ward .....	40
<b>7. Other points raised</b> .....	<b>41</b>
<b>List of Tables and Figures</b> .....	<b>44</b>
Tables .....	44
Figures .....	44

# The ORS Project Team

## Project Design and Management

Catherine Wall

Kester Holmes

## Fieldwork Management

Robyn Griffiths

## Data Services

Leanne Hurlow

## Data Analysis

Richard Harris

Peter Maggs

Sheng Yang

Callum Irvine

## Report Authors

Alex Hymer

Catherine Wall

# 1. Executive Summary

## Summary of Main Findings

- 1.1 The following paragraphs selectively highlight some key findings, but readers are referred to the detailed graphics for the full story.

## Rebuilding a Greener Hackney

- 1.2 Walking is the most popular method of transport among Hackney residents (66%) followed by the bus (64%) and then car/van (44%).
- 1.3 Around 9 in 10 (87%) Hackney residents are aware of recent measures taken by the Council to encourage the transition from car travel towards walking and cycling.
- 1.4 Two thirds (66%) of residents agree with the idea to rebuild a greener Hackney.

## Low Traffic Neighbourhoods

- 1.5 Nearly four fifths (79%) of residents are aware of Low Traffic Neighbourhoods that affect them either where they live, shop or work; nearly a fifth (19%) said they were not aware of any that impacted them.
- 1.6 Two thirds (65%) of residents who are aware of a Low Traffic Neighbourhood which affects them agreed with the statement that *LTNs have increased their journey time* whilst almost half (48%) agreed that *LTNs have had a negative impact on bus times*. Agreement for the other statements was lower; 46% agreed that *LTNs improve road safety* and 36% agreed that they *make neighbourhoods more pleasant*. Around a quarter (24%) agree that they *help create a sense of community* and a fifth (20%) of residents agreed that they *make it easier to access local services*.
- 1.7 Opinion is relatively evenly divided on whether Low Traffic Neighbourhood measures should be made permanent. 48% want, at least some, to continue and 47% want all the LTNs removed.
- 1.8 Low Traffic Neighbourhoods appear to have encouraged a move away from car use among some residents with 30% of all residents who are aware of a Low Traffic Neighbourhood which affects them, reporting that they have been encouraged to reduce the amount they drive. Furthermore, around a quarter (26%) of residents who are aware of a LTN which affects them report that they have been encouraged to walk or run more. However, car users are significantly more likely to report that they have been encouraged to use the car more as a result of the Low Traffic Neighbourhoods.

## School Streets scheme

- 1.9 Over three fifths (63%) of residents are aware of a School Street affecting them either where they live, shop or work.
- 1.10 Based on those that are affected by the School Street scheme: Two thirds (66%) of residents live in or near to a School Street; over a fifth (22%) of residents commute through a School Street and over a fifth of residents (22%) take their children to school at one of the schools.
- 1.11 Around 7 in 10 (72%) residents want at least some of the School Streets to be made permanent.

## Cycle Lanes

- <sup>1.12</sup> Around three fifths (62%) of residents are aware of Hackney's new cycle lanes.
- <sup>1.13</sup> The new cycle lanes have encouraged increased cycling in Hackney. Of all residents who are aware of the new cycle lanes, and where they or a member of their household cycles at least some of the time, almost a third (31%) said they cycle more because of the cycle lanes. However, 14% said they cycle less.
- <sup>1.14</sup> Just over half of residents (51%) want both cycle lanes to become permanent additions, however nearly a third (32%) do not want either cycle lane to be made permanent.

---

## 2. Introduction

### The Survey

- 2.1 Hackney Council has rolled out a programme of 19 new Low Traffic Neighbourhoods (LTNs), 40 new School Streets, and two new protected cycle lanes, under plans to “Rebuild a Greener Hackney” in the response to the pandemic. The Council commissioned Opinion Research Services (ORS) to undertake a telephone survey of residents to explore their views on these plans.
- 2.2 This report presents the findings from this survey under the following main topic headings:
- Rebuilding a Greener Hackney
  - Low Traffic Neighbourhoods
  - School Streets Schemes
  - New Cycle Lanes
  - Other Points Raised

### Survey Response

- 2.3 The survey was carried out by telephone between 1<sup>st</sup> September and 25<sup>th</sup> November 2021. Quota controls were used to ensure a representative sample and 812 responses were achieved overall.
- 2.4 The tables that appear without commentary on the following pages show the unweighted and weighted profiles of the responses to the survey. Please note that the figures may not always sum to 100% due to rounding.

### Weighting the Data

- 2.5 The returned sample was checked against comparative data for ward, gender and age interlocked, working status, tenure, ethnic group and car/van availability, then subsequently weighted by car/van availability, working status, ethnic group, gender and age, tenure and ward. The results presented here are therefore broadly representative of the London Borough of Hackney. As the data is representative of the population across Hackney, the report refers to ‘residents’ throughout as opposed to ‘respondents’.
- 2.6 The tables on the following pages show the profile characteristics of respondents to the survey. Any value denoted by an asterisk (\*) represents a percentage which is less than 1%.

## Profile Tables

**Table 1: Gender – All Respondents (Note: Figures may not sum due to rounding)**

Gender	Number of respondents (unweighted count)	% of respondents (unweighted valid)	% of respondents (weighted valid)
Male	317	39	47
Female	494	61	53
Not Known	1	-	-
<b>Total</b>	<b>812</b>	<b>100</b>	<b>100</b>

**Table 2: Age – All Respondents (Note: Figures may not sum due to rounding)**

Age	Number of respondents (unweighted count)	% of respondents (unweighted valid)	% of respondents (weighted valid)
16-34	182	22	40
35-44	241	30	28
45-54	182	22	15
55-64	112	14	9
65+	95	12	8
<b>Total</b>	<b>812</b>	<b>100</b>	<b>100</b>

**Table 3: Working Status – All Respondents (Note: Figures may not sum due to rounding)**

Working Status	Number of respondents (unweighted count)	% of respondents (unweighted valid)	% of respondents (weighted valid)
Working	577	71	69
Retired	95	12	6
Otherwise not working	139	17	24
Not Known	1	-	-
<b>Total</b>	<b>812</b>	<b>100</b>	<b>100</b>

**Table 4: Ethnicity – All Respondents (Note: Figures may not sum due to rounding)**

Ethnic Group	Number of respondents (unweighted count)	% of respondents (unweighted valid)	% of respondents (weighted valid)
Asian or Asian British	72	10	11
Black or Black British	161	22	20
Mixed background	39	5	5
White or White British	435	60	60
Other ethnic group	21	3	4
Not Known	84	-	-
<b>Total</b>	<b>812</b>	<b>100</b>	<b>100</b>

**Table 5: Tenure – All Respondents (Note: Figures may not sum due to rounding)**

Tenure	Number of respondents (unweighted count)	% of respondents (unweighted valid)	% of respondents (weighted valid)
Owned with mortgage/shared	166	22	10
Own outright	165	22	18
Social rented	323	44	40
Private rented	87	12	32
Not Known	71	-	-
<b>Total</b>	<b>812</b>	<b>100</b>	<b>100</b>

**Table 6: Disability – All Respondents (Note: Figures may not sum due to rounding)**

Disability	Number of respondents (unweighted count)	% of respondents (unweighted valid)	% of respondents (weighted valid)
Yes	119	15	14
No	652	85	86
Not Known	41	-	-
<b>Total</b>	<b>812</b>	<b>100</b>	<b>100</b>

**Table 7: Ward – All Respondents (Note: Figures may not sum due to rounding)**

Ward	Number of respondents (unweighted count)	% of respondents (unweighted valid)	% of respondents (weighted valid)
Cazenove	39	5	5
Brownswood	27	3	4
De Beauvoir	26	3	4
Dalston	26	3	4
Clissold	52	6	5
Hackney Central	39	5	5
Hackney Downs	34	4	5
Hackney Wick	40	5	5
Haggerston	51	6	5
Homerton	35	4	5
Hoxton East & Shoreditch	37	5	6
Hoxton West	38	5	7
King's Park	39	5	4
Lea Bridge	52	6	6
London Fields	48	6	5
Shacklewell	22	3	4
Springfield	53	7	5
Stamford Hill West	33	4	3
Stoke Newington	47	6	5
Victoria	48	6	5
Woodberry Down	26	3	4
<b>Total</b>	<b>812</b>	<b>100</b>	<b>100</b>

**Table 8: Car/Van Availability – All Respondents (Note: Figures may not sum due to rounding)**

Car/Van Availability	Number of respondents (unweighted count)	% of respondents (unweighted valid)	% of respondents (weighted valid)
None	433	53	63
One	291	36	30
Two or more	87	11	7
Not Known	1	-	-
<b>Total</b>	<b>812</b>	<b>100</b>	<b>100</b>

## Interpretation of the Data

- 2.7 It should be remembered that a sample, and not the entire population of Hackney, has been interviewed. In consequence, all results are subject to sampling tolerances, which means that not all differences are necessarily statistically significant.
- 2.8 The margin of error associated with the total achieved sample size of 812, and a confidence level of 95%, is +/- 3.43%. This means that if 50% of the sample population gave a particular response, we can be 95% confident that the actual result falls somewhere between 46.57% and 53.43%. The margin of error will vary slightly by question depending on the proportional split of responses and the number of respondents answering the question.
- 2.9 Where differences between demographic groups have been highlighted as significant there is a 95% probability that the difference is not due to chance. Again, the margin of error, and therefore the percentage point difference required to indicate a significant difference, will vary depending on the number of respondents within each subgroup answering the question. Where less than 20 respondents within a particular subgroup have answered the question, significance tests have not been performed.
- 2.10 Differences that are not said to be 'significant' or 'statistically significant' are indicative only. When comparing results between demographic subgroups and the overall results, only results which are significantly different are highlighted in the text. This is not to say that non-significant results are unimportant, but rather that from this sample we cannot be confident that any differences between groups are not simply a product of sampling variation.
- 2.11 Please note that where percentages do not sum to 100 and proportions of charts may not look equal, this is either due to rounding or multiple response answers.

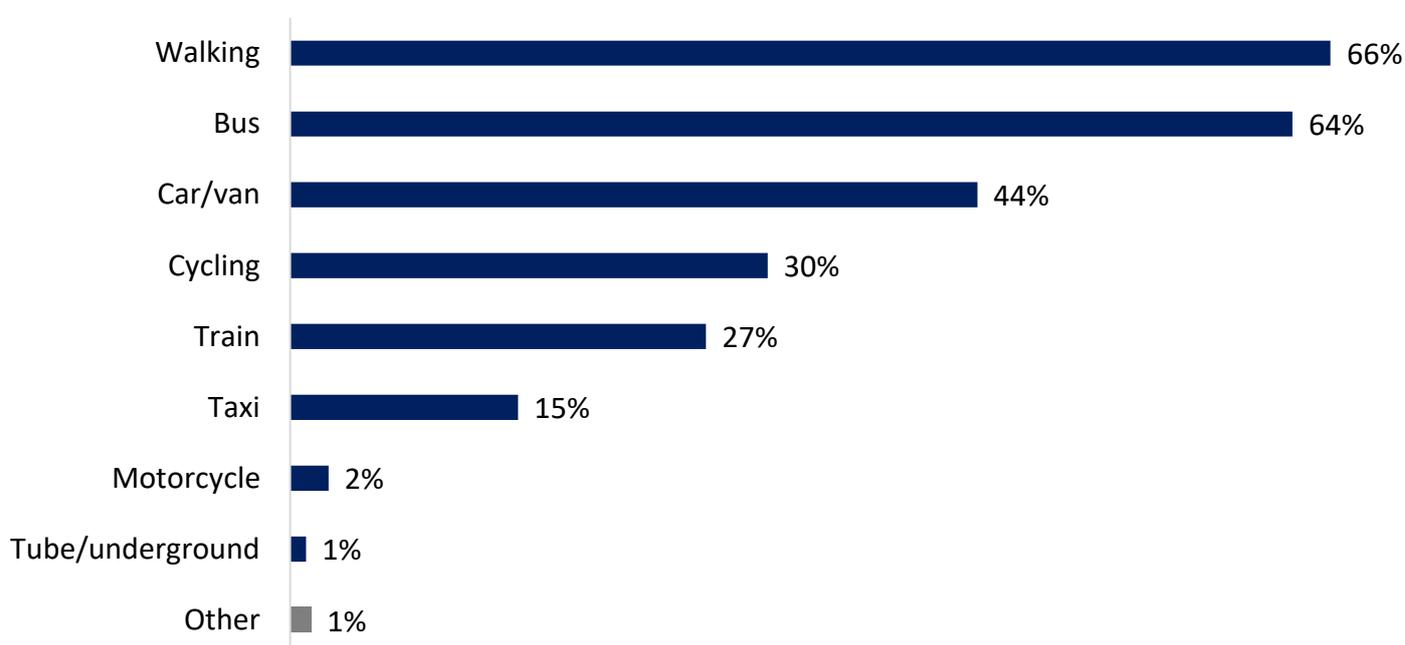
## 3. Rebuilding a Greener Hackney

### How do residents get around Hackney?

- 3.1 Walking and riding the bus are the two most common ways Hackney residents get around with 66% walking and 64% using buses. This is followed by cars/vans (44%), cycling (30%), taking the train (27%) and taxis (15%).

**Figure 1: Which types of transport do you use to move around in Hackney, for any purpose?**

Base: All respondents (812).

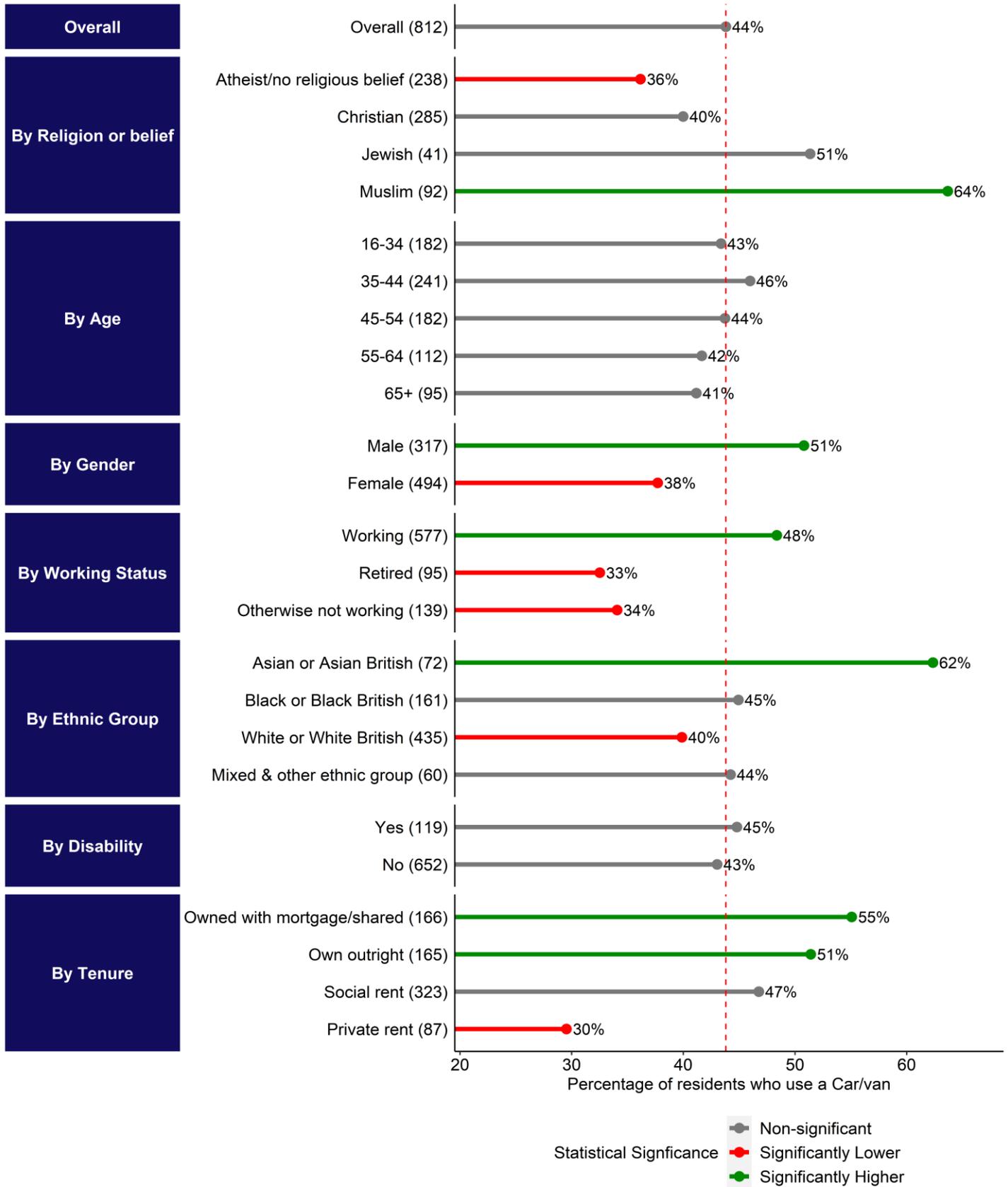


### Car use by subgroup.

- 3.2 Part of the Rebuilding a Greener Hackney plan is to encourage the transition away from cars and towards greener modes of transport. Figure 2 breaks down car usage by demographic subgroups to better understand which groups use cars more and which groups use cars less. Red indicates subgroups where car usage is significantly lower than the rest of the population and green indicates subgroups that have significantly higher levels of car usage.
- 3.3 Residents who are Muslim, male, working, Asian or Asian British, as well as residents who own a house either outright or by mortgage/shared, are significantly more likely to use a car or van to get around Hackney.
- 3.4 On the other hand, residents who hold no religious belief/atheist, who are female, retired or otherwise not working, White or White British as well as private renters are significantly less likely to use a car.

**Figure 2: Which types of transport do you use to move around in Hackney, for any purpose? Use a Car/van**  
 (Responses by subgroup)

Base: All respondents (number of residents shown in brackets).

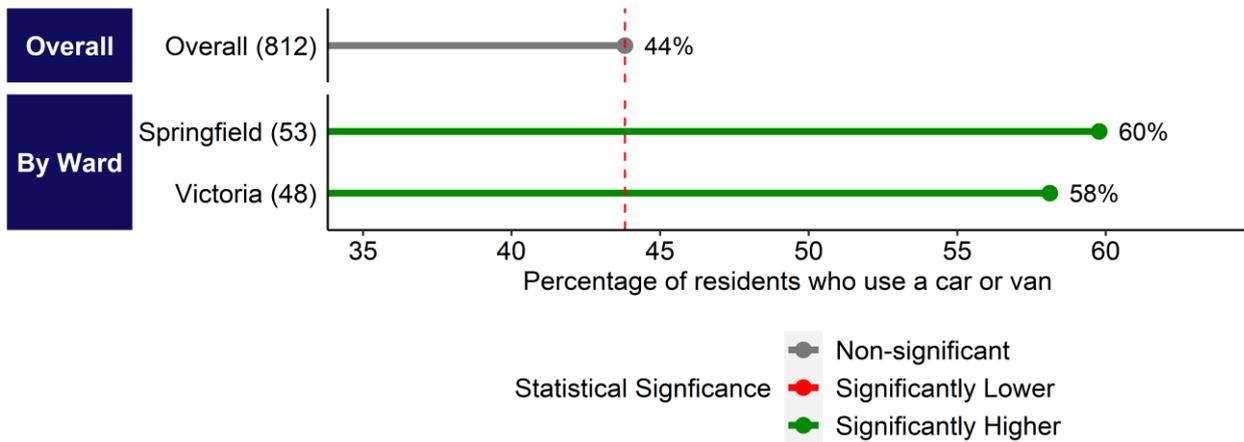


## Car use by ward.

<sup>3.5</sup> Furthermore, we can break down residents' car usage by ward area. Figure 3 highlights only the significant variations at ward level. It shows that both the Springfield and Victoria wards have significantly higher levels of car usage among their residents.

**Figure 3: Which types of transport do you use to move around in Hackney, for any purpose? Use a Car/van (Only shows wards with significant differences).**

Base: All respondents (number of residents shown in brackets)



## Around 9 in 10 Hackney residents are aware of changes in their community.

- 3.6 Before being asked about their awareness of changes within their community the following text was read out to everyone:

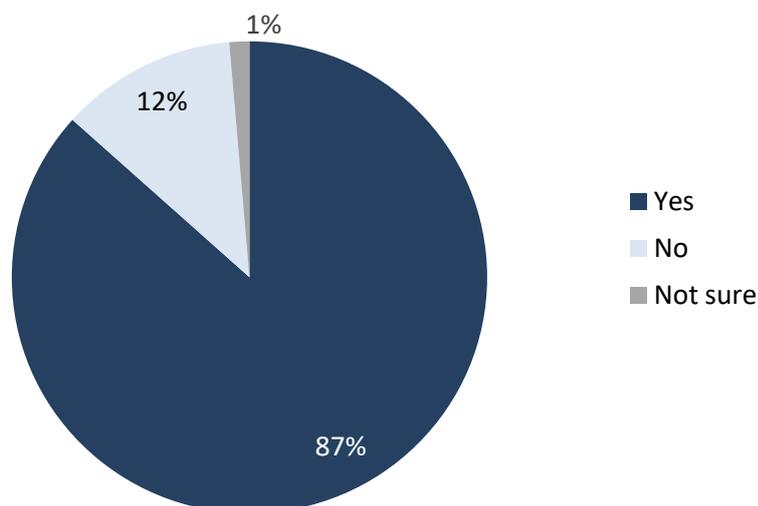
*Hackney Council has introduced a number of changes to roads and traffic to support people to walk, cycle and shop locally in the wake of the pandemic, helping to prioritise public transport for those who need it and reduce traffic in neighbourhoods.*

*Low traffic neighbourhoods and School Streets discourage through-traffic from using neighbourhood streets and encourage people to switch local car journeys for walking and cycling.*

- 3.7 Figure 4 shows that almost 9 in 10 (87%) residents have noticed the measures that have been put in place to discourage car travel and encourage walking and cycling with only 12% not noticing any change and 1% being unsure.

**Figure 4: Have you noticed any of the changes just mentioned, in your local area, in the last 18 months?**

**Base: All respondents (812).**



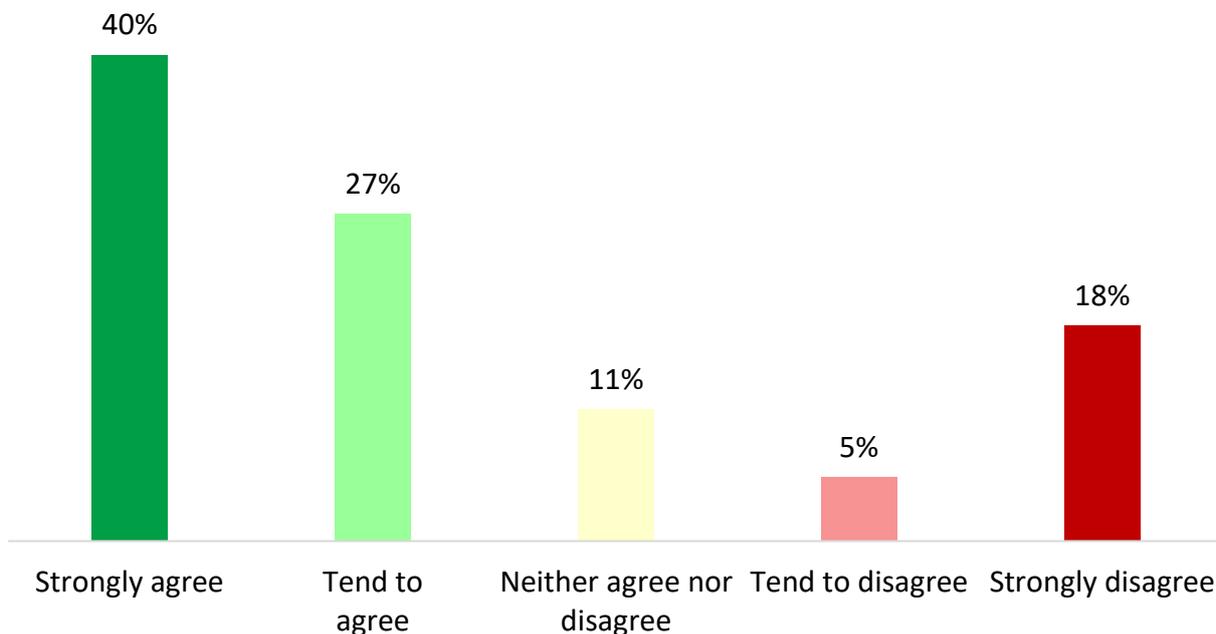
## Two thirds of residents support the idea of Rebuilding a Greener Hackney.

- 3.8 The following text was read out to everyone before being asked to what extent they agreed or disagreed with the idea to rebuild a greener Hackney.

*Hackney Council has a stated aim to rebuild a greener Hackney that protects our communities from increases in traffic, supports people to make healthier local journeys, prioritises public transport for those who need it, and creates cleaner, greener streets for everyone to enjoy.*

- 3.9 Figure 5 overleaf shows that two thirds (66%) of residents agree with the idea to rebuild a greener Hackney; 40% of residents strongly agree. Around a quarter (23%) of residents disagree with the rebuilding a greener Hackney idea with 18% saying they disagree strongly. Around 1 in 10 (11%) of residents neither agree nor disagree with the idea.

**Figure 5: How far do you agree or disagree with the idea to rebuild a greener Hackney?  
Base: All respondents (803).**

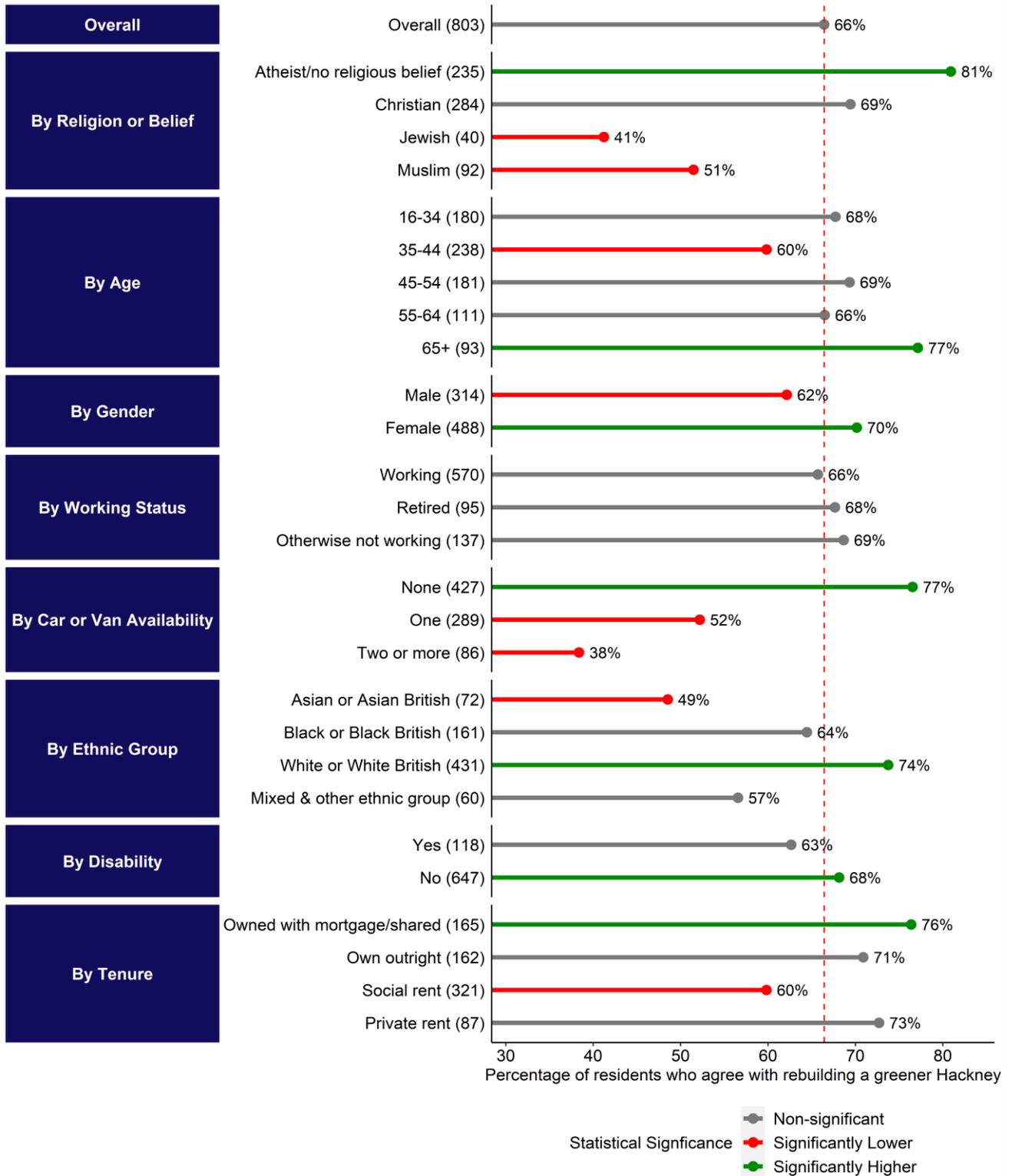


### Agreement with rebuilding a greener Hackney by subgroup

- <sup>3.10</sup> Figure 6 overleaf shows significant variation in levels of agreement with the idea to rebuild a greener Hackney. Residents who hold no religious belief/atheist, over 65, women, non-car users, those who are ethnically White or White British, those without disability, as well as those who own their property with a mortgage/shared, all displayed significantly higher levels of agreement with the idea to rebuild a greener Hackney.
- <sup>3.11</sup> Those residents who are Jewish, Muslim, aged between 35-44, men, car owners, Asian or Asian British residents, as well as those in social rented accommodation have significantly lower levels of agreement with the Rebuilding a Greener Hackney idea.
- <sup>3.12</sup> However, it is important to note that only Jewish residents, Asian or Asian British residents, and those who have access to two or more cars had levels of agreement less than 50%.

**Figure 6: How far do you agree or disagree with the idea to rebuild a greener Hackney? (Grouped responses by subgroup)**

Base: All respondents (number of residents shown in brackets)

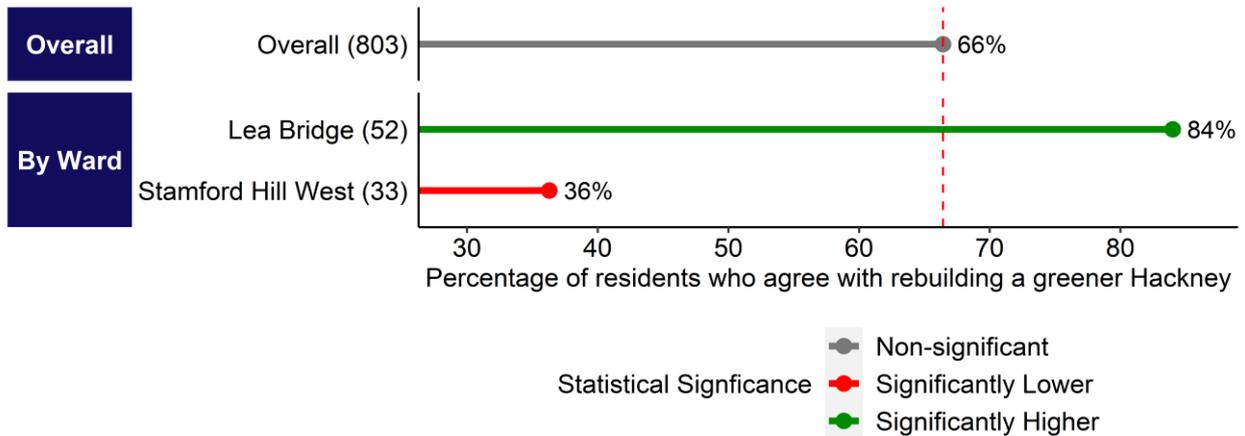


## Agreement with rebuilding a greener Hackney by ward

<sup>3.14</sup> Figure 7 shows how support for rebuilding a greener Hackney differs by ward area. Residents from Lea Bridge have significantly higher levels of support for the idea of rebuilding a greener Hackney (84%). Conversely, residents from Stamford Hill West have significantly lower levels of support (36%).

**Figure 7: How far do you agree or disagree with the idea to rebuild a greener Hackney? (Grouped responses by subgroup) (Only shows wards with significant differences).**

**Base: All respondents (number of residents shown in brackets)**



## 4. Low Traffic Neighbourhoods

### Around four fifths of residents are affected by Low Traffic Neighbourhoods

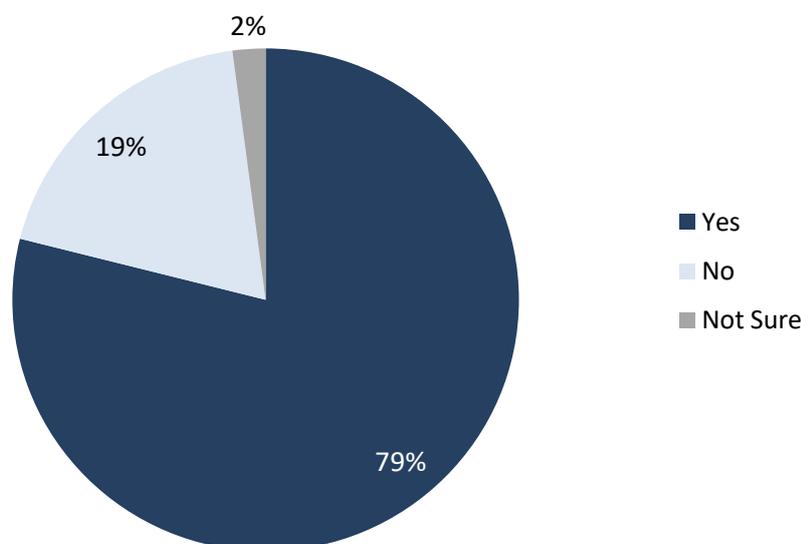
- 4.1 Before asking any question specifically about Low Traffic Neighbourhoods, the following text was read out to everyone.

*Hackney has been introducing a range of different traffic control methods. Low Traffic Neighbourhoods OR LTNs – are a type of road closure using planters or bollards on the road which prevents motor vehicles from passing through. LTNs aim to enable residents to walk and cycle to their destinations and to protect local residential streets from increases in through traffic. All residents and businesses in the area are still able to access their homes and premises but may need to use slightly different routes. Emergency vehicles are able to drive through the closures.*

- 4.2 Around four fifths (79%) of residents reported being aware of Low Traffic Neighbourhoods that affect them, nearly a fifth (19%) said they were not aware of any that impacted them.

**Figure 8: Are you aware of any Low Traffic Neighbourhoods which affect you, either where you live, shop or work?**

Base: All respondents (808)



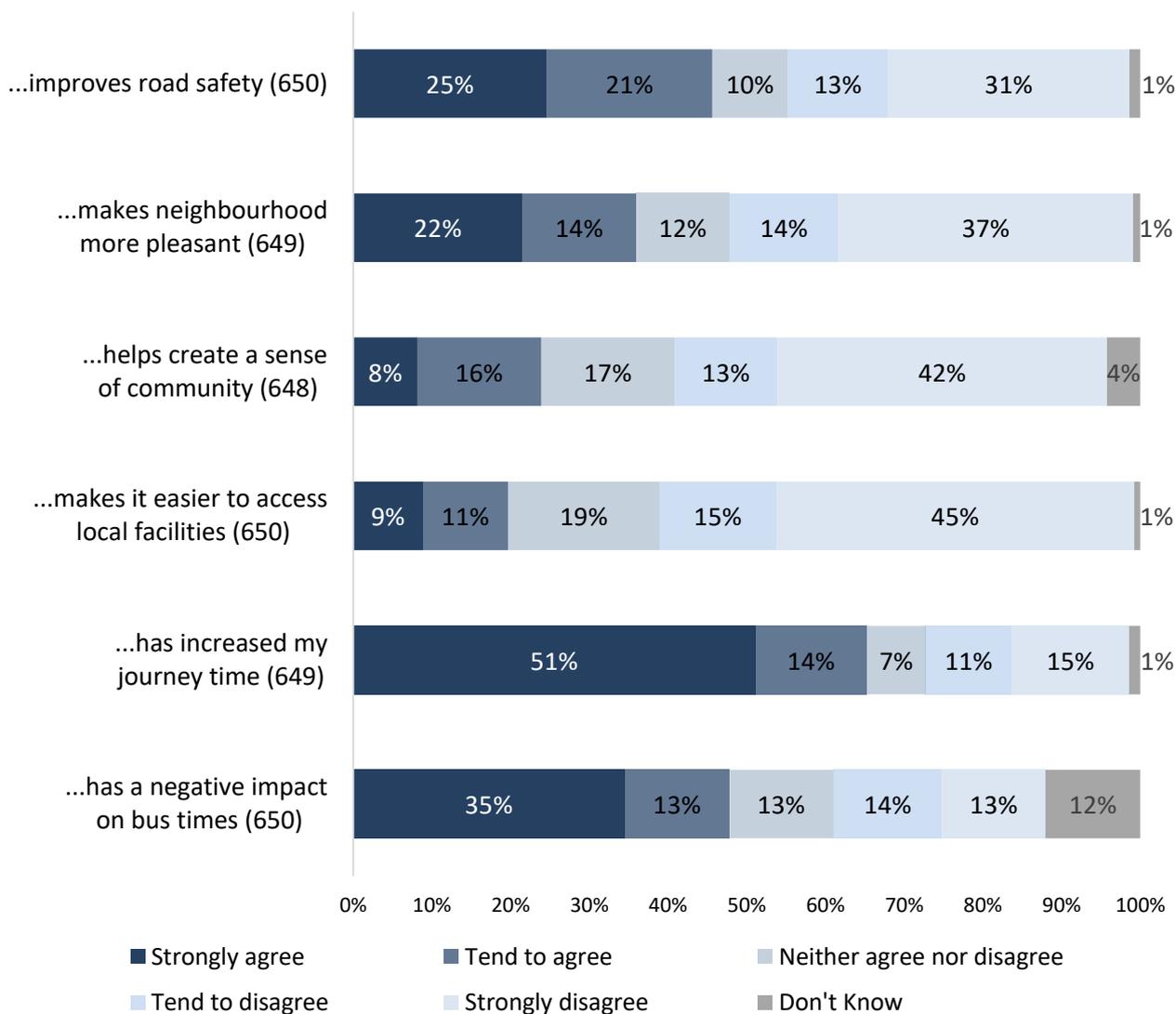
### Resident perceptions of Low Traffic Neighbourhoods are mixed.

- 4.3 When residents who were aware of LTNs that affect them were asked whether they agreed or disagreed with a range of statements about Low Traffic Neighbourhoods, the sentiment was mixed. The highest levels of agreement were for the last two statements about LTNs: Almost two thirds (65%) agreed with the statement that *LTNs have increased their journey time* whilst almost half (48%) agreed that *LTNs have had a negative impact on bus times* (Figure 9).
- 4.4 Agreement for the other statements was lower; 46% agreed that *LTNs improve road safety* and 36% agreed that they *make neighbourhoods more pleasant*. Around a quarter (24%) agree that they *help*

create a sense of community and a fifth (20%) of residents agreed that they make it easier to access local services.

4.5 It is also worthwhile reiterating here, that around 1 in 5 residents (19%) were unaware of any LTN's that affect them, and therefore did not answer these questions.

**Figure 9: How much do you agree or disagree with the following statements about the Low Traffic Neighbourhood which affects you the most? The Low Traffic Neighbourhood...**  
**Base: Respondents who were aware of LTNs which affect them (number of respondents in brackets)**



### Differences by subgroup

4.6 Table 9 summarises the subgroups which are significantly more or less likely to agree with each of the statements.

4.7 Several trends are identifiable from this table. Firstly, car ownership is strongly associated with the level of agreement with various statements regarding LTNs. If a resident has access to one or more cars, they are significantly less likely to agree that the LTN that affects them the most improves road safety, makes neighbourhoods more pleasant, helps create a sense of community and makes it easier to access local facilities that they need. However, residents with access to 1 or more cars are significantly more likely to agree that the LTN increases their journey times and has a negative impact on bus times.

- 4.8 In particular, it is clear that the effect on journey times is generally a consideration for road users only. Those who said they agreed that the LTNs that affect them increase their journey time to reach frequently visited destinations are significantly more likely to be car, motorbike or taxi users, while those who disagreed that the LTNs that affect them increase their journey time are significantly more likely to cycle to get around Hackney.
- 4.9 Looking at protected characteristics there is variation in the level of agreement with these statements by religion, disability, age, and ethnicity (table 9 below). It is interesting to note that disabled residents are significantly less likely to agree that the LTN that affects them the most improves road safety and makes neighbourhoods more pleasant and more likely to agree that the LTN increases their journey times and has a negative impact on bus times.

**Table 9: How much do you agree or disagree with the following statements about the Low Traffic Neighbourhood which affects you the most? Subgroup analysis.**

How much do you agree or disagree with the following statements about the Low Traffic Neighbourhood which affects you the most? The Low Traffic Neighbourhood...?	Subgroups significantly <u>more likely</u> than average to say they agree with the statement	Subgroups significantly <u>less likely</u> than average to say they agree with the statement
...improves road safety	Atheist/ no religion Aged 65+ No access to a car White or White British No disability Property owned by mortgage/shared	Muslim Access to one car Access to 2+ cars Asian or Asian British Has a disability Rent property socially
...makes neighbourhood more pleasant	Atheist/ no religion Aged 65+ No access to a car White or White British Property owned by mortgage/shared Private renter No disability	Christian Jewish Muslim Aged 16-34 Access to one car Access to 2+ cars Black or Black British Has a disability Rent property socially
...helps create a sense of community	Atheist/ no religion Aged 65+ No access to a car Property owned by mortgage/shared	Jewish Muslim Access to one car Access to 2+ cars Rent property socially
...makes it easier to access the local facilities I need	Atheist/ no religion Aged 45-54 Aged 65+ No access to a car No disability	Jewish Muslim Access to one car Access to 2+ cars

Continued overleaf...

How much do you agree or disagree with the following statements about the Low Traffic Neighbourhood which affects you the most? The Low Traffic Neighbourhood...?	Subgroups significantly <u>more likely</u> than average to say they agree with the statement	Subgroups significantly <u>less likely</u> than average to say they agree with the statement
...has increased my journey time	Christian Muslim Otherwise not working Access to one car Access to 2+ cars Asian or Asian British Has a disability Rent property socially	Atheist/ no religion No access to a car White or White British Private renter
...has a negative impact on bus times	Muslim Access to one car Has a disability Asian or Asian British	Atheist/ no religion No access to a car

## Differences by ward

<sup>4.10</sup> Significant variation in agreement with these statements can also be broken down by ward area. Table 10 shows some of the geographic patterns. It can be seen that residents of Stoke Newington are more likely to agree that the LTN that affects them the most improves road safety and makes neighbourhoods more pleasant, while residents of Haggerston are significantly less likely to agree with both of these statements and that the LTN helps create a sense of community and makes it easier to access the local facilities that they need.

<sup>4.11</sup> It is also worth noting, that London Fields and Hoxton West (where there are large Low Traffic Neighbourhoods) are neither more or less likely to agree with any of the statements about LTNs.

**Table 10: How much do you agree or disagree with the following statements about the Low Traffic Neighbourhood which affects you the most? Ward analysis.**

How much do you agree or disagree with the following statements about the Low Traffic Neighbourhood which affects you the most? The Low Traffic Neighbourhood...?	Ward areas significantly <u>more likely</u> than average to say they agree with the statement	Ward areas significantly <u>less likely</u> than average to say they agree with the statement
...improves road safety	Stoke Newington	De Beauvoir Hackney Wick Haggerston
...makes neighbourhood more pleasant	Stoke Newington	De Beauvoir Clissold Haggerston Stamford Hill West

Continued from previous page...

How much do you agree or disagree with the following statements about the Low Traffic Neighbourhood which affects you the most? The Low Traffic Neighbourhood...?	Ward areas significantly <u>more likely</u> than average to say they agree with the statement	Ward areas significantly <u>less likely</u> than average to say they agree with the statement
...helps create a sense of community		Cazenove De Beauvoir Haggerston Stamford Hill West
...makes it easier to access the local facilities I need		Clissold Haggerston Stamford Hill West
...has increased my journey time	De Beauvoir Haggerston Victoria	Clissold King's Park
...has a negative impact on bus times	Hackney Downs	King's Park

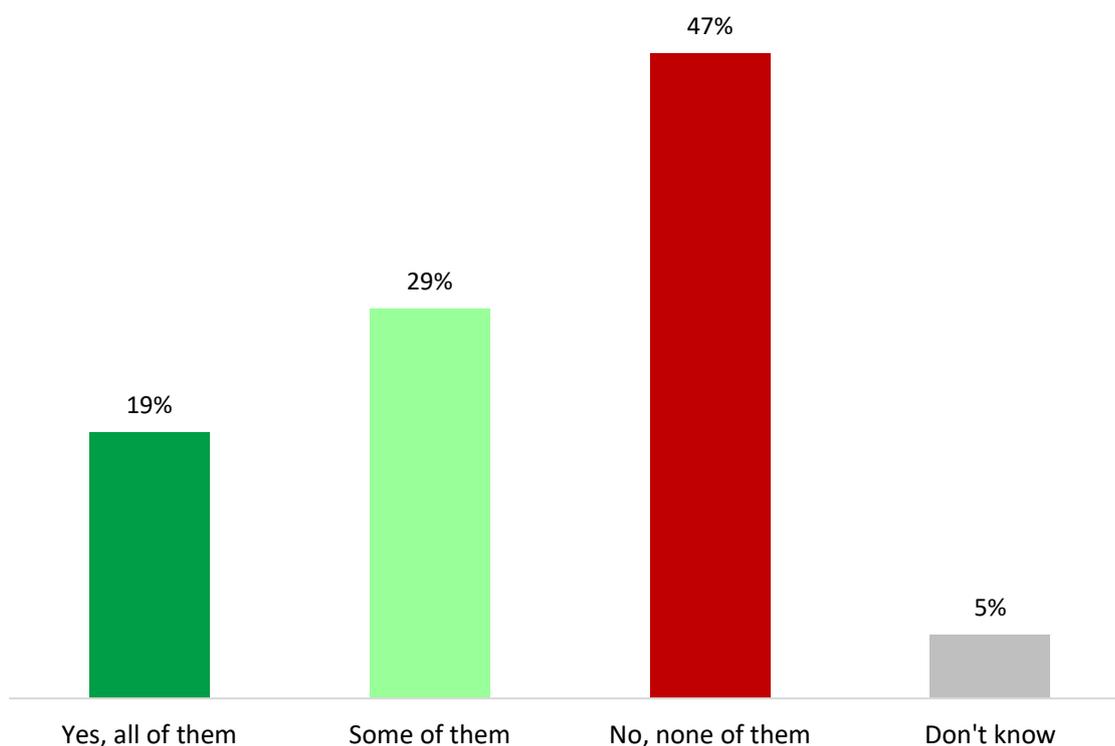
## Opinion is split as to whether LTNs should be made permanent.

4.12 When asked whether they want Low Traffic Neighbourhood measures to be made permanent there was a relatively even split between those that want, at least some, of the measures to continue (48%) and those who want all the LTNs removed (47%).

4.13 A fifth (19%) of residents want all the Low Traffic Neighbourhood measures to continue, with around 3 in 10 (29%) wanting just some of them to remain (Figure 10).

**Figure 10: Do you want the Low Traffic Neighbourhood traffic measures in Hackney to be made permanent?**

**Base: All respondents (742)**



## Agreement with making LTNs permanent by subgroup

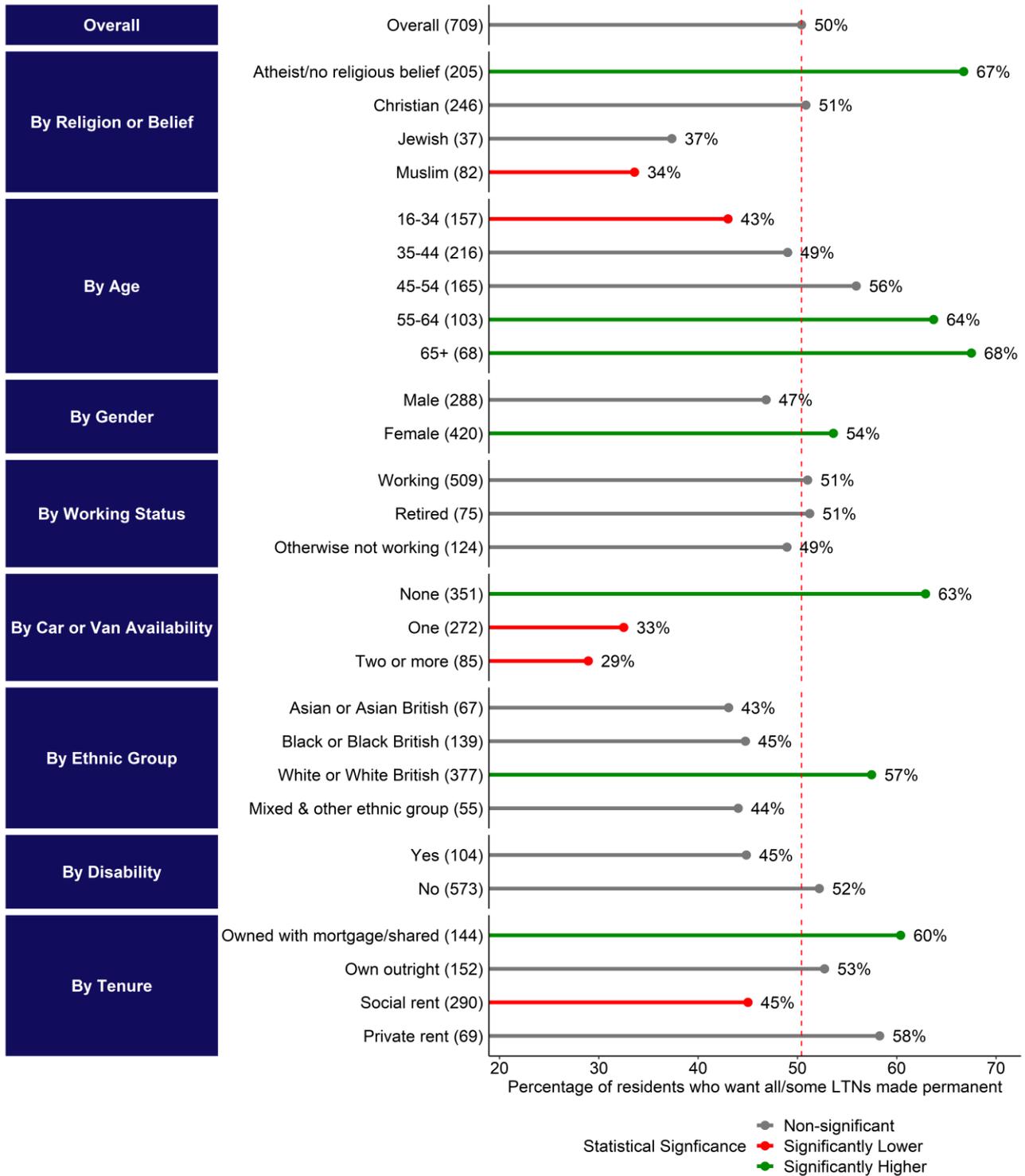
4.14 To better understand which subgroups want the Low Traffic Neighbourhood measures to continue, Figure 11 overleaf shows the proportion of those who want all or some of the LTNs to be made permanent by subgroup. Red indicates subgroups where the proportion wanting all or some LTNs to become permanent is significantly lower than the rest of the population. Green indicates subgroups where the proportion wanting all or some the LTNs to become permanent is significantly higher than the rest of the population.

4.15 Residents who are atheist/ no religious belief, do not have access to a car, are aged 55 years or more, are female, are White or White British, and those who own their home with a mortgage or loan all have significantly higher levels of support for making all or some LTN measures permanent.

4.16 On the other hand, residents who have access to one or more cars, are social renters, are aged 16-34 years and those who are Muslim all have significantly lower levels of support for making all or some LTNs permanent.

**Figure 11: Do you want the Low Traffic Neighbourhood traffic measures in Hackney to be made permanent? Yes, all of them and Yes, some of them (By subgroup)**

Base: All respondents (number of respondents in brackets)



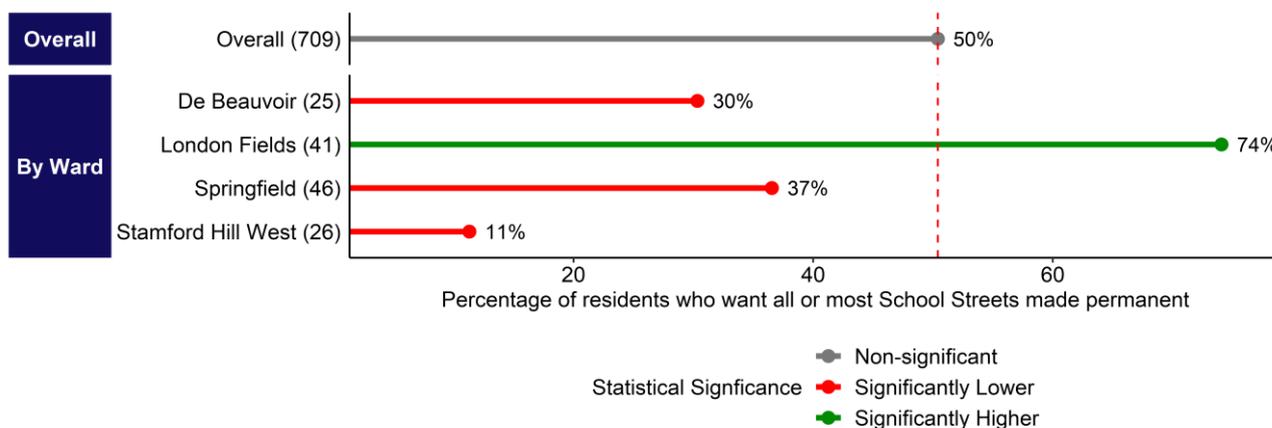
## Agreement with making LTNs permanent by ward

4.17 Figure 12 shows the wards with significantly lower and significantly higher levels of support for making all or some of Hackney’s Low Traffic Neighbourhoods permanent. Residents from De Beauvoir, Springfield and Stamford have significantly lower levels of support for all or some LTNs being made permanent, while residents from London Fields showed significantly higher levels of support.

4.18 It should be remembered that the sample sizes for each ward are small. Significance tests are only performed if there are at least 20 cases, and only wards which are significantly different to the overall results are shown on the chart.

**Figure 12: Do you want the Low Traffic Neighbourhood traffic measures in Hackney to be made permanent? Yes, all of them and Yes, some of them (Only shows wards with significant differences)**

Base: All respondents (number of residents shown in brackets)

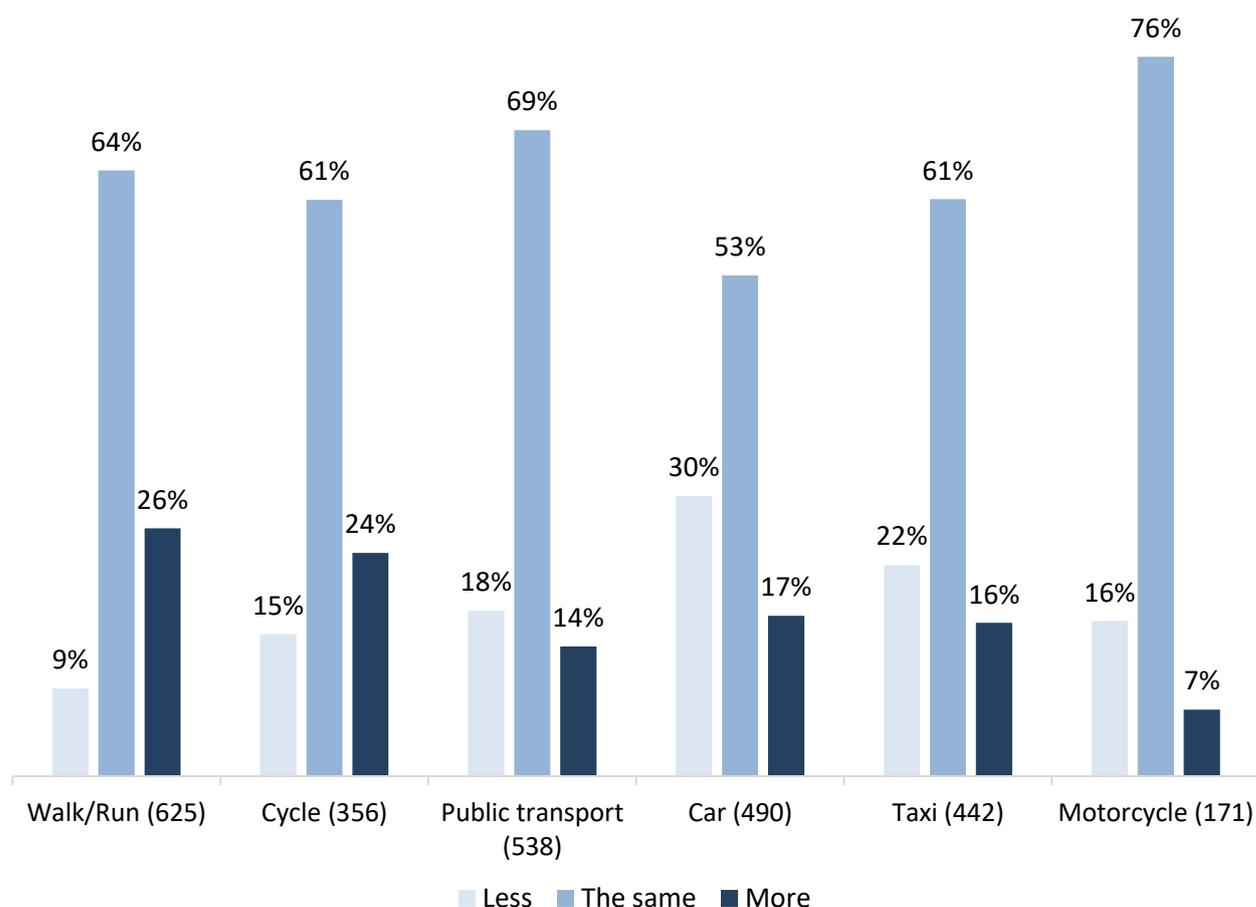


## Have Low Traffic Neighbourhoods changed how Hackney's residents travel?

<sup>4.19</sup> Residents who said they were aware of a Low Traffic Neighbourhood which affects them were asked whether they have been encouraged to travel more or less in various ways. Figure 13 shows how residents of Hackney have changed how they travel as a result of Low Traffic Neighbourhoods.

**Figure 13: 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?**

**Base: All respondents who are aware of LTNs that affect them (number of respondents in brackets)**



<sup>4.20</sup> Across all transport methods, most residents' travel has remained the same. Nevertheless, around a quarter of residents report that they have been encouraged to increase the amount of walking/running (26%) and cycling (24%) they do, as a result of LTNs. Fewer residents report that they have been encouraged to do less walking/running (9%) and cycling (15%).

<sup>4.21</sup> All other methods of transport showed an indication of a reduction in their use as a result of the Low Traffic Neighbourhoods. This drop was especially pronounced in terms of car usage, almost a third (30%) of residents reported being encouraged to drive less. Interestingly, 17% of residents reported being encouraged to drive more as a result of the LTNs.

<sup>4.22</sup> However, if the change in car usage is examined by those who have access to one or more cars only, it can be seen that car users are significantly more likely to report that they have been encouraged to use

the car more as a result of the Low Traffic Neighbourhoods (21% for those with one car/29% for those with two+ cars compared with 17% overall and 9% of those with no access to a car). Car users are also significantly less likely to report that they are now encouraged to use the car less (23% for those with one car/16% for those with two+ cars compared with 30% overall and 42% of those with no access to a car). This is illustrated in Figure 14 on the following page.

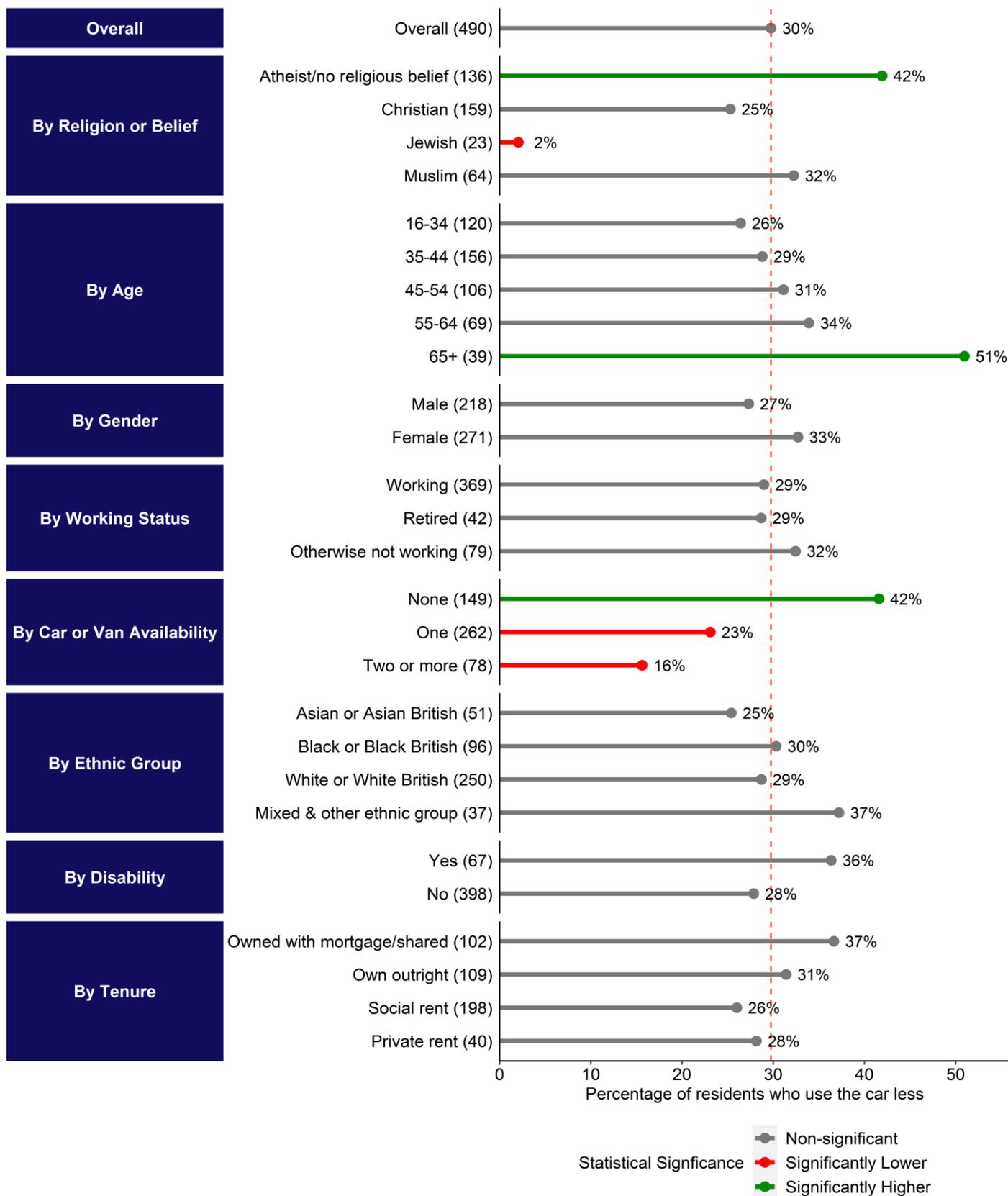
- 4.23 Interestingly, a slightly higher proportion of residents report being encouraged to use public transport less (18%) than report being encouraged to use public transport more (14%). However, around 7 in 10 (69%) report that they expect no change in their use of public transport as a result of LTNs.

## Reduction in car use by subgroup

- 4.24 To further show how car use has changed among Hackney's different population subgroups, Figure 14 (overleaf) shows the proportion of those who are encouraged to use the car less by subgroup. Red indicates subgroups where the proportion who are encouraged to use the car less is significantly lower than the rest of the population. Green indicates where the proportion who are encouraged to use the car less is significantly higher than the rest of the population.
- 4.25 Residents over 65, atheists/ no religious belief, and those without access to a car/van were significantly more likely to say they have been encouraged to reduce their usage of a car because of the LTN measures.
- 4.26 On the other hand, Jewish residents, and those with access to a car/van are significantly less likely to say they have been encouraged to reduce their car usage as a result of LTN measures.

**Figure 14: 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 – Those who use the car less (by subgroup).**

**Base: All respondents who are aware of LTNs that affect them (number of residents shown in brackets)**

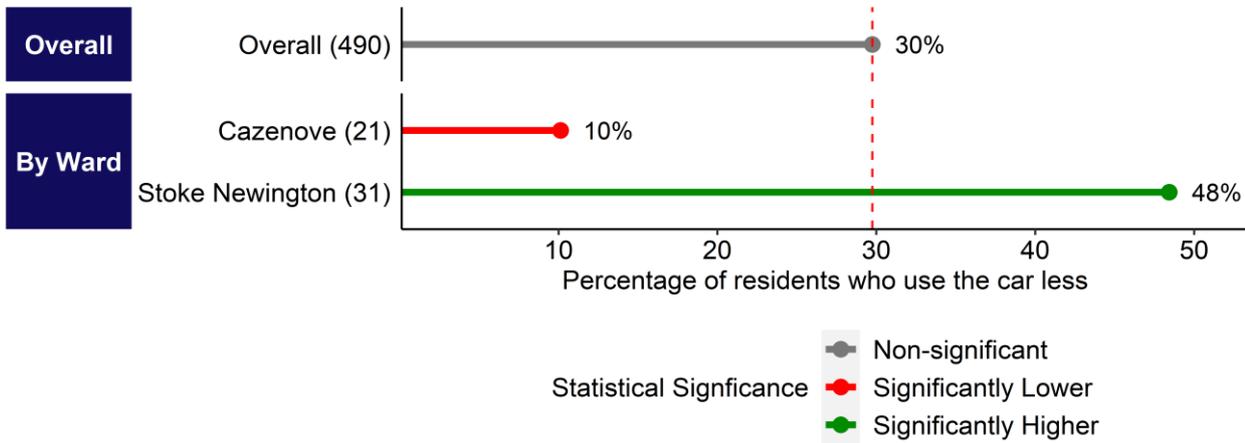


## Reduction in car use by ward

4.27 Figure 15 shows the significant variations in the percentage of residents reporting being encouraged to reduce car usage by ward. Residents from Cazenove showed significantly lower levels of residents encouraged to use the car less while Stoke Newington reported a significantly higher proportion of residents encouraged to use the car less.

**Figure 15: 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 – Those who use the car less (Only shows wards with significant differences)**

**Base: All respondents who are aware of LTNs that affect them (number of residents shown in brackets)**



## 5. School Streets

### How are School Streets affecting residents?

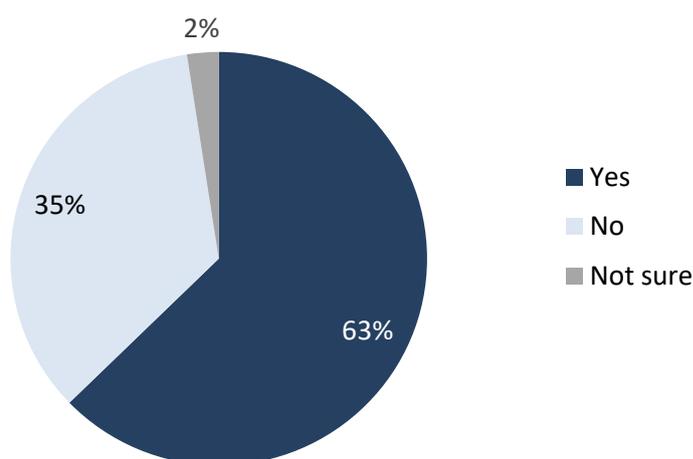
- 5.1 Residents were also asked about the School Streets scheme. Before being asked any questions the following text was read out to everyone.

*School Streets are a scheme where motor traffic is banned from outside schools for an hour at the beginning and end of the school day. These are being introduced at almost every primary school in Hackney, helping to improve air quality at the school gates, improve road safety and help children walk and cycle to school.*

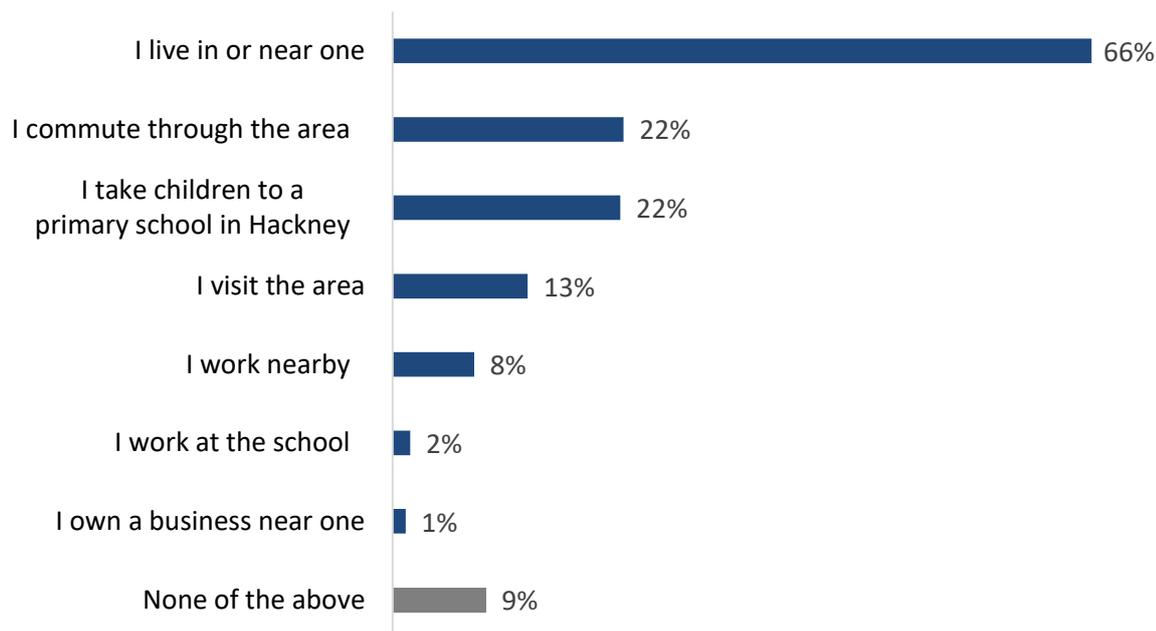
- 5.2 Over three fifths (63%) of residents are aware of a School Street which affects them, while around a third (35%) are not aware of any School Streets which affect them; 2% are unsure. It is interesting to note that a lower percentage of residents report being affected by a School Street (63%) than a Low Traffic Neighbourhood (79%).

**Figure 16: Are you aware of any School Streets which affect you, either where you live, shop or work?**

**Base: All respondents (805)**



- 5.3 In terms of how School Streets are affecting residents (Figure 17), around two thirds (66%) of those aware of a School Street(s) which affects them live in or near to a School Street, and around a fifth commuted through a School Street area (22%) or took children to a primary school on a School Street (22%).

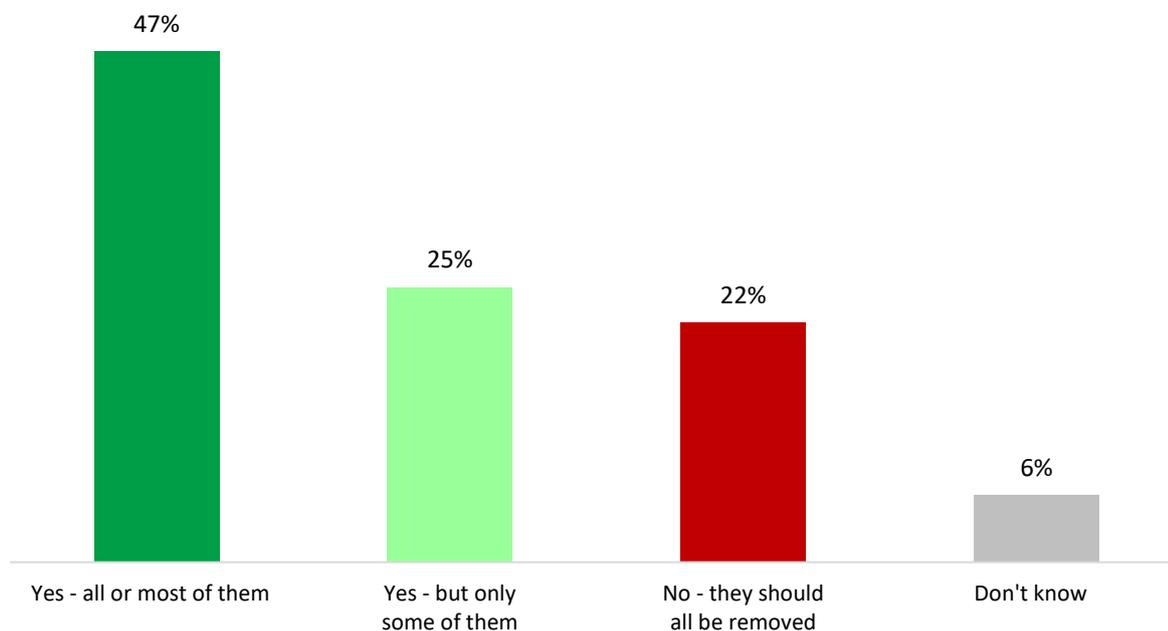
**Figure 17: How are you affected by the School Streets schemes you are aware of?****Base: All respondents who were aware of School Streets affecting them (553)**

## Around 7 in 10 residents want at least some of the School Streets to be made permanent s

- 5.4 When asked whether the School Streets schemes should be made permanent (Figure 18), around 7 in 10 (72%) residents support making at least some of the School Streets permanent. This indicates that there is much greater support for the School Streets schemes than for the LTNs, where the proportion of residents in support of making at least some of the schemes permanent was around half (48%).
- 5.5 Nearly half (47%) of residents want all or most of the School Streets schemes to become permanent. Another quarter (25%) agree but want only some of the schemes to be made permanent. Just over a fifth (22%) are opposed to the School Streets schemes and want them removed.
- 5.6 Support among residents for School Streets being made permanent is higher than when the same question was asked regarding Low Traffic Neighbourhoods. The proportion who want the whole Low Traffic Neighbourhoods scheme to be removed (47%) is more than twice the proportion who want all School Streets removed (22%).

### Figure 18: Do you think the School Streets schemes which have been put in place across the borough recently should be made permanent?

Base: All respondents (724)

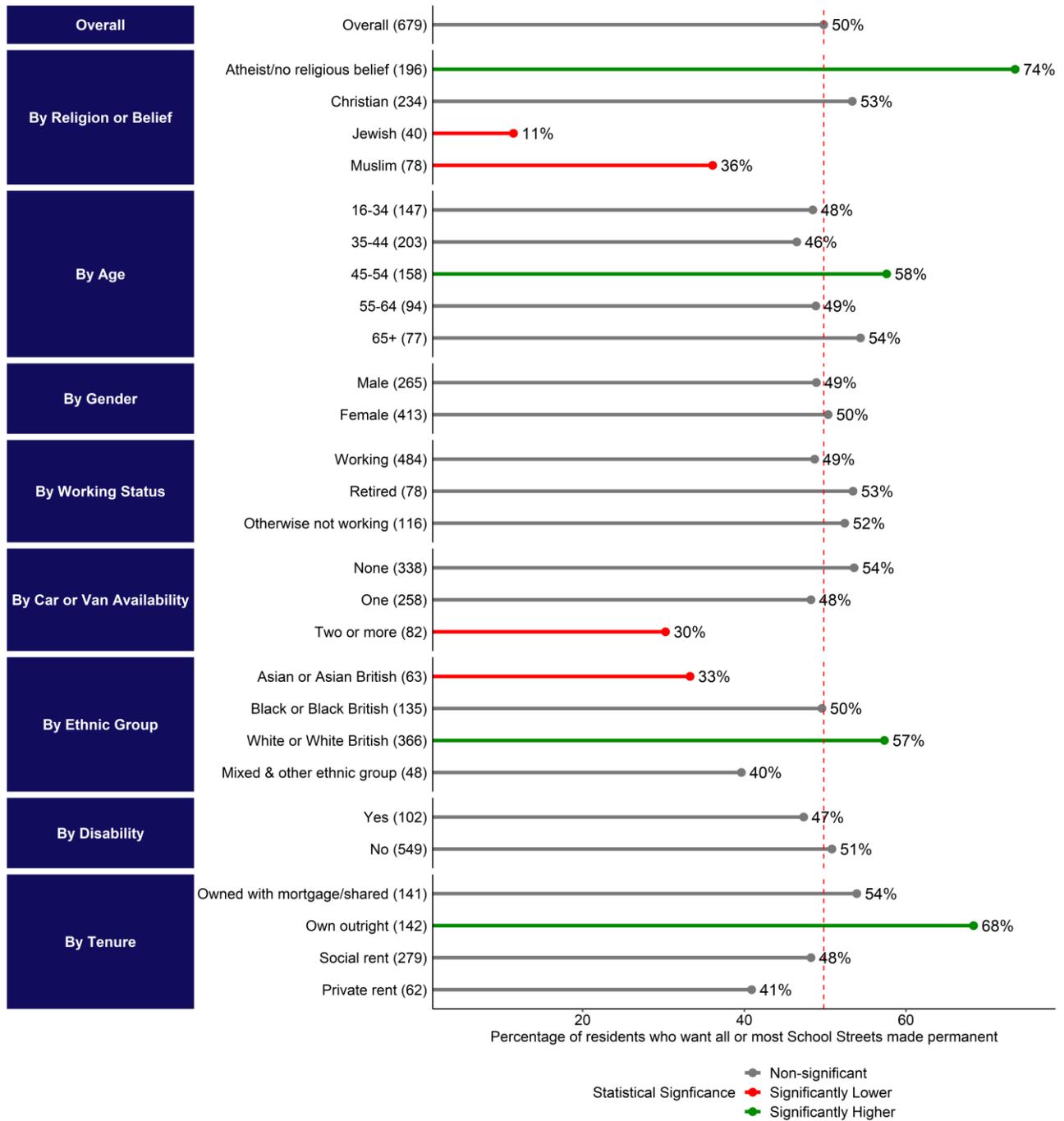


### Agreement with continuing School Streets scheme by subgroup

- 5.7 Figure 19 shows the proportion of those who want all or most of the School Street measures to be made permanent by subgroup. Red indicates subgroups where the proportion wanting all or most of the measures to become permanent is significantly lower than the rest of the population. Green indicates subgroups where the proportion wanting all or most of the measures to be made permanent is significantly higher than the rest of the population.
- 5.8 Figure 19 highlights some of the subgroup differences. Residents who own two or more cars/vans, residents who are Asian or Asian British and residents who are Jewish and Muslim all show significantly lower levels of support for making all or most of the School Streets schemes permanent.
- 5.9 Residents aged between 45-54, residents who are White or White British, atheists/ no religious belief, as well as those who own their home outright all show significantly higher levels of support for making all or most of the School Streets schemes permanent.

**Figure 19: Do you want the School Street traffic measures in Hackney to be made permanent? Yes – all or most of them (By subgroup)**

Base: All respondents (number of residents shown in brackets)

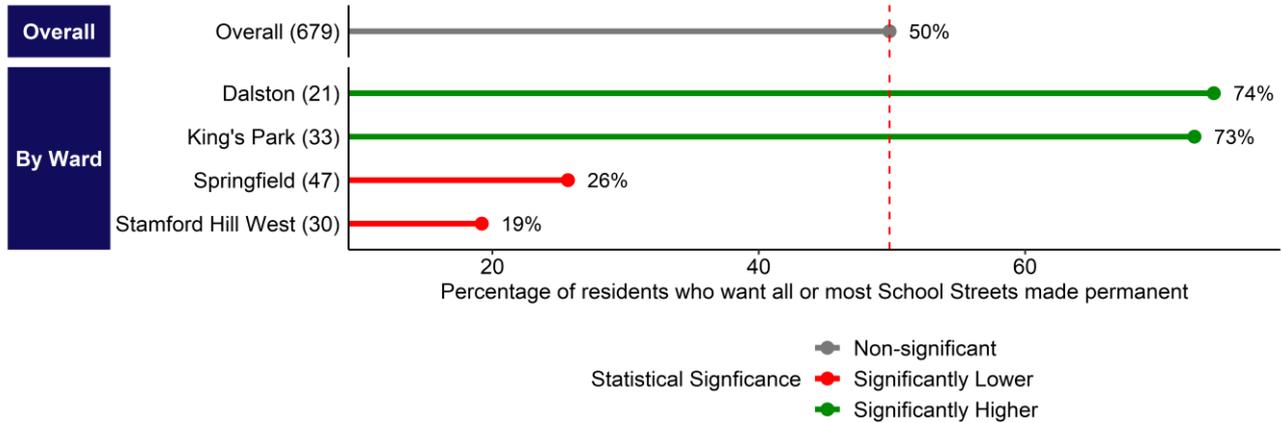


## Agreement with continuing School Streets scheme by ward

5.10 Figure 20 shows the wards with significantly lower and higher levels of support for making all or most of Hackney’s School Streets permanent. Residents from Springfield and Stamford Hill West have significantly lower levels of support for all or most School Streets being made permanent, while residents from Dalston and King’s Park have significantly higher levels of support.

**Figure 20: Do you want the School Street traffic measures in Hackney to be made permanent? Yes - all or most of them (Only shows wards with significant differences)**

Base: All respondents (number of residents shown in brackets)



## 6. Cycle lanes

Around three fifths of residents are aware of Hackney's new cycle lanes

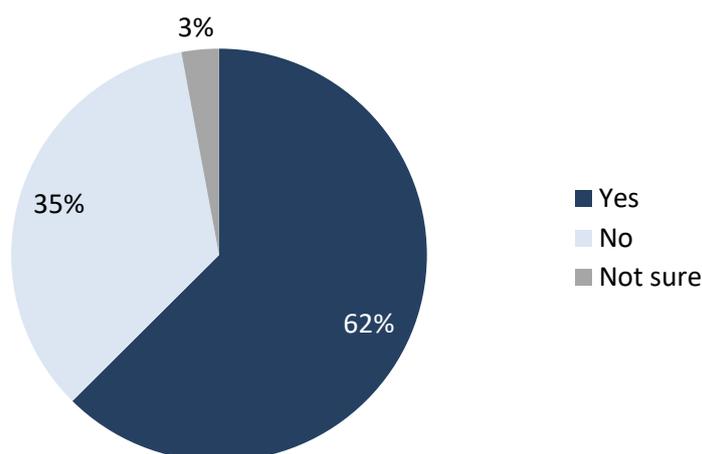
6.1 Before being asked about cycle lanes in Hackney, the following text was read out to everyone.

*Hackney Council has introduced two new segregated cycle lane schemes. These are on Green Lanes and Queensbridge Road. These are meant to help make the roads safer for cyclists and encourage people to walk and cycle. The new cycle lanes link to existing provisions, and were introduced using temporary/semi-permanent methods such as using road marking, signs, and wands (flexible bollards) to provide protection from motorists.*

6.2 Around three fifths (62%) of residents are aware of Hackney's new cycle lanes with just over a third (35%) of residents not being aware of the new lanes.

**Figure 21: Are you aware of these new cycle lanes?**

**Base: All respondents (804)**

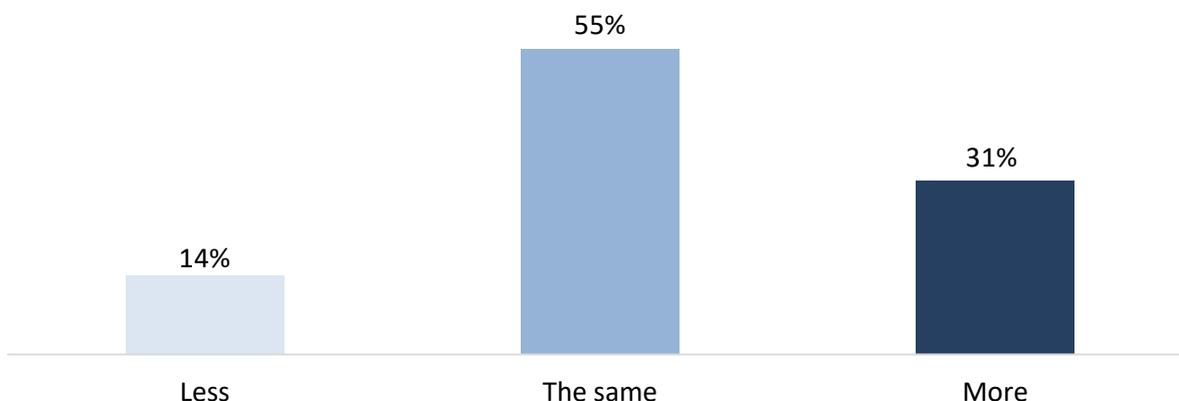


The new cycle lanes have encouraged increased cycling in Hackney

6.3 Figure 22 overleaf shows that the new cycle lanes have encouraged residents to cycle more. Of all residents who are aware of the new cycle lanes, and where they or a member of their household cycles at least some of the time, almost a third (31%) said they cycle more because of the cycle lanes. However, 55% said they cycle the same amount and 14% said they cycle less.

**Figure 22: As a result of the new cycle lanes, have you or other members of your household been encouraged to cycle more or less?**

**Base: Respondents who were aware of the new cycle lanes and they, or someone in their household cycles at least some of the time (335)**

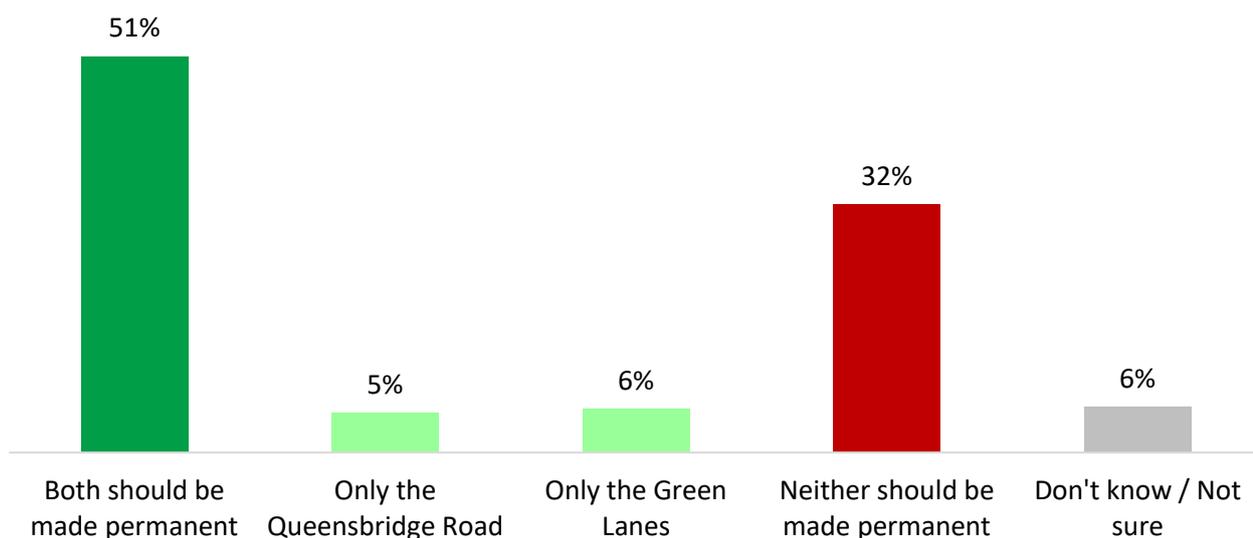


### More than half of residents show support for the new cycle lanes being made permanent

<sup>6.4</sup> Just over half (51%) of residents who are aware of the new cycle lanes want both cycle lanes to become permanent additions, however nearly a third (32%) do not want either cycle lane to be made permanent. A small percentage wanted just one of the cycle paths to become permanent (5% for Queensbridge Road and 6% for Green Lanes) suggesting that residents are either in support of the schemes in general or not.

**Figure 23: What do you feel should be done with the new cycle lanes on Queensbridge Road and Green Lanes?**

**Base: All respondents who are aware of the new cycle lanes (487)**



### Agreement with making new cycle lanes permanent by subgroup

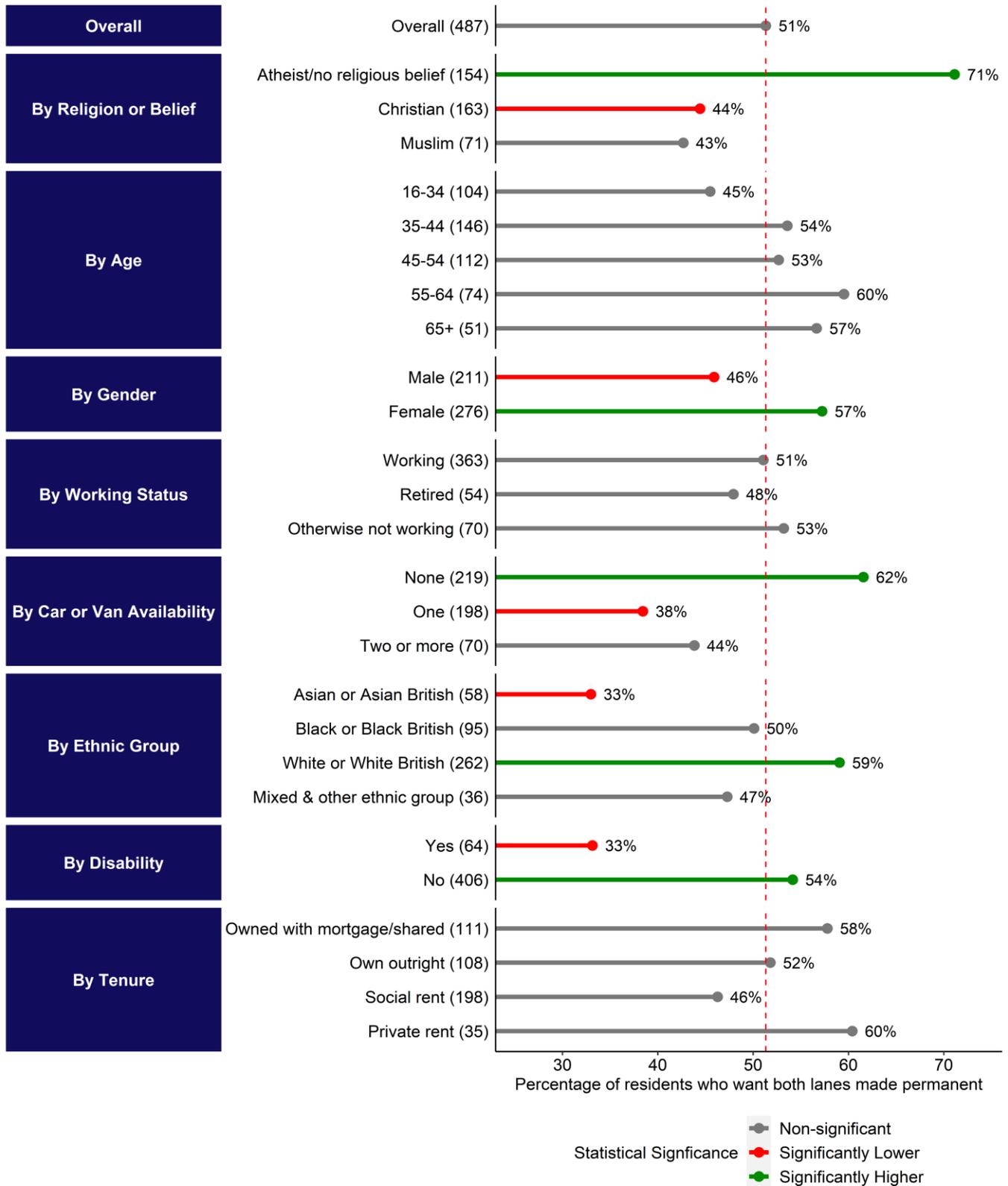
<sup>6.5</sup> Figure 24 shows the proportion of those who want all the new cycle lanes to be made permanent by subgroup. Red indicates subgroups where the proportion wanting both cycle lanes to be made permanent is significantly lower than the rest of the population. Green indicates where subgroups where

the proportion wanting the bike lanes to become permanent is significantly higher than the rest of the population.

- 6.6 Residents who are male, Christian, own one car, who are Asian or Asian British, as well those that have a disability, all show significantly lower levels of support for making both cycle lanes permanent.
- 6.7 Residents who are female, atheist/ no religious belief, who don't have access to a car, who are White or White British as well as those don't have a disability all show significantly higher levels of support for making both new cycle lanes permanent.

**Figure 24: What do you feel should be done with the new cycle lanes on Queensbridge Road and Green Lanes? Both should be made permanent (By subgroup)**

Base: All respondents who are aware of the new cycle lanes (number of residents shown in brackets)

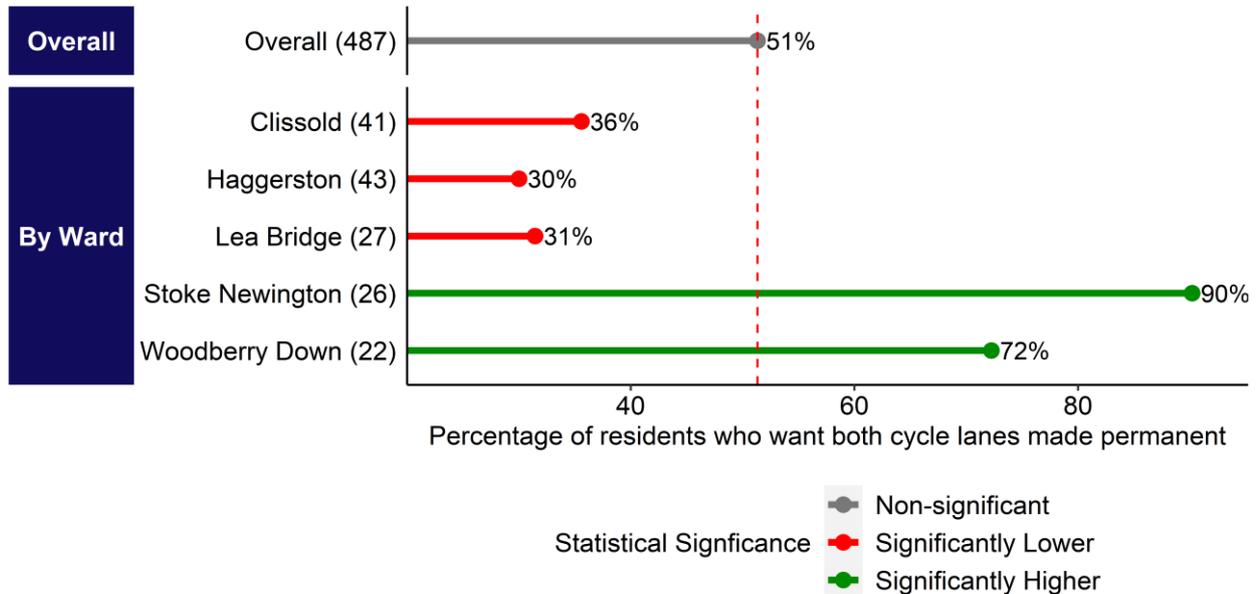


## Agreement with making new cycle lanes permanent by ward

<sup>6.8</sup> Figure 25 shows the percentage of those who want all the new cycle lanes to be made permanent by ward. Clissold, Haggerston, and Lea Bridge have significantly lower levels of support for making both lanes permanent among residents, whilst Stoke Newington, and Woodberry Down have significantly higher levels of support.

**Figure 25: What do you feel should be done with the new cycle lanes on Queensbridge Road and Green Lanes? Both should be made permanent (Only shows wards with significant differences)**

**Base: All respondents who are aware of the new cycle lanes (number of residents shown in brackets)**

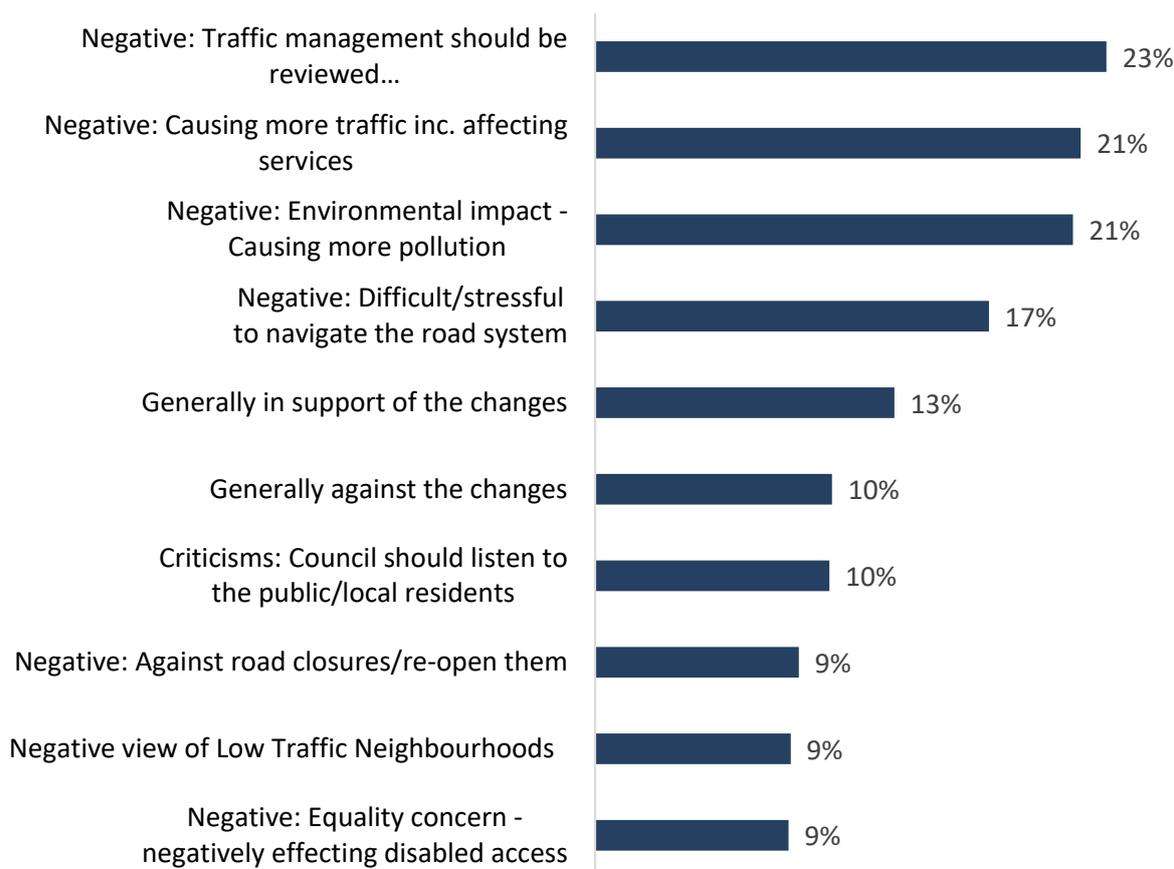


## 7. Other points raised

- 7.1 Residents were asked if there was anything else they had to say about the Rebuilding a Greener Hackney Strategy.
- 7.2 612 residents provided a response to this question, from which 1,432 separate comments have been classified into a code frame. This approach helps ensure consistency when classifying different comments and the resulting codes represent themes that have been repeatedly mentioned in a more quantifiable manner. The various comments provided by a respondent to any single text question may present a number of different points or arguments, therefore in many cases the overall number of coded comments counted in a particular question can actually be higher than the number of people responding to that open-ended question.
- 7.3 Figure 26 shows the ten most frequently coded themes and the proportion of respondents that used them. The proportions shown on the chart are based on the 612 respondents who gave a response to this question.

**Figure 26: Is there anything else you would like to say about the Rebuilding a Greener Hackney Strategy?**

**Base: All respondents (612)**



- 7.4 The most common topic mentioned by residents was that 'traffic management should be reviewed - forcing traffic elsewhere causing build-ups' (23%):

*Driving has been made longer and routes are now taking longer. Traffic is worse.*

*All the roads are getting blocked in Hackney and it is causing more traffic and arguments.*

*Changes have resulted in crowding on the main road - creating traffic jams.*

*I agree with the strategy but a lot of it is not practical. The signage is not clear. It has pushed traffic onto other roads and made them really busy. Cyclists are on the pavement. Some places are quieter, and it can be intimidating in the evening. I am on board with the idea but the way it has been done is not working.*

*I am out of any LTN, I am aware traffic on Seven Sisters Road is heavier than usual these days. I live on Seven Sisters Road, and I am breathing in backed up traffic fumes.*

- 7.5 Another subject frequently referenced by residents was that the traffic measures were 'causing more traffic inc. affecting services e.g., buses, emergency vehicles etc' (21%):

*The emergency vehicles do have problems with access. The problems have just moved elsewhere. I think with the temporary bollards have made things worse the congestion is terrible.*

*All they have done is push the traffic onto the main roads which has caused more pollution. People cannot open their windows. Heaven forbid you take a bus, the buses do not move. It is a really bad idea - it has cut off communities and made journey times horrendous.*

*It makes it harder for people to get to my house to help me because I am disabled. Parking is the issue, I have epilepsy and I'll need someone to get to me in a hurry and to care for me at least a day or 2 to look after me, people need to be able to get to me in an emergency. There needs to be something put in place in case of an emergency. There is not time for people to park and walk.*

*All the attempts to slow things down are slowing buses when this is not necessary - bus lanes don't need to be slowed down. Encouraging traffic to move at a quicker pace would create a flow of air. If cars could use the side roads, it'll let the buses move faster.*

*Ambulances cannot get through the side roads. The other day my sister was ill and could not call an ambulance and I was stuck in traffic.*

- 7.6 Residents also frequently brought up the 'Environmental impact - Causing more pollution / cars are running for longer' (21%)

*There's more pollution in the air so people are encouraged to cycle less, they're too scared.*

*Longer time to get to some areas. Staying in the cars longer and it causes more pollution. Houses on the main road, still have a lot of traffic.*

*Definitely not building a greener Hackney as pollution is just concentrated on one side since the road closures. Journeys are longer and engines are running for far longer causing more pollution and defeating the purpose.*

*I don't agree. There is congestion on the main road. I hold my nose and walk. It is very polluted. I have to close windows because of the increase in traffic.*

*I understand that the pollution outside my house is twice the legal limit since the LTNs were introduced. I am being slowly poisoned in my own home by Hackney Council. My young children are no longer safe breathing the air on our newly created boundary road.*

- 7.7 Other themes commonly mentioned by residents included:

- » *Difficult/stressful to navigate the road system - harder/longer to get to places/visit people (17%);*
- » *Generally in support of the changes (13%);*

- » *Generally against the changes (10%);*
- » *Council should listen to the public/ local residents (10%); and*
- » *Against road closures/re-open them (9%).*

# List of Tables and Figures

## Tables

Table 1: Gender – All Respondents (Note: Figures may not sum due to rounding).....	9
Table 2: Age – All Respondents (Note: Figures may not sum due to rounding) .....	9
Table 3: Working Status – All Respondents (Note: Figures may not sum due to rounding).....	9
Table 4: Ethnicity – All Respondents (Note: Figures may not sum due to rounding) .....	9
Table 5: Tenure – All Respondents (Note: Figures may not sum due to rounding) .....	9
Table 6: Disability – All Respondents (Note: Figures may not sum due to rounding).....	10
Table 7: Ward – All Respondents (Note: Figures may not sum due to rounding).....	10
Table 8: Car/Van Availability – All Respondents (Note: Figures may not sum due to rounding).....	10
Table 9: How much do you agree or disagree with the following statements about the Low Traffic Neighbourhood which affects you the most? Subgroup analysis. ....	21
Table 10: How much do you agree or disagree with the following statements about the Low Traffic Neighbourhood which affects you the most? Ward analysis.....	22

## Figures

Figure 1: Which types of transport do you use to move around in Hackney, for any purpose? .....	12
Figure 2: Which types of transport do you use to move around in Hackney, for any purpose? Use a Car/van (Responses by subgroup).....	13
Figure 3: Which types of transport do you use to move around in Hackney, for any purpose? Use a Car/van (Only shows wards with significant differences). ....	14
Figure 4: Have you noticed any of the changes just mentioned, in your local area, in the last 18 months?.....	15
Figure 5: How far do you agree or disagree with the idea to rebuild a greener Hackney? .....	16
Figure 6: How far do you agree or disagree with the idea to rebuild a greener Hackney? (Grouped responses by subgroup).....	17
Figure 7: How far do you agree or disagree with the idea to rebuild a greener Hackney? (Grouped responses by subgroup) (Only shows wards with significant differences).....	18
Figure 8: Are you aware of any Low Traffic Neighbourhoods which affect you, either where you live, shop or work? .....	19
Figure 9: How much do you agree or disagree with the following statements about the Low Traffic Neighbourhood which affects you the most? The Low Traffic Neighbourhood... ..	20
Figure 10: Do you want the Low Traffic Neighbourhood traffic measures in Hackney to be made permanent? .....	24
Figure 11: Do you want the Low Traffic Neighbourhood traffic measures in Hackney to be made permanent? Yes, all of them and Yes, some of them (By subgroup) .....	25

Figure 12: Do you want the Low Traffic Neighbourhood traffic measures in Hackney to be made permanent? Yes, all of them and Yes, some of them (Only shows wards with significant differences).....	26
Figure 13: 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?.....	27
Figure 14: 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 – Those who use the car less (by subgroup). ....	29
Figure 15: 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 – Those who use the car less (Only shows wards with significant differences) .....	30
Figure 16: Are you aware of any School Streets which affect you, either where you live, shop or work? .....	31
Figure 17: How are you affected by the School Streets schemes you are aware of? .....	32
Figure 18: Do you think the School Streets schemes which have been put in place across the borough recently should be made permanent? .....	33
Figure 19: Do you want the School Street traffic measures in Hackney to be made permanent? Yes – all or most of them (By subgroup).....	34
Figure 20: Do you want the School Street traffic measures in Hackney to be made permanent? Yes - all or most of them (Only shows wards with significant differences) .....	35
Figure 21: Are you aware of these new cycle lanes? .....	36
Figure 22: As a result of the new cycle lanes, have you or other members of your household been encouraged to cycle more or less? .....	37
Figure 23: What do you feel should be done with the new cycle lanes on Queensbridge Road and Green Lanes? .....	37
Figure 24: What do you feel should be done with the new cycle lanes on Queensbridge Road and Green Lanes? Both should be made permanent (By subgroup) .....	39
Figure 25: What do you feel should be done with the new cycle lanes on Queensbridge Road and Green Lanes? Both should be made permanent (Only shows wards with significant differences).....	40
Figure 26: Is there anything else you would like to say about the Rebuilding a Greener Hackney Strategy?.....	41