

DELEGATED REPORT OF

London Fields Low Traffic Neighbourhood (LTN)

DATE: February 2022 Final

CLASSIFICATION: Open

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

WARD(S) AFFECTED

Hackney Central, Dalston, Haggerston and London Fields

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 London Fields Low Traffic Neighbourhood (LTN), it is recommended that the Head of Streetscene:

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 replace the existing Experimental Traffic Orders for London Fields Low Traffic Neighbourhood LTN as listed below:

- A) Permanent prohibition of motorised traffic except ambulances, fire engine, police vehicles (used for emergency services purpose), Hackney Council refuse vehicles and local buses (where appropriate) at:
- i. Forest Road, located 16 metres west of Roseberry Place
 - ii. Lee Street, located 2.5 metres east of the eastern kerbline of Stean Street
 - iii. Middleton Road, located 43.5 metres from the eastern kerbline of Kingsland Road
 - iv. Stean Street, located 8 metres north of the northern kerbline of Dunston Road
 - v. Pritchard's Road, from the junction with Andrews Road to the junction with Wharf Road for 43 metres
 - vi. Wilton way, located 6.7 metres from the southeast corner of the junction with Greenwood Road

- B) Permanent prohibition of motorised traffic except companion e-badge Holders, or Hackney residents who are blue badge holders and have registered one vehicle for an exemption permit, ambulances, fire engine, police vehicles (used for emergency services purposes), Hackney Council refuse vehicles and local buses (where appropriate) at:
 - i. Richmond Road, located 95 metres west of the western kerbline of Buxted Road round the bend to the northern kerbline of Richmond Road
 - ii. Richmond Road, located 3 metres from the northeast corner of the junction with Eleanor Road
 - iii. Richmond Road, located 9.6 metres from the northeast corner of the junction with Greenwood Road

- C) Permanent revocation of east to west one way at Forest Road from a point in line with the eastern kerbline of Kingsland Road to a point 16 metres west of the western kerbline of Roseberry Place.

- D) Permanent prohibition of left turn from Laburnum Street to Queensbridge Road except ambulances, fire engine, police vehicles (used for emergency services purpose), Hackney Council refuse vehicles.

- E) Permanent prohibition of right turn from Queensbridge Road to Laburnum Street except ambulances, fire engine, police vehicles (used for emergency services purpose), Hackney Council refuse vehicles.

- F) Permanent prohibition of right turn from Greenwood Road to Graham Road except ambulances, fire engine, police vehicles (used for emergency services purpose), Hackney Council refuse vehicles.

- G) Permanent removal of the right turn restrictions at the Queensbridge Road - Richmond Road junction.

- H) Permanent removal of the right turn restriction from Whiston Road into Kingsland Road located at the Kingsland Road - Whiston Road junction.

- 1.2 Approve the decision to enter into a Section 101 of the Local Government Act 1972 agreement with TfL, to permanently prohibit motorised traffic from Kingsland Road turning into Middleton Road, Richmond Road and Forest Road.
- 1.3 Approve the implementation of permanent measures to replace the existing temporary planters and restrictions with permanent features to reinforce the existence of the restrictions and achieve greater compliance, subject to funding and feedback from stakeholders and local residents.
- 1.4 Approve the decision to undertake further engagement and investigations, as a response to the issues raised during the consultation, and as identified in Table 17, on the suggestions for additional or alternative measures to the existing traffic measures at the locations listed below. Depending on the outcome of the engagements, to proceed to design, consult and, subject to approvals, implement further or alternative measures.
- Laurel Street / Forest Road / Beechwood Road - to stop traffic using these routes to access the LTN or Queensbridge Road to travel southwards toward Tower Hamlets
 - Dalston Lane / Queensbridge Road - to investigate opening up the right turn for traffic southbound into Queensbridge Road from Dalston Lane
 - Lansdowne Drive - to change the existing bus gate operating hours (Mon-Sat; 7-10am and 3-7pm) to Mon-Sun; 7am to 7pm
 - Graham Road side roads; consider additional measures for Fassett Square or the relocation of some filters south of Graham Road to resolve the issues caused by the right hand turn ban from Greenwood Road
 - Whiston Road (west of Queensbridge Road) - to reduce traffic flows along Whiston Road
 - Whiston Road / Queensbridge Road junction - to improve traffic flows and the overall efficiency of this junction for all users
 - Whiston Road (east of Queensbridge Road) / Pritchard's Road / Goldsmith's Row / Kay Street - to stop traffic using these routes to avoid Hackney Road and Queensbridge Road, when travelling broadly east-west

- Area between Kingsland Road (A10) and Queensbridge Road (B108) - to look at the impacts of moving the traffic filters from the junctions with the A10 to the west of Queensbridge Road to improve access for residents from the A10
- Richmond Road - Mare Street Junction, removal of the left turn restriction from Mare Street into Richmond Road

1.5 Note that all objections / responses received in the statutory six month period in respect of the experimental traffic order have been considered as part of the approval process.

2.0 REASONS FOR DECISION

2.1 This report recommends that all the temporary measures that were implemented using the London Fields LTN experimental traffic order be made permanent.

2.2 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 a 21st century lifestyle. It is accepted that there remains a number of issues with the scheme and that further changes / modifications are required to improve the scheme further.

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

2.4 It is accepted that disabled motorists may be more adversely affected by the measures and in accordance with the agreed exemption policy it is considered appropriate to provide companion e- badge exemptions to the filters along Richmond Road. This will allow companion e - badge holders ease of access to their properties and through the Low Traffic Neighbourhood.

2.5 The measures would 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.

- 2.6 They would 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.
- 2.7 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.
- 2.8 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.
- 2.9 It is considered that the closures will:
- Encourage more sustainable modes of transport, such as walking and cycling, and provide people with more green space as well as improve air quality
 - Improve road safety by reducing the volume of non local traffic using residential roads
 - Support the maintenance of Low Traffic Neighbourhoods
 - Restrict east - west non local traffic using Richmond Road, Middleton Road and Whiston Road between Kingsland Road and Mare Street
 - Restrict eastbound traffic from using Forest Road to get to Queensbridge Road
 - Restrict eastbound traffic from using Laburnum Street to get to Queensbridge Road

3.0 BACKGROUND

- 3.1 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.
- 3.2 The quality of air in London has become topical, particularly around schools and nurseries.
- 3.3 The presence of high volumes of traffic travelling at speeds inappropriate or too fast for the local area can be quite 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.
- 3.4 Schemes such as Ultra Low Emission Zones (ULEZ), School Streets and LTNs were introduced to combat issues affecting the air quality and environment.
- 3.5 Transport for London (TfL) is engaging and working with London boroughs to make changes to focus on three key areas, but 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'.
- 3.6 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. In Hackney, LTNs were already in operation in the Brownswood and Walford areas although they were not named as such and there are in excess of 130 filters across the borough that have been implemented over the last decades.
- 3.7 In June 2020 Cabinet approved the implementation of traffic measures in the London Fields Area as part of the Council's Rebuilding a Greener Hackney programme. The aim of Rebuilding a Greener Hackney 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 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.

- 3.8 The pandemic has also highlighted that it is critical that we address the issue of rapidly growing traffic on residential streets in the capital, where vehicle mileage on such roads has almost doubled from 5.5bn vehicle miles in 2009, to nearly 9.5bn in 2019. In the same period, traffic on A-roads in London has not increased at all. The phenomena, which has been blamed on a rise in ‘rat running’ enabled by the use of route planning and sat-nav devices and also by the rise of online deliveries, has recently been confirmed by newly revised traffic figures from the Department for Transport (DfT).¹
- 3.9 In addition to being a response to the COVID-19 pandemic, the scheme also reflected previously expressed demands from residents in the area to reduce rat running in the London Fields area, filtering through the smaller roads and avoiding queues on Graham Road and Mare Street. This was creating road danger affecting a number of local schools and nurseries, cycle routes and access to the local train station.
- 3.10 Road closures (‘modal’ or ‘traffic’ filters) that create Low Traffic Neighbourhoods (LTNs) by restricting traffic from travelling across a specific area are considered a standard part of the traffic management toolkit, and the Covid-19 emergency necessitated a more rapid deployment of this measure².

Consultation on the Experimental Traffic Order

- 3.11 Hackney Council’s interactive online engagement platform, [Commonplace](#), was used to gather insight from local residents and interested stakeholders from 27 August 2020 to 1 August 2021. 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
- 3.12 The consultation conversation was promoted by distribution of letters and drawings to residents in the surrounding area prior to implementation. see **Figure 1**.

¹ <https://roadtraffic.dft.gov.uk/regions/6>

² <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-manage>

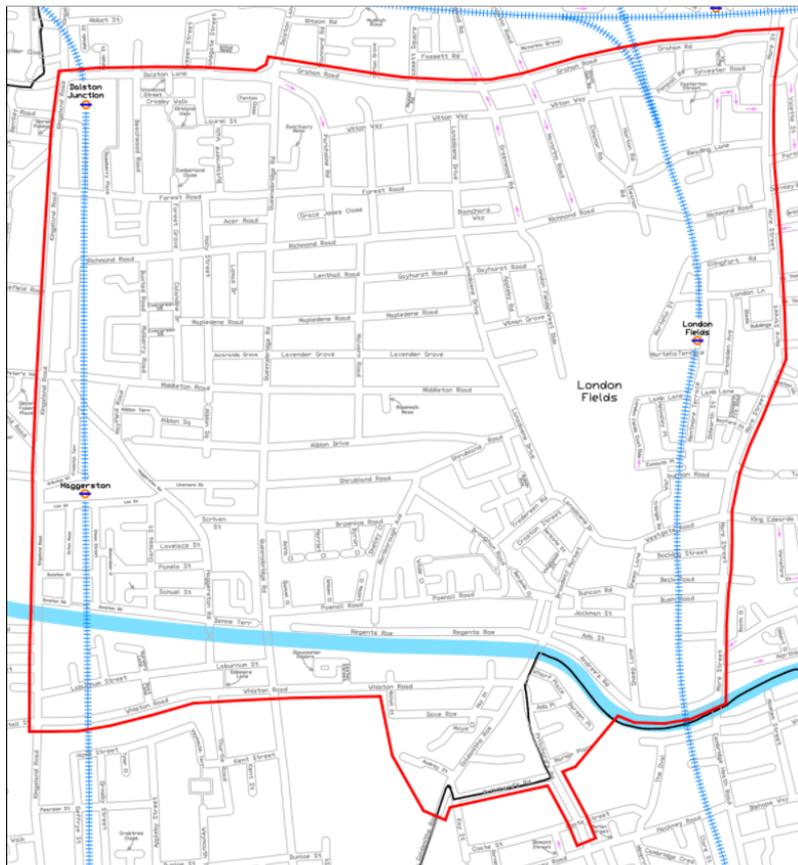


Figure 1: Distribution area for London Fields LTN

3.13 Further promotion of the conversation included:

- Articles in Hackney Today
- Encouraging residents to provide feedback via Council social media channels and relevant e-newsletters, including through targeted, area-based social media ads
- The engagement was also promoted through Nextdoor, a neighbourhood hub which enables hyper local engagement
- Letters were also sent to residents in advance of the Commonplace platform closing down, encouraging them to share their views on the scheme
- The involvement of local councillors was important in order to cascade the information through their surgeries and networks

4.0 THE LONDON FIELDS LOW TRAFFIC NEIGHBOURHOOD

- 4.1 The London Fields Low Traffic Neighbourhood (London Fields LTN) is an area bound by A104 Dalston Lane and A1207 Graham Road, A107 Mare Street, A10 Kingsland Road, Whiston Road and Pritchards Road. These roads form the boundary roads for the LTN.
- 4.2 **Figure 2** shows the area covered by the London Fields LTN including the wards affected by the LTN such as Haggerston, Dalston, Hackney Central and London Fields.
- 4.3 Main north - south roads include Kingsland Road (TfL Road Network), Queensbridge Road and Mare Street.
- 4.4 The main east - west routes include Dalston Lane, Graham Road, Richmond Road, Pownall Road, Westgate Road, Middleton Road, Trederwen Road, and Whiston Road.
- 4.5 Bus routes such as R236, R394, R30, R55, R277, R38, R242, R56 operate on the London Fields boundary roads.
- 4.6 They also operate on some roads within the LTN such as Queensbridge Road, Pownall Road, Trederwen Road, Lansdowne Drive, Richmond Road and Westgate Street.
- 4.7 Existing cycle routes include The Quiet Route 2 along Middleton Road, the Central London Cycle Grid along Queensbridge Road and the Market Porters Route at London Fields.
- 4.8 A 20mph speed limit is in existence on the Borough Roads Network (BRN) and TfL Roads Network (TLRN) roads in the London Fields LTN.

- LTN 2A and 2B Richmond Road (east of the A10)
- LTN 3 Middleton Road / Haggerston Road (east of the A10)
- LTN 7 Lee Street (east of the A10)
- LTN 13 Stean Street (north of Dunston Road)
- LTN 10WW Wilton Way (east of Greenwood Road)

4.11 Bus gates using planters on the road, which prevent motor vehicles from passing through except buses, pedal cycles, emergency vehicles and Council road cleansing and refuse collection vehicles at:

- LTN 10 and LTN 11 Richmond Road (between Eleanor Road and Greenwood Road)
- Pritchard's Road (on the Cat and Mutton Bridge) to complement the existing bus gate on Lansdowne Drive

4.12 Banned traffic movements were installed at:

- Greenwood Road - Graham Road junction, where a banned right turn movement was introduced to stop traffic turning right into Graham Road and preventing Greenwood Road being used as a route through part of the LTN.
- Laburnum Street - Queensbridge Road junction, where a banned left turn from Laburnum Street into Queensbridge Road northbound and a right turn ban from Queensbridge Road (southbound) into Laburnum Street were introduced.

4.13 Banned traffic movements were removed at:

- Queensbridge Road - Richmond Road junction, where right turning restrictions were removed from three arms of the junction to allow traffic to turn in all directions.
- Kingsland Road - Whiston Road junction, the right turn restriction from Whiston into Kingsland Road was removed to allow traffic to turn right into Kingsland Road and stop using Laburnum Street to access Kingsland Road.

- 4.14 The eleven traffic filters are designed to work in conjunction with each other to achieve area-wide traffic reduction. One thing that links them and may add up to a cumulative negative impact is that they all eliminate rat-running through residential streets and restrict east - west movements between major roads. This potential cumulative impact in the LTN has been monitored in terms of traffic flows, bus speeds, air quality and road traffic collisions.
- 4.15 **Figure 3** shows the location of the traffic filters, bus gates and turning restrictions introduced as part of the London Fields LTN.

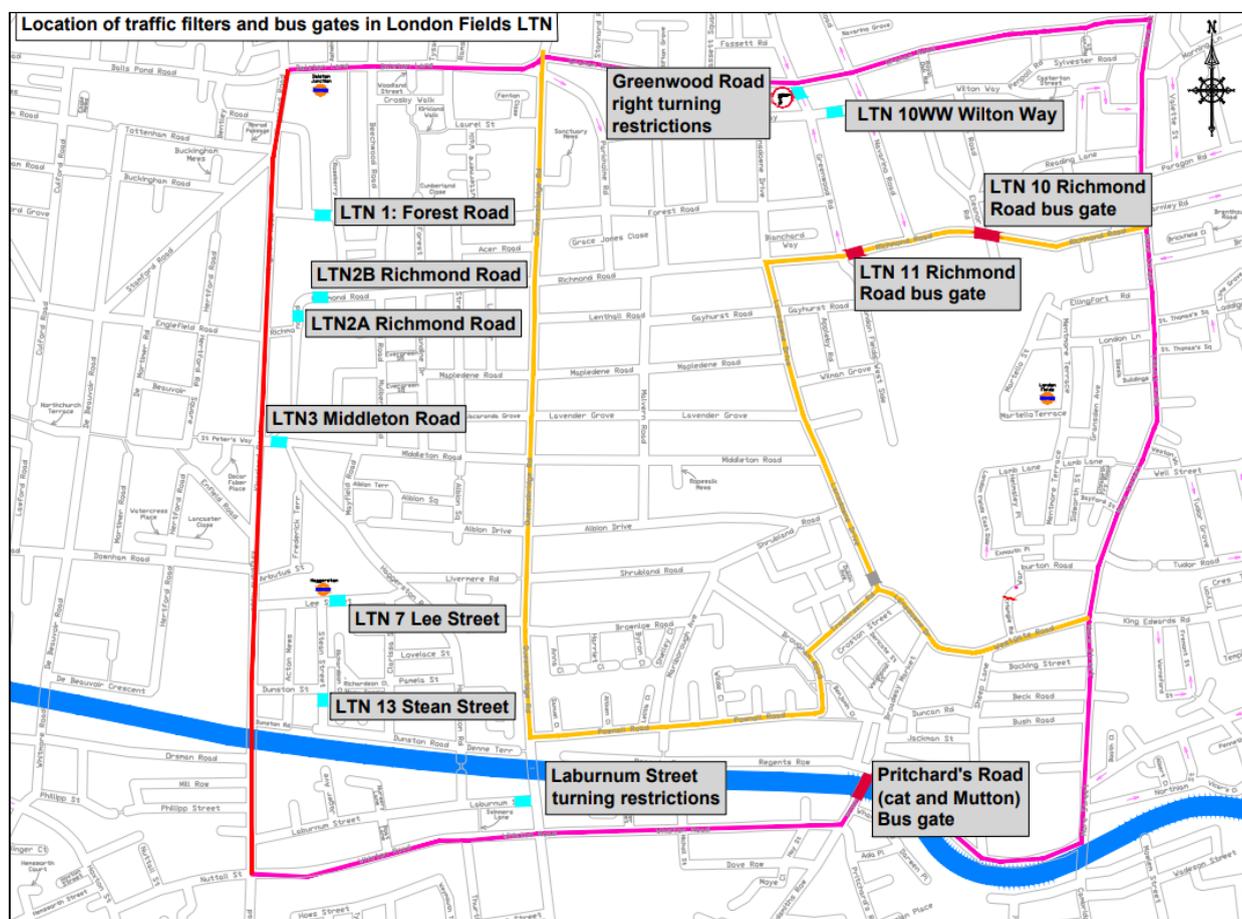


Figure 3 - location of traffic filters in London Fields LTN
Description of London Fields Traffic Filters by Location

LTN 1: Forest Road near Roseberry Place

- 4.16 The traffic filter at Forest Road was installed on 3 September 2020.
- 4.17 It is located between Kingsland Road and Roseberry Place at the existing 'No

Entry' point for westbound traffic, to the west of Roseberry Place.

- 4.18 It consists of a road closure that stops motorised traffic, except emergency services and Council refuse collection vehicles, from accessing Roseberry Place en route to Queensbridge Road from Kingsland Road and vice versa. The road closure was installed using movable metal planters and signs.
- 4.19 The existing eastbound one - way traffic system between Kingsland Road and Roseberry Place was replaced by a two - way traffic system to allow access for residential traffic and buses that use the local bus garage using Forest Road.
- 4.20 Existing non local eastbound traffic is diverted to Kingsland Road, Dalston Lane, Beechwood Road and Laurel Street. There is an existing right turn restriction at the Dalston Lane - Queensbridge Road junction and this had a negative impact on traffic flows on Laurel Street and Forest Road east of Beechwood Road, as these two residential roads remain the only available access into the LTN from the west. This is discussed in detail in Section 8: Impacts of LTNs on traffic flows.
- 4.21 There is a School Street at Roseberry Place for Holy Trinity Primary School.
- 4.22 Location details for the traffic filter at LTN1 Forest Road are shown on **Figure 4**.

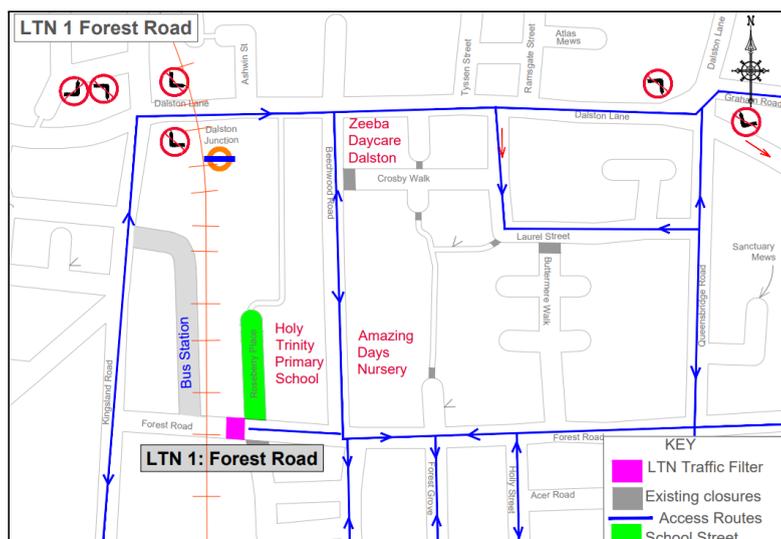


Figure 4: Location map for LTN 1 Forest Road

LTN 2A and 2B: Richmond Road by railway line

- 4.23 Richmond Road was one of the main east-west routes in the London Fields LTN and attracted a large volume of non-local traffic between the A10 and A12 and other journeys.
- 4.24 Two traffic filters LTN2A and 2B were introduced at Richmond Road by the East London Line on 3 September 2020.
- 4.25 The LTN2A traffic filter restricts motorised traffic from Glebe Road and eastbound traffic from the Richmond Road - Kingsland Road junction accessing the railway line bridge area while allowing access for local traffic.
- 4.26 The LTN2B traffic filter restricts westbound motorised traffic from the Richmond Road accessing the railway line bridge area.
- 4.27 Access to the London Fields area for residents from the western side of the borough including De Beauvoir is restricted to the boundary roads.
- 4.28 The right turn restrictions at the Richmond Road - Queensbridge Road junction were removed to facilitate freer movements inside the London Fields LTN.
- 4.29 The Central London Cycle Grid (CLCG) crosses Richmond Road at the Queensbridge Road junction.
- 4.30 Future improvements on the CLCG could affect the layout of the Richmond Road - Queensbridge Road junction. The impacts of the CLCG on the LTN and Richmond Road junction are discussed in Section 5 Impacts Section.
- 4.31 Location details for the traffic filters at LTN2A and LTN2B Richmond Road are shown on **Figure 5**.

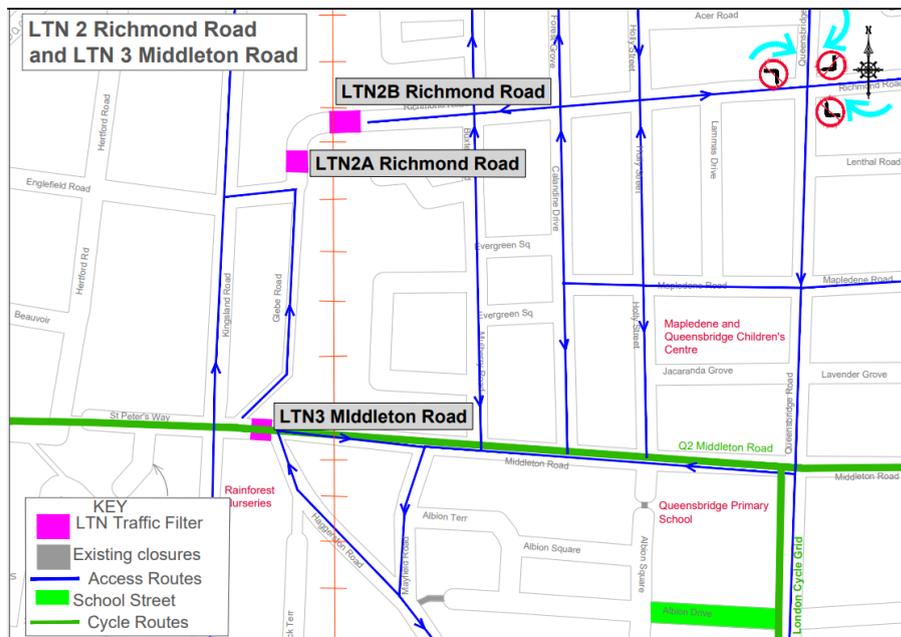


Figure 5: LTN 2A, 2B Richmond Road and LTN3 Middleton Road Location Map

LTN 3: Middleton Road by railway line

- 4.32 Middleton Road is a cycle-friendly road and part of the Quietway Route 2 (Q2) cycle route.
- 4.33 The LTN 3 Middleton Road traffic filter was installed on 3 September 2020 and is located between the East London Line and Kingsland Road, leaving Glebe Road outside the LTN to allow local access for residents and businesses.
- 4.34 The Central London Cycle Grid crosses the Q2 at the Queensbridge - Middleton Road junction.
- 4.35 Schools and nurseries near this traffic filter include Queensbridge Primary School at Albion Drive, Mapledene and Queensbridge Children's Centre at Mapledene Road and Rainforests Nurseries off Haggerston Road.
- 4.36 Albion Drive is a School Street serving Queensbridge Primary school.
- 4.37 The location details for LTN 3 Middleton Road are shown on **Figure 5**.

LTN 7: Lee Street and LTN 13 Stean Street

- 4.38 The LTN 7 Lee Street traffic filter was installed on 7 September 2020 and the one at LTN 13 Stean Street on 3 September 2020. They are both located

LTN 10 and LTN 11: Richmond Road

- 4.43 LTN 10 and LTN 11 Richmond Road are bus gates with a 24 hour operational time located on Richmond Road between Lansdowne Drive and Eleanor Road.
- 4.44 LTN 10 Richmond Road is located to the east of Greenwood Road to restrict non local traffic from the west getting through to Eleanor Road.
- 4.45 LTN 11 Richmond Road is located to the east of Eleanor Road to restrict non local traffic from Mare Street getting through to Queensbridge Road.
- 4.46 The two bus gates were installed on 14 September 2020.
- 4.47 There is an existing bus gate at Lansdowne Drive with Monday to Saturday peak time operational hours.
- 4.48 The location details for LTN 10 and LTN 11 Richmond Road are shown on **Figure 7**.

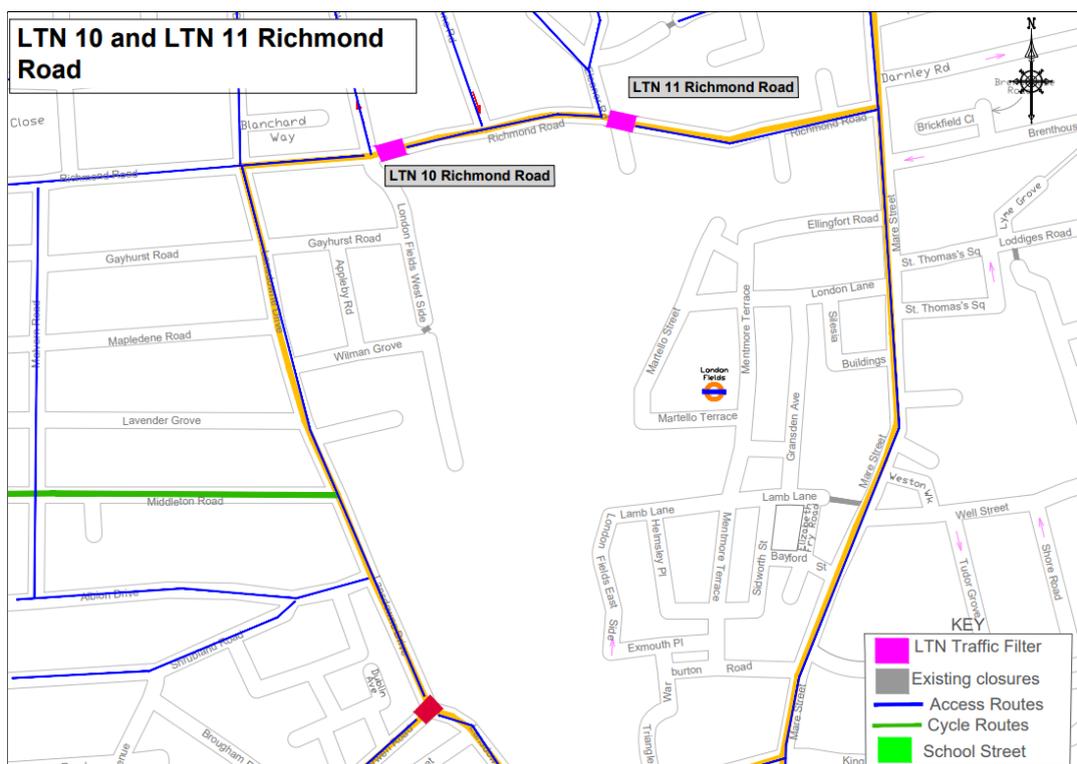


Figure 7: Location map for LTN 10 and LTN 11 Richmond Road

Turning and Bus Gate Restrictions

LTN 10WW: Wilton Way and Greenwood Road Right Turn Restriction

- 4.49 The LTN 10WW Wilton Way traffic filter was installed on 14 September 2020 and is located to the east of Greenwood Road.
- 4.50 The Greenwood Road right turn restriction was installed on 14 September 2020 and prohibits traffic from turning right from Greenwood Road south into Graham Road.
- 4.51 The location details for LTN 10WW and the Greenwood Road right turn restriction (RTR) are shown on **Figure 8**.

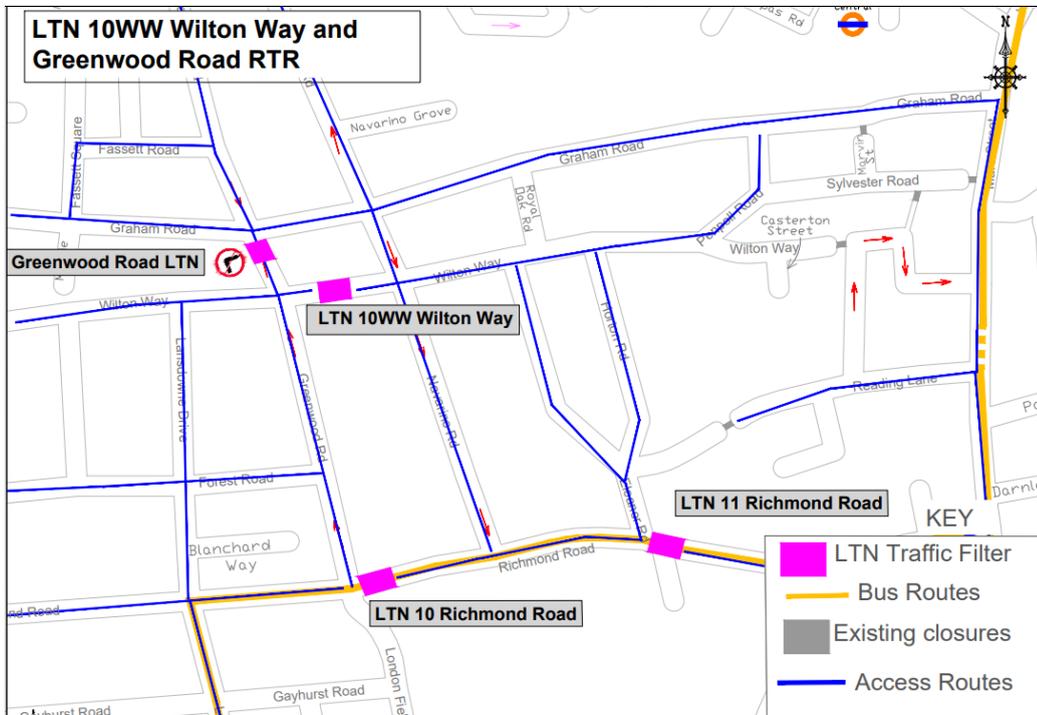


Figure 8: LTN 10WW Wilton Way and Greenwood Road RTR - Location map

Laburnum Street Turning Restrictions

- 4.52 The traffic filter at Laburnum Street was installed on 17 December 2020 and consists of turning restrictions at the Queensbridge Road - Laburnum Street junction that stop traffic from Kingsland Road gaining access into the London Fields LTN using Laburnum Street. This followed concerns from local residents that traffic flows on Laburnum Street had significantly increased following the introduction of the London Fields LTN, the impacts of which were

exacerbated by the narrow width of the road.

- 4.53 A banned left turning restriction at Laburnum Street prohibits traffic from Kingsland Road using Laburnum Street to turn into Queensbridge Road to avoid the traffic signals at the Queensbridge Road - Whiston Road junction.
- 4.54 A banned right turning restriction at Queensbridge Road prohibits traffic from Queensbridge Road turning right into Laburnum Street to get to Kingsland Road to avoid the traffic signals at the Queensbridge Road - Whiston Road junction.
- 4.55 The right turn restriction from Whiston Road into Kingsland Road was removed.
- 4.56 The location details for the Laburnum Street turning restrictions are shown on **Figure 9**.

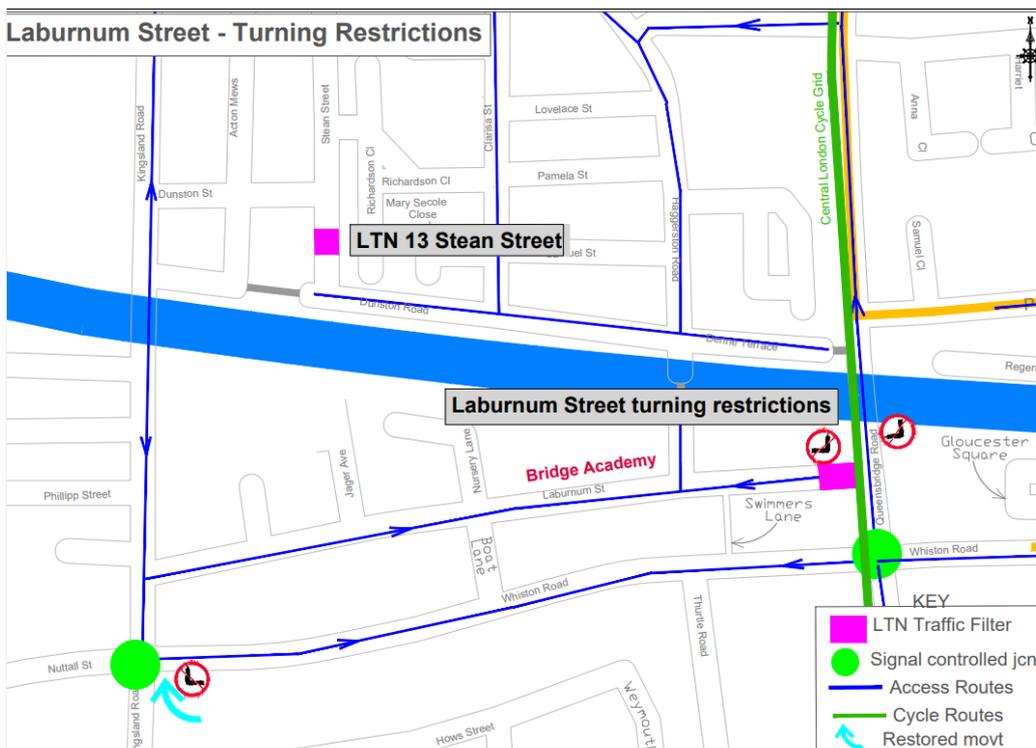


Figure 9: Laburnum Street turning restrictions - Location map

Pritchard’s Road (Cat and Mutton Bridge) Bus Gate

- 4.57 The bus gate at Pritchard’s Road (Cat and Mutton bridge) was installed on 11 September 2020 and prohibits traffic other than buses, pedal cyclists and Council refuse collection vehicles, from using Whiston Road to get to

Broadway Market and vice versa.

4.58 The bus gate operates for 24 hour a day seven days per week.

4.59 Further proposals for additional traffic filters at Ada Place and Kay Street, by Goldsmith's Row, are being investigated. If any proposals are brought forward they would be subject to a separate public consultation.

4.60 The location details for the bus gate at Pritchard's Road (Cat and Mutton bridge) are shown on **Figure 10**.

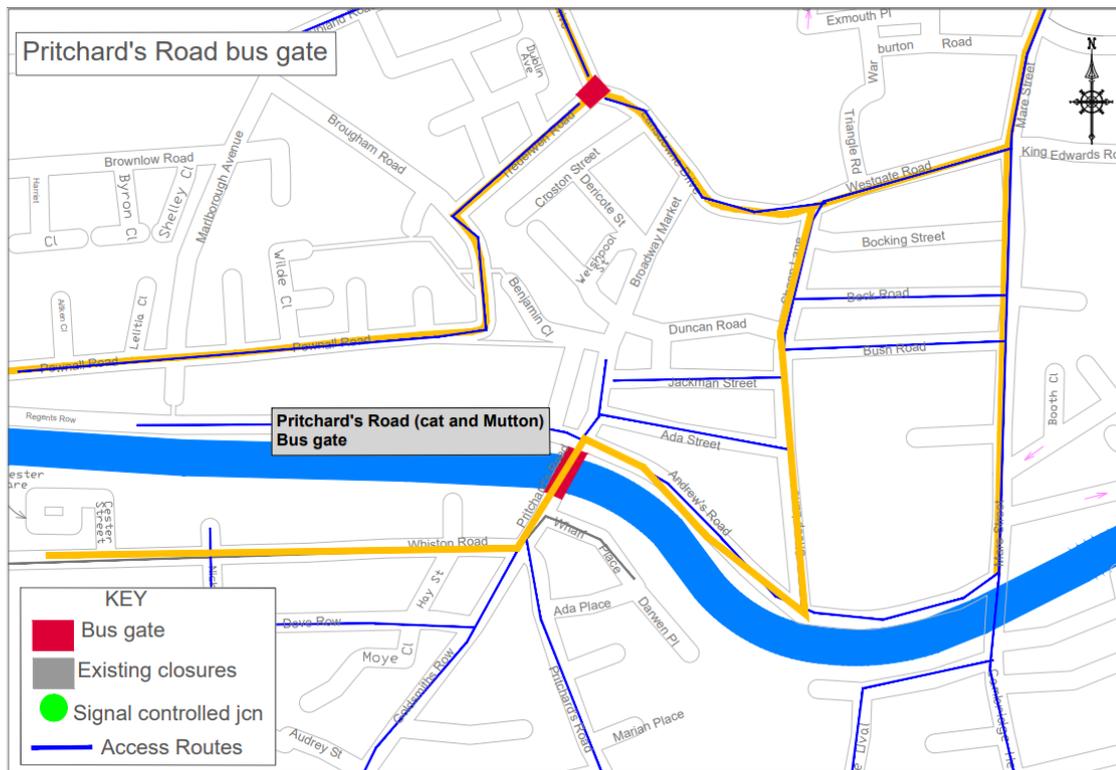


Figure 10: Pritchard's Road (Cat and Mutton Bridge) Bus gate - Location map

5.0 Impacts of London Fields LTN on road network and road users

Impacts on the road network

- 5.1 Data shows that the traffic filters implemented as part of the London Fields LTN have had both positive and negative impacts on the road users and network. These are discussed further in the sections on public consultation and the Equalities Impact Assessment.
- 5.2 The impact on the road network within London Fields LTN and boundary roads was assessed by monitoring changes in traffic flows and how long it takes public service vehicles to pass around and through the LTN.
- 5.3 The impact on road users was assessed by the changes in motor vehicles, pedal cycle flows, road safety, crime and accessibility within the LTN.

Methodology - Automated Traffic Surveys (ATCs)

- 5.4 To measure changes in traffic flows (ATCs) were installed on strategic locations within the LTN and on boundary roads. ATCs are carried out by placing two rubber tubes across the road and every time the tubes are driven over, an air pulse is sent to the data logger on the side of the road. The average volume of traffic passing through the road is found by dividing the total by the duration of the survey. Seven day averages are found by dividing the total by seven.
- 5.5 These were undertaken in November / December 2020 for intermediate checks and July - September 2021 for post implementation data. The results were compared to pre-implementation data where available. Other traffic flow data providers such as TfL and Department for Transport were used where baseline data was not available using LBH traffic counters.
- 5.6 The absence of traffic flow data on some roads meant that changes in traffic flows for such locations could not be calculated. The data collected was used to show trends in traffic movements.
- 5.7 A reduction in traffic flows was taken as a positive impact and an increase in traffic flows as a negative. Damages to traffic counter infrastructure meant that some of the records obtained could not be used.
- 5.8 Where negative impacts were identified or reported, mitigation measures have been recommended, where considered possible, to address these issues. Potential measures are shown on **Table 11** at the end of this section.
- 5.9 **Figure 11** shows the location of the ATC traffic counts taken within the LTN and boundary roads.

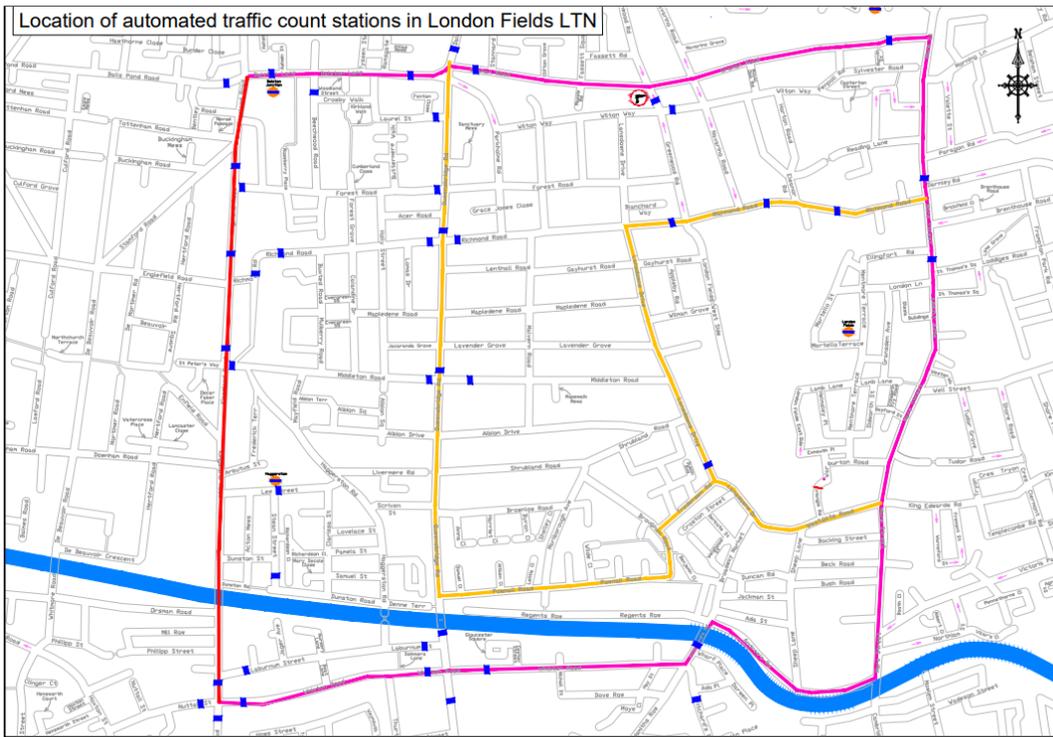


Figure 11: Location of traffic counts in London Fields LTN

5.10 The location of other traffic flow data providers in London Fields LTN such as LBH continuous count stations (one) , TfL continuous counts stations (three) and Department for Transport count locations (six) are shown on figure **Figure 12**.

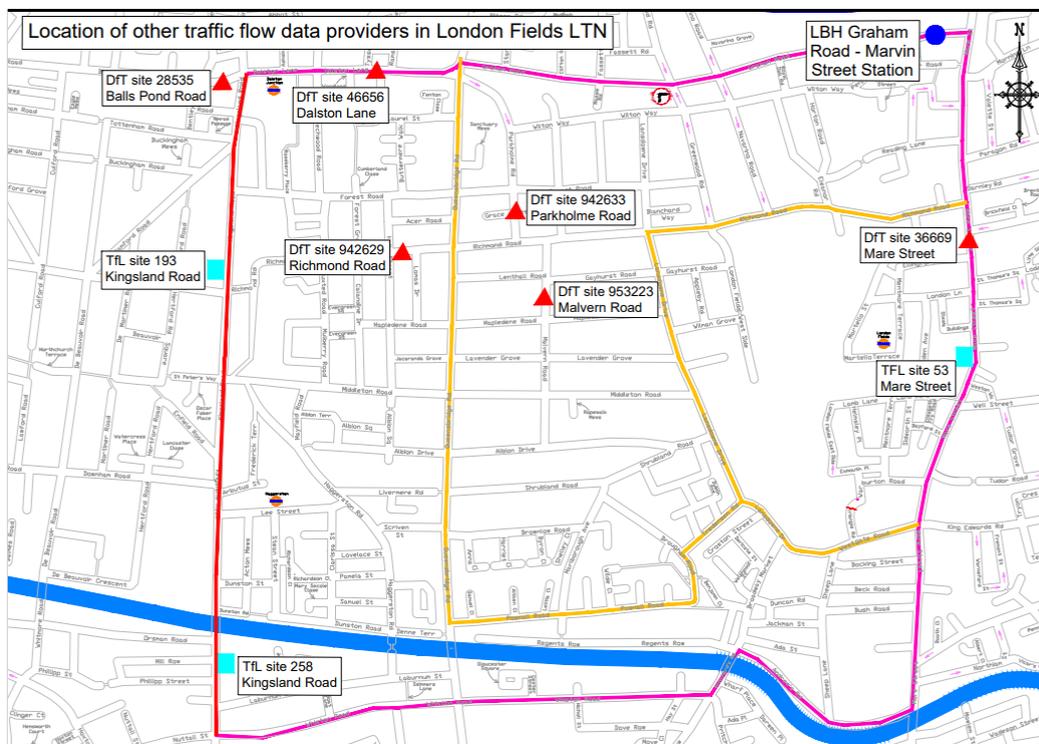


Figure 12 - location of other traffic flow data in London fields LTN

Roads within London Fields LTN that were positively affected by the traffic filters

5.11 **Table 1** shows the changes in traffic flows on roads within the LTN that were positively impacted by the introduction of traffic filters. More details are shown in **Appendix A London Fields LTN - Post implementation changes in daily traffic flows on roads within the LTN.**

Changes in daily average traffic flows on roads within London Fields LTN that were positively affected by traffic filters					
Location	Pre Implementation (Baseline figures)	Post Implementation traffic counts (Nov 2020)		Post Implementation traffic counts (July 2021)	
		Total	Difference (against Base figures)	Total	Difference (against Base figures)
Richmond Road (west of Queensbridge Road)	9259	870	8389 90%↓	1207	8052 87%↓
Richmond Road (east of Queensbridge Road)	10281	1147	9134 89%↓	1725	8556 83%↓
Richmond Road (west of Greenwood Road)	9293	Data not usable due to damaged tubes		1207	8086 87%↓
Richmond Road (east of Eleanor Road)	10105	Data not usable due to damaged tubes		1216	8889 88%↓
Middleton Road (west of Queensbridge Road)	3600	2458	1142 32%↓	3169	431 12%↓
Lee Street (east of Stean Street)	3526	864	2662 75%↓	817	2709 77%↓
Queensbridge Road (north of Whiston Road)	15785	11766	4019 25%↓	11769	4016 25%↓
Queensbridge Road (north of Richmond Road)	13705	11079	2626 19%↓	13310	395 3%↓
Queensbridge Road (north of Middleton Road)	15381	9905	5476 36%↓	12452	2929 19%↓
Laburnum Street (West of Queensbridge Rd)	3600	Data not available		1265	2335 65%↓

Table 1 - Changes in daily traffic flows on roads that were positively impacted by traffic filters within London Fields LTN

5.12 The traffic levels decreased on the following local roads after the introduction of the traffic filters:

- Queensbridge Road - 16% down
- Richmond Road - 86% down
- Middleton Road - 12% down
- Lee Street - 77% down
- Laburnum Street - 65% down

Roads within London Fields LTN that were negatively affected by the traffic filters

5.13 **Table 2** shows changes in traffic flows on roads within London Fields LTN that were negatively affected by the introduction of the traffic filters:

Changes in daily average traffic flows on roads within London Fields LTN that were negatively affected by the introduction of the traffic filters compared to baseline figures					
Location	Pre Implementation (Baseline figures)	Post Implementation traffic counts (Nov 2020)		Post Implementation traffic counts (July 2021)	
		Total	Difference (against Base figures)	Total	Difference (against Base figures)
Forest Road west of Queensbridge Road	1949	3042	1093 56%↑	2671	722 37%↑
Laurel Street	1313	1758	445 34%↑	1514	201 15%↑

Table 2 - Changes in daily average traffic flows on roads that were negatively impacted by traffic filters within London Fields LTN compared to pre-Covid baseline

Roads within London Fields LTN that had no baseline figures

5.14 The following locations had no baseline data available from pre-Covid period:

- Wilton Way
- Pritchard's Road
- Middleton Road by Kingsland Road
- Richmond Road by railway line
- Richmond Road east of Navarino Road
- Forest Road
- Beechwood Road
- Stean Street

5.15 Intermediate and post implementation traffic counts were recorded to give an indication of how traffic figures were changing.

5.16 **Table 3** shows traffic counts on roads where no baseline figures were available.

Daily average traffic counts on roads within London Fields LTN where pre-Covid baseline figures were not available		
Location	Post Implementation (Nov 2020)	Post implementation (July 2021)
Richmond Rd by railway line	696	990
Richmond Rd east of Navarino Road	826	1532
Forest Road by Kingsland Road	1437	1482
Middleton Road by Kingsland Road	2235	2735
Stean Street	280	420
Wilton Way (east of Greenwood)	138	685
Wilton Way (west of Greenwood)	920	1147
Beechwood Road	1638	1871

Table 3 - Local roads in London Fields LTN where pre-Covid traffic flow data was not available.

5.17 Changes on traffic flows on roads within the LTN are also shown on **Figure 13** and on a larger scale as **Appendix B London Fields LTN - Map of post implementation changes in daily average traffic flows on roads within the LTN**

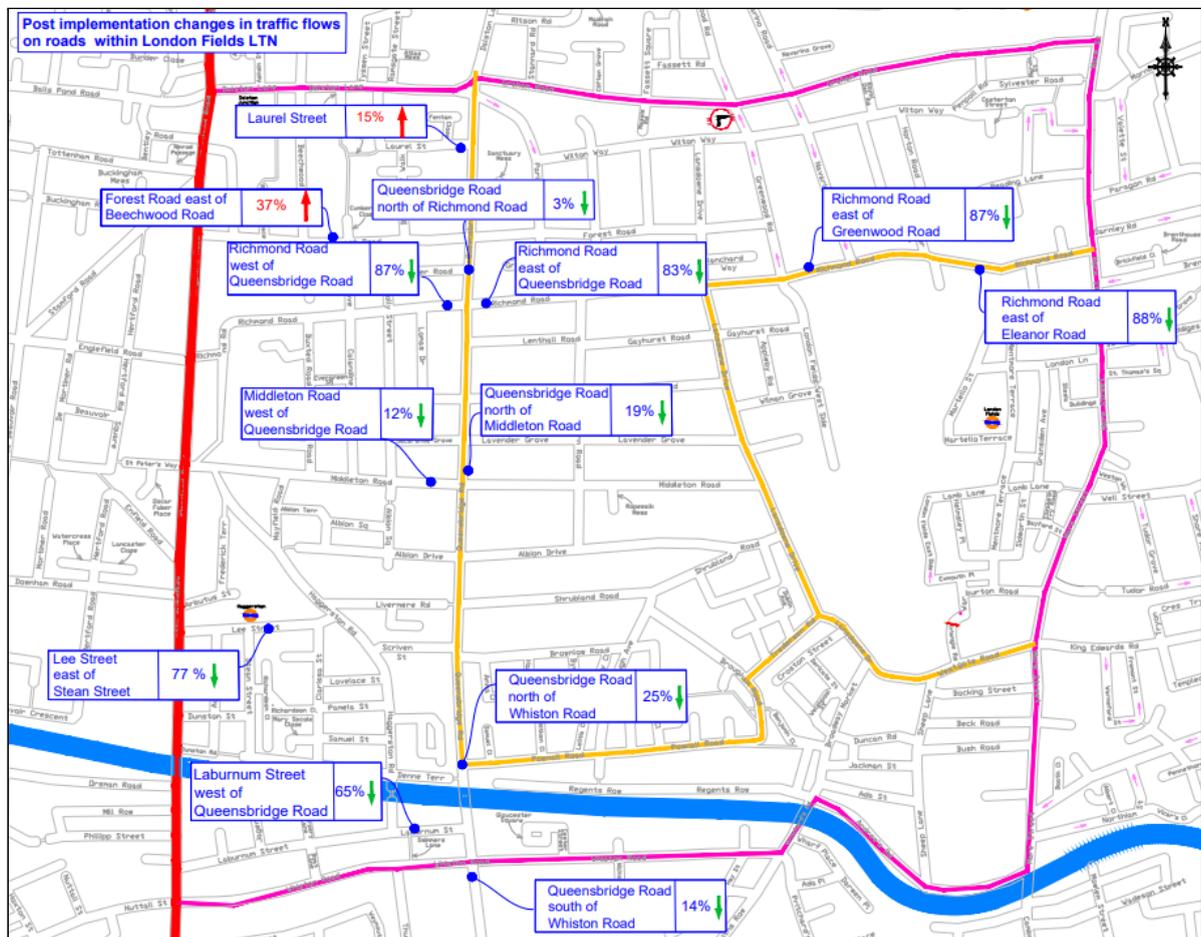


Figure 13: London Fields LTN - Post implementation changes in traffic flows on roads within the LTN

Main and boundary roads that were positively affected by the traffic filters

5.18 The boundary roads for the London Fields LTN include Kingsland Road (TLRN), Whiston Road, Mare Street, Graham Road and Dalston Lane.

5.19 Although Queensbridge Road is not a boundary road it is a main road in London Fields LTN.

5.20 **Table 4** shows main roads and boundary roads that were positively affected by the introduction of traffic filters. More details are shown in **Appendix C - Post implementation changes in traffic flows on boundary roads for London Fields LTN**. (It should be noted that parts of both Mare Street and Kingsland Road showed increases in traffic whilst other parts showed a decrease in traffic.)

Changes in daily average traffic flows on main and boundary roads for London Fields LTN that were positively affected by the introduction of traffic filters compared to baseline figures					
Location	Pre Implementation (baseline traffic counts)	Post Implementation traffic counts (Nov 2020)		Post Implementation traffic counts (July 2021)	
		Total	Difference (against base figures)	Total	Difference (against base figures)
Queensbridge Road north of Whiston Road	15785	11766	4019 25%↓	11769	4016 25%↓
Queensbridge Road north of Middleton Road	15381	9905	5476 36%↓	12452	2929 19%↓
Queensbridge Road north of Richmond Road	13705	11079	2626 19%↓	13310	395 3%↓
Whiston Road east of Queensbridge Road	10549	6196	4353 41%↓	8525	2024 19%↓
Kingsland Road north of Whiston Road to north of Middleton Road	16219	15027	1192 7%↓	16007	212 1%↓
Mare Street north of Well Street	17440	14625	2815 16%↓	14672	2768 16%↓

Table 4 - Changes in daily average traffic flows on London Fields LTN boundary roads

Main and boundary roads that were negatively affected by the traffic filters

- 5.21 Some main roads have experienced an increase in traffic flows since the introduction of the traffic filters in the London Field LTN.
- 5.22 East - west roads such as Dalston Lane, Graham Road, Whiston Road (west of Queensbridge Road) have experienced an increase in traffic flows.

5.23 North - south roads such as Kingsland Road and Mare Street (north of the Richmond Road have experienced increases in traffic flows.

5.24 **Table 5** shows the changes in traffic flows on roads that were negatively affected by the introduction of traffic filters. (It should be noted that parts of both Mare Street and Kingsland Road showed increases in traffic whilst other parts showed a decrease in traffic.)

Changes in daily average traffic flows on main and boundary roads for London Fields LTN that were negatively affected by traffic filters compared to baseline figures					
Location	Pre Implementation (baseline traffic counts 2019)	Post Implementation traffic counts (Nov 2020)		Post Implementation traffic counts (July 2021)	
		Total	Difference (against base figures)	Total	Difference (against base figures)
Whiston Road west of Queensbridge Road	7428	6106	1322 18%↓	11525	4097 55%↑
Dalston Lane (west of Queensbridge Road)	16743	13264	3479 -21%↓	20409	3666 22%↑
Dalston Lane (east of Kingsland Road)	16743	13264	3479 -21%↓	20583	3840 23%↑
Graham Road west of Mare Street	11426	unusable data due to damaged tubes		14316	2890 25%↑
Graham Road east of Queensbridge Road	11847	unusable data due to damaged tubes		14140	2293 19%↑
Kingsland Road north of Richmond Road to south of Dalston Lane	15078	13524	1554 10%↓	15387	309 2%↑
Mare Street North of Richmond Road	13681	13810	129 1%↑	15112	1431 10%↑

Table 5 - changes in daily average traffic flows on roads that were negatively affected by the introduction of traffic filters.

- 5.25 The introduction of traffic filters in the LTN have restricted non local traffic from using roads within the LTN as a shortcut to other major routes that pass through the borough, effectively reassigning these flows onto the main road network.
- 5.26 The traffic levels increased on the following boundary roads after the introduction of the traffic filters:
- Whiston Road (west of Queensbridge Road): + 55%
 - Dalston Lane: + 23%
 - Graham Road: + 23%
 - Kingsland Road (TLRN): + 2%
 - Mare Street: + 10%

Congestion in London Fields LTN

- 5.27 Traffic experienced significant congestion (when there is reduced free flow of traffic often leading to the formation of queues) on boundary roads and roads within the LTN between November 2020 and July 2021.
- 5.28 It is evident that a proportion of this congestion is due to the road capacity failing to cope with additional traffic flows. However, this has been made worse due to additional traffic management on roads for roadworks.
- 5.29 Roadworks at junctions or near junctions with multi - signal temporary traffic management are a major source of congestion as they only allow one traffic movement at a time to pass through the junction increasing delays to waiting traffic.
- 5.30 Several utility repair works were implemented in the London Fields LTN between November 2020 and July 2021.
- 5.31 **Figure 14** shows locations of utility repairs that were undertaken in the LTN over the same period.

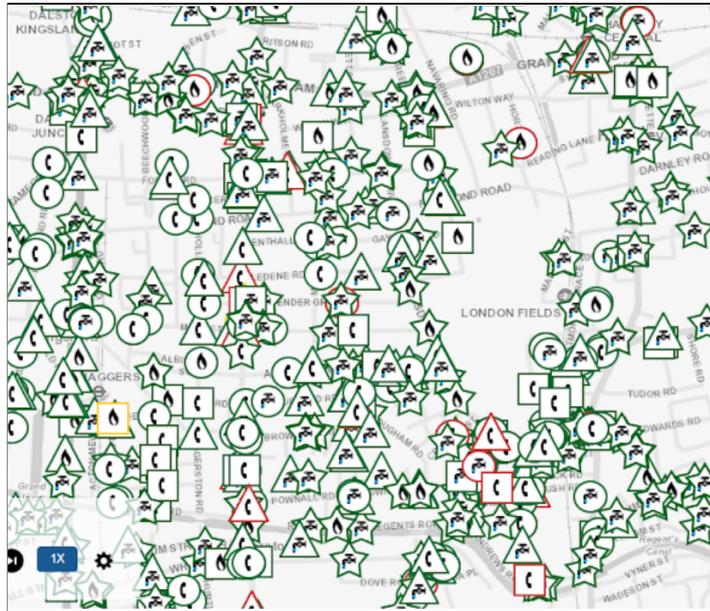


Figure 14 showing the location of utility works in the London Fields LTN

Congestion on Queensbridge Road

- 5.32 The pedestrian and cycling measures at Queensbridge Road were implemented between October 2020 and March 2021. Traffic management for resurfacing of Queensbridge Road involved road closures and the cycling improvements involved two way signal control.
- 5.33 Between November 2020 and July 2021 there were 43 utility repairs undertaken between Whiston Road and Dalston Lane most of them with multi-signal traffic control which resulted in severe traffic delays.
- 5.34 **Table 6** shows some of the roadworks with multi-signal control that were implemented by Cadent, Thames Water and G Networks at Queensbridge Road.

Roadworks at Queensbridge Road implemented between November 2020 and July 2021			
Location	Permit Number	Duration	TM Plan
Queensbridge Road - Whiston Road Junction	AZ11410009960027	30/12/20 - 20/01/21	Multiway signal control
	AZ11410009960027	10/03/21 - 31/03/21	Multiway signal control
	TW018GN-05-21-006-02	21/05/21 - 04/06/21	Multiway signal control
Queensbridge Road outside Belgrave House	TW018GN-02-21-086	25/03/21 - 09/04/21	Multiway signal control
Queensbridge Road - Scriven Street	TW018GN-02-21-050	09/03/21 - 17/03/21	Multiway signal control
Queensbridge Road - Shrubland Road	TW018GN-02-21-051	11 - 17/03/21	Multiway signal control
Queensbridge Road - Mapledene Road	TW018GN-02-21-092	9 - 13/04/21	Multiway signal control
Queensbridge Road - Forest Road	TW018GN-05-21-051-01	3 - 8/06/21	Multiway signal control
Queensbridge Road - Dalston Lane	MU303000031563908-001	15 - 23/12/20	Road closure

Table 6 - Roadworks at Queensbridge Road implemented between November 2020 and July 2021

Congestion at Dalston Lane and Graham Road

- 5.35 Between November 2020 and July 2021 there were 40 utility repairs at Dalston Lane and 17 at Graham Road.
- 5.36 **Table 7** shows some of the roadworks with multi-signal control that were implemented by Transport for London, Cadent, Thames Water and G Networks at Queensbridge Road.

Roadworks at Graham Road and Dalston Lane implemented between November 2020 and July 2021			
Location	Permit Number	Duration	Traffic Management Plan
Graham Road (west of Mare Street)	MU303000031552 844-001	15 - 23 / 12 / 20	Road closure
Graham Road (east of Penpoll Road)	MU026004181WZ DV--001001-01	4 - 22 / 01 /2021	Lane closure
Graham Road (east of Marvin Street)	MU308000810066 330045	29 / 06 - 05/07 /2021	Lane closure
Graham Road (east of Marvin Street)	MU308000810066 330045	8 - 14 / 06 /2021	Lane closure
Graham Road (east of Marvin Street)	AZ7031001046892	29 / 03 - 06 / 04 / 21	Lane closure
Dalston Lane (east of Laurel Street)	MU308000810957 400045	12 - 16 / 04 / 21	Two way signal control
Dalston Lane (east of Kingsland Road)	MU026004181TJP S--001001	29 / 01 -12 / 02 / 21	Carriageway Incursion
Dalston Lane (by Kingsland Road)	YG44536157825	30 /11/20 - 09/03/21	Multiway signals

Table 7 - Roadworks at Graham Road and Dalston Lane implemented between November 2020 and July 2021

Roads next to the London Fields LTN

- 5.37 Traffic counts were also undertaken on main roads next to the London Fields LTN to determine the impact of the traffic filters in the LTN on roads in neighbouring wards such as Dalston, Haggerston and Hackney Central.
- 5.38 Traffic counts were undertaken at Hackney Road, Balls Pond Road, Nuttall Street, Dalston Lane and Queensbridge Road (south of Whiston Road). The lack of baseline data on most roads next to the London Fields LTN meant that some roads could not be analysed.
- 5.39 **Table 8** shows the changes in traffic counts undertaken on roads next to the London Fields boundary.

Daily average traffic counts on roads next to the London Fields boundary compared to baseline figures					
Location	Pre Implementation (baseline)	Post Implementation (Nov 2020)		Post Implementation (July 2021)	
		Total	Difference (against base figures)	Total	Difference (against base figures)
Queensbridge Road south of Whiston Road	11519	5513	6006 52%↓	9905	1614 14%↓
Dalston Lane north of Queensbridge Road	15840	No available information		18593	2753 17%↑
Dalston Lane east of Cecilia Road	15840	No available information		15425	415 3%↓
Balls Pond Road	14080	16511	2431 17%↑	16652	2572 18%↑
Hackney Road, west of Queensbridge Road	19173	20851	1678 9%↑	20641	1468 8%↑
Hackney Road (west of Pritchard's Road)	20826	16709	4117 20%↓	17834	2992 14%↓
Nuttall Street (one way westbound)	4374	1948	2426 55%↓	2250	2124 49%↓

Table 8 - Daily average traffic counts on roads next to the London Fields boundary compared to baseline figures

Summation of changes in traffic flows on east - west routes in London Fields LTN

5.40 **Table 9** shows the changes in traffic flows on the east west routes in London Fields with a net fall of 11.57%. This is taken on a screen line running north to south between Queensbridge Road and Mare Street. Although this screenline does not include Hackney Road (affected by a number of issues including schemes within Tower Hamlets and with traffic counts showing an 8% increase in traffic in one location and a 14% reduction in another) it does suggest that there has been an overall reduction in traffic travelling east/west through the area and potentially a degree of traffic evaporation.

Changes in daily average traffic flows on east - west roads in London Fields LTN compared to pre-Covid Baseline					
Road Name	Description of location	Before	After	Change	% age
Richmond Road	East of Eleanor Road	10105	1216	-8889	-87.97%
Dalston Lane	North of Queensbridge Road	15840	18593	2753	17.38%
Graham Road	West of Mare Street	11426	14056	2630	23.02%
Middleton Road	Near Queensbridge	3600	3169	-431	-11.97%
Whiston Road	East of Queensbridge	10549	8525	-2024	-19.19%
	SUM	51520	45559	-5961	-11.57%

Table 9:East - west daily average traffic flows on roads in London Fields LTN

Main roads and boundary roads where there were no baseline figures

5.41 Base data for Pritchard's Road was not available; however, data was captured in November 2020 and July 2021.

5.42 This information is shown on **table 10**.

Daily average traffic flow changes on LTN boundary roads where pre-Covid Baseline data was not available		
Location	Post Implementation traffic counts (Nov 2020)	Post Implementation traffic counts (July 2021)
Pritchard's Road	3092	3116

Table 10 - Daily average traffic flow changes on boundary roads where pre-Covid baseline data was not available

5.43 **Figure 15** shows the changes in traffic flows on main and boundary roads in London Fields LTN. A much larger scale is included as **Appendix D - Map of boundary roads daily average traffic flows in July 2021**.

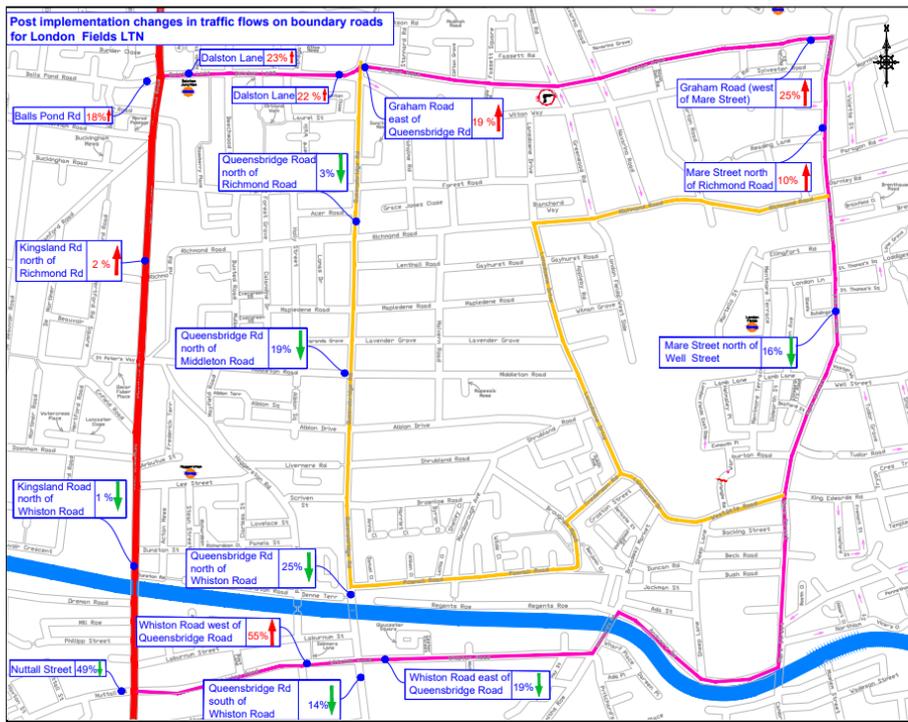


Figure 15: Map of changes in daily average traffic flows on London Fields LTN boundary roads

Enforcement and compliance of traffic filters

5.44 Hackney Parking Services started camera enforcement in London Fields in November 2020. Between November 2020 and November 2021, 45,610 Penalty Charge Notices (PCNs) were issued. Prior warnings were sent to motorists before they were issued with PCNs. For example, during the month of November 2020, warning notices were issued to various motorists as follows:

- Wilton way - 20
- Greenwood Road - 643
- Richmond Road - 7

5.45 Fixed cameras were installed at Lee Street, Pritchard's Road, Laburnum Street, Richmond Road, Greenwood Road and Wilton Way as follows:

- Laburnum Street - Banned left turn - 15/02/21
- Lee Street - motor vehicle prohibition - 12/11/20
- Richmond Road jct Greenwood Road eastbound motor vehicle prohibition - 23/11/20
- Pritchard's Road (Cat and Mutton) 11/20
- Wilton Way - motor vehicle prohibition - 23/11/20
- Greenwood Road - banned right turn - 12/11/20

- 5.46 We will consider installing additional cameras where the need for greater compliance is identified. Such locations could include Middleton Road, Richmond Road and Forest Road, subject to camera availability.
- 5.47 Where issues related to non compliance have been reported at locations such as Richmond Road by the East London Line, Middleton Road and Forest Road, the Enforcement Team has been asked to enforce the locations more frequently.
- 5.48 **Table 11** details the number of PCNs issued in London Fields per location per month.

Location	London Fields LTN - PCNs per location per month between Nov 2020 and November 2021													
	11/20	12/20	01/21	02/21	03/21	04/21	05/21	06/21	07/21	08/21	09/21	10/21	11/21	Total
Lee Street east of Stean Street	36	159	82	82	56	947	3099	1125	914	842	613	417	454	8826
Pritchard's Road	2714	3486	1633	1637	5472	4839	1880	1056	1533	1065	770	1207	1028	28320
Richmond Road	5	8	8	2	231	50	76	13	126	532	263	70	50	1434
Wilton Way	3	26	7	4	19	7	7	7	8	1	3	1	3	96
Laburnum Street	Not yet started			37	131	43	132	66	63	151	120	216	207	1166
Greenwood Road	433	1375	417	236	353	463	471	470	514	215	164	338	319	5768
	Total													45610

Table 11 - showing PCNs per location per month in London Fields LTN between November 2020 and November 2021

- 5.49 Since the LTN schemes were introduced in June 2020, the great majority of these fines (82%) have been issued to vehicles coming from outside the borough. (see link - [82% of LTN fines go to rat-runners, says Hackney - Transport Xtra, 11 July](#)). The LTNs have been introduced in Hackney under experimental traffic orders, with most enforced using cameras which allow access to emergency services. For LTNs, the emergency services have made it clear that closures need to exempt emergency vehicles and not have bollards obstructing access.
- 5.50 Generally speaking the number of pcn's issues at these sites have been falling. However, the Council would like to see greater compliance with the measures and the numbers of PCNs being issued, reduced. One of the recommendations is to replace the existing planters with permanent features, and these would be designed to reinforce the existence of the restrictions and achieve greater compliance.

Overview of Air Quality Analysis Methodology

- 5.51 Air quality analysis has been carried out to inform this decision through undertaking air quality modelling of the London Fields LTN area. This included the following roads within and on boundary roads of the LTN.
- Roads within the London Fields LTN included in air quality modelling:
 - Richmond Road
 - Queensbridge Road
 - Middleton Road
 - Lansdowne Drive
 - Beechwood Road
 - Laburnum Street
 - London Fields LTN boundary roads included in air quality modelling:
 - Dalston Lane
 - Graham Road
 - Kingsland Road, A10
 - Whiston Road
- 5.52 The Council commissioned an external consultancy, AECOM, to undertake the air quality modelling to determine any potential impacts, both positive and negative, that the implementation of the London Fields LTN may have had on air pollutant levels both within the scheme area and on the boundary roads.

- 5.53 The air quality modelling considered changes to the annual mean concentrations of the air pollutants nitrogen dioxide (NO₂) and particulate matter including PM₁₀ and PM_{2.5}.
- 5.54 Multiple sources of information are used to form the basis of an air quality model which ‘replicates real world conditions’ to predict air pollutant concentrations.
- 5.55 In this instance, information sources included Defra Air Quality Background Concentration Maps³, Hackney Council’s air quality monitoring data, traffic data provided by TfL’s ONE model, and traffic count and speed data from Hackney’s automatic traffic counts (ATCs) and DfT traffic count points.
- 5.56 Initially a ‘2018 baseline’ scenario was modelled using information sources including 2018 data from TfL’s ONE model, to predict the air pollutant concentration levels across the whole of Hackney in 2018.
- 5.57 Full details of this modelling scenario and results can be found in the Hackney Council 2018 Air Quality Baseline Report⁴.
- 5.58 To determine potential impacts of the London Fields LTN on air pollutant levels, the 2018 data from TfL’s ONE model was extrapolated to create a ‘2021 baseline’ scenario. This predicted annual mean air pollutant concentrations in 2021 if the London Fields LTN was not implemented; a ‘without scheme’ scenario.
- 5.59 A ‘2021 with scheme’ scenario which predicted current annual air pollutant concentrations with the London Fields LTN in place was then also produced for comparison. The change in annual mean concentrations between the two scenarios was used to help determine whether the implementation of the London Fields LTN had an impact on air pollutant levels.
- 5.60 Annual mean pollutant concentrations were modelled at 169 receptor points along affected roads within and along boundary roads of the London Fields LTN. These included 157 residential properties and 12 educational establishments including; Bridge Academy, Sebright Primary School, Brook Community Children’s Centre, Mossbourne Parkside Academy, Holy Trinity Church of England School, Holy Trinity Church of England Junior and Infant School, The Teddy Bear School House Nursery, Zeeba Daycare, Mapledene

³ <https://uk-air.defra.gov.uk/data/laqm-background-home>

⁴ https://drive.google.com/file/d/1MOFl339iKfL1rRuKIZON_WgOxnXlrjtx/view?usp=sharing

Early Years Centre, Boxing Academy Foundation, Cardinal Pole Catholic School and Minik Kardes Children's Centre.

- 5.61 These receptor points were chosen as they are at locations where the annual mean air quality objective (AQO) of $40\mu\text{g}/\text{m}^3$ for NO_2 and PM_{10} and the **annual mean AQO of $25\mu\text{g}/\text{m}^3$ for $\text{PM}_{2.5}$** ⁵ applies as set out in the LLAQM.TG (16) technical guidance (Defra, 2021)⁶. Healthcare establishments are also locations of relevant exposure; however, there were none located within the London Fields LTN study area.
- 5.62 Locations of all receptor points can be seen in **Figure 16** which also identifies the change in annual mean NO_2 concentrations between '2021 baseline scenario' and '2021 with scheme scenario'.
- 5.63 To consider the magnitude of change in the annual mean pollutant concentrations, the EPUK and IAQM⁷ impact criteria for describing the effects of such impacts at individual receptors have been used and are outlined in **Table 12** for NO_2 and PM_{10} and **Table 13** for $\text{PM}_{2.5}$ below.
- 5.64 It should be noted that any 'negligible' or 'slight' impact means the change, beneficial or adverse, is non-significant.

⁵ Note: Hackney has adopted the World Health Organisation (WHO) guidelines for $\text{PM}_{2.5}$. However, as technical guidance by IAQM & EPUK [Land-Use Planning & Development Control: Planning For Air Quality](#) used for determining potential impacts of a scheme such as the London Fields LTN has on air quality can only be used in relation to National Air Quality Objectives (NAQO). Therefore, in this instance annual mean $\text{PM}_{2.5}$ concentrations have been compared to the annual mean NAQO rather than the WHO guideline to determine impacts on $\text{PM}_{2.5}$ annual mean concentrations from the London Fields LTN.

⁶ London Local Air Quality Management Guidance (TG16)

https://www.london.gov.uk/sites/default/files/llaqm_technical_guidance_llaqm.tg_16.pdf

⁷ IAQM & EPUK Land-Use Planning & Development Control: Planning For Air Quality

<http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>

Concentration at Receptor in Assessment Year ($\mu\text{g}/\text{m}^3$)	Change in Concentration Relative to Air Quality Assessment Level (AQAL) – NO_2 and PM_{10} ($\mu\text{g}/\text{m}^3$)				
	<0.2 (Imperceptible)	0.2 - <0.6 (Very Small)	0.6 - <2.2 (Small)	2.2 - <4.0 (Medium)	>4.0 (Large)
<30.2	Negligible	Negligible	Negligible	Minor	Moderate
30.2 - <37.8	Negligible	Negligible	Minor	Moderate	Moderate
37.8 - <41.0	Negligible	Minor	Moderate	Moderate	Substantial
41.0 - <43.8	Negligible	Moderate	Moderate	Substantial	Substantial
≥ 43.8	Negligible	Moderate	Substantial	Substantial	Substantial

Table 12: Illustration of the standard procedure used to categorise and describe the effects at individual receptors – Annual Mean NO_2 and PM_{10}

Long Term Average Concentration at Receptor in Assessment Year ($\mu\text{g}/\text{m}^3$)	Change in Concentration Relative to Air Quality Assessment Level (AQAL) – $\text{PM}_{2.5}$ ($\mu\text{g}/\text{m}^3$)				
	<0.1 (Imperceptible)	0.1 - <0.4 (Very Small)	0.4 - <1.4 (Small)	1.4 - <2.5 (Medium)	>2.5 (Large)
<18.9	Negligible	Negligible	Negligible	Minor	Moderate
18.9 - <23.6	Negligible	Negligible	Minor	Moderate	Moderate
23.6 - <25.6	Negligible	Minor	Moderate	Moderate	Substantial
25.6 - <27.4	Negligible	Moderate	Moderate	Substantial	Substantial
≥ 27.4	Negligible	Moderate	Substantial	Substantial	Substantial

Table 13: Illustration of the standard procedure used to categorise and describe the effects at individual receptors – Annual Mean $\text{PM}_{2.5}$

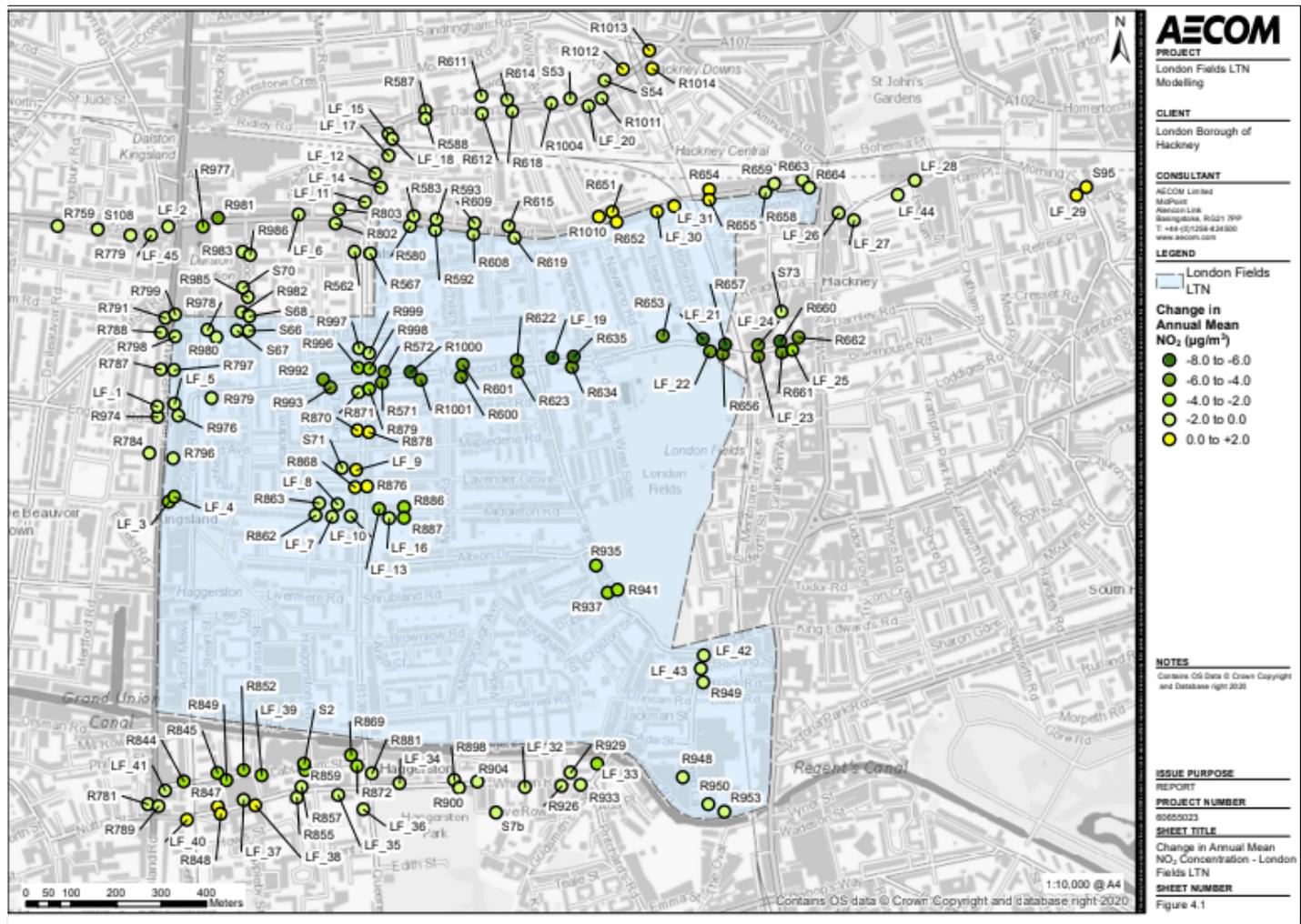


Figure 16: Modelled receptor locations and change in annual mean NO₂ concentration (µg/m³) at each receptor

- 5.65 More information on the air quality model inputs, how the modelled scenarios were derived and determining the magnitude of concentration change at each receptor can be found in full in the **Hackney Council London Fields Low Traffic Neighbourhood Air Quality Modelling Study**⁸.

Air Quality Modelled Results

- 5.66 It was shown that there was a notable decline in modelled concentrations of pollutants at all modelled receptors under both 2021 scenarios compared to concentrations modelled under the initial 2018 baseline scenario. This is partly down to improvements in predicted background pollutant concentrations as well as an overall reduction in traffic flows across the study area between 2018 and 2021.

NO₂ concentrations

- 5.67 The implementation of the London Fields LTN ('2021 with scheme' scenario) has been predicted to decrease NO₂ annual mean concentrations at 147 out of the 169 modelled receptors located within and on boundary roads of the LTN in comparison with the '2021 baseline' scenario. NO₂ annual mean concentration reductions at these modelled receptors ranged on the EPUK & IAQM criteria of magnitude from 'slight' beneficial and 'negligible' (non-significant) to 'moderate' and 'substantial' beneficial impacts.
- 5.68 The highest beneficial impact - 'substantial beneficial' - was predicted at receptor R981 which is located on Dalston Lane, a boundary road of the London Fields LTN. A 'substantial beneficial' impact was derived at R981 as the modelled NO₂ annual mean was nearing exceedance in the '2021 baseline scenario' (39.2µg/m³) but in the '2021 with scheme' scenario the modelled annual mean concentration has been predicted to reduce to < 36µg/m³. The reduction of this size along this section of Dalston Lane was unexpected, particularly as it is a boundary road. The Council has reviewed the data and modelling but has not been able to explain this apparent discrepancy and is therefore waiting for the annualised air quality data to be confirmed, which will provide evidence of the changes in NO₂. Any future actions will be dependent on that outcome.
- 5.69 Dalston Lane is also within an air quality focus area (AQFA). AQFAs are areas that not only exceed the annual mean Air Quality Objectives for NO₂ but are also locations with high human exposure. At all modelled receptors within the

⁸https://drive.google.com/file/d/1kqAs9vbiwupgutP5r_hfe4ftlgXBWJJU/view?usp=sharing

Dalston Lane AQFA decreases in NO₂ annual mean concentrations were predicted in the '2021 with scheme' scenario, although the comments in the preceding paragraph also apply here.

- 5.70 A slight decline in NO₂ annual mean concentrations was also predicted at nine modelled receptors within the Mare Street and Town Centre AQFA, although the change in concentration had either a 'negligible' or 'slight' beneficial impact, meaning the reduction at these receptors was not significant based on EPUK & IAQM magnitude of impact criteria.
- 5.71 The greatest reduction in NO₂ annual mean concentrations from the implementation of the London Fields LTN has been predicted on Richmond Road, a road within the LTN with a **maximum modelled decrease of -7.9µg/m³ at receptor R1000**. The significant decreases predicted on this road are largely attributable to traffic filters and bus gates installed at various points along Richmond Road, which are part of the London Fields LTN, leading to a reduction in traffic flows. A reduction in vehicle-induced turbulence is also anticipated to arise as a result of decreases to the overall volume of traffic.
- 5.72 27 out of 37 receptors **where 'moderate' beneficial impacts** are predicted are located on roads within the LTN including Richmond Road, Middleton Road and Lansdowne Drive. This shows that even though beneficial impacts have been seen on both boundary roads and roads within the LTN, the greatest overall beneficial impact on air quality from the London Fields LTN is on roads within the LTN.
- 5.73 21 out of the 169 modelled receptors predicted an increase in the annual mean NO₂ concentrations from the implementation of the London Fields LTN ('2021 with scheme' scenario) in comparison to the '2021 baseline' scenario, with the highest increase in annual mean (1.4µg/m³) predicted at receptors R651 and R652, both of which are located on Graham Road (between Navarino Road and Eleanor Road), a boundary road of the LTN.
- 5.74 This is anticipated due to an increase in traffic flows along this part of Graham Road arising from the re-routing of traffic from the implementation of the London Fields LTN. However, it should also be noted that this part of Graham Road is also a Street Canyon, meaning dispersion of pollutants is somewhat restricted, also contributing to higher concentrations.
- 5.75 Modelled receptors with an increase in annual mean NO₂ concentrations from the implementation of the London Fields LTN ('2021 with scheme' scenario)

were also located within the Mare Street and Town Centre AQFA and Hackney Wick/Homerton High Street AQFA.

5.76 However, **none of these receptors where increases in the annual mean were predicted were shown to exceed the annual mean NO₂ Air Quality Objective limits with or without the scheme in place.**

5.77 **Increases** in the '2021 with scheme' scenario are also **predicted to be negligible or 'slight' adverse, both of which are at a magnitude not considered to be significant** in line with the EPUK & IAQM criteria.

5.78 Therefore, it can be suggested that overall the implementation of the London Fields LTN has had a benefit on annual mean NO₂ pollutant concentrations both within and on boundary roads. This is further backed up by an average reduction in the NO₂ annual mean of 1.6µg/m³ being modelled across the study area.

Particulate matter concentrations

5.79 For predicted particulate matter concentrations including both PM₁₀ and PM_{2.5}, the modelled annual mean concentrations at all receptors for PM₁₀ and PM_{2.5} were well below the annual mean Air Quality Objectives for both 2021 scenarios.

5.80 An average reduction in the PM₁₀ annual mean of 0.3µg/m³ and PM_{2.5} annual mean of 0.2µg/m³ were modelled across the scheme area with the LTN in place, showing overall the implementation of the London Fields LTN had a beneficial impact on annual mean PM₁₀ and PM_{2.5} concentrations on both roads within and on the boundary of the LTN.

5.81 However, the modelled impacts on annual mean concentrations as a result of the scheme ('2021 with scheme' scenario), at all receptors, for both PM₁₀ and PM_{2.5} were seen to be 'negligible'. This suggests that the implementation of the London Fields LTN had no significant impact on particulate matter annual mean concentrations within or on boundary roads of the LTN.

5.82 In conclusion it can be suggested that the implementation of the London Fields LTN had an overall beneficial impact on NO₂ annual mean concentrations within and on boundary roads, with the greatest beneficial impact on roads within the LTN and in Hackney's Dalston Lane AQFA. The LTN had no significant impact on particulate matter concentrations either within or on boundary roads.

Impacts on Collision Statistics

- 5.83 Road traffic collision data from the scheme area was analysed from the periods before and after the scheme implementation using STATS19 data.
- 5.84 Collision studies were undertaken before and after implementation of the traffic filters, between September 2018 and March 2021 on inner LTN roads and boundary roads. (see figure 1 for roads classified as boundary roads).
- 5.85 Statistics from the period after the implementation of the scheme are available for the period of 11th June 2020 to 30th June 2021 (just under thirteen months). These statistics were compared to collision statistics in the equivalent period in 2018 to 2019, as well as 2019 to 2020, although this period would have been affected by COVID.
- 5.86 **Table 14** shows the collisions by road of the inner and boundary roads in London Fields.
- 5.87 The highest collisions were recorded on the north - south roads such as Mare Street, Kingsland Road (TLRN) and Queensbridge Road to a lesser extent.
- 5.88 Other roads to record slightly higher casualties include Dalston Lane and Whiston Road.

Collisions by road before and after London Fields LTN									
	Pre Implementation						Post Implementation		
	2018//19			2019/20			2020/21		
	Slight	Serious	Total	Slight	Serious	Total	Slight	Serious	Total
Dalston Lane	2	0	2	5	1	6	5	1	6
Graham Road	6	1	7	3	0	3	5	1	6
Kingsland Road	18	2	20	12	3	15	23	6	29
Mare Street	11	2	13	27	3	30	17	3	20
Whiston Road	1	0	1	0	1	1	3	1	4
Richmond Road	3	1	4	5	0	5	2	0	2
Middleton Road	2	0	2	0	0	0	0	0	0
Laburnum Street	0	0	0	0	0	0	0	0	0
Lee Street	0	0	0	0	0	0	0	0	0
Queensbridge Road	4	1	5	5	2	7	9	2	11
Pritchard's Road	0	0	0	2	0	2	0	2	2
Wilton Way	0	0	0	0	0	0	0	0	0
Greenwood Road	0	0	0	0	0	0	0	0	0
Forest Road	0	0	0	0	0	0	2	0	2
Pownall Road	0	1	1	0	0	0	0	0	0
Laurel Street	0	0	0	0	0	0	1	0	1
Beechwood Road	0	0	0	0	0	0	0	0	0
Totals for all Roads	47	8	55	59	10	69	67	16	83
Totals for Mare St and Kingsland Road	29	4	33	39	6	45	40	9	49
Totals without Mare Street and Kingsland Road	18	4	22	20	4	24	27	7	34

Table 14 - collisions by road of the inner and boundary roads in London Fields between September 2018 and March 2021.

5.89 The north south roads carry boroughwide traffic that is linked to other busier roads with origins and destinations outside the borough. For example, Kingsland Road is on the A10 which passes through boroughs such as

Haringey, Enfield and The City and Mare Street carries traffic from Hackney Road in Tower Hamlets. At Queensbridge Road most of the collisions were recorded at the Whiston Road, Brownlow Road and Middleton Road junctions. Pedestrian and cycle accessibility improvements are due to be implemented at Queensbridge Road between Whiston Road and Albion Drive as part of the pedestrian and cycle improvements if approved. The three roads do not have any traffic restrictions on them and there is no evidence to suggest that the increase in collisions on these roads is as a result of the LTN traffic filters.

- 5.90 Studies by the University of Westminster - **Impacts of 2020 Low Traffic Neighbourhoods in London on Road Traffic Injuries**⁹ across London have found statistically significant evidence that LTNs have decreased casualties. The Londonwide study of LTNs in the October to December period of 2020 found absolute numbers of injuries inside LTNs halved relative to the rest of London (ratio 0.51, $p < 0.001$), with substantial reductions in pedestrian injury risk. It would be reasonable to expect that over a longer period that this would also be reflected in the statistics for this area.

Impacts on bus journey times

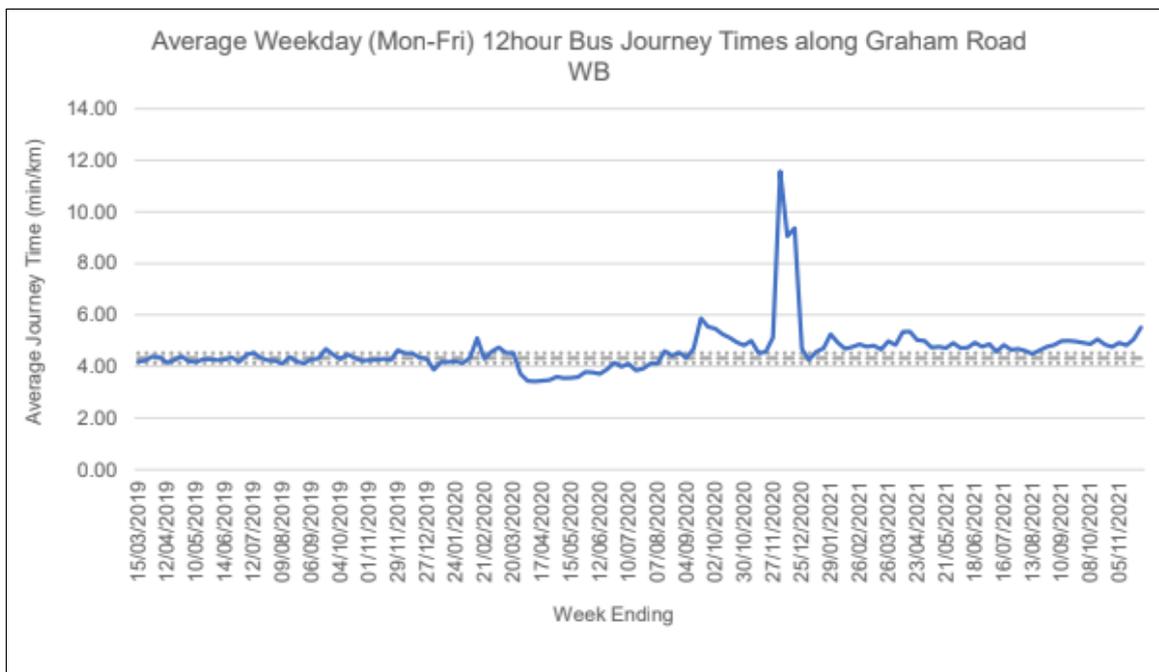
- 5.91 The impact of the London Fields LTN on bus journey times was analysed for bus routes on boundary roads and internal roads.
- 5.92 There were no changes made to the existing bus routes by the LTN as, where filters are on bus routes, buses are permitted to go through them.
- 5.93 The most likely delay to buses would be from displaced traffic on the boundary roads of the LTN, such as Dalston Lane, Graham Road, Mare Street and Whiston Road.
- 5.94 London Buses operate within the legal road speed limit, of which the majority of roads within Hackney are 20 miles per hour. There are bus lanes on Mare Street, Graham Road and Dalston Lane. Various factors can decrease bus maximum speed including surface conditions, weather, congestion, time of day or night.
- 5.95 The following bus corridors are located on the London Fields Boundary roads:
- The Kingsland Road bus corridor where bus routes R76, R149, R242 and R243 operate

⁹<https://findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries>

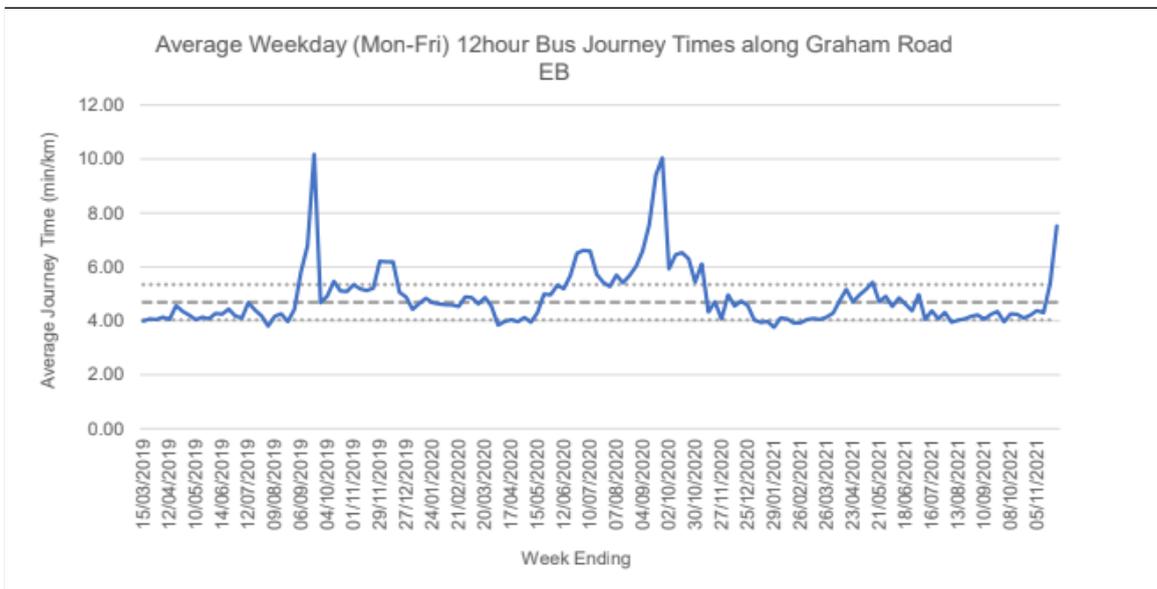
- Dalston Lane - Graham Road corridor where R30, R38, R56, R242 and R277 operate.
- Mare Street corridor where R30, R55, R106, R236, R254, R276, R277; R394 operate
- Whiston Road corridor where R394 operates

5.96 Two bus routes operate within the LTN, R236 (Queensbridge Road, Pownall Street, Trederwen Street) and R394 (Richmond Road, Laburnum Street etc).

5.97 Changes in bus journey times between March 2019 and November 2021 are shown by graphs for Graham Road EB and WB, Queensbridge Road NB and SB, Whiston Road EB and SB and Dalston Lane EB and WB.

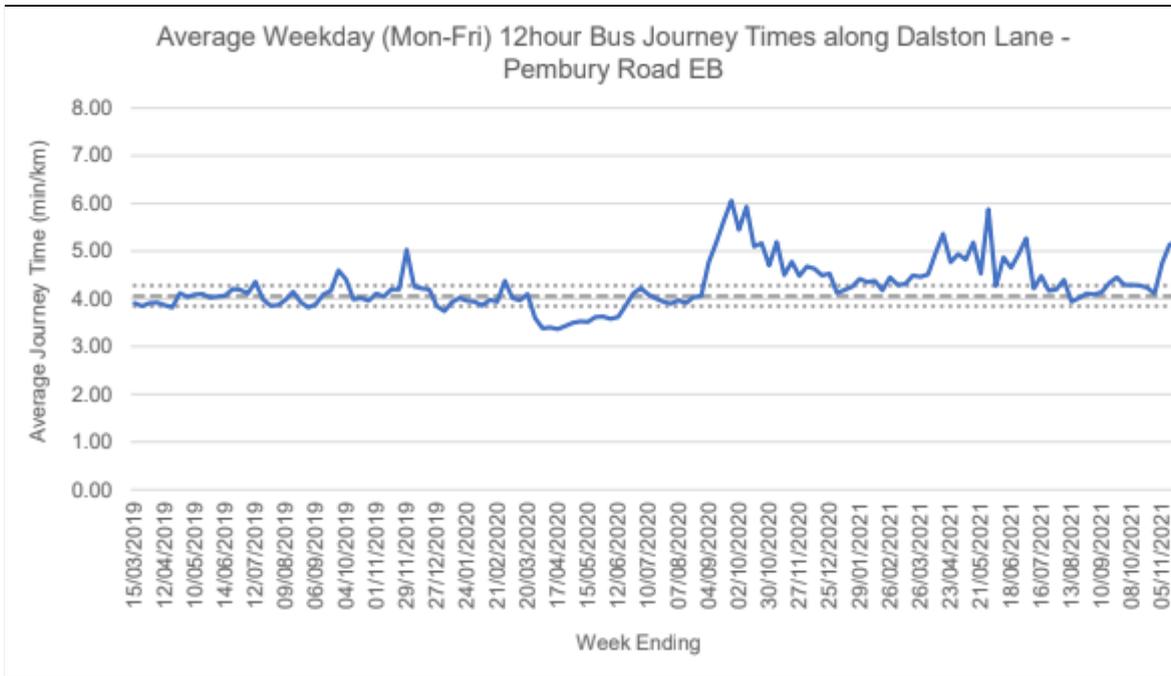


Graph 1 - Graham Road Westbound - changes in bus journey times in min/km

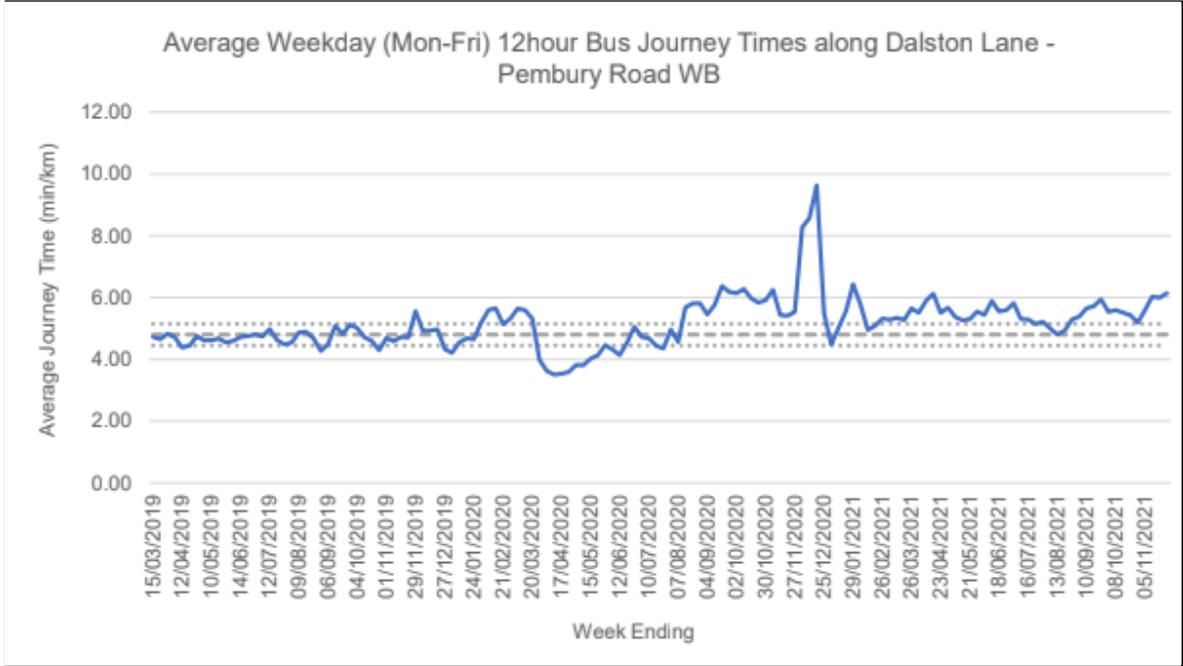


Graph 2 - Graham Road Eastbound - changes in bus journey times in min/km

5.98 **Graph 1** and **Graph 2** show the changes in bus journey times at Graham Road. Significant changes were recorded on the westbound bus routes in September / October 2020 and June / July 2021 (when the Dalston Lane junction works were being implemented and these required additional traffic management with multi-signal traffic control which often causes delays to traffic flows). See **Table 7 of Section 5** for roadworks that needed additional traffic management at Dalston Lane and Graham Road. The spike at the end of the graph is unexplained and could be a result of the subsequent increase in traffic due to the then COVID restrictions coming to an end, coupled with fears of a further lockdown owing to the emerging Omicron variant. TfL and the Council will continue to monitor these bus journey times and will work together to mitigate any issues that are identified.

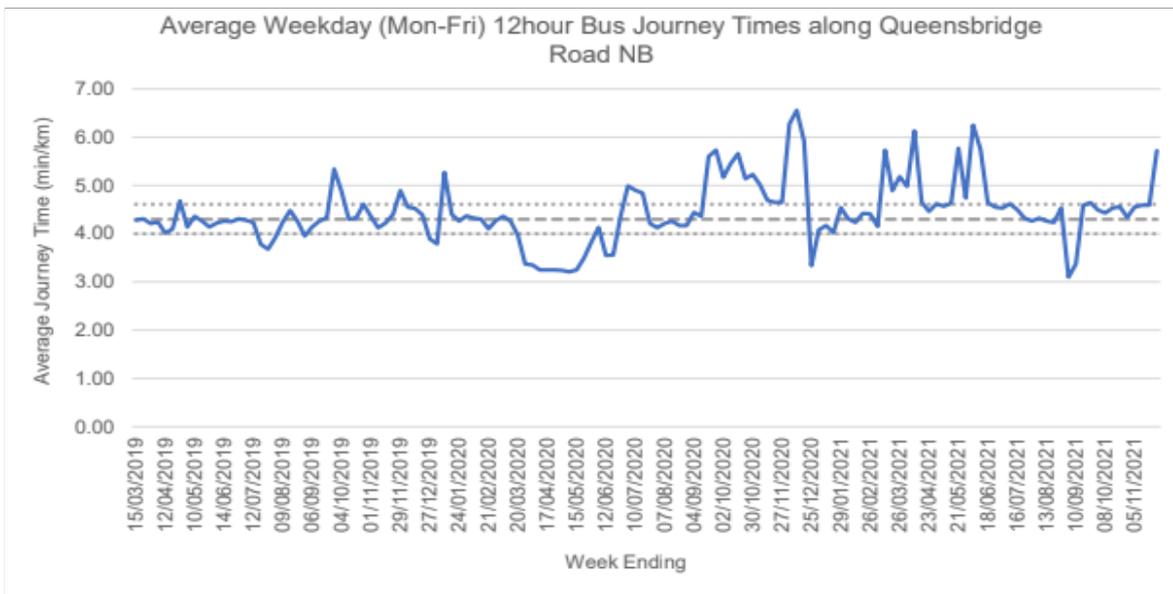


Graph 3 - Dalston Lane Eastbound - changes in bus journey times in min/km

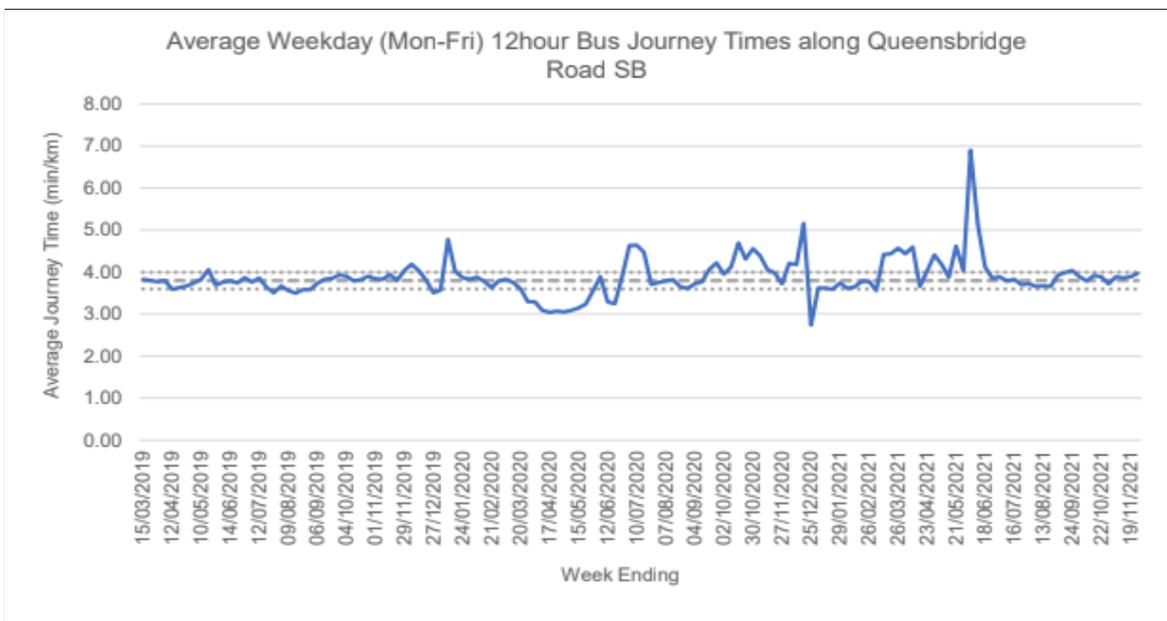


Graph 4 - Dalston Lane Westbound - changes in bus journey times in min/km

5.99 **Graph 3 and graph 4** show the changes in bus journey times for the Dalston Lane east and westbound bus routes. Significant changes in bus journey times were observed in September / October 2020 (when the Dalston Lane Junction works were in progress) and again for a short period in May / June 2021.

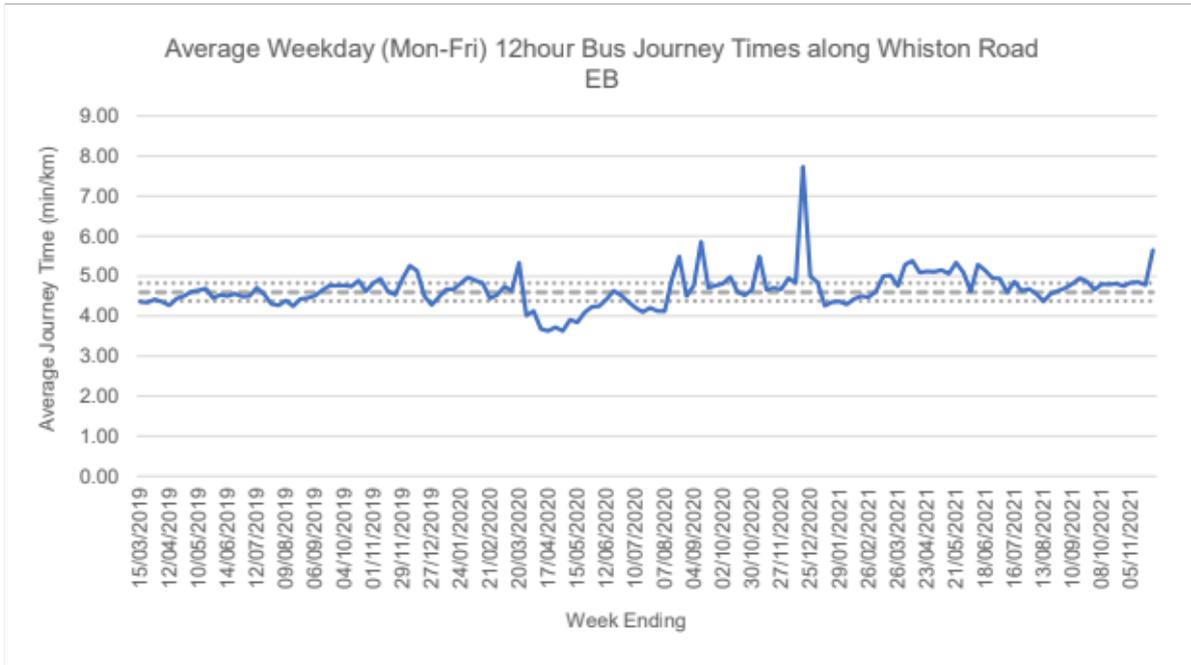


Graph 5 - Queensbridge Road Northbound - changes in bus journey times in min/km

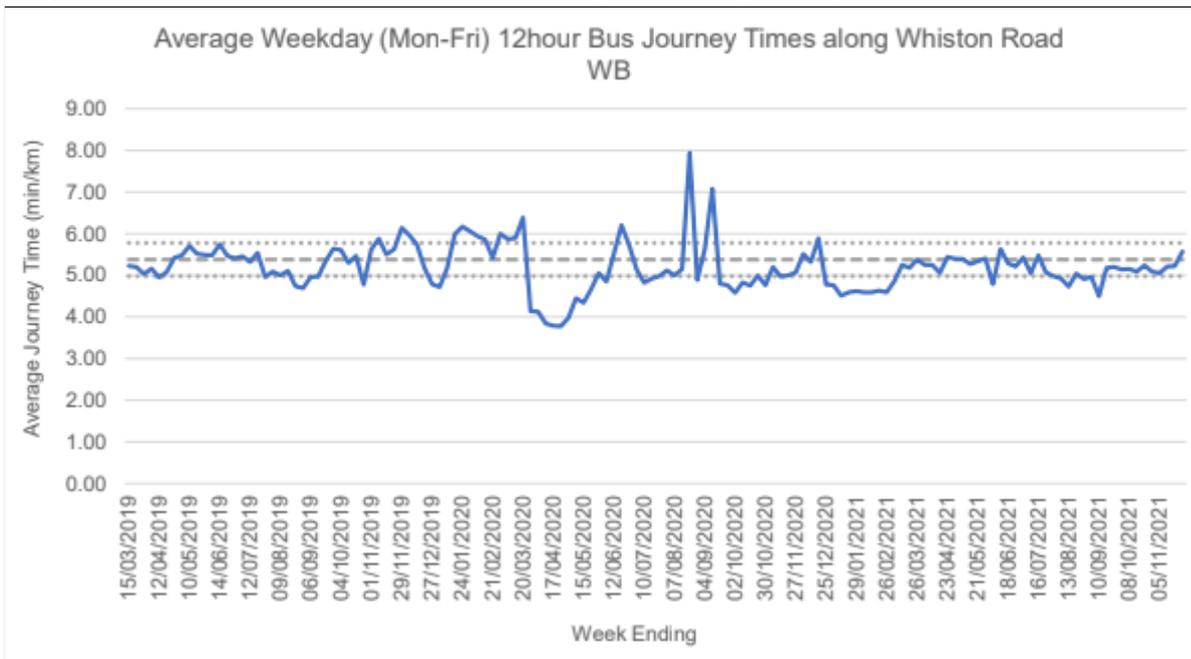


Graph 6 -Queensbridge Road Southbound - changes in bus journey times in min/km

5.100 **Graph 5 and Graph 6** show the changes in bus journey times for the Queensbridge Road north and southbound bus routes. Significant changes were observed in September / October 2020 (before implementation of the London Fields LTN) and in February and June 2021 for the northbound routes and for a short period in June 2021 for the southbound route. This is the time when utility repairs were being implemented at Queensbridge Road and these required additional traffic management with multi-signal traffic control which often causes delays to traffic flows. See **Table 6 of Section 5** for details of utility repairs at Queensbridge Road.



Graph 7 - Whiston Road Eastbound - changes in bus journey times in min/km



Graph 8 - Whiston Road Westbound - changes in bus journey times in min/km

5.101 **Graph 7 and graph 8** show the changes in bus journey times for the Whiston Road east and westbound bus routes. Significant changes were observed in September and December 2020 and these were recorded before the implementation of the London Fields LTN.

5.102 The start of what appears to be a spike in early November 2021 for buses travelling broadly in the east and northbound directions (at the end of graphs 2, 3 and 5) is unexplained. Further monitoring and analysis of the last quarter of 2021 and early 2022 will be required when the data becomes available to derive any tangible conclusions on this spike but it is not expected to be linked to the introduction of the LTN traffic filters. As stated above, TfL and the Council will continue to monitor these bus journey times and will work together to mitigate any issues that are identified.

Bus performance across London

5.103 Until 2017/18, average bus speeds had been in consistent decline. The deterioration had been reversing over the previous two years, although speeds remained much slower than in 2014. Overall bus speeds in the Autumn and Winter 2020 were significantly higher than the previous year. This was the case in all areas of London and reflected increased speeds of general traffic, having been boosted by the impacts of reduced traffic levels during the Covid19 lockdown restrictions.

Bus speeds in Hackney

5.104 The pattern of bus speeds and waiting times not being affected by the introduction of low traffic neighbourhoods can be seen right across the borough

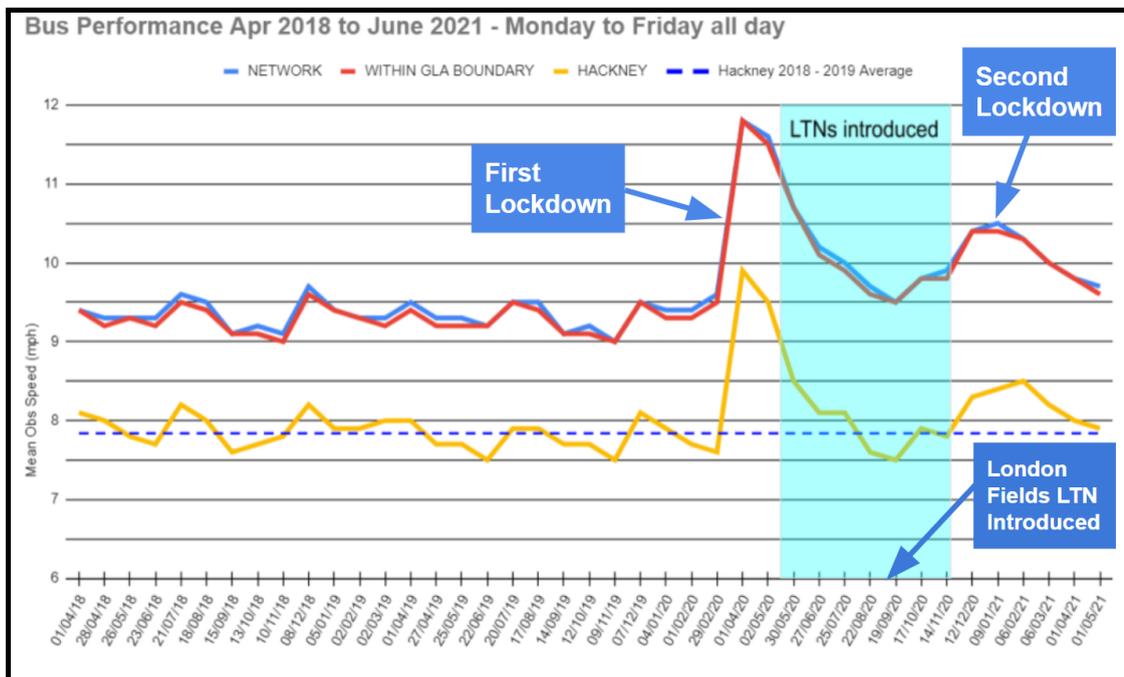


Figure 16: Bus Performance Apr 2018 to June 2021 - weekdays all day

- 5.105 According to Hackney Council analysis of TfL bus performance figures, average bus speeds remain consistent with previous years and matched trends across the capital during 2020, where bus speeds increased significantly during the first lockdown, before falling in August and September and rising again in October, November and December.¹⁰ See **Figure 16**.
- 5.106 This shows that the London Fields LTN measures do not appear to have had an impact on bus journey times but that they were responding to other external factors possibly affecting the whole borough.
- 5.107 A fuller report has been prepared which examines overall bus performance in Hackney to determine the relative influence of Covid, compared to the impact of LTNS. This is available online here; [The impact of Low Traffic Neighbourhoods on buses in Hackney](#)¹¹. Buses remain a vital mode of transport for the people of Hackney and the Council is determined to ensure the best possible conditions for them.

Impacts on Walking and cycling

- 5.108 Although it has not been possible to quantify the changes in pedestrian behaviour, the reduced traffic flows have made it attractive for pedestrians to take up walking without having to face high traffic flows. This particularly applies to roads such as Richmond Road, part of the Q2 route along Middleton Road and, to a lesser extent, part of the CLCG along Queensbridge Road.
- 5.109 In general, the dangers, and perceived dangers, of walking and cycling are far outweighed by its physical and mental health benefits. Regular cyclists have, on average, the fitness of someone at least ten years younger. On average, they are half as likely to suffer from heart disease, a quarter less likely to have a stroke, and will live, on average, more than two years longer. Cycling is an effective way of keeping a healthy weight and reducing anxiety and depression. Cycling is cheaper than any form of motorised transport, an important consideration when living costs in London are high. It is the most reliable way to travel any reasonable distance beyond walking range and, like any exercise, it creates endorphins, natural highs that lift the mood.

¹⁰ <https://tfl.gov.uk/corporate/publications-and-reports/buses-performance-data>

¹¹

<https://news.hackney.gov.uk/download/1064025/theimpactoflowtrafficneighbourhoodsonbusesinhackney.pdf>

- 5.110 In particular, for the majority of people, the benefits of physical activity in the form of walking or cycling outweigh the risks of exposure to air pollution while walking or cycling (DEFRA and Public Health England, Air Quality: A Guide for Directors of Public Health (2017)). Indeed, as explained above, a switch from driving to cycling and walking can potentially help to reduce air pollution.
- 5.111 TfL have set out the key indicators of “Healthy Streets” which contribute towards a liveable neighbourhood. Achieving reduced traffic and quieter roads helps to deliver on a number of these indicators, including encouraging residents to walk and cycle and reducing the worry about road dangers.
- 5.112 Further, before the end of this decade, London’s population will reach nine million. The city’s economy continues to grow. Even with unprecedented investment in the Tube and rail network, parts of it will still be under pressure. Most journeys, by both public transport and car, are short and eminently cyclable. If these journeys can be made more easily by bike, significant amounts of that pressure could be eased.
- 5.113 The traffic filters have had positive impacts on cycling on the following roads:
- Richmond Road 30%
 - Middleton Road 65%
 - Lee Street 52%
 - Forest Road 22%
 - Laburnum Street 20%
- 5.114 More than 50% of traffic recorded at Middleton Road and Lee Street are pedal cycles, making them cycle-friendly roads.
- 5.115 A summary of the changes in pedal cycling is shown on **table 15**.

Changes in pedal cycling on some roads in London fields LTN				
Location	Pre Implementation traffic counts (Baseline)		Post Implementation traffic counts	
	Totals		Totals	
	Traffic	Pedal Cycles (%age of total traffic)	Traffic	Pedal Cycles (%age of total traffic)
Richmond Rd (west of Queensbridge Road)	9259	351 (4%)	1207	380 (31%)
Richmond Road (east of Queensbridge Road)	10281	333 (3%)	1725	525 (30%)
Forest Road	1949	NDA	2671	595 (22%)
Middleton Road (west of Queensbridge Road)	3600	1489 (41%)	3169	2047 (65%)
Lee Street (east of Stean Street)	3526	No Data Available (NDA)	817	426 (52%)

Table 15: changes in pedal cycling on some roads in London fields LTN

- 5.116 Similar points apply in relation to walking. The potential physical and mental health benefits of walking outweigh the potential and perceived dangers.
- 5.117 In particular, for the majority of people, the benefits of physical activity in the form of walking or cycling outweigh the risks of exposure to air pollution while walking or cycling.¹² A switch from driving to cycling and walking can potentially help to reduce air pollution.
- 5.118 TfL has set out the key indicators of “Healthy Streets” which contribute towards a liveable neighbourhood.¹³ Achieving reduced traffic and quieter roads helps to deliver on a number of these indicators, including encouraging residents to walk and cycle and reducing the worry about road dangers and cleaner air.

¹² Air Quality: A Briefing for Directors of Public Health, DEFRA and Public Health England, 2017

¹³ <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>

- 5.119 It is therefore important to promote walking and cycling over car use generally, something that is reflected in the hierarchy of modes of travel set out in the Council's Hackney Transport Strategy in 2015.¹⁴

Impacts on the Central London Cycle Grid (CLCG)

- 5.120 The London Fields LTN has had a positive impact on the CLCG on Queensbridge Road.
- 5.121 Traffic filters at Richmond Road, Middleton Road and Laburnum Street have reduced the amount of east - west traffic crossing the CLCG. This has a positive impact on the level of service (a tool developed by TfL to set a common standard for the performance of cycling infrastructure) offered by the cycle route as it reduces the interaction between turning traffic and cyclists with flow.
- 5.122 The traffic signals at the Queensbridge Road - Whiston Road junction were recently adjusted to provide more time for traffic to clear the junction.

Impacts on Q2 Cycle Route at Middleton Road

- 5.123 The traffic filter at the Kingsland Road - Middleton Road junction has reduced motorised traffic flows at Middleton Road by 12%.
- 5.124 The reduced levels of motorised traffic have facilitated the increase in pedal cycles which now stand at 65% of traffic using Middleton Road making the Q2 at Middleton Road more cycle-friendly.

Implications for Crime and Disorder

- 5.125 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 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.
- 5.126 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.

¹⁴ <https://hackney.gov.uk/transport-strategy>

5.127 Summary data for crime and public disorder is shown in **Table 16** (*from economicpolicycentre.com*)

Crime, ASB and public order offences in Hackney (Before period defined as Aug-July 20, After Aug-July21)			
	Before	After	Change
Anti-Social Behaviour	500	560	12%
All Crime	896	1016	13%
Public Order	85	117	38%

Table 16: Crime, ASB and public order offences in Hackney

5.128 A trendline analysis of this suggests shown in **Figure 17** that there were larger influences than just the LTN affecting crime. In particular the national and local lockdowns.

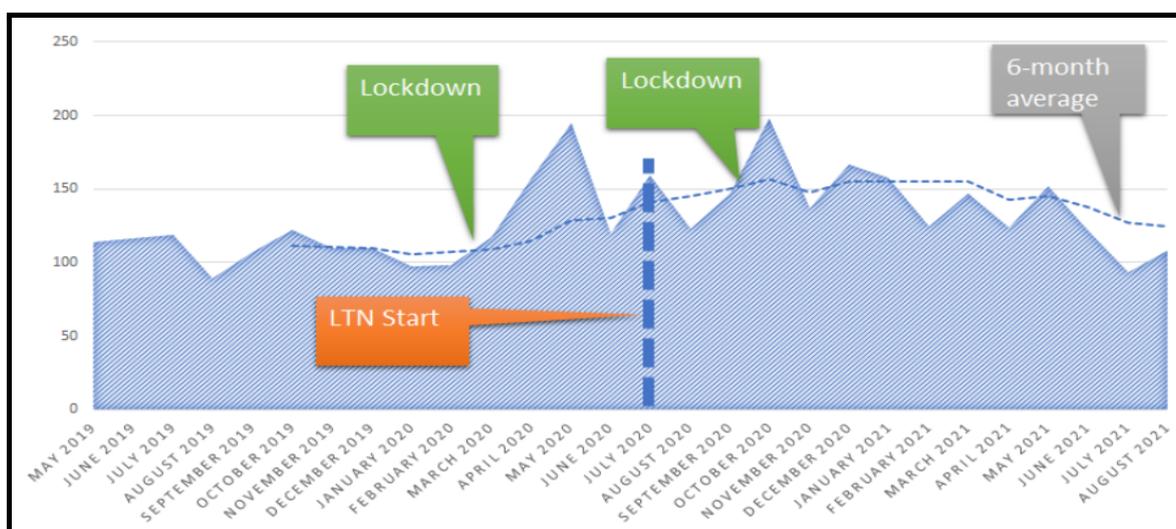


Figure 17: All Crime and Disorder in the Census Output Areas bounded by the LTN 2019-2021 (number per month)

5.129 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).

5.130 As the scheme leads to reduced traffic flows, there is a possibility that it 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.

- 5.131 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.
- 5.132 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.
- 5.133 With regard to concerns about the safety of women specifically, 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. Note: Home Office counting rules will have included in these figures any historical crime that was reported but may have taken place several months before, and in some cases many years before the date of reporting.
- 5.134 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.
- 5.135 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. London Fields 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.

- 5.136 In Outer London there is **emerging evidence** that introduction of Low Traffic Neighbourhoods in 2020 were associated with reduced crime and attacks against the person compared to the background trend in Outer London.¹⁵
- 5.137 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**¹⁶ - Anna Goodman Rachel Aldred

Impacts on Emergency Access

- 5.138 Emergency access into the LTN has remained unchanged as all emergency service vehicles, as well as Council refuse collection vehicles, are able to pass through the traffic filters.
- 5.139 Checks with emergency services organisations have revealed that no one has been negatively affected by these changes as all services are able to pass through the traffic filters.

Impacts on access for local residents

- 5.140 All areas within the LTN are still accessible as no area has been cut off completely; however the introduction of traffic filters has meant that direct access into some areas of the LTN is no longer possible and some residents

¹⁵ 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>.

¹⁶

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

have to get onto the boundary roads to access their properties, and local amenities such as shops and schools.

- 5.141 The available access routes for traffic filters are discussed in further detail under Section 9 Proposals and Impacts.

Impacts on parking arrangements

- 5.142 Most of the traffic filters were installed on existing 'at any time' waiting and loading restrictions and therefore had no impact on parking; however at Lee Street, the traffic filters were placed on existing parking bays and resulted in the loss of two car parking spaces.

- 5.143 The absence of non local traffic means all parking space available is for use by local residents, their visitors and service vehicles.

Impacts on Human Rights

- 5.144 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.

- 5.145 The Council believes that any violation of Article 8(1) caused by implementing the London Fields LTN would be justified, in particular, by creating a quieter, safer, cleaner and less noisy environment for people to live and work in.

Impacts on children

- 5.146 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.

- 5.147 Some children live, or attend schools or nurseries, in locations that have been affected by the traffic filters that were recently introduced in the London Fields LTN.

- Queensbridge Primary school off Queensbridge Road

- A school street was implemented at Albion Drive to create a traffic calmed area outside the school
- Although it was anticipated that traffic flows at Queensbridge Road would increase as a result of the Low Traffic Neighbourhood, this has not been the case
- Mapledene and Queensbridge Children’s play centre off Mapledene Road
 - The closure of Middleton Road and Richmond Road has helped reduce traffic flows near this school
- Holy Trinity Primary school off Roseberry Place
 - Although the closure of Forest Road would have reduced traffic flows in the area, traffic flows have increased at Beechwood Road.
- Zeeba Daycare Dalston off Roseberry Place
 - Same as Holy Trinity Primary school off Roseberry Place above
- Amazing Days Nursery off Beechwood Road
 - Same as Holy Trinity Primary school off Roseberry Place above
- St Pauls with St Michael off Rivington Walk
 - The traffic filters near the A10 would have affected the traffic flows near this school by reducing the volume of eastbound traffic from Kingsland Road.
- The Bridge Academy, off Laburnum Street
 - Reduced traffic flows on Laburnum Street outside the school have been experienced at this location
- Rainforest Nurseries off Haggerston Road
 - This nursery would have benefited from reduced fumes and noise from traffic flows at Middleton Road.

5.148 Except for the school and nurseries in the Roseberry Place / Beechwood Road area where traffic flows have increased, all other locations are positively affected by the changes brought by the London Fields LTN. Measures will be investigated to mitigate this issue.

5.149 **Figure 18** shows the location of the learning centres in London Fields LTN.

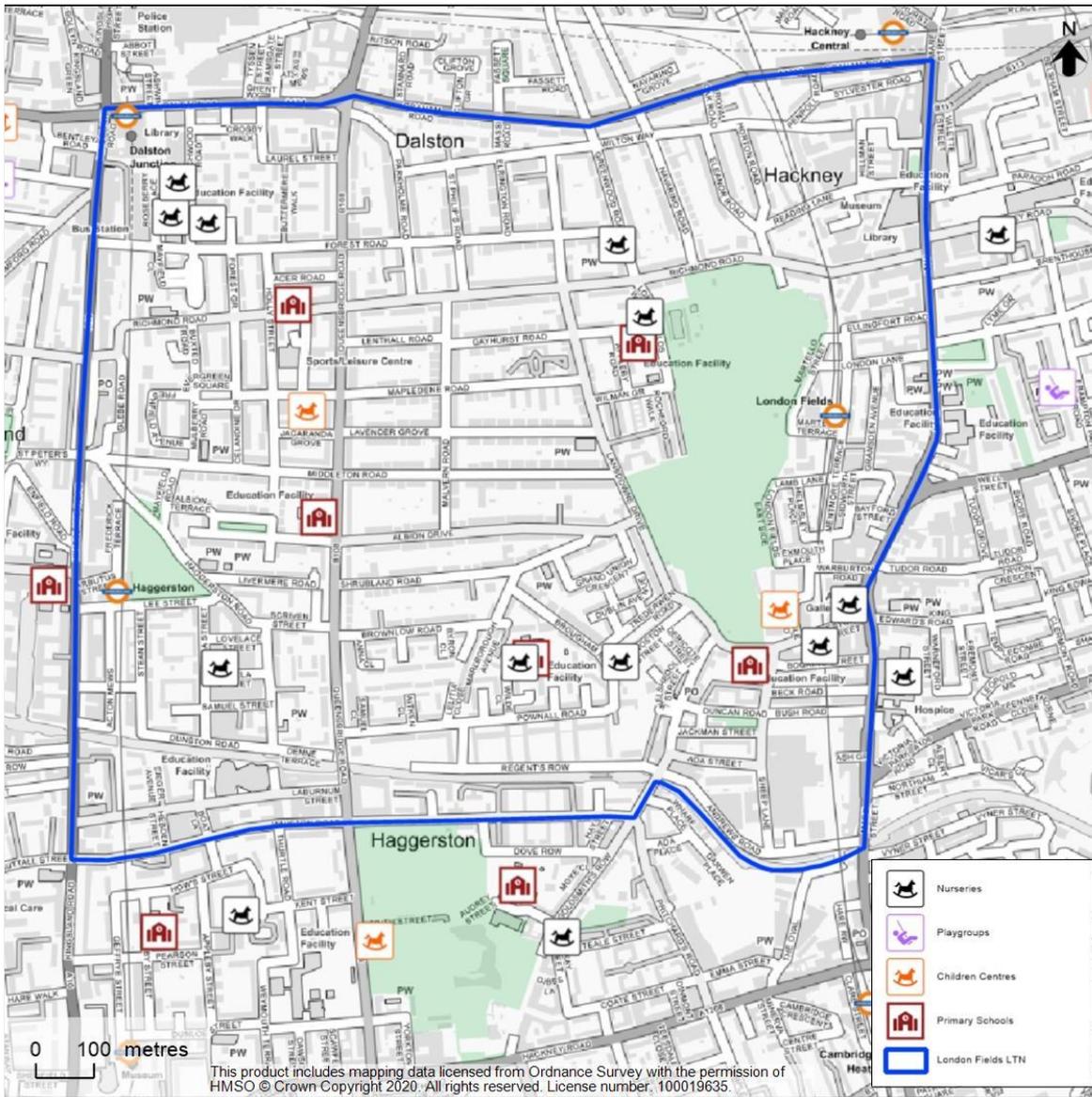


Figure 18: Location of Learning Centres in London Fields LTN

5.150 Overall, therefore, the Scheme is expected to have a positive impact on the welfare of children.

Impacts on people with disabilities

5.151 The traffic filters in London Fields have increased journey times for some local residents who have to drive, as direct access to properties is not always available.

5.152 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 inconvenience levels may be higher, depending on their disability and that this group could be adversely impacted by the scheme to a greater extent.

5.153 A full assessment of the impacts is included in the Equality Impact Assessment below. However, an 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. 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 have registered one vehicle for an exemption permit. As part of this London Fields report it is recommended that this exemption should be applied to the bus gate filters along Richmond Road, which should reduce journey times for this part of the community and mitigate some of the impact on them.

Impacts on vehicle-related noise

5.154 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".

5.155 Conversely, there might be an increase in noise on those roads where vehicle flows have increased, particularly boundary roads such as Dalston Lane, Graham Road, Mare Street and Whiston Road and inner roads such as Laurel Street, Beechwood Road and Forest Road.

Potential equalities implications

5.156 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

5.157 An Equalities Impact Assessment (EQIA) of the scheme is included in **Section 9**.

5.158 A 2021 policy decision to allow Hackney Companion E - Badge holders to be

granted exemptions to drive through traffic modal filters on Classified Roads is described in section 2 of [DPD - Exemptions on Classified Roads Companion e-badge Holders](#)¹⁷. 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 have registered one vehicle for an exemption permit. As part of this London Fields report it is recommended that this is applied to the bus gates on Richmond Road but does not apply for the other traffic filters because they are not on classified roads. The DPD does commit to keeping under review the extent of exemptions, especially when dealing with protected groups.

¹⁷ <https://hackney.gov.uk/blue-badge>

6.0 Experimental LTN traffic filters, impacts, recommendations and potential further improvements

- 6.1 The London Fields LTN is composed of six traffic filters, two bus gates and three turning restrictions all implemented through experimental traffic orders. These have already been described in detail under section 4.
- 6.2 This section describes in detail, the traffic filter and permanent traffic order proposed, the impact it has on traffic, any recommendations and further measures to be considered where necessary to give a clear impression of what will be achieved by the London Fields LTN.
- 6.3 The recommendations are based on monitored experiences of traffic behaviour including traffic flows, collisions, pollution, feedback from residents and stakeholders including emergency services over twelve months from the date of implementation.
- 6.4 Further measures for consideration have been recommended where immediate proposals are deemed to be insufficient to deal with the impacts of the scheme or where new problems that had not been anticipated in the past have arisen. Issues such as traffic using side roads to bypass major roads and junctions are an example.
- 6.5 In some cases no clear solution is immediately available for issues such as junction capacities and signals design as they require complex modelling and design processes that require time and resources not available within twelve months.
- 6.6 Recommendations and further measures proposed for locations where no clear solutions are available are shown in **Table 17**.

Traffic filter, measure, impacts, recommendations reasons and further studies for each traffic filter					
Traffic Filter	Measure	Impacts	Recommendation to Keep as is, Modify or Remove	Reasons for Keep as is, Modifying or Remove	Further Studies, Improvements
LTN1 Forest Road by Roseberry Place	24 hour prohibition of driving except emergency services and Hackney Council refuse collection vehicles and local buses	<p>Local and non local eastbound traffic that used Forest Road has been diverted to Kingsland Road, Dalston Lane, Beechwood Road and Laurel Street</p> <p>Increases traffic flows at A104 Dalston Lane 22%, Graham Road 25% and Forest Road 37% to the east of Beechwood Road</p> <p>Beechwood Road and Laurel Street are smaller roads with schools, nurseries and smaller residential properties not suitable for an increase in traffic of this magnitude.</p>	<p>Make the experimental traffic filter at Forest Road - Roseberry Place junction permanent.</p> <p>Install camera enforcement for west bound traffic.</p>	<p>The disadvantages brought by the added distance that residents of London Fields LTN need to drive for access are far outweighed by the benefits of a quieter neighbourhood that does not include non local traffic.</p> <p>The increases in traffic flows on Dalston Lane and Graham Road are acknowledged and further investigations to reduce traffic flows on these roads and overall in Hackney are being investigated.</p> <p>The increases in traffic flows at Beechwood Road, Laurel Street and Forest Road can potentially be resolved by implementing further mitigation measures.</p>	<p>Investigate, consult and implement measures (subject to approvals) to remove non local traffic using residential roads such as Laurel Street, Beechwood Road and Forest Road.</p> <p>Investigate, consult and implement measures (subject to approvals) to improve access into the LTN via the Dalston Lane - Queensbridge Road junction including opening up the right turn for traffic southbound into Queensbridge Road from Dalston Lane</p>

	2 way traffic system between Kingsland Road and Roseberry Place	Improves accessibility for local residents	Make the experimental traffic system between Kingsland Road and Roseberry Place permanent without modification	Enables two-way traffic movements between Kingsland Road and local residential properties.	None
LTN 2A and 2B Richmond Road (by railway line)	24 hour prohibition of driving except emergency services and Hackney Council refuse collection vehicles and local buses	<p>Reduced traffic flows by more than 80% around the Richmond Road area</p> <p>Direct access to properties and amenities is affected</p> <p>Diverts traffic southwards to Kingsland Road, Whiston Road and Queensbridge Road</p> <p>Diverts traffic northwards to Dalston Lane, Graham Road, Beechwood Road, Laurel Street and Forest Road</p>	<p>Make the experimental traffic filters at Richmond Road by the East London railway line permanent with exemptions for Companion e - holders.</p> <p>Install camera enforcement for west bound traffic</p>	This is one of the most important traffic filters for the LTN as it has stopped through traffic from Englefield Road and Kingsland Road en route to Mare Street passing through the LTN.	None
	Removal of right turn restrictions at the Queensbridge Road - Richmond Road junction	These allow traffic to turn in all directions since traffic levels have been reduced and provide greater mobility within the LTN area	Make the experimental removal of the right turn bans permanent. Adjust signal timings and signal heads to accord with the new arrangements	Traffic flows have reduced significantly and the removal of the right turn bans improves accessibility for local residents	A separate project, the future Central London Cycle Grid improvements, to look at further pedestrian and cycling accessibility improvement at the junction

<p>LTN3 Middleton Road by railway line</p>	<p>24 hour prohibition of driving except emergency services and Hackney Council refuse collection vehicles and local buses</p>	<p>Direct access to properties and amenities is affected</p> <p>Diverts traffic southwards to Kingsland Road, Whiston Road and Queensbridge Road</p> <p>Have increased pedal cycle flows to 65% of traffic volumes</p>	<p>Make the experimental traffic filters at Middleton Road by the East London railway line permanent without modification.</p> <p>Install camera enforcement for west bound traffic to improve compliance</p>	<p>The traffic filter has helped transform Middleton Road into a pedal cycle friendly road.</p> <p>It has also stopped through traffic from Kingsland Road en route to Queensbridge Road passing through the LTN.</p>	<p>The Council is to liaise with TfL to adjust the traffic signals at the Kingsland Road - Middleton Road junction to stop traffic entering / exiting Middleton Road at the Kingsland Road junction.</p>
<p>LTN 7 Lee Street</p>	<p>24 hour prohibition of driving except emergency services and Hackney Council refuse collection vehicles and local buses</p>	<p>Reduced traffic flows around the Lee Street area by 77% and increased pedal cycle traffic to 52% making Lee Street a cycle friendly road.</p>	<p>Make the experimental traffic filter at Lee Street permanent without modification</p> <p>Retain camera enforcement</p>	<p>Due to the closure at Lee Street, some residents have to travel to Whiston Road and Queensbridge Road to get to their properties, however the benefits of a quieter neighbourhood are considered to outweigh the longer distance that some residents have to travel</p>	<p>None</p>
<p>LTN 13 Stean Street</p>	<p>24 hour prohibition of driving except emergency services and Hackney Council refuse collection vehicles and local buses</p>	<p>Although there is no baseline data available for this location, traffic flows in the area have fallen significantly. A nearby traffic filter at Lee Street has had 77% fall in traffic flows.</p>	<p>Make the experimental traffic filter at Stean Street permanent without modification</p>	<p>Due to the closure at Stean Street, some residents have to travel to Whiston Road and Queensbridge Road to get to their properties however the benefits of a quieter neighbourhood is considered to outweigh the longer distance that some residents have to travel</p>	<p>None</p>

<p>LTN 10 and LTN 11 Richmond Road</p>	<p>24 hour prohibition of driving prohibition to traffic except emergency services and Hackney Council refuse collection vehicles and local buses</p>	<p>Stops traffic from Mare Street en route to Queensbridge Road via Richmond Road accessing the LTN.</p> <p>Increases in traffic flows at Lansdowne Drive have been noted outside the operational hours of the bus gate</p>	<p>Make the experimental bus gates at Richmond Road permanent with exemptions for companion e - holders and for Hackney residents who are blue badge holders and have registered one vehicle for an exemption permit.</p> <p>Retain camera enforcement</p> <p>Remove the left turn restriction from Mare Street into Richmond Road at the Richmond Road - Mare Street Junction,</p>	<p>This is in line with Council policy to improve public service transport facilities within the borough.</p> <p>Removing the bus gates at Richmond Road would bring back the high levels of traffic from Mare Street en route to A10 Kingsland Road</p> <p>This will allow local residents easy access into the LTN without fear of through traffic joining in</p>	<p>Consult on a proposal to change the operational times at the Lansdowne Drive bus gate to 7am to 7pm Monday to Sunday</p>
<p>LTN 10WW Wilton Way</p>	<p>24 hour prohibition of driving except emergency services and Hackney Council refuse collection vehicles and local buses</p>	<p>Reduced traffic flows at Wilton Way (baseline figures not available)</p> <p>Diverts traffic to Graham Road, Queensbridge Road and Greenwood Road</p> <p>Increased driving distances for local residents.</p> <p>Reports of non local traffic</p>	<p>Make the experimental traffic filter at Wilton Way permanent without modification</p>	<p>The disadvantages brought by the added distance that some residents of the Wilton Way area have to drive are considered to be outweighed by the benefits of a quieter neighbourhood that does not include non local traffic.</p>	<p>Investigate, consult and consider implementing further measures to stop non local traffic using Forest Road, Greenwood Road, Fassett Square and Fassett Road to bypass Graham Road.</p>

		using Forest Road, Greenwood Road, Fassett Square and Fassett Road to access Graham Road, or undertake a U-turn on Graham Road have been made			
Greenwood Road turning restrictions	Right turn restriction from Greenwood Road into Graham Road	<p>Stopped non local traffic using Forest Road as a shortcut to bypass the Queensbridge Road - Graham Road traffic signals.</p> <p>Reduced traffic flows in the Wilton Way area</p> <p>Increased driving distances for some local residents.</p>	Make the experimental turning restrictions at Greenwood Road permanent without modification	Removing the right turn restriction would create a through route for non local traffic to bypass Graham Road and the Queensbridge Road - Dalston Lane junction	See above for proposed further improvements
Laburnum Street turning restrictions	24 hour left turn restriction from Laburnum Street into Queensbridge Road and right turn restrictions from Queensbridge Road into Laburnum street	<p>Reduced traffic flows at Laburnum Street by 65%,</p> <p>Extended the southern boundary of the London Fields LTN to Whiston Road</p> <p>Contributed towards increased traffic flows on Whiston Road by 55%.</p>	<p>Make the experimental turning restrictions at Laburnum Street permanent without modification.</p> <p>Retain the camera enforcement for the turning restrictions at Laburnum Street</p>	<p>The turning restrictions at Laburnum Street were added because traffic was using Laburnum Street to access the London Fields LTN to the north of the canal.</p> <p>Removing the right turn and left turn restrictions at the Queensbridge Road - Laburnum Street junction would bring chaos to Laburnum Street</p>	<p>Investigate, consult and implement further traffic filters to reduce traffic at Whiston Road (west of Queensbridge Road) where traffic flows have gone up by 55%</p> <p>The Council to liaise with TfL to permanently remove the right turn restriction from Whiston Road into Kingsland Road to improve local access</p> <p>The Council to liaise with TfL to improve traffic flows at the Queensbridge Road - Whiston</p>

					Road junction
Pritchard's Road (Cat and Mutton Bridge) Bus Gate	24 hour prohibition of driving except emergency services and Hackney Council refuse collection vehicles and local buses	<p>The filter created a cycle friendly environment at the Cat and Mutton bridge where 80% of traffic is now pedal cycle.</p> <p>Reduced motorised traffic at Andrews Road and the Broadway Market area which is largely used by pedestrians.</p> <p>Increased journey times for local residents who can no longer use the Cat and Mutton bridge to access their properties.</p>	Make the experimental bus gate at Pritchard's Road (Cat and Mutton Bridge) permanent without modification.	Removing the bus gates at Pritchard's Road would bring back the high levels of traffic from Mare Street en route to A10 Kingsland Road via Whiston Road and have a detrimental impact on Broadway Market	Investigate, consult and consider implementing further measures at Pritchards Road (between Whiston Road and Ada Place), Kay Street and Wharf Place to help reduce the volume of motorised traffic using Whiston Road where traffic flows have gone up by 55%.
All filters between Kingsland Road (A10) and Queensbridge Road (B108)	24 hour prohibition of driving prohibition to traffic except emergency services and Hackney Council refuse collection vehicles and local buses	<p>Cumulatively, the filters mean that access into this area is primarily from Queensbridge Road, to the east.</p> <p>This disadvantages anyone if they frequently travel to the west of the LTN, although it is advantageous if they frequently travel to the east of the LTN.</p>	As stated above for the individual filters, make all of the experimental filters permanent without modification.	Feedback from residents has highlighted that some people would prefer the filters to be in different locations. Any changes of this nature would take time to investigate and consult on, therefore the existing scheme should be made permanent and the Council commit to further work to understand and explain to residents the impacts of any alternative proposals.	<p>Investigate the impacts of relocating the filters eastwards towards Queensbridge Road, along with any other mitigation measures that would then be required for the LTN.</p> <p>Engage with local residents and consult on a revised scheme if agreed, followed by implementation of any changes, subject to approvals.</p>

Table 17: Proposals and recommendations at each location

6.7 As highlighted in Table 14, care has been taken to monitor any adverse impact on roads due to unintended consequences. Further measures will be considered to resolve issues created by the Low Traffic Neighbourhood. Works will be funded from the Council capital budget, or other available budgets, and subject to approval separately from this current DPD.

6.8 The current closure points were initially introduced using wooden planters and whilst these have a medium term life, consideration will need to be given to permanent solutions if the scheme is to be retained.

6.9 In order to make these sites more visible, improve compliance and to improve their contribution to the environment further, these sites could become sites of permanent greenery, such as a Sustainable Urban Drainage Systems(SUDs). Options can also incorporate different surface materials, for example: block paving or a different colour surfacing or an imprinted design in conjunction with more obvious road markings are proposed for the permanent scheme. Implementation of additional street trees would also be possible.

6.10 It is advised that properties in the immediate vicinity of the closure points are consulted on proposed designs for permanent solutions

Potential Alternatives considered and rejected

6.11 As part of the decision process regarding the future of the London Fields LTN, several alternatives were considered and rejected. These alternatives were constructed based on a combination of technical options and suggestions made by stakeholders and included the following:

- a) **A 'do nothing' approach** was considered but rejected for a variety of reasons. Notably, there are existing issues in relation to air pollution, traffic levels, poor walking and cycling conditions and road safety.
- b) **Partially implementing the Scheme** would also not be possible. All elements are considered necessary to enable better improvement of the residential area. For example, individual (or fewer) isolated traffic filters would not produce significant traffic reductions, but instead would create new rat-runs in the local area as drivers, broadly travelling between the east and the west, would continue to look for routes to avoid traffic signals.

- c) **Other types of traffic calming** - the Commonplace engagement exercise and other engagement activities have also identified requests for other types of traffic calming including one-way streets, speed humps and other ways to reduce traffic. These measures would not achieve the same impacts in terms of traffic levels, and thereby improving walking and cycling conditions, air quality and road safety, as the current proposals would.
- d) **Alternative positions for the placement of the traffic filter** restrictions were considered between Kingsland Road and Queensbridge Road. At the time of implementation the current positions were thought to be the most appropriate locations. However, feedback on the scheme has suggested that there may be more support for moving the restrictions from close to Kingsland Road to nearer to Queensbridge Road. This has been considered and an outline design completed. One of the recommendations of this report is to consult the immediate area on this change. Locations such as the Laurel street - Queensbridge Road junction, Forest Road to the east of Beechwood Road are still being considered.

7.0 Policy Context

Hackney Transport Strategy 2015-2025

- 7.1 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.
- 7.2 The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration but 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.
- 7.3 This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council's Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents including the Council's emerging Local Plan and Health and Wellbeing Strategy.
- 7.4 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. Hackney's population and employment are amongst the fastest growing in London meaning that future travel patterns and the demand for travel will need to be carefully managed.
- 7.5 Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing the Transport Strategy.

Road Safety Plan

7.6 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. 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. This Road Safety Plan outlines some of the more successful initiatives undertaken by the Council to date.

Cycling Plan

7.7 The Scheme should 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 long-term 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.

7.8 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 i.e. Walking Plan / Cycling Plan / Public Transport Plan / Liveable Neighbourhoods Plan / Road Safety Plan / Sustainable Transport Supplementary Planning Document, which form part of the Council's Transport Strategy.

- 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 **40mg/m3**.

Hackney Emergency Transport Plan

7.9 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.

7.10 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 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, people of minority ethnic backgrounds, the elderly, and children.

7.11 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 and Hackney Downs. 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

7.12 The measures introduced follow 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.

7.13 The Government's statutory guidance on transport network management states: "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".

Mayor's Manifesto Commitments

7.14 The Scheme also aligns with certain manifesto commitments made by the current Mayor of Hackney:

- "We will make it easier and more attractive to walk and cycle to school"
- "We will implement measures to reduce road accidents especially in relation to vulnerable road users and working towards the Vision Zero target of no deaths on London's roads"
- "We want Hackney's streets to be the most walking and cycle-friendly in London, leading the push to build people-focussed neighbourhoods"

Mayor of London's Policies

- 7.15 It is also considered that the Scheme would accord 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.
- 7.16 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

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

- 7.17 A June 2021 policy decision to allow Hackney Companion Badge holders to be granted exemptions to drive through traffic modal filters on Classified Roads is described in section 2 of [DPD - Exemptions on Classified Roads Companion e-badge Holders](#)¹⁸. 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. In the London Fields LTN this applies only for Richmond Road. The DPD does commit to keeping under review the question of exemptions, especially when dealing with protected groups.

Climate Emergency Declaration

- 7.18 Hackney Council is committed to doing everything within its power to deliver net zero emissions across Council functions by 2040. That's ten years earlier than the target set by the government.

¹⁸ <https://hackney.gov.uk/blue-badge>

7.19 When we made [our commitment](#)¹⁹, 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
- 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

Department of Transport - Statutory guidance - Traffic Management Act 2004: network management to support recovery from Covid-19

7.20 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

¹⁹ <https://docs.google.com/document/d/1DaXliuz1JR97nXSTegstTbreKE4-1U2eLR3FguIW83k/edit>

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”²⁰

- 7.21 The Secretary of State has given clear guidance about implementing schemes such as LTN’s 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 be removed. [Traffic Management Act 2004: network management to support recovery from COVID-19](#)²¹

The Liveable Neighbourhoods Plan

- 7.22 The Liveable Neighbourhoods Plan plays a key role in Hackney Council to bring about a higher quality of life for residents in the borough.
- 7.23 The objectives of the Liveable Neighbourhoods Plan are to ensure that by 2025:

²⁰ [Traffic Management Act 2004: network management to support recovery from COVID-19](#)

²¹

<https://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 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.
- 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.

7.24 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.

7.25 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.

7.26 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).

- 7.27 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

TfL Low Emission Neighbourhoods

- 7.28 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.
- 7.29 LEN measures would vary according to local circumstances and the source apportionment of emissions.
- 7.30 Measures could include full or timed closures for high polluting vehicles, geo-fencing and preferential parking for ultra low emission vehicles.
- 7.31 The Council is working 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.

Traffic management Act 2004

- 7.32 The Council as highway authority for borough roads has a Network Management Duty as set out in the Traffic Management Act 2004.
- 7.33 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

- 7.34 The movement of traffic includes pedestrians and cyclists.
- 7.35 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, as described in **section 7.1**, 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.
- 7.36 The implementation of the LTN is consistent with both the Traffic Management Duty and the Council's Transport Strategy.
- 7.37 At section 18 of the Act, it recognises 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.
- 7.38 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.

8.0 Consultation

Scheme Public Feedback

- 8.1 All of the consultation discussed below was taken into consideration when analysing the traffic filters and considering the recommendations contained in this report.
- 8.2 The primary method of collecting data was through the online platform, **Commonplace**²². There are two main ways participants have contributed to the platform. The first is to complete a survey. For a completed survey to appear on the site, the participant has to verify their comment via a confirmation email. The second is to add an agreement to an existing comment on the platform. Respondents can add one agreement to any comment other than their own. Unless already logged in, they are asked to provide an email address. If they decline to provide their email address, they are treated as anonymous and comments are collected in the database but not displayed publicly.
- 8.3 The full list of questions can be viewed in **Appendix E - M.E.L Report - Low Traffic Neighbourhoods - London Fields Feedback Report August 2021**. Responses from residents who wrote in using Freepost Streetscene or streetscene.consultations inbox were analysed separately by the same consultants. Analysis of all feedback and comments is included below, with Hackney's comments following toward the end of this section.

Stakeholder consultation:

- 8.4 Consultation with the Emergency Services and other stakeholders from Hackney was carried out for the traffic filters for the London Fields LTN.
- 8.5 It is noted that not all Stakeholders are able to respond to all consultations, however the Council is aware of many of the more general concerns as these are discussed across a variety of schemes over time and the principles incorporated into ongoing design work.

The Met Police

- 8.6 Concerns from the MET Police included:
- Access for emergency vehicles through the traffic filters
 - Sufficient advance warning for motorists

²² <https://rebuildingagreenerhackney.commonplace.is>

- Closure of Glebe Road by Middleton Road and Richmond Road
- 8.7 The recorded comments relate to access and design issues. In all cases, access is permitted for emergency vehicles for operational purposes, which resolved these concerns.
- 8.8 It was confirmed that traffic from Glebe Road would not be able to go through the road closure (although emergency vehicles can).
- 8.9 Advance warning signs were installed on Kingsland Road and Englefield Road.

London Ambulance Services

- 8.10 The major concern related to access through the filters for operational purposes and, as this is permitted, that concern was resolved.

London Fire Brigade

- 8.11 Previous discussions relating to the various schemes in Hackney (both LTN and others) had highlighted the service's concerns over access for operational purposes.
- 8.12 As above, those concerns have been resolved. It was also noted that the Fire Service is exempt from traffic bans (such as at Laburnum Street) under emergency circumstances.

The Royal National Institute for the Blind (RNIB)

- 8.13 Comments from the RNIB included:
- A request that a thorough Equality Impact assessment is carried out addressing the issues identified by people with disabilities
 - Shared use schemes not supported
 - Requested consultation with the local sight loss community if these changes were made permanent
 - A request for all signal controlled pedestrian crossings to be kept and continued to be planned into new schemes
- 8.14 The Council has taken these into account for all of its schemes. Taking each point in turn:
- An EQIA has been carried out, see **Section 9**

- No new areas of shared space have been created as part of the LTN work. It is however, noted that these schemes may encourage more pedestrians, cyclists, moped users and users of electric scooters to move around these areas, which in turn may raise unintended consequences in the future. The Council will continue to monitor feedback received on these schemes and intervene if problems do arise
- There has not been further separate consultation in relation to these schemes, as the process of introducing them using experimental orders means that the first six months of the experiment is the formal consultation period. However, if approved, the Council's Design Engineering Team will send the proposals for the permanent layouts to RNIB for appropriate distribution, to ensure that any schemes are understood (in layout terms) by the sight loss community
- No signal controlled crossings are proposed as part of this LTN and none are to be removed.
- No kerbs or tactiles are being removed, although see point 3 above

Community Safety, Enforcement and Business Regulation Service

- 8.15 Investigations have indicated that there has been no identifiable impact on crime in the area as a consequence of the LTN.
- 8.16 The Council monitors crime statistics on an ongoing basis and will investigate further and take appropriate action, should anything pertinent arise.

Parking Enforcement

- 8.17 Following discussions with the Parking Services Enforcement Team, enforcement on the following restrictions started as shown in **table 18**.

Location	Restriction	Date of enforcement
Laburnum Street	Banned left turn	15/02/21
Lee Street	Motor vehicle prohibition	12/11/20
Richmond Road by Greenwood Road	Motor vehicle prohibition	23/11/20
Pritchard's Road (Cat and Mutton)	Motor vehicle prohibition	23/11/20
Wilton Way	Motor vehicle prohibition	23/11/20
Greenwood Road	Banned right turn	12/11/20

Table 18 - showing location of traffic filters with enforcement dates

- 8.18 The Enforcement Team has made suggestions as to how to further improve compliance and understanding of the LTNs on Richmond Road, near to the Eleanor Road junction.
- 8.19 Should the LTN be made permanent these suggestions will be investigated further and appropriate changes made.

Experimental Traffic Order as public consultation:

- 8.20 The first six months (later extended to twelve months) of the Experimental Traffic order were deemed to be the consultation period when residents get to experience the impacts of the proposals in real time and submit their comments.
- 8.21 On 27 August 2020, a letter was sent to residents of the London Fields LTN advising them of the Council's intentions to implement Low Traffic Neighbourhoods in the London Fields area.
- 8.22 The letter contained details of the benefits of an experimental traffic order and how residents could air their views using **London Fields LTN Commonplace**²³ (an online based link where residents could submit their views and see how other people were responding to the experiment).

²³ rebuilding a greener hackney.commonplace.is

8.23 Articles on the scheme were published in the Hackney Today, Council social media channels, relevant e- Newsletters and Nextdoor, a neighbourhood hub which enables hyper local engagement.

8.24 Residents could also send emails to:

Streetscene.Consultations@hackney.gov.uk or write to **Freepost Streetscene**.

Feedback on proposals via commonplace, emails and streetscene freepost

8.25 In total, 5685 responses were received via Commonplace, by emails and Freepost Streetscene between 27 August 2020 and 1 August 2021

8.26 The responses were analysed by an external consultant who produced the report **M.E.L Report - Low Traffic Neighbourhoods - London Fields Feedback Report August 2021** included as **Appendix E** of this document.

8.27 From a sample base of 5287 responses, 43% were in support of the proposals to rebuild a greener Hackney by encouraging more walking and cycling, and preventing car-use to return to pre-lockdown levels or above and 53% were against.

8.28 40% wanted all or some of the measures to be made permanent and 58% did not.

8.29 A summary of the analysis results of the feedback exercise is shown on **figure 19**.

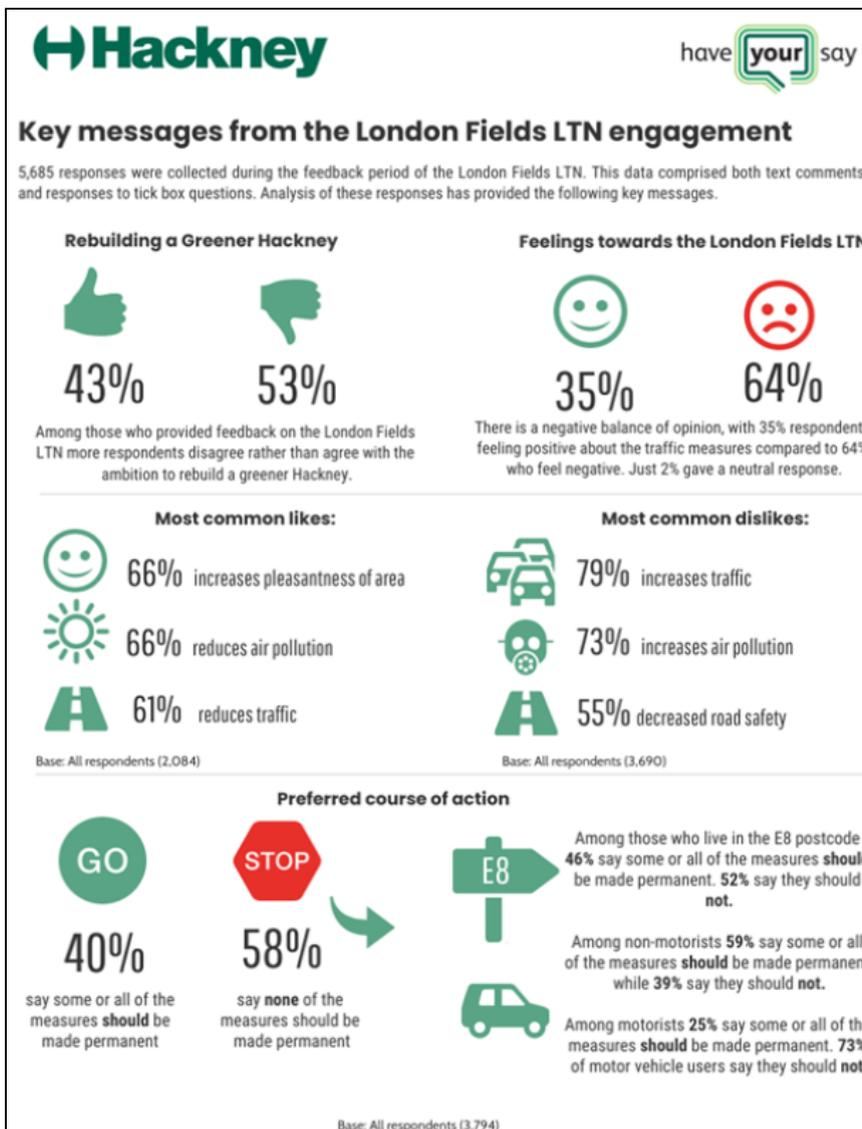


Figure 19 shows the key statements from the feedback exercise

8.30 Further information on the results of the consultation can be seen in the MEL Research - Low Traffic Neighbourhoods - London Fields Feedback Report in **Appendix E**.

Analysis of the responses that LIKED the London Fields LTN

8.31 Respondents were given the opportunity to record the aspects of the London Fields LTN that they **LIKED** by responding to the question, **Overall, what do you LIKE, if anything, about the above traffic measures in London Fields?**

8.32 The responses were collected through a pre-prepared list of issues/impacts and through respondents providing their own 'other' comments and the themes and percentages are shown on **table 19**.

Theme	Percentage
The area is now more pleasant	66%
Reduces air pollution	66%
Reduces traffic	61%
Increases road safety	58%
Encourages me to cycle in the area	56%
Encourages me to walk in the area	55%
Reduces rat-running	55%
Reduces speeding	51%
Encourages me to spend time in the area	47%
Encourages me to shop in the area	44%
More space for social distancing	39%
Encourages me to cycle to work	35%
Encourages me to walk to work	23%
Other	22%
Sample Base	2804

Table 19 - themes and percentages of responses to pre prepared list of impacts / issues in the LIKE question

- 8.33 A statistical base of 2804 for the analysis was based on the number of respondents who responded to this question as some respondents left this question blank.
- 8.34 The 'other' comments provided at this question have been reviewed and where possible allocated into themes.
- 8.35 The most commonly identified positive themes in the 'other' comments are the impact of the LTN on making the area quieter and safer with 5% of the comments.
- 8.36 Themes within the 'other' comments given in the **LIKES** question are shown

in **table 20**

Theme	Percentage
Nothing / None of above / rejects scheme / Not relevant	66%
Non-relevant response	36%
General positive feedback	8%
Safer	5%
Quieter area	5%
Less pollution	3%
Reduces traffic	1%
Better parking	1%
Sample base	584

Table 20 - Themes within the 'other' comments given in the LIKES question

8.37 Example comments relating to general positivity are provided below:

- Encourages me to cycle my kids to school
- It is liberating to feel people, not cars, dominate
- Reduces noise pollution, encourages neighbour interactions
- Makes me like living in Hackney more
- Makes me feel like this is a good place for kids
- London Fields park is now very calm and has low pollution and higher biodiversity
- Overall and in principle the new scheme is great
- Most areas have now less traffic and are noticeable less polluted

8.38 Example comments relating to being safer are provided below:

- Safe with toddler and so much quieter on Richmond Road it makes daily life better
- Safer for families walking and for children to cycle to school
- Makes it easier for 'playing out' or community led events
- Builds better communities, more foot traffic and more time to connect
- Neighbourhoods safer for the elderly/disabled to get around at their own

- pace without fear for traffic
- Helps battle loneliness
- Makes it safe for my children to go out independently
- Can cycle with small children and teach them to cycle safely
- My child cycles to school through this area. It helps me feel that she is safe

Analysis of the responses that **DISLIKED** the London Fields LTN

- 8.39 Similarly, respondents were given the opportunity to record the aspects of the London Fields LTN that they **DISLIKED** by responding to the question **Overall, what do you DISLIKE, if anything, about the above traffic measures in London Fields?**
- 8.40 The responses were collected through a pre-prepared list of issues/impacts and through respondents providing their own ‘**other**’ comments. The themes and percentages of how they polled are shown on **table 21**.

Theme	Percentage
Increases traffic	79%
Increases air pollution	73%
Decreases road safety	55%
The area is now less pleasant	55%
Discourages me to shop in the area	52%
Discourages me to spend time in the area	48%
Discourages me to walk in the area	35%
Increases rat-running	32%
Increases speeding	29%
Discourages me to cycle in the area	29%
Less space for social distancing	22%
Discourages me to cycle to work	20%
Discourages me to walk to work	19%
Other	15%
Sample Base	3690

Table 21 - themes and percentages of responses to a pre-prepared list of issues/impacts in the DISLIKE question.

8.41 A statistical base of 3,690 for the analysis was based on the number of respondents who responded to this question as some respondents left this question blank.

8.42 The dominant responses evident at this question are that:

- the LTNs increase traffic (79%)
- they increase air pollution (73%)
- they decrease road safety (55%)
- makes the area less pleasant (55%)
- discourages them from shopping in the area (52%)

8.43 Within the ‘other’ responses to the ‘DISLIKE’ question, increased traffic was most commonly mentioned (34%) followed by increased pollution (15%). **Table 22** shows the themes and percentage responses to the ‘DISLIKE’ question.

Theme	Percentage
Increased traffic / congestion	34%
Increased pollution	15%
Increases travel time	14%
Inconvenience/difficult	14%
Increased danger	6%
Difficult to access home	5%
Disability disadvantages	5%
More crime	4%
Increased noise	4%
Limited access	3%
Less safety	3%
Emergency services delayed	2%
Impact on deliveries	2%

Not Relevant	1%
Bad for local businesses	1%
Dividing community	1%
No previous consultation	1%
Taxi issues	1%
Covid related	1%
Non clear signs	1%
Non relevant response	18%
Sample base	540

Table 22:- Themes within the other comments given in the DISLIKES question

Themes in the further comments section

8.44 Respondents were given space to add any further comments on the London Fields LTN scheme. These comments have been reviewed and grouped into key themes mentioned by 2% or more of respondents.

8.45 The comments most commonly made suggest that the London Fields LTN has:

- increased pollution (33%)
- increased traffic/congestion (33%)
- increased journey times (18%)
- safety issues within the now quieter areas (13%)

8.46 Within the comments in this section, there is some evidence of respondents identifying the intended benefits of the LTNs such as:

- reduced traffic (5%)
- improved air quality (3%)
- changing transport behaviours (2%)

8.47 **Table 23** shows the themes and percentages of issues resulting from the **Further Comments** section.

Theme	Percentage
Increased traffic/congestion	33%
Increased pollution	33%
More time in traffic/increased journey time/adds to travel distance	18%
More danger/safety issues/put lives in danger	13%
More traffic on main roads	9%
Nuisance/making lives harder/inconvenience	9%
Comments regarding impact on protected characteristics (e.g. ethnicity, disability, LGBT, etc)	7%
Difficult for people who need to drive (work, school,NHS)	6%
Personal stress/depression/frustration/pressure/confusion	6%
Increase in noise	6%
No prior consultation	5%
Emergency services access concerns	5%
Positive – reduced traffic/people travelling in different ways (walking cycling etc)	5%
Poor implementation/misconceived/not well thought through	4%
Affects local businesses	3%
Positive – better/improved air quality	3%
No to road closures/LTN's	3%
Not enforced/drivers ignore/ drive through	2%
Congestion affecting delivery drivers/deliveries	2%
Positive – quieter streets (e.g. children playing out)	2%
Buses gridlocked	2%
People feeling boxed/caged in/trapped	2%
More traffic on fewer roads	2%

Has caused division (wealth divide and segregation)	2%
Difficult to access/leave my street/property	2%
Other comments/suggestions	10%
Other positive comments	10%
Sample Base	3794

Table 23 - themes and percentages of issues from the Further Comments in the DISLIKE question

8.48 The following are illustrative comments for the most common themes from the further comments section.

Increased traffic/congestion

- *The challenge remaining is how to positively affect traffic on the main roads that surround LTNs across the borough. Graham Road and Queensbridge Road being prime examples. The current situation is not sustainable or fair to residents on those roads*
- *These measures are awful and have increased congestion on an already congested Graham Road drastically*
- *Drivers are frustrated and commuting is extremely stressful. Waiting in 1 hour traffic to get off Graham Road is not acceptable*
- *In general, the road closures have been badly thought through and pushes traffic to build up to a standstill in other areas*
- *Any pedestrian routes should be permanent, constantly having to check times whilst driving is dangerous*
- *To reduce traffic, it would make sense to allow a way for residents only to drive through certain roads*
- *I have noticed an increase in traffic on my road*
- *The new measures have created an extreme amount of traffic on Dalston Lane and Graham Road*
- *It is unclear which (London Fields/Victoria Park/Hackney Downs) specific measures are creating this traffic but it has resulted in total gridlock traffic all day at the Dalston Lane/Amhurst Road/Pembury Road junction, which means idle cars that are non-stop beeping at other cars which is exhausting and frustrating for local residents*

- *This feels like extremely poor planning and total lack of consideration for residents having to live in these neighbourhoods. In addition, emergency vehicles are constantly stuck in traffic on Dalston Lane, which is dangerous for us all. Please consider the consequential impact of these changes*
- *The proposal is poorly thought out and has also been implemented poorly. There is gridlock on roads in and around the area, which is consequently having a knock-on effect on roads in the surrounding areas. Residents that have spent their lives in the area, and have always done their best to manage are even more unhappy now at the further disruption to their lives and livelihoods*

Increased pollution

- *I think all the road closures are a really bad idea. Essentially, they are redirecting traffic onto a few main roads. This means that those roads become more polluted and actually by having cars detour around road closures means that more emissions and pollution are caused. As someone who has just been diagnosed with cancer and who is recovering from major surgery, I fear for how I will travel through Hackney and Islington with these road closures to reach my hospital for weekly and sometimes daily treatment*
- *The volume of traffic that is now displaced onto major roads which are already very busy is unsustainable and is creating high pollution corridors along Mare St, Hackney Rd, Kingsland Rd, Dalston Lane & Graham Road. We now have additional traffic travelling along Beechwood Rd past Holy Trinity School, Queensbridge Rd past Queensbridge School, Haggerston School, COLA & Queensbridge & Mapledene Children's Centre all of which is generating additional pollution for the children whilst travelling to/from the school as well as their time spent in the school which is not acceptable. Hackney Council need to remove the road closures and get back around the table and talk to the local residents and businesses for more effective greener solutions*
- *I'm not sure if the aim of these changes is to have 100% of people instead of 70% not owning cars, in any case this isn't realistic. Pushing traffic onto the few roads that will be available for car use is unfair, unhealthy and dangerous for those who live and work on or close to those roads. These changes will also increase pollution for all as car users will obviously*

spend more time on the roads sitting in traffic, therefore creating more emissions. In the rush to "as swiftly as possible" push through these measures, I don't think this has been well thought out. Just before winter when people are conscious of protecting their health, people will be forced to walk or cycle in cold, wet wintery conditions or forced to use public transport where it's impossible to social distance effectively. If the government really wanted to encourage a greener environment, then subsidising electric cars or making Boris bikes more affordable and accessible for all would be a way to go. Forcing local traffic onto selected roads will have a detrimental effect on the health of residents living on or close to those roads, it will impact local businesses negatively and have an adverse effect on the (already struggling) high street. It will also increase the cost of travel for those who are mobility impaired and have no option but to drive or use taxi/Uber. I just don't think this plan was well thought out in the haste to implement it. I also don't think it's right that this is being rushed through (trial or no trial) without having a proper consultation with local residents & businesses

- *You have caused more fumes, more congestion, more road rage people that live on main roads are having to close windows due to the fumes*
- *Reducing pollution in some streets by moving it to other streets is no reduction at all. That is just transferral. There is no substantial change. It just moves the pollution a couple of streets down. You need to think about the neighbourhood holistically.*

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

- *The measures are simply moving a problem and making journeys longer and causing greater irritation. Walking and cycling have severe limitations as people do not just need to move around the local area. Getting in and out of Hackney now adds considerable journey time and I think these barriers should be removed completely*
- *I am 100% for cleaner air, less pollution, less cars on the road and a safer way to journey for all, but due to this new implementation of road closures proposals, this is certainly not happening. I have had to opt for none of the changes made permanent as I wouldn't possibly be able to know which of the routes would have the greater effect for all. What I do know is that I have had 5 consecutive roads made unavailable to drive down to access my home from North/West London, and two routes from Mare St or East of the borough are now cut off too. This has led me to*

have to drive a longer route just to get to my house, and go further out of my way to get to my destination, now adding roughly 15 mins of EXTRA time spent in my car, and spent in traffic, each time I leave my house (which I usually only do when it is necessary, like a large food shop or visiting family or friends who don't live in the area)

- *I don't use my car often, I did when I had to transport my mother to hospital and doctors appointments, as well as grocery shopping for her when I was her full time carer. Now I use my car about twice a week for things when getting public transport isn't an ideal option, like travelling late, heavy food/goods shopping etc. And I don't even have a family where you would find the need for a vehicle when shopping/transporting children would be greater*
- *I went to Greenwich last week, and it took me 10 mins to get from the O2 to the A12 exit on Wick Road, Homerton E9 then it took me 50 mins to get from there to my now home in Evergreen Square, E8! That is entirely unacceptable, and definitely doesn't lead to promoting greener spaces and less traffic in the roads*
- *This proposal that has blocked off so many smaller routes seem to have been ill thought out and has prompted either a greater congestion to the main roads approaching Kingsland Road/Dalston junction, making it impossible for Emergency services to get anywhere let alone quickly, AND I have seen it also result in many people driving dangerously - on pavements in heavily pedestrian areas, speeding through traffic lights and driving through the restrictions anyway. This is just not acceptable, it does not make me feel safe or valued as a pedestrian or as a conscientious driver*
- *These road measures must be abolished immediately. It is stressing majority of the residence of Hackney. A journey that usually takes me 20 minutes now takes approximately an hour to complete. Who came up with this plan without any consultation must be investigated and the necessary actions taken to avoid this kind of blunder from ever happening*
- *These measures have been taken without prior consultation and they are causing even more distress at what is a very difficult time for all residents and workers in Hackney. Car trips that used to take 10 minutes for local deliveries for our business, now take 30-40 minutes with the cars sitting*

idle in traffic. More pollution is caused as a result of that. Motorcycles are also included in the same road closures as cars, why is that? Are they polluting in the same way as cars? You say that you want to cater for the 70% of residents that don't own a car and in fact you are doing that by actively going after the 30% that do as if they were criminals. A more balanced way to achieve a cleaner borough when at the same time allowing for the safe circulation of traffic must be possible. Not everyone can accommodate all their needs by walking or cycling. There are businesses that need to distribute goods around and craftsmen that need to carry their tools, why are they being punished? And all this at the same time as millions of Londoners being asked to scrap their cars in favour of new ones as the expanded ULEZ takes hold in a year. This really is putting so much cost and stress in people's lives at the time when all your efforts should be to minimise this

- *I understand the intention but it is crazy. A journey that used to take 15 mins now takes 30 at least. There is increased traffic on the main roads and more pollution and frustrated drivers drive worse because they have been sitting stationary for so long*
- *It is naive to think people only travel in Hackney and therefore can walk*
- *You have cut bus services, increased these mad closures and permanent bus lanes which often sit empty. People need to move around London, sometimes by car or uber. You are making London impossible to live in. From hackney to Highbury where my brother lives used to be possible by bus, with small children changing trains twice and walking isn't possible*

8.49 Council officers have provided comments on the individual themes from **table 21** as follows:

Increased Traffic (includes item 23 - more traffic on fewer roads with 2% comments in Further comments)

8.50 Increased Traffic had the highest number of comments from residents with 34% of comments from the **Other Comments** and 33% from **Further Comments**.

8.51 Item 5 of Table 21 (More traffic on main roads - 9%) is also included in this section as the themes deal with the same issues.

Hackney comments:

- 8.52 The scheme was implemented using experimental traffic orders so that the actual impacts of the scheme could be monitored and analysed. This has been done and the outcomes of the monitoring exercise are described in this report.
- 8.53 Traffic surveys were undertaken on internal and boundary roads of the LTN closure points. One of the aims of LTNs is to reduce overall motorised traffic across the whole borough. This includes a mixture of practical projects and measures to facilitate behavioural change to help people use alternatives to being a single driver in a car.
- 8.54 Traffic flow changes were recorded on boundary roads as follows:
- Whiston Road (west of Queensbridge Road) - 55% increase
 - Dalston Lane - 6% increase
 - Graham Road - 23% increase
 - Kingsland Road - 13% increase
 - Mare Street (north of Richmond Road) - 11% increase
 - Mare Street (south of Richmond Road) - 23% decrease
- 8.55 This resulted in an estimated overall average increase of 9% in traffic flows on boundary roads. As this is an average it is accepted that there are some roads where the increase is significantly higher. This is one of the main objections to the scheme - increased traffic, congestion and longer journeys. The Council has considered carefully the representations it has received and recognises that more work needs to be done to address the potential increased levels of traffic on the main roads due to displacement. However, the impact might not be as significant as some consultees fear, at least in the longer term, as driving habits change and as a result of natural evaporation. The Council has a continuing duty to keep its network management under review. Taking all these factors into account, the Council considers the advantages of the scheme overall are potentially significant and outweigh these disbenefits. There is reduced traffic on many more roads which leads to an overall improvement in air quality and an improved walking and cycling environment. Whilst residents do live on the main road network, these roads do form the main road network and it is this network that is expected to carry through traffic rather than the more residential roads. Kingsland Road, Balls Pond Road, Dalston Lane, Graham Road and Mare Street are all classified 'A' roads. The Council already has a number of further projects and policies that aim to address the overall levels of traffic within the borough and therefore traffic on the main road network. This includes policies such as all new

developments being car free, parking policies within the Parking Enforcement Plan (a new revised version with more stringent parking policies has recently been through public consultation), as well investigating road user charging (both local and with TfL as part of London wide studies) in order to reduce the volume of traffic driving into and through the borough.

8.56 Roads within the LTN experienced a fall in traffic flows as follows:

- Queensbridge Road - 16% decrease
- Richmond Road - 86% decrease
- Middleton Road - 12% decrease
- Lee Street - 77% decrease
- Laburnum Street - 65% decrease

8.57 Increases were observed at Forest Road (east of Beechwood Road) which had a 37% increase and Laurel street 15% increase. Overall the measured change is estimated to have resulted in an overall 29% average decrease in traffic flows on internal roads. Further, as set out in paragraph 5.40 the changes in traffic flows on the east west routes in London Fields showed a net fall in traffic of 11.57%. This is taken on a screen line running north to south between Queensbridge Road and Mare Street. Although this screenline does not include Hackney Road (affected by a number of issues including schemes within Tower Hamlets and traffic counts in different locations show both an 8% increase in traffic and a 14% reduction) it does suggest that there has been an overall reduction in traffic travelling east/west through the area and potentially a degree of traffic evaporation meeting one of the scheme's key objectives.

8.58 More details on traffic flows on boundary and local/internal roads are shown on **Appendix A , B, C and D**.

8.59 It is noted that in the early weeks of the implementation of the LTN, significant delays to traffic flows (congestion) were caused by utility repairs (water and gas mains) at the Queensbridge Road - Whiston Road junction and later at the Dalston Lane - Queensbridge Road junction.

8.60 For several months following the implementation of the LTN measures, TfL implemented a safer junction scheme at the Dalston Lane A10 junction. This caused significant congestion during the works and the Council believes that it has also resulted in less capacity of the junction. The Council has asked TfL to review the junction. In addition, several utility companies were involved in repair works that required additional traffic management. These roadworks caused delays to traffic at Dalston Lane, Queensbridge Road and Graham Road. See **table 7** in **Section 7** for more details regarding the utility repairs

that were implemented at Dalston Lane, and Graham Road between November 2020 and July 2021.

8.61 In recognition of the risk of adverse traffic changes, some alterations were made locally to the LTN to help mitigate against some of these effects as follows:

- Whiston Road - Queensbridge Road junction - signal timings at the junctions were adjusted to optimise traffic flows following the LTN measures and this helped improve traffic flows.
- The Council requested TfL to make changes to the timings of the Graham Road/Mare Street signals and other junctions in order to mitigate some of the congestion occurring at these points.
- Whiston Road - the westbound banned right turn was removed from Whiston Road to the A10, to ease flows for drivers wishing to travel northwards.
- Laburnum Street - a banned left turn was introduced at the eastern end of Laburnum Street so vehicles cannot turn north into Queensbridge Road and a banned right turn introduced on Queensbridge Road so vehicles travelling south cannot turn into Laburnum Street.
- No adverse comments have been received from Emergency Services regarding response times to emergencies in the LTN from ongoing liaisons.

Recommendations

8.62 It is clear that some issues remain for residents within the LTN and boundary roads if the scheme is to be retained the following work is therefore recommended in that event:

- Dalston Lane into Queensbridge Road - the right-turn ban to be investigated with a view to its permanent removal, to help improve accessibility into the London Fields LTN and remove non-local traffic at Laurel Street and Beechwood Road, subject to junction capacity
- Forest Road (east of Beechwood Road) - a traffic filter in both directions to be investigated for Forest Road at the Queensbridge Road junction or

between Beechwood Road and Forest Grove to stop non local traffic using Beechwood Road as a through route.

- Laurel Street - a traffic filter in both directions to be investigated for at the Laurel Street - Queensbridge Road junction to stop non local traffic using Laurel Street as a through route. For this to work, the one way system between Dalston Lane and Crosby Walk would have to be suspended for local access for the residents of Laurel Street.
- Dalston Lane, Graham Road and Mare Street - to mitigate against the traffic increases along Dalston Lane (between Kingsland Road and Queensbridge Road) and Graham Road to Mare Street the Council will work with TfL to review traffic signal timings. It will continue to work on a traffic reduction strategy which currently includes investigating road user charging. Undertake a study to investigate options to look at how some of the impacts on residents of the additional traffic, noise, air quality etc could be mitigated through greening measures such as planting.
- Kingsland Road (TLRN) - this road is managed by TfL and the Council will continue to liaise with them regarding any potential improvements to traffic flow along it.

Increased pollution (includes Increase in Noise with 6% comments from Further Comments)

8.63 **Increased pollution** attracted the 2nd highest number of comments with 15% from **Other Comments** section and 33% from **Further Comments**.

Hackney comments:

8.64 Air quality is closely related to traffic flows but not a direct correlation as it also depends on other factors such as the width of the roads and height of buildings etc , illustrating why the overall ambition of the scheme is to reduce overall traffic levels. As such many of the responses made above relating to traffic and the Council's aim for its overall reduction will apply to the comments on air quality.

8.65

A lot of the comments made about the scheme expressed a concern about worsening

air quality, However, the Council's air quality modelling found an average reduction in the NO₂ annual mean of 1.6µg/m³ across the London Fields LTN scheme area including roads within and on the boundary of the LTN. The highest beneficial impact ('substantial' beneficial) was found at a modelled receptor (R1000) which was located on Dalston Lane, a boundary road. The modelling indicated that implementation of the London Fields LTN ('2021 with scheme' scenario) had been predicted to decrease NO₂ annual mean concentrations at 147 out of the 169 modelled receptors located within and on boundary roads of the LTN in comparison with the '2021 baseline' scenario. These included 157 residential properties and the following 12 educational establishments:

- Bridge Academy
- Sebright Primary School
- Brook Community Children's Centre
- Mossbourne Parkside Academy
- Holy Trinity Church of England School
- Holy Trinity Church of England Junior and Infant School
- The Teddy Bear School House Nursery
- Zeeba Daycare
- Mapledene Early Years Centre
- Boxing Academy Foundation
- Cardinal Pole Catholic School
- Minik Kardes Children's Centre

This overall improvement in air quality does highlight that many of the concerns raised against this scheme will not have been realised.

- 8.66 However, the greatest overall beneficial impacts (reductions) on annual mean NO₂ concentrations were found on roads within the LTN rather than on boundary roads, with the highest reduction in the NO₂ annual mean concentration predicted to be on Richmond Road.
- 8.67 This suggests that the implementation of London Fields LTN had an overall beneficial impact on annual mean NO₂ concentrations, especially within the LTN area where roads have been shut off from non-local traffic.
- 8.68 The Council does accept though that at 12 receptor points the predicted air quality would get worse. However, none of the receptors where increases in the annual mean were predicted were shown to exceed the annual mean NO₂ Air Quality Objective of **40µg/m³** with or without the scheme in place. The Council recognises the overall improvement in air quality but realises that

continue need to improve air quality further through implementation of its air quality plan, Climate Change Action Plan and its Transport Strategy including a Road Traffic Reduction Strategy.

8.69 The Council has already embarked on schemes that will encourage the use of electric cars instead of fossil fuel powered vehicles, for example, as of October 2021 there were 96 electric charging points across the borough with 218 more planned during 2022.

8.70 In addition the Mayor of London introduced the extended Ultra Low Emission Zone (ULEZ) on 25 October 2021 to mitigate against the use of high air polluting vehicles and this should further improve air quality within the borough.

More time in traffic/increased journey time/adds to travel distance (includes item 21 - buses gridlocked with 2% comments in Further Comments)

8.71 **More time in traffic/increased journey time/adds to travel distance**
attracted 18% of comments made on further comments responses and 14% on other comments.

Hackney comments:

8.72 It is an accepted consequence of the nature of LTN's that they will create longer journeys. This was known at the outset. Some people will have longer journeys however, 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. It is accepted that some journeys will be longer due to the additional traffic and congestion on the main road network. The London Fields LTN is a larger scheme than most but even so the route around the scheme is not large in terms of miles and is thought to be acceptable additional journeys length. It would be expected 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 inconvenience is a clear driver for modal change which is one of the Council's key Transport Strategy aims and objectives.

8.73 It is accepted, 8.55 to 8.57 above, that some of the journeys are longer due to additional traffic on the main roads and subsequent additional congestion. It is

also noted though that the scheme does appear to have resulted in some traffic evaporation. It is also accepted that more work is required to deal with these issues and future steps are set out in those sections. However, for the reasons set out in those sections, on balance the advantages of the scheme are considered to outweigh these disadvantages. Further, as set out in the report the Council has considered the impact on disable drivers who may be greatly impacted by the longer journey times and congestion. To mitigate this it is recommended that badge badge holders would be able to be exempt through the Richmond Road bus gates, providing an additional route through the LTN. This exemption would be delivered through the companion e-badge holders scheme, which was extended to include all Hackney Blue Badge holders who can nominate one vehicle. The Council will also keep the extent of the existing exemptions under review.

- 8.74 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 not affected 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 8.5 Impact on bus journey times. However, on a borough level the evidence is that bus journey speeds has not been impacted by LTN's
- 8.75 Buses are exempt from all traffic filters implemented as part of the London Fields 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.
- 8.76 The scheme has since settled in, sat-navs have been updated and this has helped reduce the unsafe manoeuvres and congestion.

Recommendations

- 8.77 Keep monitoring bus travel in the borough through the Bus Priority and Accessibility Schemes. Target any areas identified as having delays for action, in association with TfL.
- 8.78 Investigate changing the operational hours of the bus gate at Lansdowne Drive from morning and evening peak hours Monday to Saturday to 7am to 7pm Monday to Sunday.

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

- 8.79 This section also includes **personal stress / depression / frustration / pressure / confusion.**
- 8.80 More danger/safety issues/put lives in danger/can lead to accidents/women feeling unsafe at night due to less cars had 6% comments on other comments and 13% on further comments.

Hackney comments:

- 8.81 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 dead spaces that have been created by the traffic restrictions. 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 be raised in the future, these would be investigated and measures implemented to mitigate them.
- 8.82 Where the perceived danger arises from increased traffic flows, casualty statistics will be monitored and forms the basis for ongoing safety programmes.
- 8.83 To concerns have been expressed due to increased traffic flows affecting school children, however:
- Traffic flows on Queensbridge Road, affecting Queensbridge Primary School, fell by an average of 16% which has helped create a calmer environment for school children.
 - A School Street was also introduced at Albion Drive outside Queensbridge Primary school although it is not part of the LTN
 - Traffic restrictions in the form of restricted turning movements at the junction with Queensbridge Road were implemented on Laburnum Street and reduced traffic flows by 65%. This affects the Bridge Academy.
- 8.84 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.

Nuisance/making lives harder/inconvenience

8.85 Nuisance/making lives harder/inconvenience had 9% comments in **Further Comments** and 14% in **Other Comments**.

Hackney comments:

8.86 The issue of concern was that the scheme was an inconvenience and did not benefit anyone. It is accepted that some people will be inconvenienced, however this is not the case for the majority, as an overall reduction in traffic flows of 29% within the LTN area will see more people having the benefit of less traffic, compared to the number of people disadvantaged. As mentioned above it is recognised that residents living on the main roads are impacted by additional traffic and congestion and that this could be a nuisance and make their lives harder. However, as set out above on balance the advantages are considered to outweigh the disadvantages to these residents and the report sets out further sets to address traffic, congestion and air quality levels on the main road network.

8.87 The report also sets out a series of further amendments to the scheme to address issues that have arisen. These are aimed at resolving these issues and residents will be consulted on any future modifications should these be required.

Comments regarding impact on protected characteristics (e.g. ethnicity, disability, LGBT, etc)

8.88 Comments regarding impact on protected characteristics (e.g. ethnicity, disability, LGBT, etc) had 9% comments in **Further Comments** and 5% in **Other Comments**.

Hackney comments:

8.89 A full Equality Impact Assessment is included in Section 12 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.

8.90 In recognition that the impact of the scheme may have a more disproportionate impact on disabled people, it was announced in June that Companion

e-Badge holders would be able to drive through some traffic filters, particularly those bus filters on classified roads. 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. In London Fields, this would mean Companion e-Badge and other registered Blue Badge holders would be able to drive through the traffic filters on Richmond Road²⁴. This will provide an additional route through the LTN but also additional access and egress points for those living and accessing locations within the area.

Difficult for people who need to drive (e.g. to get to work, school, NHS workers)

8.91 Difficult for people who need to drive (e.g. to get to work, school, NHS workers) had 6% comments in **Further Comments**

Hackney comments:

8.92 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 LTN's that they will create longer journey's. This was known at the outset. Some people will have longer journeys however, 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. It is accepted that some journeys will be longer due to the additional traffic and congestion on the main road network. The London Fields LTN is a larger scheme than most, but even so, the route around the scheme is not large in terms of miles and is thought to be acceptable additional journeys length. It would be expected 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 inconvenience is a clear driver for modal change which is one of the Council's key Transport Strategy aims and objectives. It has since become easier for residents to reach their properties as Satnavs become updated. The Council considered the need for exemptions for school or NHS works and decided that this was not appropriate.

8.93 NHS workers responding to an emergency call would be able to appeal any pcn that they received and the Council would consider the circumstances.

²⁴[DPD - Exemptions on Classified Roads Companion e-badge Holders](#)

Ambulances are exempt from the filters both when in an emergency and at other times. One of the main objectives of the Council's Transport Strategy is to encourage greater sustainable transport use and to achieve a shift towards this from motor vehicles. Allowing school workers and trips to school through the filters would be contrary to this policy and therefore such an exemption would be inappropriate.

- 8.94 The Council already works with businesses including the use of 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.

No prior consultation

- 8.95 No prior consultation comments were made on 5% of the comments in Further Comments and 1% in Other Comments.

Hackney comments:

- 8.96 In keeping with the recommendations of the UK government and TfL, the London Fields LTN was introduced using an ETO. This involves installing the measures at the beginning of the experiment 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.
- 8.97 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.
- 8.98 During the consultation the Council communicated with residents as follows:
- An advance notification letter with details of the ETO process was sent to 18000 postal addresses in London Fields LTN on 27 August 2020
 - A second leaflet explaining how the scheme was progressing was sent out in December 2020

- A final leaflet was sent out in July 2020 advising residents of progress to date and that the consultation period would come to a close at the end of July 2021.

8.99 The ETO process was carried out as follows:

- 27 August 2020 - Letter sent out to residents advising them of the proposals and ETO process
- 27 August 2020 - ETO advertised in the Hackney and London Gazettes
- 3 September 2020 - Implementation of temporary traffic measures on local roads

8.100 A final letter will be sent to residents advising them of the decision made on the experiment.

Emergency services access concerns

8.101 Emergency access comments were made on 5% of the comments in **Further Comments** and 2% in **Other Comments**.

Hackney comments:

8.102 All of the emergency services were consulted prior to the schemes being implemented. As set out in the report they had expressed concerns regarding their response times. It was agreed with them that to address this issue that the traffic points would consist of an open closure that they would be able to drive through and therefore not be impacted in their response times. Further it was agreed that their liveried vehicles could pass through the filters at all times, whether or not they were on an emergency call.

8.103 In the event of a genuine emergency by other vehicles, such as a doctor attending an emergency, essential users issued with a PCN will be able to apply for this to be cancelled. There is an existing process for any such appeal.

Poor implementation/misconceived/not well thought through

8.104 Poor implementation/misconceived/not well thought through had 4% comments in **Further Comments**

Hackney comments:

8.105 Officers had spent considerable effort in designing the scheme and had looked at a range of options. The need for measures around the Richmond Road area had been subject to a number of workshops with the local resident to determine an appropriate solution. However, as stated the measures were implemented under ETO's so that they could be tested under experimental conditions and for the Council to monitor how they worked and for the public to comment during this period. It is accepted that there are issues with some of the measures and that further adjustments are needed to the scheme. These are set out in the report and will follow should the scheme be made permanent.

Affects local businesses

8.106 Affects local businesses comments were made on 3% of comments in **Further Comments** and 1% in **Other Comments**.

Hackney comments:

8.107 Travel time within some locations in the London Fields LTN is affected by traffic filters as direct routes are not always available for all locations. This may continue to be an issue until the routes become more established on google maps and sat navs are updated.

8.108 Google maps and the other providers of sat nav technology are informed about the update to the road network to avoid drivers getting lost and spending more time on the road unnecessarily.

8.109 Business owners are invited to engage with the Council to discuss any issues arising from the impacts of car travel on businesses.

Not enforced/drivers ignore/ drive through

8.110 Comments on this issue were made on 2% of responses in **Further Comments**.

Hackney comments:

8.111 The restrictions were not enforced immediately upon implementation as it was recognised that residents needed some time to get used to the new measures. It was also recognised that sat navs took a while to get updated and were therefore still sending the motorists through the closure points. It is likely that some of these comments were made before enforcement commenced. Subsequently CCTV enforcement cameras were implemented. The

enforcement cameras in use at this LTN are single point devices similar to those used across the borough and are part of an established partnership with camera suppliers. Not all restrictions have been enforced, and from all directions. It is noted in the report that where these are being enforced that the numbers of contraventions is decreasing albeit that they are still higher than the Council would like. It is recognised that further and additional enforcement is needed and this will be progressed should the scheme be made permanent. Further if the scheme is made permanent the design of the closure point will be reviewed to determine whether a more permanent closure design ideally with greenery could be implemented that would further increase compliance.

- 8.112 Submissions on commonplace supported the use of ANPR to allow local traffic to pass through traffic filters. This would increase the level of technological complexity and needs enhanced levels of data protection. The Council does not currently have an IT system that could manage such a scheme. As such it may be considered as part of future upgrades for the Council's technology and systems, although whilst potentially allowing residents greater access and egress through and into the LTN area it would also increase the levels of traffic within the LTN area and the Council would need to consider whether this would compromise the objectives of the scheme.
- 8.113 Likewise allowing electric vehicles through the filters has also been suggested. Whilst promoting electric vehicles and encouraging a switch from petrol / diesel vehicles, this being an important tool in the fight against climate change and poor air quality, it does not address concerns over road safety and again the Council would need to consider whether this would compromise the objectives of the scheme. The Hackney Transport Strategy is clear that what is needed is an overall reduction in car ownership and unnecessary use.

Congestion affecting delivery drivers/deliveries

- 8.114 Comments on access restriction for residents / deliveries were made on 2% of the comments in **Further Comments** and **Other Comments**.

Hackney comments:

- 8.115 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.
- 8.116 An impact of LTNs is that direct access to properties / local businesses is not always possible and residents may have to travel longer than before, although

this will not apply in all cases. 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 was one of the problems identified as needing addressed by LTNs. It is accepted that some people will be inconvenienced, however this is not the case for the majority, as an overall reduction in traffic flows of 29% within the LTN area will see more people having the benefit of less traffic, compared to the number of people disadvantaged. As mentioned above 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. However, as set out above on balance the advantages are considered to outweigh the disadvantages to these residents and the report sets out further sets to address traffic, congestion and air quality levels on the main road network.

- 8.117 Council officers regularly provide information on road layout changes to organisations such as Google Maps to help with wayfinding for drivers.

People feeling boxed / caged in / trapped in their Neighbourhoods / socially isolated.

- 8.118 Includes item 25 Difficult to access/leave my street/property with 2% comments in Further Comments.

- 8.119 Comments on this issue were made on 2% of responses in **Further Comments**

Hackney comments:

- 8.120 It is accepted that some people will be inconvenienced, however this is not the case for the majority, as an overall reduction in traffic flows of 29% within the LTN area will see more people having the benefit of less traffic, compared to the number of people disadvantaged. As mentioned above 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, as set out above on balance the advantages are considered to outweigh the disadvantages to these residents and the report sets out further sets to address traffic, congestion and air quality levels on the main road network. People living in the LTN will get used to finding their way although it may take more time to get around for some journeys. 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. It also needs to be recognised 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

- 8.121 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

Has caused division (wealth divide and segregation) / conflict in community

- 8.122 Comment on wealth / social division, unfair on others were made on 2% of comments made in **Further Comments**.

Hackney comments:

- 8.123 Whilst it is plausible that the people who live on main roads are in some way different from those elsewhere, it is very difficult to verify this. Data is available only down to census ward or at best postcode level and this includes the main roads but also side streets. The aim of the LTN is to improve overall conditions for all groups. The equality impact assessment included in this report includes consideration of those at risk of poverty even though this is not a protected group as defined by law.
- 8.124 Included in the equality impact assessment is consideration of both measured deprivation and location of Hackney Housing estates. A reduction in the safety and environmental impact of traffic is likely to be of overall benefit to groups with most need for attention.
- 8.125 A full Equality Impact Assessment has been completed as part of this document. This found no evidence of unfair treatment of any particular group.

Polling

- 8.126 The Secretary of State for Transport has stated in his Statutory guidance for Local Authorities - Traffic Management Act 2004: network management to support recovery from COVID-19 - Updated 30th July 2021 (<https://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>):

“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.”

- 8.127 In response to this guidance to undertake polling to provide a genuine picture of local opinion, rather than listening only to the loudest voices, the Council has employed an independent company to undertake polling of a 1000 residents within Hackney and undertake a number of focus groups.
- 8.128 At the time of preparation of this DPD the results of the polling are not yet verified and available. Reference is made below to London-wide data and if results from this LTN vary significantly then a re-consideration of this DPD will be made and submitted.
- 8.129 Research in March 2021 by Redfield & Wilton Strategies, <https://redfieldandwiltonstrategies.com/steady-support-for-for-low-traffic-neighbourhoods-in-london/>, has already published findings from a number of surveys on the support and opposition for LTNs within London. It finds:
- That 47% of Londoners support the introduction of LTNs (LTNs), up slightly from [44% in January](#) but still lower than the [52% in October](#). Support thus remains high for LTNs - residential roads with limited motor traffic which have proliferated across England following the UK Government's £250m Emergency Active Travel Fund in May 2020.
 - That being said, only 16% of London respondents said they oppose LTNs, down from 21% in January. Meanwhile, 28% neither support nor oppose them, showing a degree of ambiguity and perhaps lack of awareness about the policy and its implications.
 - LTNs have the greatest support among 25 to 34-year-olds (54%), but a plurality or majority supports them across all age groups - including 51% of those aged 55 to 64.
 - There is an element of partisan difference on the issue: support for LTNs is slightly higher among 2019 Labour voters (53%) and those who intended to vote for Labour candidate Sadiq Khan in the 2021 London Mayoral Election (52%). By comparison, 46% of respondents who voted Conservative in 2019 and 46% of those who intend to vote for Conservative candidate Shaun Bailey for Mayor, support LTNs. Despite

the difference, these figures still represent a plurality of Conservative voters who support LTNs.

- Interestingly, the level of support for the introduction of LTNs is similar among respondents who own a car and those who do not. In fact, support for LTNs is slightly higher among car owners (49%) than among individuals who do not own a car (46%). That being said, *opposition* is also higher among motorists, 21% of whom oppose LTNs, whereas 10% of non-motorists oppose them. A likely explanation for this variation is that motorists are likely to be more aware of the day-to-day impact of LTNs—for better or worse—thus leading them to have stronger sentiments for or against LTNs than non-motorists.
- There is also greater support from Londoners who say they currently live in an LTN. When participants were asked if they live in a LTN, 49% of respondents said no and 24% said yes. A considerable 27% of Londoners said they don't know if they live in an LTN or not, revealing a lack of extensive awareness about what they are and where they are located. This lack of awareness is especially true among those who do not own a car, 34% of whom said they don't know whether they lived in an LTN, compared to 22% of motorists who also answered don't know.

8.130 It is clear that the London wide surveys support the concerns of the Government that wider surveys provide a genuine picture of local opinion, rather than listening only to the “loudest voices” (see 7.5.1) which seem to be more widely representative within the Commonplace results.

9.0 Equality Impact Assessment (EQIA)

Section 149 of the Equality Act

- 9.1 Hackney Council and its delegated authority decision-makers must have regard to the Public Sector Equality Duty set out in Section 149 of the Equality Act (2010), which requires us to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics.
- 9.2 As part of our decision-making process on the proposal for this scheme, due consideration has been given to the impact on all people within a protected group as defined by the act. The different groups covered by the Equality Act are referred to as protected characteristics: disability, gender reassignment, marriage or civil partnership status, pregnancy and maternity, race, religion or belief, sexual orientation, sex (gender), and age.
- 9.3 This section has also given consideration to people experiencing or at risk of poverty, although this is not a protected group, it is a strong component of Council priority.
- 9.4 Officers have ensured that all impacts on protected characteristics have been considered at every stage of the development of this proposal. This has involved:
- Collecting together the best possible data and evidence on each group.
 - Gaining the best possible knowledge of each group's needs preferably by direct consultation
 - anticipating 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
 - Ensuring that the EQIA will be kept under review and updated throughout the decision-making process
- 9.5 This is done by reference to available research, preferably at ward level but if unavailable then at Borough or London level. This is clarified and confirmed by consultation feedback which is sought from representatives again at ward, Borough or London level. Engagement should be seen as ongoing and all opportunities taken to consult and learn from people with protected characteristics.

Important destinations and 'sensitive receptor' sites

9.6 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.

9.7 There are several important facilities in the London Fields LTN that could be important for people with disabilities, including the Hackney Town Hall, Hackney Service Centre, The London Fields Lido, Broadway market and Healthcare Centres such as GPs and pharmacies. of local GPs and health facilities can be found in **Figure 20**.

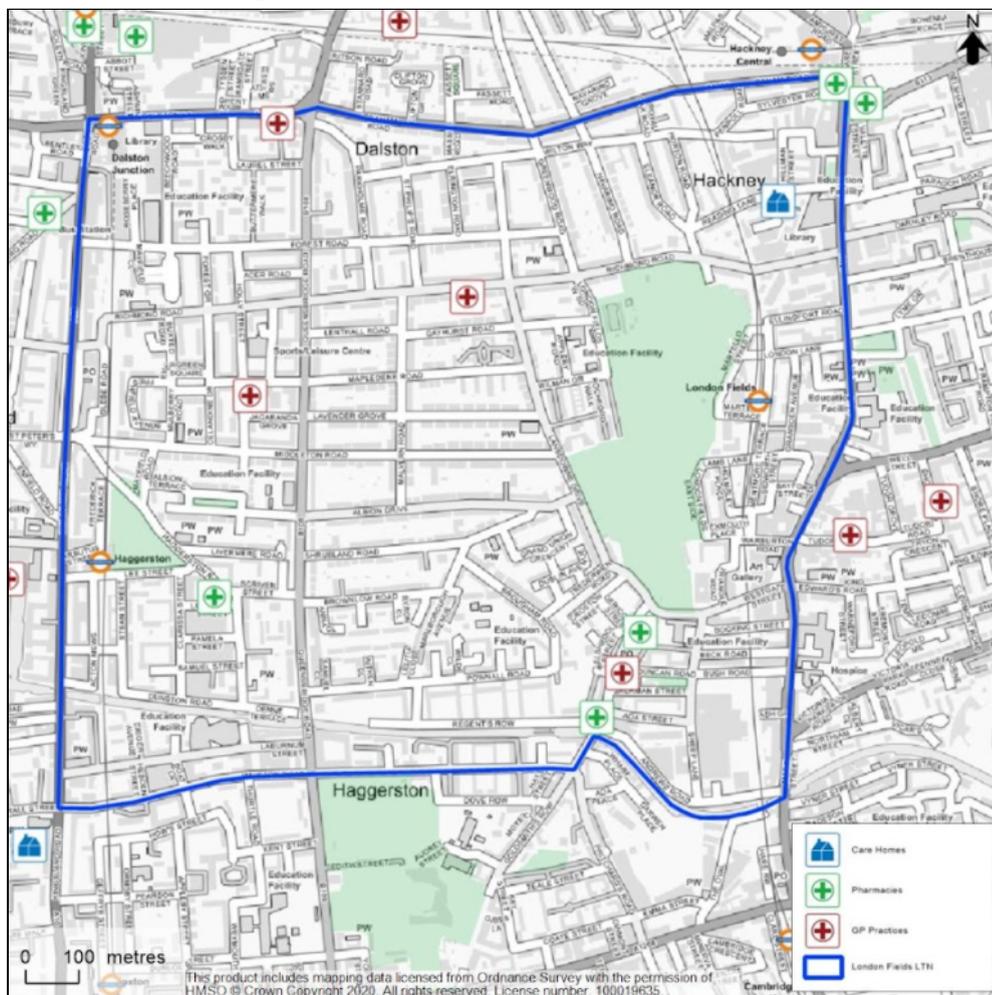


Figure 20 - Health Centres in London Fields

9.8 Emergency service vehicles, such as ambulances and fire engines are supported by the scheme as they can pass through all the traffic filters.

Disability:

9.9 Under the 2010 Equality Act you are a disabled person if you have a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities.

9.10 While some disabled people may have impairments which are visible and immediately obvious, like using a wheelchair, other impairments like diabetes, dyslexia or mental illness are often invisible and therefore people's needs are not immediately recognisable.

9.11 Disabled people encounter discrimination and disadvantage in many aspects of life:

- disabled people are more likely to experience unfair treatment at work than non-disabled people. In 2008, 19% of disabled people experienced unfair treatment at work compared to 13% non-disabled people
- around a third of disabled people experience difficulties accessing public, commercial and leisure goods and services
- 20% of households with at least one disabled person live in poverty compared to 16% of households with no disabled people
- 46% of disabled people are in employment, compared with 76.2% of non-disabled people
- around a fifth of disabled people report having difficulties accessing transport
- one in three households with a disabled person still live in accommodation that is not classed as decent

9.12 The Equality Act also protects people who are caring for a disabled child or relative as they will be protected by virtue of their association with a disabled person.

9.13 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.

9.14 Another measure of disability is the percentage of residents who are economically inactive because of being long term sick or disabled is which is 5.2% in Hackney as a whole compared to 3.7% in London. In the 2011 census 14.6% of Hackney respondents said they had a long-term illness that limited

their daily activities in some way, compared with 13.% for London and 17.9% for England and Wales.

9.15 Hackney’s own research indicates that just over 35,000 identify themselves as disabled or with a long term limiting illness. People from an Asian, Black or other ethnic background and older people are more likely to identify themselves as disabled.

9.16 **Table 24** shows the percentages of people suffering from long term illness or disability in the London Fields LTN compared to LB Hackney.

Hackney Central	Dalston	Haggerston	London Fields	LB Hackney
16%	14.7%	15.4%	15.2%	14.8%

Table 24: Disability in the London Fields LTN

9.17 The main modes of transport used by disabled Londoners at least once a week are walking (78%), bus (55%), car as a passenger (44%) and car as a driver (24%). Therefore, the number of mobility-impaired residents potentially affected by the Low Traffic Neighbourhood is high.

9.18 **Table 25** shows the proportion of disabled Londoners and the type of transport they take at least once a week.

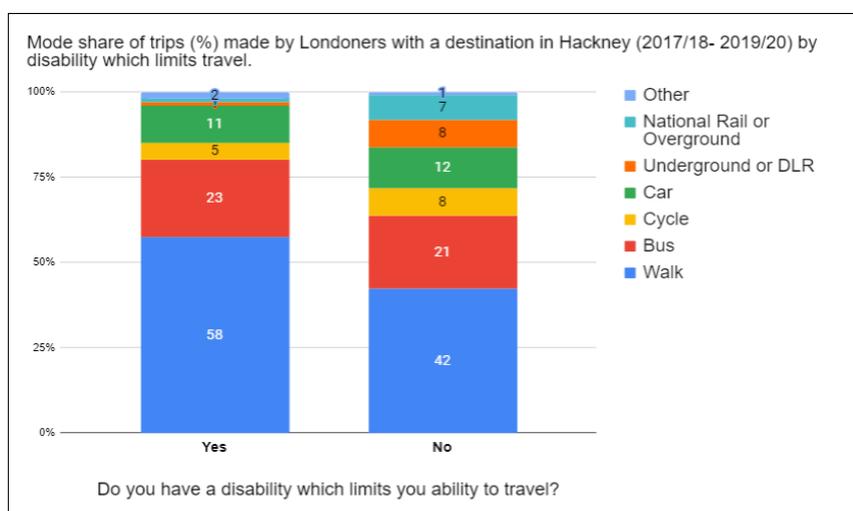
Proportion of disabled Londoners and the type of transport used at least once a week (in percentages) - Children under 5 not included (2016/17)					
Category	Total	Age 16 - 25	Age 65+	Non Disabled all	Non Disabled 65+
Base	1729	789	863	15831	1828
Walking	81	88	70	96	95
Bus	58	4	48	60	72
Car (as passenger)	42	40	41	45	41
Car as driver	24	26	25	39	52
Tube	21	30	13	43	35
National Rail	9	12	5	17	15
Overground	7	10	3	12	8
PHV - minicab	10	12	8	10	4
Taxi - black cab	3	3	3	2	2
DLR	3	5	2	5	1
Tram	2	3	1	2	2
Motorbike	-	1	-	1	1
Any public transport	61	69	52	74	78

Table 25: Proportion of disabled Londoners and the type of transport they use

9.19 The TfL data shows that walking (which includes travelling on the pavement with a mobility aid or wheelchair), is the mode of transport disabled people use the most, with 81% indicating that they walk at least once a week. After that, bus travel (58%) is the most frequently used mode of transport, and after that car travel as passenger(42%) and driver (24%). It is important to note that multiple answers were possible.

9.20 There are 5,664 individuals in Hackney with companion e - Badges (blue badges), which is around 3.5% of the total residential population and 14% of disabled people. The latter figure is lower than the approximately 18.5% in London as a whole and around 20% for England. The figure for England is also around 20%. Some 86% of disabled residents in Hackney do not have a companion e - badge parking permit.

- 9.21 Other mobility impaired people in Hackney do not have their own car but rely on subsidised car-based Community Transport Services. One of the main schemes by which this happens is Taxicard, which is a London-wide service providing subsidised London taxis. It is jointly funded by TfL and London boroughs, and administered by London Councils. There are currently 2,529 active Taxicard users in Hackney.
- 9.22 The Wheels for Wellbeing annual survey²⁵ shows that 72% of disabled cyclists use their bike as a mobility aid, and 75% found cycling easier than walking. Survey results also show that 24% of disabled cyclists bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling. The infrastructure introduced by this scheme which reduces traffic within the LTN will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows.
- 9.23 Analysis based on the London Travel Demand Survey for 2019/20 shows that 7% of trips originating in Hackney are made by someone who has a mental or physical disability affecting daily travel (including old age). Mode split for these trips is shown on **Graph 9**



Graph 9: Mode share of trips made by Londoners with a destination in Hackney by disability which limits travel

- 9.24 When comparing to the LTDS mode split of trips made by those with a disability in Hackney it is perhaps counterintuitive that those with a disability are much

²⁵ Wheels for wellbeing annual survey 2018:
<https://wheelsforwellbeing.org.uk/wpcontent/uploads/2019/04/Survey-report-FINAL.pdf>

more likely to walk compared to those without disabilities (58% of trips by disabled people compared to 42% of those without a disability which affects daily travel).

- 9.25 It is also interesting to note that car use by disabled people is slightly lower than by non-disabled people (making up 11% and 12% respectively of trips taken by the two groups). Disabled people are relatively more dependent on buses (23% versus 21%) and slightly less likely to cycle (5% of trips compared to 8% for non-disabled people in Hackney).
- 9.26 The aims of the LTNs of reducing pollution, traffic levels and 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 bus service routes upon which many disabled people depend have not been diverted as a result of the road closures introduced by the scheme.
- 9.27 As the Scheme aims to significantly reduce traffic levels on residential roads, it will be 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).
- 9.28 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).
- 9.29 Overall it is acknowledged that people with disabilities living within the LTNs may experience more positive impacts than those living on boundary or other roads. People with disabilities may suffer to a greater degree from any increases in journey times (and for a variety of reasons) as compared to people without disabilities living in the LTNs. Longer journey times have negative impacts on the disabled due to:
- Increased travel times which lead to travel becoming more exhausting, expensive, complicated or difficult and may require earlier starts for medical appointments and carers needing to get clients up earlier with overall longer days and more stress.
 - Prolonged travel times which increase the pain suffered by disabled people when sitting in vehicles such as arthritis sufferers.
 - Prolonged travel times for visitors who provide care and support to disabled people
 - Increased 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

Exemptions for the Disabled Community

- 9.30 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, in particular with regard to increased journey times, which can be particularly uncomfortable for some people.
- 9.31 The Council subsequently approved a Delegated Powers Report titled **“Exemptions to Traffic Filters on the Borough’s Classified Road Network for Hackney Resident Companion e-badge Holders.”** See [DPD - Exemptions on Classified Roads Companion e-badge Holders](#). Subsequent to that decision and further consideration of people’s concerns, the scheme was extended in October 2021 for Hackney residents who are blue badge holders and have registered one vehicle for an exemption permit. In the London Fields LTN therefore, both Companion e-badge holders and appropriately registered vehicles of Blue Badge Holders, will be able to access through the traffic filters and bus gates at Richmond Road as well as other classified roads outside the London Fields LTN as set out in [Blue Badge holders](#)²⁶.
- 9.32 The exemptions available to Hackney Blue Badge holders with regard to traffic filters allow all holders to pass through all of the permitted filters. This recognises the fact that they could be impacted by all filters and not just those in the immediate vicinity of where they live.
- 9.33 These exemptions, however, do not apply to taxis. This is important as 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.
- 9.34 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.
- 9.35 Emergency vehicles will still be able to access the kerbside. Taxi/PHV will also be able to access the kerbside, loading bays, Blue Badge Holder bays or other locations, to pick-up and drop off passengers with disabilities.
- 9.36 Buses provide a fully accessible form of public transport which are used by 58% of disabled people across London. No bus routes have been diverted as a result

²⁶ <https://news.hackney.gov.uk/stoke-newington-ltn-exemption-expanded-to-all-blue-badge-holders/>

of this scheme and the potential impact on bus journey times by displaced traffic has been monitored and has, so far, found to be minimal.

- 9.37 All of these measures are initial steps and the scheme will continue to require further monitoring. 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.
- 9.38 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. Hackney as a council is working actively with other London Boroughs to investigate the extent to which further exemptions can be introduced without prejudice to the integrity of the LTN objectives.
- 9.39 There are several important facilities in the London Fields LTN including the Town Hall, Hackney Service Centre, the famous London Fields Lido and Broadway Market.
- 9.40 Access to these facilities is still available but may take longer than before; however all bus routes remain unaffected by these changes.
- 9.41 Certain vehicle based journeys might need to take a different route as part of the scheme. The impact of these rerouted journeys needs to be monitored, and feedback on individual journeys should be collected. Changes to the access routes will be displayed well ahead of the scheme to provide clarity to drivers.
- 9.42 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.
- 9.43 Hackney's enforcement policy allows for emergency journeys to be undertaken through the LTN filters/traffic filter.
- 9.44 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.
- 9.45 **Figure 21** shows the places of interest in London Fields LTN

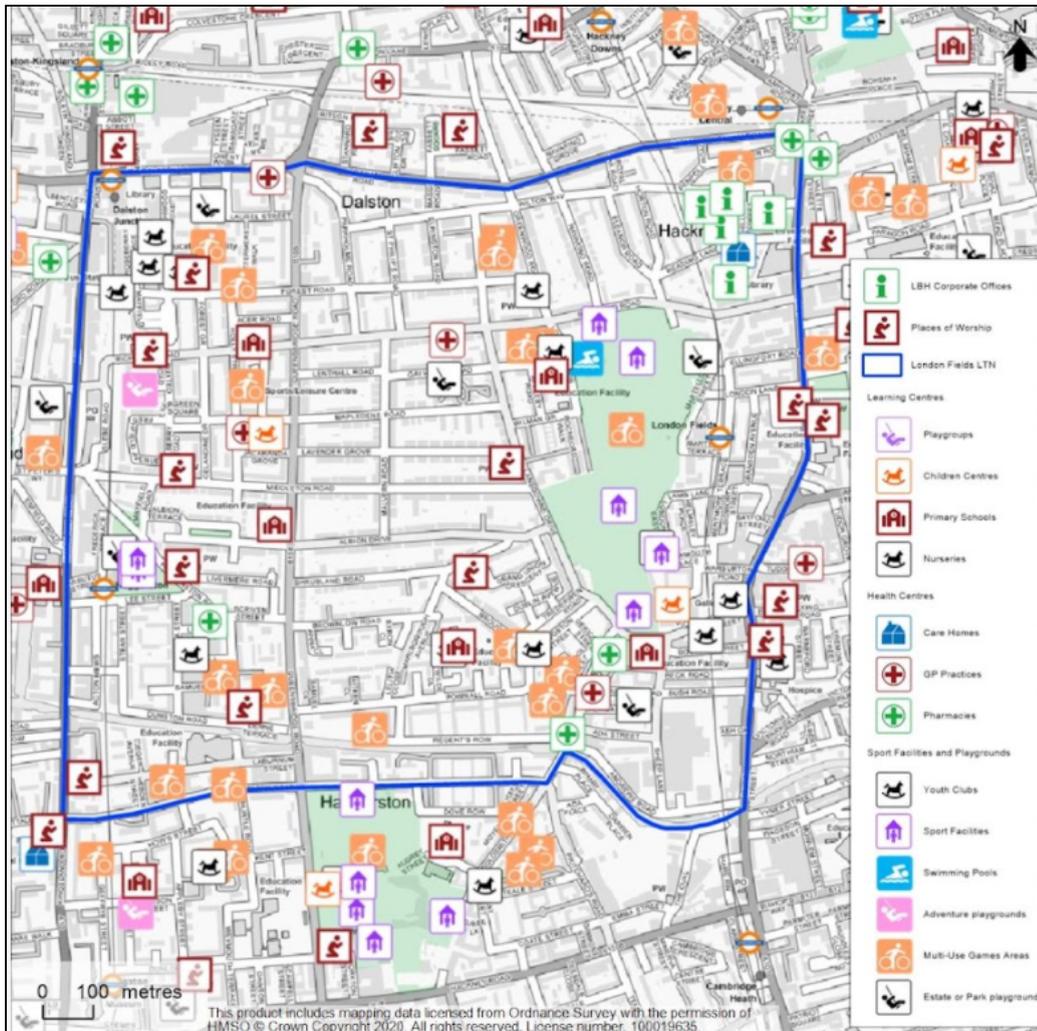


Figure 21: Places of interest in London Fields LTN

9.46 Disability types in Hackney stated by those who have a disability affecting daily travel (including old age) is shown below in **Figure 22**

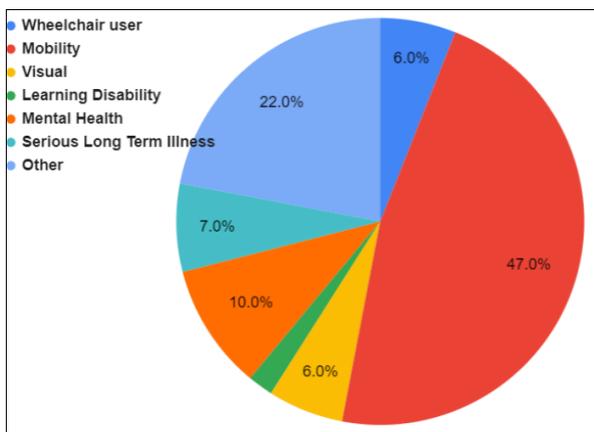


Figure 22: Disability Types in Hackney stated by those who have a disability affecting daily travel (%)

9.47 Various physical and mental disabilities can lead to travel limitations. It can be seen that mobility impairment (47%) represents the highest proportion followed by impairment due to Mental Health and 'Other' causes - (though this data is based on a small sample).

Impacts on the Disability Protected Group

9.48 Hackney has introduced a number of LTNs since May 2020 on an experimental basis while encouraging residents to have their say online or by sending written comments to the Council during a full eighteen month period. Some people (including non disabled) have interpreted this as being done without consultation. In fact it offers an advantage in that it allows those who find it hard to interpret plans and drawings to make a judgement based on their knowledge and experience of how the scheme actually works in real-world conditions. It is acknowledged that this is a variation on the methods used pre-Covid, in which extensive consultation preceded a permanent decision using a design based on predicted traffic impacts. It is also clear that many people with disabilities feel that other people are speaking for them; this is discussed in the Transport For All's Pave the Way report (<https://www.transportforall.org.uk/>).

9.49 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.

9.50 Bus data analysis on local buses in London Fields (see Section 8) of this report shows that the impacts of LTNs on bus speeds has not been significant. Buses are being monitored and improvements made for all users but their value to protected groups is especially recognised.

9.51 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).

9.52 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. 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.

Engagement with Disability Community

- 9.53 Local disability groups were contacted about the scheme but no Feedback was received as a result of these contacts. Officers have used feedback given to other schemes to inform the scheme, for example Age UK and Disability Backup feedback to the Hackney Transport Strategy.
- 9.54 Feedback used also includes policy positions by organisations such as the RNIB and research such as the 'Pave the Way' report by Transport for All. These experiences and insights have been useful for project officers not only to adapt the designs, but also improve the planned communication activities that are part of the proposals.
- 9.55 The 'Pave the Way' report 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.

Pregnancy/maternity:

- 9.56 The positive benefits of reducing the dominance of motor vehicles would 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.
- 9.57 There were 4,384 live births to women in Hackney in 2018 corresponding to a birth rate of 58.8 births per 1000 women of childbearing age. This compares to the London birth rate of 60.1 and the birth rate of 59.0 for England and Wales
- 9.58 Access to local GP Surgeries and health centres in the LTN is important to all residents including pregnant women and young children.

9.59 The negative aspects of the traffic filters is that residents including pregnant women and small children may have to travel longer distances to get to these facilities including having to use boundary roads where higher traffic levels may be encountered.

9.60 GP Surgeries and health centres in the London Fields LTN are shown on **figure 23**.

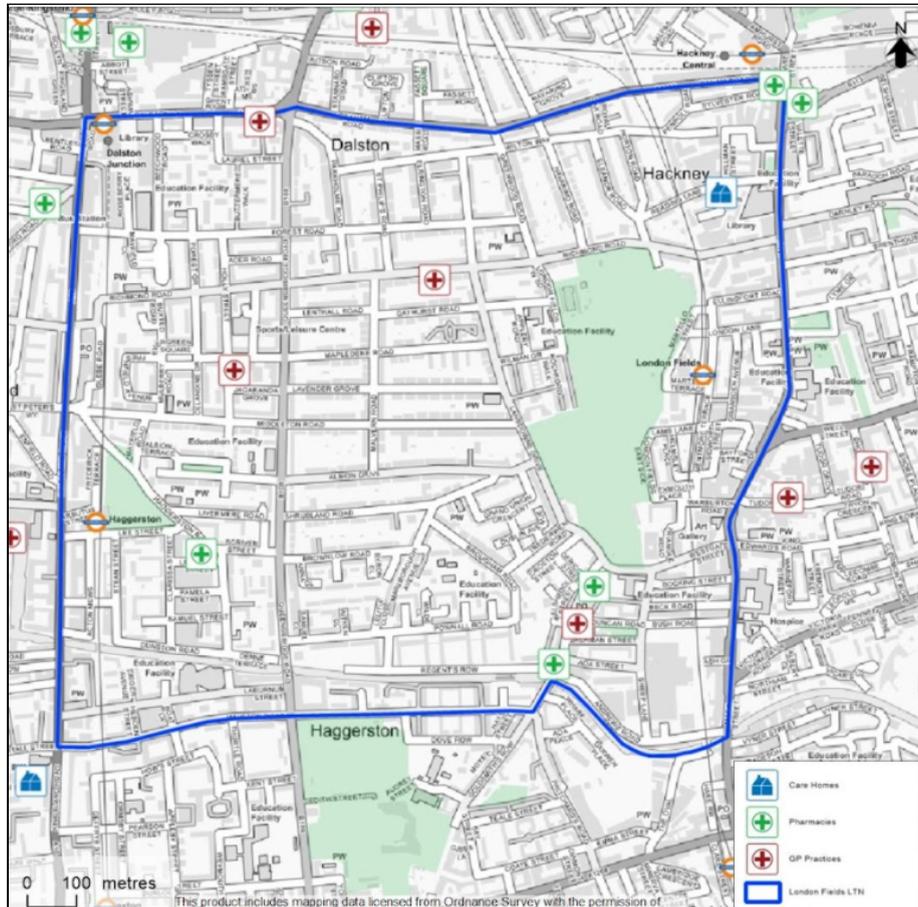


Figure 23 - Health Centres in London Fields

Age:

9.61 Consideration has been given to the impact of these proposals in terms of age. The scheme is very relevant to all age groups, but in particular attention has been paid to older people and young children.

9.62 Hackney's population is growing rapidly; at the present rate of growth the population will reach 317,000, a growth of 43,000, by 2033. Hackney is a young borough. Some 50% of Hackney's population is aged between 20 and 44 which is one of the highest such proportions in the country and compares to just 34% in this age group nationally and 43% in London.

9.63 The London Fields LTN is composed of 4 wards including London Fields, Dalston, Hackney Central and Haggerston with a combined population of 44,942 people.

9.64 The proportion of young people (under 25) in London Fields LTN is 29.4% which is slightly lower than the Hackney average of 33.3%

9.65 **Table 26** shows the distribution by ward of the under 25 age group in London Fields LTN

London Fields LTN Under 25 Age Group (in percentages)							
Age	Hackney Central	Dalston	Haggerston	London Fields Ward	London Fields LTN	Hackney	London
0 to 4	6.7	5	6.2	6.2	6.0	7.8	7.2
5 to 7	3.3	2.3	3.5	3.1	3.1	3.9	3.7
8 to 9	2	1.2	2	1.9	1.3	2.3	2.2
10 to 14	4.9	3.8	5.3	4.8	4.7	5.6	5.6
15	0.9	0.6	1.2	1	0.9	1.1	1.1
16 to 17	2.5	1.5	2.3	1.9	2.1	2.1	2.3
18 to 19	1.9	1.5	2	2.1	1.9	2.2	2.3
20 to 24	8.6	9	9.9	8.3	9.0	8.8	7.7
Total	30.8	24.9	32.4	29.3	29.0	33.3	32.1

Table 26: distribution by ward of the under 25 age group in London Fields LTN

9.66 The proportion of young people (under 25) in London Fields LTN is 29.0% which is slightly lower than the Hackney average of 33.3%

9.67 **Table 27** shows the distribution by ward of the 25 - 64 age group in London Fields LTN

London Fields LTN 25 - 64 Age Group (in percentages)							
Age	Hackney Central	Dalston	Haggerston	London Fields Ward	London Fields LTN	Hackney	London
25 to 29	14	20.7	15.6	15.3	16.4	13.7	10.2
30 to 44	29.1	32.4	27.7	30	29.8	27.9	25.3
45 to 59	15.6	13.3	14.4	14.2	14.4	14.4	17
60 to 64	3	2.6	2.7	3.2	2.9	3	4.2
Total	61.7	69	60.4	62.7	63.5	59	56.7

Table 27: Distribution by ward of the 25 - 64 age group in London Fields LTN

9.68 The proportion of mature people (25 - 64) in London Fields LTN is 63.5% which is higher than the Hackney average of 59%

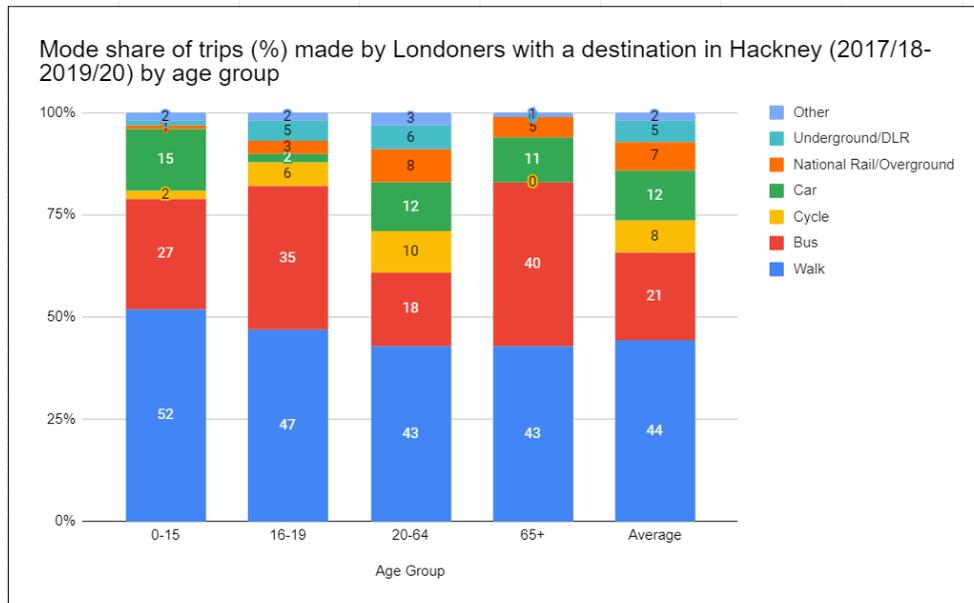
9.69 **Table 28** shows the distribution by ward of the over 65 age group in London Fields LTN

London Fields LTN Over 65 Age Group (in percentages)							
Age	Hackney Central	Dalston	Haggerston	London Fields Ward	London Fields LTN	Hackney	London
65 to 74	4.3	3.6	4.3	4.6	4.3	3.9	5.8
75 to 84	2.6	1.9	2.5	2.7	2.4	2.3	3.8
85 to 89	0.5	0.3	0.5	0.5	0.4	0.5	1
90+	0.2	0.2	0.2	0.2	0.2	0.3	0.5
Total	7.6	6	7.5	8	7.3	7	11.1

Table 28: Distribution by ward of the over 65 age group in London Fields LTN

9.70 The proportion of the elderly in London Fields LTN is 7.3% which is slightly higher than the Hackney average of 7%

9.71 The mode share per age category of trips ending in Hackney is shown on **graph 10**.



Graph 10: Mode share per age category of trips ending in Hackney (2019 - 20)

9.72 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. Those aged 0 to 15 have much higher walking and bus use 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. 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.

9.73 The mode share of trips by age groups ending in Hackney (2017/18 - 2019/20) is shown on **table 29**

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

Table 29: Mode share of trips made by Londoners with a destination in Hackney (2017/18- 2019/20) by age group

- 9.74 Locations important to older people include local GPs, health centres and pharmacies. Access to health facilities was described in the Disability section of this EQIA.
- 9.75 A reduction in traffic in the area will make it easier to cross the road and side streets, which can be more difficult for older people.
- 9.76 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.
- 9.77 Bus services are of particular importance to older people and bus services in the LTN include bus routes 236 and 394 and these have not been affected by the traffic filters introduced as part of the London Fields LTN.
- 9.78 It is difficult to get feedback on multiple individual schemes from all representative groups, especially those who are charities or rely on volunteers. AgeUK for example have not been able to give detailed feedback on every scheme but their feedback on previous engagements, including the Hackney Transport Strategy was used to inform project officers on individual schemes. This feedback includes removing potential conflicts between pedestrians and

other road users, including cars, bicycles and micro mobility vehicles such as e-scooters.

- 9.79 Feedback to the scheme along with a Hackney response to issues including those related to age, is described in section 11 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 which children are exposed to on boundary roads of the LTN such as Whiston Road, Mare Street, Graham Road and Dalston Lane. 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.

Summary of Impacts on equalities on the group protected by Age

- 9.80 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 Hackney being by car.
- 9.81 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 8** of this report shows that the performance of local buses has not been adversely affected as a result of the LTN.
- 9.82 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.
- 9.83 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.

- 9.84 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.
- 9.85 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 positive impact of the scheme on the air quality on local roads is described in **Section 8** of this report.

Recommended actions specifically to help the group protected by age

- 9.86 Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up mobility impaired passengers, including older passengers with mobility impairments.
- 9.87 Continue to investigate options for allowing exemptions for very specific circumstances, such as for Taxicard holders.

Religion and belief:

- 9.88 Consideration has been given to the impact of these proposals in terms of religion or belief. Special attention has been paid to places of faith and how these would remain accessible by all transport modes as part of the proposals.
- 9.89 Most religions in the London Fields LTN have a higher percentage than the Hackney Average.
- 9.90 While Hackney has the largest group of Charedi Jewish people in Europe, they predominantly live in the North East of the borough and none of the wards affected by the London Fields LTN have more than the Hackney or London average predominance of Jewish people.
- 9.91 **Table 30** shows the distribution of religion and beliefs in London Fields LTN.

London Fields LTN Religion and Beliefs (in percentages)							
Religion	Hackney Central	Dalston	Haggerston	London Fields	London Fields LTN Average	Hackney	London
Christian	42	35	41.7	38.3	39.3	38.6	48.4
Buddhist	2	1.5	1.7	1.1	1.6	1.2	1.0
Hindu	0	0.5	0.7	0.6	0.5	0.6	5.0
Jewish	1	0.8	0.6	1.1	0.9	6.3	1.8
Muslim	14	10.6	17.9	14	14.1	14.1	12.4
Sikh	1	0.7	0.3	0.4	0.6	0.8	1.5
Other Religion	1	0.6	0.5	0.7	0.7	0.5	0.6
No Religion	30	41.5	28.2	34.7	33.6	28.2	20.7
Religion Not Stated	9	8.7	8.5	9.2	8.9	9.6	8.5

Table 30: Distribution of Religion and Beliefs in London Fields LTN

9.92 Reducing the dominance of motor vehicles benefits all groups equally, regardless of religion.

9.93 The traffic filters installed as part of the London Fields LTN 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.

9.94 Routes to access these facilities might have changed as a result of the scheme, depending on the origins of the journeys.

9.95 Places of worship in the London Fields LTN are shown on **figure 24**.

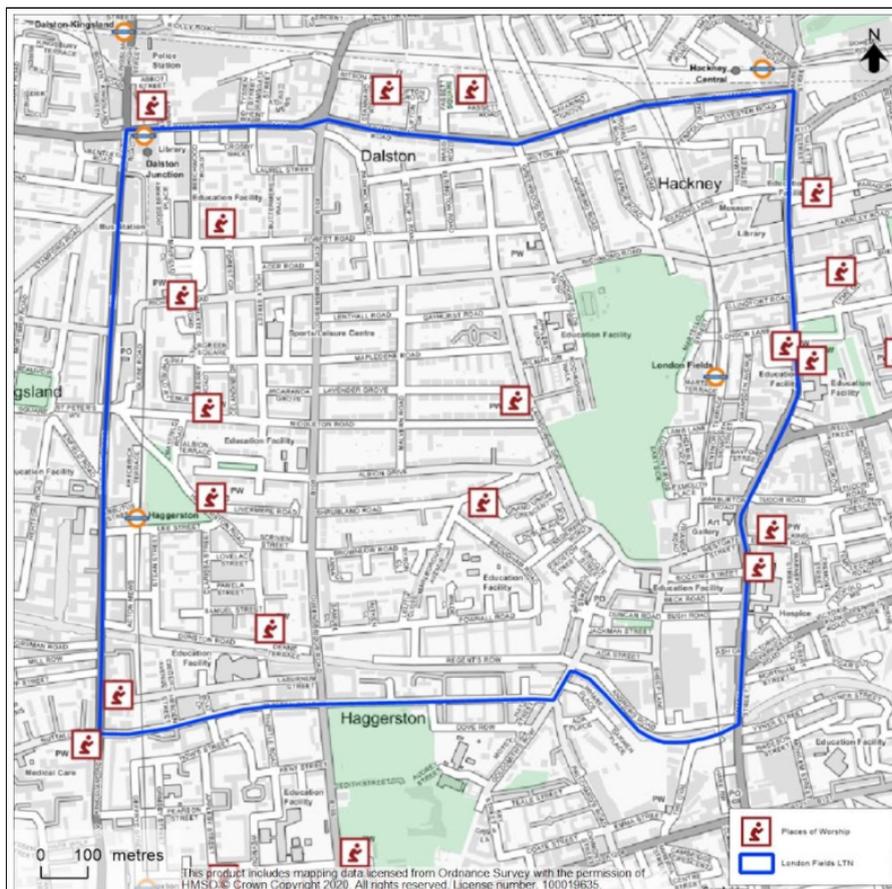


Figure 24: worship centres in London Fields LTN

- 9.96 These locations will experience a positive impact of reduced traffic flows allowing worshippers to walk and cycle to their place of worship safely.
- 9.97 Continued traffic and air quality and road safety monitoring will be necessary at these locations. Places of worship have also been contacted as part of the wider communication strategy to enable them to submit their feedback to Hackney Council.

Race and ethnicity:

- 9.98 The 2011 Census estimates that about 45% of Hackney’s population are black and minority ethnic groups, with the largest group (around 23%) being black or black British.
- 9.99 **Table 31** shows the distribution of the white population In London Fields LTN.

Black Ethnicity in London Fields LTN by wards (in percentages of resident population)							
Ethnicity	Dalston	London Fields	Hackney Central	Haggerston	London Fields LTN Average	Hackney	Ldn
Black/African/Caribbean/Black British; African	7.7	10	15.3	14.9	12.0	11.4	7
Black/African/Caribbean/Black British; Caribbean	7	9	9.9	7.8	8.4	7.8	4.2
Black/African/Caribbean/Black British; Other Black	3.6	3.7	4.6	4.6	4.1	3.9	2.1
Other Ethnic Group; Arab	0.9	0.5	0.7	0.7	0.7	0.7	1.3
Other Ethnic Group; Any other Group	3.3	3.7	4	4.7	3.9	4.6	2.1
Total Black Ethnicity	22.5	26.9	34.5	32.7	29.1	28.4	16.7

Table 31: Distribution of Black ethnicity in London Fields

9.100 Black ethnicity population form approximately 29.1% which is higher than Hackney and London averages.

9.101 The traffic filters installed as part of the London Fields LTN do not discriminate against race and ethnicity, as they apply equally to all groups.

Spatial Distribution of Ethnic Groups

9.102 In inner London, people with an ethnic minority background are minimally more likely to live on a main road or high street.

9.103 **Table 32** shows the proportions for people living on main roads or high streets versus residential streets:

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%

Table 32: Spatial distribution of Ethnic groups

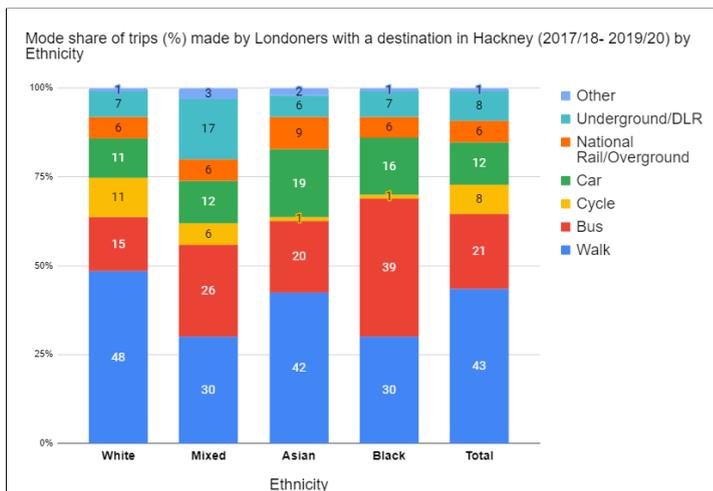
London mode choice by ethnicity

9.104 TfL data for Greater London, reported in TfLs ‘**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. Note that this report will use the term BAME as it is included in references rather than the more inclusive term “ people with Culturally and Ethnically Diverse communities”.

9.105 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).

9.106 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%).

9.107 The mode share by ethnic background of trips ending in Hackney is shown in **Graph 11**.



Graph 11: Mode share of trips by ethnic background of trips ending in Hackney

9.108 Based on average travel modes in journeys ending in Hackney from the 2018-19 LTDS data, Black or Black British people are much 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. It is 26% for the Mixed, Other and Arab ethnic Groups.

9.109 Asian people in Hackney have a higher dependency on car trips, consisting of 19% of car trips made by this group compared to the average for all ethnic groups of 12%.

9.110 This figure is 16% for Black or Black British people.

9.111 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.

9.112 Walking is also less prevalent as a means of transport for Mixed/Other/Arab; Asian and Black ethnic groups. The lower use of walking as a means of transport is not as extreme 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.

Scheme Impacts on Ethnicity

9.113 Low Traffic Neighbourhood schemes are a catalyst for behaviour change.

- 9.114 The cost of physical inactivity is huge both in terms of physical and mental health, with the cost of physical activity being estimated to cost society about £7.4bn each year.
- 9.115 Part of this estimated cost is the broader cost to society, including NHS treatment cost for diseases associated with physical inactivity, but a large part is also due to the lower quality of life experienced by populations with mental and physical illness linked to physical inactivity. So creating a positive environment for increased active travel through travel behaviour change is a huge benefit to populations and ethnic groups.
- 9.116 It is admitted that Low Traffic Neighbourhoods do make certain private motorised vehicle journeys more indirect, due to the introduction of permeable filters and point closures. And this is part of the incentive to create the conditions for positive behavioural change. In the short term this is likely to have disproportionately affected those in the in ethnic groups that rely more on driving such as Asian and Black communities. But as described above this is a very passive view of the potential impacts of Low Traffic Neighbourhoods.
- 9.117 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 and enabling more social distancing in a town centre will be beneficial for people with Culturally and Ethnically Diverse communities.
- 9.118 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 which in 2020 included themes such as "Walking and cycling whilst Black: barriers, policy and progress" and in 2021 is focussed on the theme of "walking and cycling towards a fair and inclusive city"

Bus journey impacts on Ethnicity

- 9.119 As people with Culturally and Ethnically Diverse communities, especially in Hackney, Black and Black British communities are relatively more reliant on bus

services, it was important to check the impact of the scheme on bus services on the boundary roads.

9.120 There are no significant changes in bus journey times in the London Fields LTN as analysed in the impacts section.

9.121 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 who make more use of walking and cycling than of car trips.

Recommended actions

9.122 Monitor bus journey times on diverted routes and make operational adjustments (such as signal timings) to minimise any journey time impacts.

9.123 Continue to monitor and respond to the argument that LTNs areas benefit primarily affluent white populations living on the residential roads inside LTNs, leaving poorer BAME populations on boundary roads and outside the traffic filtered areas. This has been systematically explored in a study by Rachel Aldred.²⁷ The results of the study, shown in **Figure 24**, show that a higher percentage of BAME 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 poverty section of this EQIA.

²⁷ 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/>

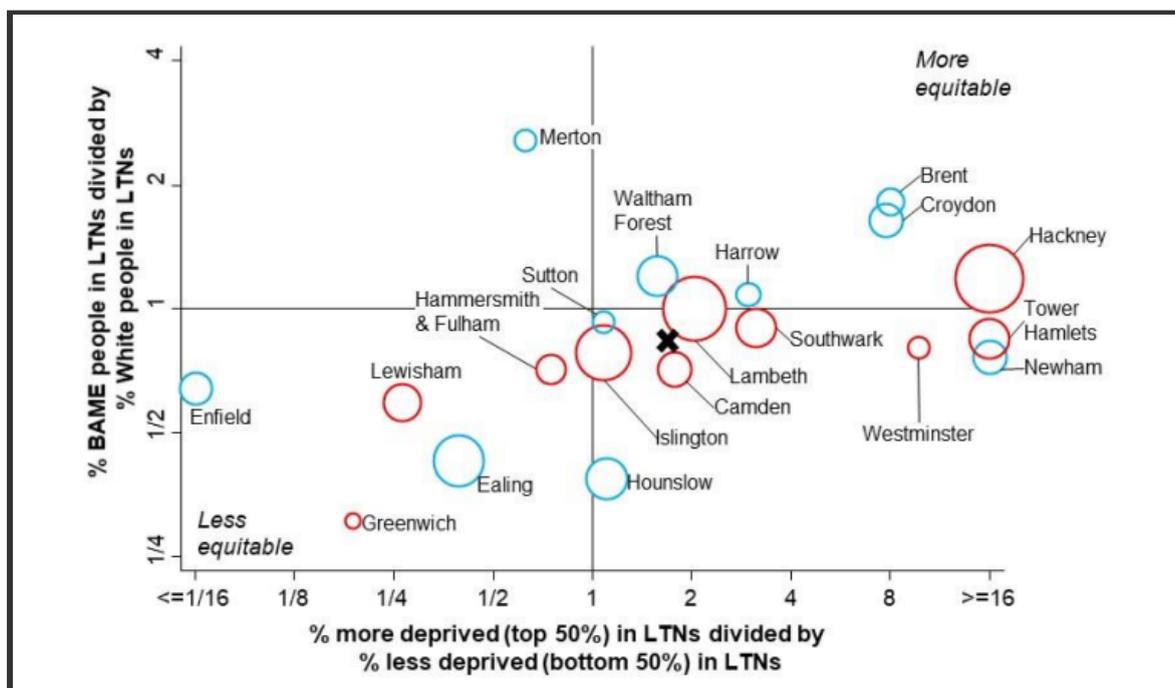


Figure 25: Relative differences (ratios) by ethnicity and area deprivation in which residents live inside LTNs by district.

London mode choice by ethnicity

9.124 TfL data for Greater London, reported in TfLs '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%)²⁸.

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

9.125 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

²⁸ ONS 2011 Census, % of resident population

- 9.126 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.
- 9.127 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
- 9.128 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.
- 9.129 Researchers are constantly looking at patterns 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.²⁹
- 9.130 The Council will keep all LTNs and other highway schemes under review and will investigate and take appropriate action if other evidence becomes available.

People experiencing or at risk of poverty:

- 9.131 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 70% of households in Hackney

²⁹ 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>

do not own a car, compared to 44% across the whole of London. This has been showcased in TfL's Travel in London: Understanding our diverse communities (2019).

- 9.132 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 vs 23% at £5k or less, 28% at incomes between £5-10k. Those with incomes of between £15k and £20k have car ownership levels of 44%.³⁰
- 9.133 According to a calculation prepared by the Local Government Association, Haggerston ward is ranked 17 out of 20 most deprived wards in London and is amongst the most deprived 2% of wards in London.
- 9.134 Measures that de-prioritises car use and generate an inconvenience to drivers could be seen to disproportionately impact those on a higher income.
- 9.135 Furthermore, with 70% of residents not owning a car, a significant proportion of Hackney's population (making up 87.4% of all trips by borough residents in 2020³¹) 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.
- 9.136 Bus use (22.6% of trips) is also very significant. This, once again, highlights the importance of the bus journey time monitoring 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 'boundary roads' and more broadly across the borough.
- 9.137 As lockdown restrictions change, it is important that we support the 70% of Hackney Households that do not own a car to walk and cycle 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, people with Culturally and Ethnically Diverse communities, the elderly, and children.

³⁰ [Streetspace funding and guidance - Transport for London \(tfl.gov.uk\)](#) Appendix 7 - 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.

³¹ LTDS 2019/20

9.138 **Figure 26** indicates estates owned and operated by Hackney Housing, the Borough's largest social housing provider.

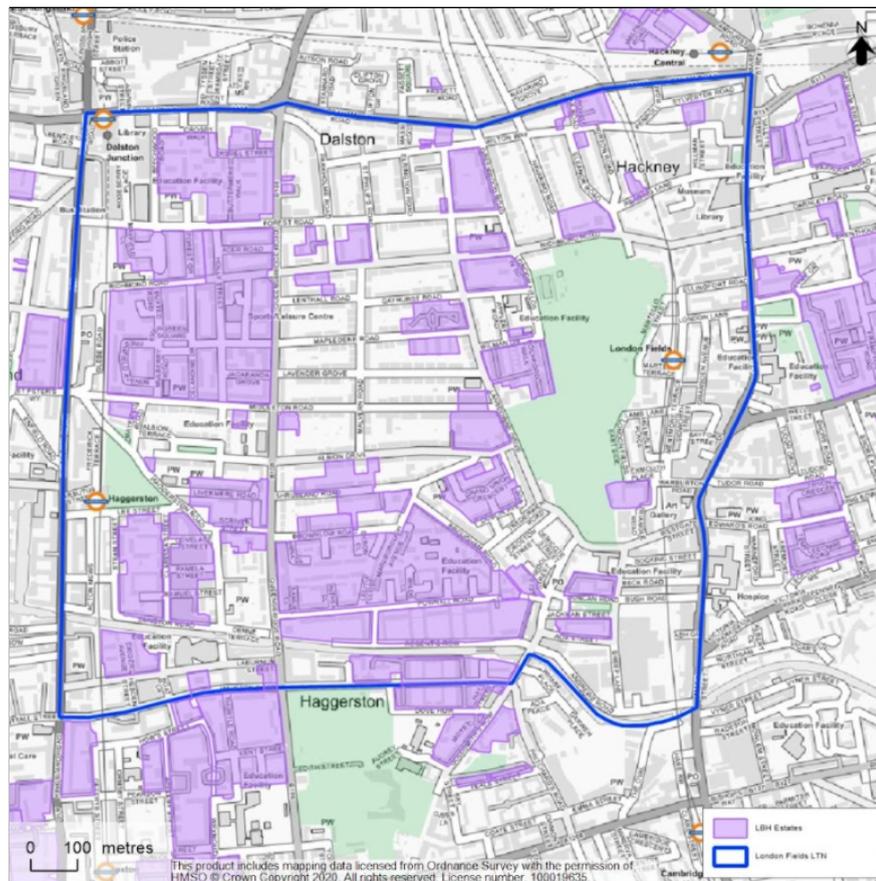


Figure 26: Hackney Housing estates in and around the London Fields LTN

9.139 The map indicates that large areas of social housing in the LTN with many estates having frontages on roads that are to benefit from a reduction of traffic. While the access to these estates is generally from the residential streets directly benefiting from the LTN, some properties overlook 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.

EQIA Conclusions

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

Protected Characteristic						
Disability	Pregnancy & Maternity	Age	Religion & Belief	Race & Ethnicity	Gender, gender reassignment, sexual orientation, and marriage and civil partnership	Poverty
Overall P	Overall P	Overall P	Overall P	Overall P	Overall P	Overall P
Positive						

The introduction of traffic filters in the London Fields LTN have reduced traffic on residential roads such as Richmond Road, Middleton Road, Lee Street and Wilton Way.

A reduction in traffic has corresponding benefits in terms of air quality, walking and cycling conditions, bus services and road safety. These benefits are relevant to all categories.

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 same amenities.

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.

Bus services on Richmond Road and Queensbridge Road have benefited from less congestion even though this has not been quantified; however this is especially beneficial to older people and people with Culturally and Ethnically Diverse communities, who are more reliant on bus services.

Air quality improvements in the LTN are beneficial to all protected groups. In particular, air quality improvements outside local primary schools and nurseries are particularly beneficial to young

	<p>children and people in the maternity/pregnancy group to some extent.</p> <p>Several estates will also benefit from improved air quality, which is especially beneficial for people that fall into the poverty category.</p>
Negative	<p>Especially in the short term, traffic displacement due to the proposals resulted as a consequence of the scheme. Over time, phenomena such as modal shifts and traffic evaporation can take place, however in the short term traffic can be displaced and drivers might need to grow accustomed to the new restrictions.</p> <p>This has resulted in an increase in traffic in some locations, and thus potential reductions in air quality, road safety and cycling/walking conditions on other roads such as Mare Street, Whiston Road, Dalston Lane and Graham Road and the A10, but can also include other roads in the wider area such as Hackney Road.</p> <p>These negative impacts are relevant to all groups, but in particular they are relevant to young children as several primary schools have frontages on these Boundary Roads.</p> <p>To mitigate against the negative impacts identified, the recommendations include that the Council is to undertake further engagements, investigations, consultations and implementation (as and when approved) of potential schemes identified in Table 17. These are derived from the suggestions as part of the consultation feedback for additional or alternative measures to the existing traffic measures at the following locations:</p> <ul style="list-style-type: none"> ● Laurel Street / Forest Road / Beechwood Road - to stop traffic using these routes to access the LTN or Queensbridge Road to travel southwards toward Tower Hamlets ● Dalston Lane / Queensbridge Road - to investigate opening up the right turn for traffic southbound into Queensbridge Road from Dalston Lane ● Lansdowne Drive - to change the existing bus gate operating hours (Mon-Sat; 7-10am and 3-7pm) to (Mon-Sun 7am - 7pm) ● Graham Road side roads; Forest Road (to the south) and Fassett Square / Fassett Road / Greenwood Road (to the north) - to stop traffic filtering through the

side roads to avoid Graham Road when travelling between Queensbridge Road / Dalston Lane and Mare Street

- Whiston Road (west of Queensbridge Road) - to reduce traffic flows along Whiston Road
- Whiston Road / Queensbridge Road junction - to improve traffic flows and the overall efficiency of this junction for all users
- Whiston Road (east of Queensbridge Road) / Pritchard's Road / Goldsmith's Row / Kay Street - to stop traffic using these routes to avoid Hackney Road and Queensbridge Road, when travelling broadly east-west
- Area between Kingsland Road (A10) and Queensbridge Road (B108) - to look at the impacts of moving the traffic filters from the junctions with the A10 to the west of Queensbridge Road

All destinations remain accessible by all modes, but the scheme has required that some journeys be rerouted. There are no exemptions proposed, so users that are more reliant on cars/vehicles have been disadvantaged and need to make longer journeys.

Subgroups of the group of car dependent people will include members of protected groups including older people and people with disabilities.

In order to protect the integrity of the closures, e-Companion Badge Holders, Blue Badge Holders who have registered one vehicle and emergency services are exempt, but some other carers for members of protected groups might need to reroute their journeys as well. Taxis used by older people or people with disabilities will need to be rerouted as well.

<p>Comments</p>	<p>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. The impact will need to be evaluated by project officers together with the Met police and Hackney's Enforcement team.</p> <p>Certain groups are estimated to experience different impacts due to the difference in location. The majority living inside the LTN will have positive impacts while a lower number on the boundary roads will not.</p> <p>Certain groups are estimated to experience both positives and negatives due to the scheme. This can be due to a difference in terms of chosen transport mode, i.e. benefits when being a bus user, pedestrians, cyclists but disbenefits to the same person when in a car. 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.</p> <p>Balancing these positives and negatives and the impact on different locations, overall it is believed that the scheme will be beneficial in terms of equalities. Walking, cycling and bus services enhancements and road safety and air quality improvements will be especially relevant for the town centre and the LTNs. Particularly keeping in mind the disproportionate impacts of Covid-19 on certain groups e.g. people with Culturally and Ethnically Diverse communities or older people.</p> <p>Certain measures have been incorporated into the proposals to mitigate against negative impacts. These include:</p> <ul style="list-style-type: none"> ● The retention of all doctor, disabled and ambulance bays in the LTN ● Taking into account emergency services feedback and ensuring that all traffic filters are navigable for emergency vehicles ● Feedback from other organisations including disability stakeholder groups has been taken into consideration ● All properties, shops and residences alike, are still accessible by vehicle <p>The EQIA is 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 aim to achieve the same policy</p>
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	<p>goals and scheme objectives, especially in terms of promoting a modal shift towards active travel and improving local air quality.</p> <p>These supporting measures include installing more residential cycle hangars, electric vehicle charging points (rapid and lamp column), improved public realm as part of the LEN16 and cycle infrastructure on Queensbridge Road.</p> <p>The ULEZ expansion in October 2021 and the ongoing Zero Emissions Network have contributed to the same objectives.</p> <p>To ensure that benefits 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.</p>
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Table 33: Equality Impacts Summary Table

Summary of Equalities Specific Recommendations

- 9.140 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. Where mitigation measures are possible without an overall adverse impact on the scheme as a whole, these will be considered.
- 9.141 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.
- 9.142 Having studied the impact on protected groups and looked for opportunities to introduce mitigation measures at this stage the current conclusion is that the impact might not be as significant as some consultees fear, at least in the longer term, as driving habits change and as a result of natural evaporation. The Council has a continuing duty to keep its network management under review. Taking all these factors into account, the Council considers the advantages of the scheme overall are potentially significant and outweigh these disbenefits. Investigations will continue to look for ways in which those who genuinely need motorised access can be exempted from some restrictions without this affecting the wider benefits to the majority.
- 9.143 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.

9.144 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.

Summary of Scheme and Benefits

9.145 To summarise the London Fields LTN scheme, this report has shown that:

Summary of Air Quality Findings for London Fields LTN

- The implementation of the London Fields LTN ('2021 with scheme' scenario) has been predicted to decrease NO₂ annual mean concentrations at 147 out of the 169 modelled receptors located within and on boundary roads of the LTN in comparison with the '2021 baseline' scenario. A summary of the Air Quality Modelling is shown below:
- Air quality modelling found an average reduction in the NO₂ annual mean of 1.6µg/m³ across the London Fields LTN scheme area including roads within and on the boundary of the LTN. However, the greatest overall beneficial impacts (reductions) on annual mean NO₂ concentrations were found on roads within the LTN, with the highest reduction in the NO₂ annual mean concentration predicted to be on Richmond Road. This suggests that the implementation of London Fields LTN had an overall beneficial impact on annual mean NO₂ concentrations, especially within the LTN area where roads have been shut off from non-local, rat-running traffic.
- Air quality modelling found there was a negligible (not significant) impact on particulate matter annual mean concentrations (PM₁₀ and PM_{2.5}) from the implementation of the London Fields LTN both within and on boundary roads of the scheme.
- It should also be noted that air quality modelling of 2021 air pollutant concentrations showed a notable decline compared to concentrations modelled under an initial 2018 baseline scenario. This is partly down to improvements in predicted background pollutant concentrations as well as

an overall reduction in traffic flows across the study area between 2018 and 2021.

9.146 Annual mean pollutant concentrations were modelled at 169 receptor points along affected roads within and along boundary roads of the London Fields LTN.

9.147 These included 157 residential properties and the following 12 educational establishments:

- Bridge Academy
- Sebright Primary School
- Brook Community Children's Centre
- Mossbourne Parkside Academy
- Holy Trinity Church of England School
- Holy Trinity Church of England Junior and Infant School
- The Teddy Bear School House Nursery
- Zeeba Daycare
- Mapledene Early Years Centre
- Boxing Academy Foundation
- Cardinal Pole Catholic School
- Minik Kardes Children's Centre

9.148 These receptor points were chosen as they are at locations where the annual mean air quality objective (AQO) of $40\mu\text{g}/\text{m}^3$ for NO_2 and PM_{10} and the annual mean AQO of $25\mu\text{g}/\text{m}^3$ for $\text{PM}_{2.5}$ ³² applies as set out in the LLAQM.TG (16) technical guidance (Defra, 2021)³³. Major healthcare establishments are also locations of relevant exposure; however, there were none located within the London Fields LTN study area. Locations of all receptor points can be seen in Figure 1 which also identifies the change in annual mean NO_2 concentrations between '2021 baseline scenario' and '2021 with scheme scenario'.

9.149 To consider the magnitude of change in the annual mean pollutant concentrations, the EPUK and IAQM³⁴ impact criteria for describing the effects of such impacts at individual receptors have been used (IAQM & EPUK Land-Use

³² Note: Hackney has adopted the World Health Organisation (WHO) guidelines for $\text{PM}_{2.5}$. However, as technical guidance by IAQM & EPUK [Land-Use Planning & Development Control: Planning For Air Quality](#) used for determining potential impacts of a scheme such as the London Fields LTN has on air quality can only be used in relation to national air quality objectives (NAQO). Therefore, in this instance annual mean $\text{PM}_{2.5}$ concentrations have been compared to the annual mean NAQO rather than the WHO guideline to determine impacts on $\text{PM}_{2.5}$ annual mean concentrations from the London Fields LTN.

³³ London Local Air Quality Management Guidance (TG16)

https://www.london.gov.uk/sites/default/files/llaqm_technical_guidance_llaqm.tg_16.pdf

³⁴ IAQM & EPUK Land-Use Planning & Development Control: Planning For Air Quality
<http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>

Planning & Development Control: Planning For Air Quality (<http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>) This states that that any 'negligible' or 'slight' impact means the change, beneficial or adverse, is non-significant.

Traffic data

- Traffic changes showing a 29% decrease on internal roads and 9% increase on boundary roads between pre-covid and September 2021. The changes in traffic flows on the east west routes in London Fields with a net fall of 11.57%. This suggests that there has been an overall reduction in traffic travelling east/west through the area and potentially a degree of traffic evaporation.

Penalty charge notices

- Number of Penalty Charge Notices shows a peak in the summer months and are steadily falling over time.

Road Casualties

- Accident analysis shows initially that total casualties within the LTN were slightly reduced while those on boundary roads had a significant increase.

Emergency Services response times

- Fire response delays are thought to have decreased internally and on boundary roads (based on London-wide statistics).

Equalities impacts

- Extensive EQIA included here shows overall positive impacts.

Bus Performance

- Bus journey times show no negative impacts from the LTN as stop to stop bus speeds have remained constant however bus corridor speeds which are affected by the frequency of the bus routes were negatively impacted.

Consultation results -

- Of the 5685 responses received, 43% were in support of the proposals to rebuild a greener Hackney by encouraging more walking and cycling, and preventing car-use to return to pre-lockdown levels or above and 53% were against.

9.150 Overall, the current scheme has aimed to maximise the identified positive impacts of traffic reduction within residential areas, whilst minimising the identified potential negative impacts due to traffic displacement onto boundary roads.

- 9.151 The potential cumulative negative impacts on the main road network have been monitored in terms of traffic flow, bus speeds, air quality and road traffic collisions and the results taken into account in the decision on the future of the overall scheme.
- 9.152 Accompanying support for behavioural change should help local residents walk, cycle, re-route or find alternatives to driving. Through traffic will find alternative routes avoiding the area altogether rather than travel along boundary roads, especially at peak times. The extension of the Ultra Low Emission Zone to include the whole of Hackney and increased electric car use, should also lead to air quality improvements including on boundary roads.
- 9.153 The area will continue to have attention focused on it. Potential negative impacts identified include changes to traffic patterns especially along boundary roads. This has the potential to impact road traffic collisions and air pollution. All displacement of traffic to alternative residential roads will continue to be monitored and mitigated even after the scheme is made permanent. Bus speeds in particular will be checked regularly. Although the decision will be brought separately, it is very likely that an engineering solution can be found for minor residual traffic nuisance.
- 9.154 The consultation has revealed some concerns, especially from those living outside of the area. All feedback has been analysed and the results of this analysis has been used to inform the recommendations in this report. After considering all comments, particularly the negative ones, it is to be concluded that the scheme still represents an overall benefit for the wider community of people living within the LTN.
- 9.155 Several mitigating measures including planting of vegetation in open ground and the addition of Sustainable Drainage Systems would be incorporated if the decision is taken to make the scheme permanent.
- 9.156 The scheme is consistent with the Council's Transport Strategy and its Climate Change Agenda.
- 9.157 Government [advice](#)³⁵ on whether to keep LTNs says "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

³⁵

<https://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>

proper evidence.” (DfT, 2021). No such evidence to remove the London Fields has been found during the entire process of this evaluation. The recommendation is, therefore, that the London Fields should be made permanent

10.0 Legal implications

- 10.1 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.
- 10.2 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.
- 10.3 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.
- 10.4 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.
- 10.5 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.
- 10.6 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.
- 10.7 The public sector equality duty continues to apply when making an experimental scheme permanent.

11.0 Financial implications

- 11.1 The estimated cost of making the permanent traffic order for the London Fields LTN is £3k fundable within the TFL LIP budget.
- 11.2 Further financial implications on permanent improvements for each traffic filter will be approved on a case by case basis. This will be funded from the council capital budget and subject to approval. Though alternative sources of funding, such as through central government bids, will be pursued.
- 11.3 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.

12.0 Summary Authority to make decisions

- 12.1 Within the scheme of delegation for 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. The Head of Streetscene is able to approve the recommendations set out in this report.
- 12.2 Within the scheme of delegation for Neighbourhoods and Housing, delegation (authority) to enter into an agreements under s.101 Local Government Act 1972 falls under (what is currently numbered as NH239, and is delegated to Director, Public Realm and Head of Streetscene. The Head of Streetscene is able to approve recommendation set out in paragraph 1.2 of this report.
- 12.3 The Head of Streetscene is authorised to approve the recommendations set out in this report.

13.0 Conclusions

- 13.1 This Delegated Powers Report recommends that the Council authorises the Head of Streetscene to enact the actions as set out in Section 1 Recommendations and Section 2 Reasons for Decision.

14.0 Approval

EXEMPT

Not applicable

CONFIDENTIAL

None

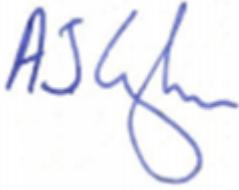
BACKGROUND PAPERS

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 : 25th of February 2022

Andrew Cunningham - Head of Streetscene

cc Cllr Mete Coban – Cabinet Member for Energy, Waste, Transport and Public Realm

cc Aled Richards - Director of Public Realm

cc Maryann Allen - Group Engineer - Design & Engineering Group

cc Tyler Linton - Group Engineer - Sustainable Transport and Engagement

APPENDICES

Appendix A - Post implementation changes in daily average traffic flows on roads within the LTN

Appendix B - Map of post implementation changes in daily average traffic flows on roads within the LTN

Appendix C - Post implementation changes in daily average traffic flows on boundary roads for London Fields LTN

Appendix D - Map of post implementation changes in daily average traffic flows on LTN boundary roads

Appendix E - M.E.L Report - Low Traffic Neighbourhoods - London Fields Feedback Report August 2021