

# Stoke Newington Low Emissions Network

## Workshop and Commonplace Report

**August 2020**

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## August 2020 Project update

This report summarises views from residents that were obtained during two engagement exercises in January and February 2020 – a community engagement workshop held on 30th January 2020, and a two-month online Commonplace engagement exercise in January and February 2020. We also want to provide an update regarding the project, as the coronavirus pandemic has had an impact on it.

Due to the coronavirus pandemic, there is now an urgent need to promote opportunities for social distancing, to protect people from an expected increase in traffic as the lockdown eases and to provide better conditions for walking and cycling, as people use public transport less. This is in line with guidance on the coronavirus pandemic from Transport for London (TfL) and the Department for Transport (DfT), which has stated that it ‘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’.

These objectives and requirements are especially relevant for Stoke Newington Church Street, an essential town centre where there are existing issues relating to the width of pavements, the level of traffic, air quality and road safety.

Given the urgent need to respond to the coronavirus pandemic and contribute towards a green recovery as laid out by the government, we are proposing to accelerate the project and implement measures that will allow for more social distancing, enhance local walking and cycling conditions and drastically reduce the amount of through traffic using Church Street.

These measures would be in place for a minimum of six and a maximum of 18 months, allowing the Council to assess the scheme. The Council will also take the views of local residents and businesses into account before deciding whether or not to make them permanent.

Currently, funding is being sought from TfL/DfT emergency funding to implement these changes. Hackney Council is also liaising with the Mayor’s Air Quality Fund about the continuation of our Low Emissions Neighbourhood (LEN) and Zero Emissions Network (ZEN) funding. If funding is confirmed, it is expected that changes to Stoke Newington Church Street will be implemented later this financial year.

If you have any questions about the project, please contact the relevant project officers at [movegreener@hackney.gov.uk](mailto:movegreener@hackney.gov.uk).

## Introduction

Before the coronavirus pandemic, Hackney Council had secured £500k from the Mayor of London to improve air quality, promote walking and cycling and restrict polluting traffic in Stoke Newington. To inform how we could best spend this funding which was allocated through the Mayor's Air Quality Fund, we sought to engage residents about the issues they experience within the area and obtain their views on how they think the money could be best spent.

On the evening of 30 January, we hosted a workshop for residents and stakeholders to share their ideas on how Hackney Council can use the funding to improve Stoke Newington Church Street and the surrounding area. The funding would contribute towards the establishment of Stoke Newington as a Low Emissions Neighbourhood (LEN). This event follows initial pop-up engagement events in Summer 2019, where residents expressed several concerns, including about air quality, traffic and speeding on Church Street. The event also follows on from the opening of a dedicated Commonplace website on 8 January 2020 where residents were able to provide feedback online until 1 March 2020, through completing a survey or leaving comments on a map of Stoke Newington.

The four main objectives of the Stoke Newington LEN are to improve local air quality, deliver on the Mayor of London's and Transport for London's Healthy Streets approach, helping people to stop using combustion engine vehicles and enabling the transition towards a zero-carbon future.

## Workshop

### About the event

The aim of the workshop was to engage with residents on what the local issues are in Stoke Newington, particularly around Church Street, and how the Mayor's Fund may be used to address these issues.

The event was held at Stoke Newington Town Hall in Stoke Newington on 30 January 2020 from 18:30 until 20:30, with registration opening at 18:00.

A total of 103 participants signed up, with 64 attending. Participants were able to register for the workshop on the Citizen Space platform.

The event was promoted through:

- Flyers distributed around Stoke Newington and left in public areas
- A press release
- Posts on Facebook and Twitter
- Promotion on the Commonplace platform.

Participants were allocated to nine tables. However, eight tables were eventually used due to the low turnout on one of the tables.

## Agenda

The event was opened by Florence Obinna, Consultation and Engagement Manager who welcomed participants and gave a brief overview of the event. The opening was followed by a short presentation by Andy Cunningham, Head of Streetscene, on the LEN16 scheme and the agenda for the evening. Four questions were then discussed in roundtable format in two sections. 40 minutes were allocated to each section. Section 1 focused on *Moving around Stoke Newington* and Section 2 on *Improvements to the local environment and Church Street*. The questions under each section were as follow:

### Section 1

- How do you use Stoke Newington and what is your experience of moving around the area?
- What kind of a function does Stoke Newington Church Street fulfil for you at the moment? How do you picture the future of Stoke Newington Church Street?

### Section 2

- How can we use the LEN16 scheme to deal with these issues?
- What are your concerns about the existing public realm and what improvements should we make?

After the discussions, facilitators provided feedback about the key points raised at each table.

## Facilitation

Roundtable discussions were facilitated by Streetscene officers, supported by note-takers from the Consultation and Engagement team. Facilitators were briefed before the event and were advised to set the right environment for the sharing of ideas and the participation of all participants. Note-takers were asked to write down discussions and assist as a co-facilitator where necessary. Each table was stocked with post-it notes, pens and a map showing the wider project area with collision data from 2016-2019 for participants and the note-taker to leave notes on.

## Analysis

The following section is a summary of discussions of the four questions, followed by a summary of the facilitator feedback.

### **Question 1: How do you use Stoke Newington and what is your experience of moving around the area?**

#### **Using Stoke Newington**

Participants mentioned that they use the area for shopping, work, to live in, socialising and to travel through. Modes of transport to move around the area include cycling, motor vehicle use, walking and using public transport.

## **Experiences of moving around the area**

### Experiences in the context of modes of transport

#### *Pedestrians*

Several participants raised concerns about cycling on pavements. However, according to one resident this is because of unsafe roads, which need to be addressed to prevent this from occurring. Many participants also raised the narrowness of walkaways as an issue and that it is especially problematic for young children and buggies, with drivers also sometimes mounting the pavement. Specific reference was made about the narrowness of the pavement near Albion Road. In this regard, one participant called for considering the feedback of wheelchair users. A participant pointed out that at the West End of Church Street where the street opens up, it is very crowded. Another participant stated that the street furniture gives the area character, but that it takes up too much space and obstructs pavements.

Difficulty crossing Church Street has also been stated as an issue, and specifically where Church Street and Albion Road cross. One participant mentioned that the crossing is difficult to cross due to aggressive drivers.

Speeding was also raised as an issue as well as pollution caused by congestion, especially around St Mary's Primary School.

Solutions raised included the pedestrianisation of Church Street, a bus gate that is permanent or operational once a week and the installation of zebra crossings.

#### *Cycling*

Concerns about specific roads where cycling is problematic have been raised, which include Albion Road, Stoke Newington Church Street, Manor Road and Green Lanes. Participants mentioned that the surface condition of roads, parked cars and speeding inhibit safe cycling. A participant also believes the removal of the Gyrotory works in Rectory Road will be beneficial for cyclists as it will address speeding. One participant mentioned that traffic along Cycle Superhighway Route 1 (CS1) must be reduced and that the bottom part of Albion Road where double parking is present, is not conducive to cycling. One participant reiterated this point by mentioning that parked cars interfere with designated cycle ways.

It was suggested that Nevill Road would be ideal for more cycle routes as it is a quiet street. Other suggestions included adding more cycle routes including the installation of reverse cycling lanes on one-way streets or on bigger boundary roads, the widening of roads with cycle lanes and the installation of secure parking for bicycles.

#### *Public transport*

Albion Road has been singled out by participants as being too narrow, with no space for buses to pass which leads to mounting on pavements. Another concern raised

about buses in Albion Road was that of speeding. A few participants stated that bus routes are not fit for purpose. For example, one participant raised an issue of having to use multiple buses, with another stating “it feels like there is a map of transport connectivity and we are not on it”. The difficulty to access stations has been pointed out as well and the impact this has on wheelchair users and people pushing buggies.

### Other experiences raised

Other issues raised more generally, without specifically referring to its effect on cyclists, public transport users and pedestrians, were related to:

#### *Traffic*

All tables have raised that traffic problems are present in the area. Traffic issues have specifically been mentioned in the context of the school run i.e. during school pick up and drop-off times, during rush hour along Church Street and Albion Road, and on weekends.

Traffic specifically from delivery vans have been highlighted as a negative by participants several times, due to its effect on pollution and availability of parking spaces. Nevill Road has been pointed out by a participant in terms of where this issue is acute. A suggestion was made to allow for night-time and weekend deliveries only, with a designated delivery hub for delivery vehicles and specific delivery time slots. The use of cargo bikes has also been raised as a potential solution.

The partial pedestrianisation of Church Street through stopping through traffic has been mentioned several times as a potential improvement in the area i.e. that only delivery vehicles and buses should be allowed or that Church Street should be a bus lane only. However, concerns about displacement have been raised i.e. that pedestrianising Church Street would increase traffic on other roads. Another solution suggested was to push the boundary area of improvements to disperse traffic further away from boundary roads, away from schools and businesses.

One group was strongly in favour of Car Free Days.

#### *Speeding and enforcement*

Several residents have raised the issue of speeding. One participant mentioned that this problem is most pronounced at the northern part of Albion Road near the zebra crossings. Another participant said that speeding is particularly prevalent in Manor Road, Albion Road and Church Street, with one participant mentioning that the issue is biggest on Church Street.

A lack of enforcement of the speed limit has been cited as an issue, along with compliance to the 20mph speed limit.

To improve enforcement, it has been mentioned that speed cameras should be installed in a proactive manner prior to issues experienced and that signage should be better.

The introduction of speed humps as a traffic calming measure has been proposed. However, according to one participant this is not effective from a pollution perspective as vehicles have to brake often.

### *Parking*

The narrowness of roads in Stoke Newington has been pointed out by a participant as an issue, who said that this is due to cars being able to park on both sides of the street. Albion Road has been specifically raised as narrow and not conducive to parking, especially the bottom part of the road.

A participant also referred to delivery vans parking poorly, with other participants of the opinion that there are too many parking spaces. It has also been pointed out by a participant that buses must go around parked cars which slows down traffic.

A specific issue has been raised about parking space outside the Nando's and people parking on double and single yellow lines in Church Street. A participant suggested that the single yellow line parking on Church Street be removed. One participant also expressed a concern about the number of double yellow lines in Green Lanes.

Solutions proposed included the enforcement of double yellow line parking, making Church Street and Albion Road a no-parking zone and disallowing parking during school drop-offs.

### *Road condition and layout*

Several participants mentioned that Albion Road is too narrow and that it is dangerous for families going to Grasmere Primary School. Small pavements have also been cited as an issue, along with the amount of roadworks. The surface of Church Street has been raised as a problem by one participant. The issue of one-way roads on side roads have also been cited as a concern.

### *Pollution*

Pollution concerns have been cited by several participants, especially around schools. One participant expressed concerns about the parking on double yellow lines close to St Mary's Primary School, which is according to the participant as a result of the restrictions as part of the School Streets scheme for the school. There are also concerns about idling around schools.

To address pollution, one participant suggested declaring the area a pollution free zone. Other suggestions included installing more greenery as a solution to dirty buildings and the use of cargo bikes.



### *Disabled access*

One participant said that disabled people have a 'bad time' in Church Street as it is a poorly shared space with too much street furniture, causing a dangerous shared environment.

One participant said getting down Stoke Newington Street can be difficult if you are not mobile and find it difficult to move.

### Positive comments

In terms of positive comments relating to moving around the area, one participant said that the buses are valuable and that a car in Stoke Newington is only really needed to move items.

Participants expressed a positive sentiment towards the parks in the area. One participant mentioned that Church Street has an identity where people can hang out. Similarly, another participant said that there is a real village feel in the area, with the church as a central point of the village. Another participant pointed out that independent businesses are drawing people to the whole area with people able to walk to shops.

### Other comments

In one group, the wish was expressed that the Council can act as an enabler to provide the infrastructure and means for groups within the community to work together on solutions. It was mentioned that suggestions need to feed into a coherent plan for the area, with people being given the opportunity to make a difference.

## **Question 2: What kind of a function does Stoke Newington Church Street fulfil for you at the moment? How do you picture the future of Stoke Newington Church Street?**

The discussion in Question 2 focused specifically on Stoke Newington Church Street. Participants, in contrast with Question 1, discussed Church Street in more depth. Although similar issues were raised, such as levels of traffic, speeding and air pollution, discussions were generally more oriented towards solutions.

### **The function of Stoke Newington Church Street**

Participants are using Church Street for several purposes, including for its 'unique commercial offer', local shopping, recreational use, the garden centre, going to and from school and walking which has been described as 'pleasant'. One participant mentioned that the street is a 'community asset' whilst another mentioned that it has a 'charm' although it is very tight. One participant uses the street but never on weekends as it is too busy with people and cars. One respondent described the area as a poor environment to spend time in.

## **Picturing the future of Stoke Newington Church Street**

Participants posed a wide range of possible interventions on what they envision for the future of Church Street. Most pronounced were the following:

### Pedestrianisation of Church Street

Apart from general expressions of the importance to prioritise pedestrians and addressing narrow pavements, several participants have discussed the potential for pedestrianising Church Street, for example only allowing buses, cyclists and pedestrians to use the street. One participant said that if the street is pedestrianised, cyclists should also be allowed to use it, with another expressing the hope that this would be extended to the park. One participant mentioned that this would be 'marvellous' as a long-term vision. A participant living on a closed road is supportive of reducing car use in Stoke Newington, having seen positive results from it such as a reduction in rat running and living in a more 'peaceful place' with less noise and air pollution. One participant said that should Church Street be pedestrianised, all parking should be removed in Church Street.

However, one participant raised a concern that pedestrianisation can have unintended consequences with a street that can 'die' as a result. Participants also raised the concern about traffic displacement to other roads and areas. It was also mentioned that pedestrianisation may be positive for residents but affect businesses due to service disruptions (such as impacting deliveries), whilst supporting local businesses is important. Walthamstow Village has been raised as a good example of a successful pedestrianisation initiative.

### Car Free Days

Building on the suggestion of pedestrianisation, participants were supportive of Car Free Days, with one participant saying that it contributes to a sense of community. One participant wants to see Car Free Days happening more often and said that when Church Street was shut, it was the 'best thing' that happened to the street. A participant also proposed that a Car Free Day can be a test to gather evidence about air quality and to see how it works for pedestrians. A benefit of a Car Free Day was also raised by another participant who said it is safer for children. A Car Free Day every Sunday was proposed by one participant.

### Delivery vehicles

Several respondents proposed interventions to address issues related to delivery vehicles in the street. This includes no deliveries on Church Street either during set times such as during commuting hours, during the day and before or after school. Other restrictions proposed included the location of deliveries and loading.

The logistics of implementing a timed service plan was raised as a potential downside by one participant, citing that shops will have difficulties to receive deliveries as they do not have control over delivery times.

### Cargo bike use

As a response to reducing pollution, it has been suggested that cargo bikes could be used, including for deliveries. One participant called for a cargo bike 'hub'. However, another participant was not convinced that it will be used.

### Electric transport

There were calls by participants for electric charging points, the use of electric-only buses and the launching of a scheme for mini cab firms to incentivise the buying of electric vehicles as opposed to vehicles run by petrol and diesel. However, one participant mentioned that the supply of electric vehicles is not yet meeting the demand for it.

### Support local businesses

The closure of many shops and the replacement of the shops with cafes have been lamented. It was mentioned that there are not enough shops selling necessities and that shops are therefore too expensive.

The importance of supporting local businesses has been raised, and that there is a 'hidden cost of convenience' to online shopping in that local businesses get less support. Education campaigns have been cited as a way to encourage people to shop locally.

Similarly, a participant said that Church Street as a working street should not be lost, serving functions beyond being a place of leisure.

### Activities

One participant said that the street could be used for farmer markets and family activities, whilst another said that the street's function should go beyond 'just going out for brunch'. A participant also mentioned that there should be more places to meet people.

### Other comments

Similarly to the previous question, participants raised potential solutions for speeding including speed cameras, speed humps and more 20mph signs. Participants also reiterated that cycling should be encouraged through the installation of more cycling storage, protected cycling lanes and speed humps down CS1 and encouraging cycling proficiency at school. The need for public realm improvements such as more trees and benches have also been offered as potential improvements in the area.

Two participants made the point that although Church Street is important, a holistic approach is required i.e. that the area needs to be focused on as a whole. The concern about traffic displacement has been raised in this context as well. One participant said that with fewer cars Stoke Newington can become a destination.

### **Question 3: How can we use the LEN16 scheme to deal with these issues?**

The discussion in Question 3 built upon the discussion in Question 2 on how participants picture the future of Stoke Newington Church Street. Participants were given an overview during the presentation on the four main aspirations of the funding bid:

- Improving local air quality
- Delivering the Healthy Streets Approach
- Helping people to stop using combustion engine vehicles
- Enabling the transition to a zero-carbon future.

#### Suggestions in the context of modes of transport

##### *Pedestrians*

Participants cited the need to widen pavements, with one participant specifically mentioning that this could be done on Church Street through the installation of a mixed pedestrian and cycling pathway. However, another respondent was not in favour using those with children. A suggestion was made to introduce another entrance to Abney Park to open up walking routes.

##### *Cycling*

A participant mentioned that cycling should be made more accessible for everyone, especially for people who are older and who have children. On one of the tables there was general consensus that it is hard for cyclists who are not very confident cyclists to use the road and that it will stay that way for one-way roads. Another participant said that if school-age children are encouraged to cycle more, this might change behaviour in terms of car use in the long run. A participant also suggested that a cycle gate be installed on side roads, with another saying that cycle shops should receive a reduction in business rates on the basis that they are green companies. A three-lane road layout has also been suggested, with one for buses and cyclists only.

##### *Public transport*

A participant stated that buses should be allowed, otherwise people will be cut off from travelling around the area. However, there was support for removing some bus stops, especially those that are too close to each other, such as the one outside William Patten Primary School and the one at the corner of Church Street and Stoke Newington High Street. More environmentally friendly buses have also been cited as important, such as low emissions and electric buses. It has been mentioned that electric buses could be used to drop off people with disabilities. There was also a suggestion that bus routes should be re-looked at as there are too many routes. The idea of floating bus stops has also been suggested.

## Pedestrianisation

As in the previous section, pedestrianisation has been raised as potential intervention in the area. Various combinations of pedestrianisation have been suggested. In some cases, the pedestrianisation of Church Street has been mentioned specifically, whilst in other cases pedestrianisation has been raised as a general theme.

Where the pedestrianisation of Church Street has been mentioned specifically, one participant mentioned that a timed closure on Church Street would result in more space for cycling and walking.

When the theme was raised more generally, participants said that private traffic should be banned and that a low traffic neighbourhood should be established which allows buses, is closed for private traffic, protects cyclists and limit loading at certain times. In one group, several participants believed that full pedestrianisation is not a good idea, but that a bus gate would solve the issue of people needing to travel in the area, and that this would be especially beneficial for disabled people. One participant mentioned the need for timed bus gates, with cars banned on weekends and during peak times. Another participant who agreed with this mentioned that effective signage would be needed for a bus gate to be successful. Running a test through closing a street for a week to monitor the change in pollution levels, has also been raised as an option by one participant.

A concern about displacement has been mentioned by one participant in support of Church Street allowing buses only, saying that it would not be acceptable if through traffic and therefore pollution go somewhere else. Consideration of elderly people and those with mobility issues have also been raised.

## Cargo bikes

Participants have expressed strong support for the use of cargo bikes, with examples of where this could be used ranging from the delivery of takeaway food, bike deliveries and doctors. Specific suggestions where cargo bikes could be used have been mentioned, for example establishing a collective scheme for food deliveries. One participant said that cargo bike hire services would work well for local businesses in the area, with another participant saying that the Council should support local businesses to do cargo bike deliveries. According to one participant cargo bike deliveries by local businesses will discourage car use, as cars are needed when residents have done heavy shopping.

## Traffic

According to one participant 'cars should be guests' and other modes of transport should be prioritised.

Circulation has been raised as a solution to reduce traffic in Stoke Newington during peak times. One participant said this could take the form of closing the area off to different vehicles on different times and days, with cars for example allowed on one

day, and larger vehicles on the next. This would, according to the participant, encourage public transport on days cars are not allowed and that work can be done with local businesses to promote restaurants on Car Free Days.

Several participants supported more Car Free Days, on a weekend for example, with support also mentioned for bus free days.

Road markings have also been suggested to ensure that cars do not go around buses, minimising the risk for accidents.

Charging cars, such as a congestion charge have also been raised as a potential intervention.

### Speeding and enforcement

Several 'hard physical features' have been suggested to address speeding, including speed bumps, zebra crossing and rumble strips. The installation of more 20mph signs have also been suggested by several participants. Enforcement has also been cited as important. It was suggested that pedestrian stops in Church Street are linked to zebra crossings. To address speeding on Albion Road, it was suggested that a priority gate be installed.

### Parking

Suggestions to address parking issues included several references to taking away parking spaces. One participant mentioned that this could be done on Albion Road, with another mentioning that greenery should be installed in its place. The installation of no idling signs has also been suggested by several participants, whilst one participant mentioned that these signs should be installed on Albion Road.

### Pollution and local air quality

To address air pollution on Church Street and Albion Road, participants have alluded to the closure of roads, an Ultra Low Emission Zone (ULEZ) scheme for buses only and deliveries at certain times.

The installation of electric charging points and encouraging hybrid driving at 20mph have also been suggested. The establishment of a zero emissions zone has also been proposed with filtered or timed traffic.

### Education

According to a number of participants education is key. For example, one participant mentioned that one needs to challenge the idea that you can drive anywhere you want, whilst another believes work should be done with schools to encourage parents not to drive their children to school. One participant also said awareness should be created about the volume of traffic in the area and the impact this has.

## Public realm

The planting of more trees and greenery have been suggested. The area next to the Nando's has been cited as a location that could be made greener and where a water fountain, bench, parklet and cycle park could be added. Yoakley Road in Stoke Newington was provided as an example of such a space, but that it should be better maintained.

## Holistic approach

Several participants said that a holistic approach to the area is required, and that all of Hackney needs to be considered, not just the immediate area in a 'piecemeal' way. Specific reference was made that issues on Albion Road should also be addressed, alongside Church Street, with another mentioning that interventions in Albion Road can dovetail into Church Street. According to one participant, linkages with the broader area, such as with other low traffic neighbourhood schemes need to be considered as well, whilst another saying that interventions should not have an impact on roads outside the Stoke Newington area.

It was also mentioned that this is an opportunity to be bold, with another supporting the bold approach, but saying that interventions can be scaled back 'if needed'.

## **Question 4: What are your concerns about the existing public realm and what improvements should we make?**

In this section, a number of public realm improvements was suggested. However, participants also raised potential non-public realm improvements, similarly to what has been raised in Questions 1-3.

## **Public realm improvements**

### Greenery

A number of public realm improvements relating to greenery have been suggested by participants, including the planting of trees, living walls and green routes to make the streets more liveable. One participant referred to parks as the 'great lungs' that reduce pollution, with another suggesting that the end of Clissold Park should be opened up to blend in with the local community through removing the gate that separates the park from the local community.

### Lighting

Several participants suggested that lighting in the area should be improved, and more specifically on the tennis courts and in the park so that it could be opened past 17:00. One participant said that lighting would encourage walking, with another pointing out that it would improve safety.

## Seating

A participant has mentioned that seating and benches would be beneficial to the public realm, whilst another suggesting that parking could be removed to make place for seating.

## **Non-public realm improvements**

Similarly to previous questions, participants suggested interventions relating to pedestrians, cycling, public transport, pedestrianisation, traffic and parking.

## Suggestions in the context of modes of transport

### *Pedestrians*

To improve the area for walking, participants again raised the issue of widening pavements, better paving, more and safer crossings and the installation of bollards to ensure that cars do not mount pavements.

### *Cycling*

Several participants raised improvements that could be made to cycling, with one participant saying that small cycling infrastructure will make a big difference to the local community. Participants suggested that more parking should be made available for cyclists, with one participant mentioning that space could be made behind Stoke Newington Town Hall. A cycle lane through the park has also been suggested to improve safety for cyclists.

The road surface on cycle paths has also been cited as an area for improvement, with another suggesting that Church Street should be made one-way, which includes a two-way for cyclists.

### *Public transport*

One participant called for better and more frequent public transport, whilst another suggesting that the bus stop right outside William Patten Primary School should be moved. More buses have also been suggested by one participant who referred to the issue of overcrowding and the difficulty this brings in terms of adequate space for buggies.

## Pedestrianisation

Pedestrianisation as a theme has surfaced in this section as well, with references to a car free Church Street and the closure of more roads in the area and around Hackney to discourage driving. A participant also showed support for a bus gate. One participant said Car Free Days could take place once a month, but that it should not take place at random i.e. should be scheduled. Another participant mentioned that the streets in the area should be pedestrianised on weekends, or a bus gate should be in operation on weekends. However, the participant showed concern for the potential



displacement of traffic to other roads. One participant believed that a play street could be in operation on a Sunday.

### Traffic

The importance of improving junctions, in particular the junction of Bouverie Road and Defoe Road through the widening of pavements and the slowing down of traffic, has been raised, as well as the need for traffic calming measures at the western part of Church Street. Speed cameras have been suggested as an enforcement tool to discourage speeding.

### Parking

A participant proposed that more space should be made for car parks, which could replace street parking. One participant suggested the replacement of single yellow line parking on Church Street with double yellow lines to prevent people from parking in the evenings. Another participant highlighted the need to enforce yellow line parking along Church Street.

### Other

Other suggestions included restrictions on delivery vehicles, providing good access for people with disabilities, having more safety and violence wardens patrolling and reducing pollution around schools. Data collection has also been cited as important to understand where people are driving to and from and undertaking research with businesses about what changes they would like to see.

## **Facilitator Feedback**

Facilitators at each table were asked to provide the main points raised from their table.

### Traffic and parking

Based on the main points provided by facilitators, six tables were concerned about the issue of high volumes of traffic in the area, whilst five tables raised speeding and three idling. Enforcement has been cited as a measure to address speeding and idling. Five tables raised the issue of parking as one of their key points, for example that it causes congestion. The removal of parking and enforcement have been mentioned as options to deal with the issue.

### Widening of pavements

Four tables were concerned about the narrowness of pavements and said that it should be widened. One table specifically said that the pavement outside the Red Lion pub should be widened. Two tables mentioned that pollution should be addressed, with one table particularly concerned about the issue near schools.

### Pedestrians

Three tables referred to the need for improvements related to pedestrians. One table was of the view that greening, the slowing down of traffic and the improvement of

public realm would improve the area for pedestrians. Another table cited that infrastructure for walking needs to be improved to encourage more people to do it. One table was also of the view that the zebra crossing outside Rose and Crown Pub would need to be altered.

### Car Free Days and pedestrianisation

Four tables cited Car Free Days as one of their key points. One table suggested that traffic reduction on Church Street could place on weekends, even through completely closing the street. Another table was of the view that closing down Church Street could be done in 'some way', either on set days or at set times on different days. A key point raised on another table was that having Church Street pedestrianised or having bus gates at weekends, could serve as a trial system to significantly reduce the volume of vehicles passing through. On another table potential timed closures, closures one day a week on Sundays and the monitoring of feedback has been suggested.

### Cargo bikes

Support for cargo bikes has also been raised as a key point on one table, suggesting the installation of a cargo bike sharing station, and providing residents with a choice to have local businesses deliver their goods through such a medium. On another table it was cited that further works need to be undertaken in relation to delivering goods in the area, for example through timed delivery slots and a freight strategy.

### Holistic approach

Four tables raised the importance of having a holistic approach to the area. One table framed this in the context of considering the wider impacts on Rectory Road, whilst another table said traffic displacement needs to be accounted for should Church Street be pedestrianised on weekends or a bus gate be installed on Church Street, also on weekends. Another table simply said that the 'wider area' needs to be considered, whilst another cited that through traffic over the whole of the borough should be prevented so that it does not get pushed back.

### Other comments

Other issues which were raised on a single table included improving open spaces, 'making Church Street lovely for everyone', developing a servicing plan for businesses, and undertaking traffic modelling where Stoke Newington High Street meets Church Street and where Stoke Newington High Street meets Garnham Close. It was mentioned that permeability issues are present there and need to be accounted for with the changes to the Gyratory system. On one table the need to install infrastructure for cyclists was mentioned as a priority to encourage cycling in the area. One table mentioned that school drop-offs causes congestion, with another framing the issue in terms of school access and safety.

# Commonplace

## About

Commonplace is an engagement platform which allows people to contribute to an online conversation in two ways. The first is to complete a standard survey, and the second to provide feedback within a specific demarcated area of a map. The survey received responses from 426 respondents and the map from 186 respondents. The Commonplace page for this project can be viewed here: [stokey.commonplace.is](https://stokey.commonplace.is). The platform was open from 8 January until 1 March 2020.

Survey responses from 386 (91%) respondents are publicly accessible on the Commonplace page. Responses are made publicly available once a respondent has confirmed their email address. 29 (7%) respondents did not confirm their email address and their responses were not publicly accessible as a result. 12 (3%) respondents responded anonymously i.e. did not provide an email address. Their responses were not publicly accessible as well.

Of the 186 map respondents, 167 (90%) respondents confirmed their email address, with their responses publicly accessible. 9 (5%) of respondents did not confirm their email address and 10 (5) responded anonymously.

For respondents who confirmed their email address, all survey responses and map comments, excluding the demographic data of the survey, are publicly accessible. During the analysis of contributions, responses of all respondents were considered, regardless if they were made publicly available or not.

## Survey

### *Qualitative analysis*

The qualitative questions (which allowed for free text answers only) of the survey were as follow:

- Question 1: How would you describe your experiences of walking, cycling and using public transport in this area?
- Question 2: What are the barriers to you walking, cycling and using public transport in the area?
- Question 3: What improvements would you like to see to make it easier to walk, cycle and use public transport, particularly on Church Street?
- Question 4: What could be done to make the area more attractive to spend time in?

Questions 1 and 2 were largely similar insofar eliciting concerns as a response to "experiences" and "barriers". The two questions are therefore analysed together. Positive "experiences" of the area were mentioned in question 1 and will be analysed separately.

## Question 1

The following positive statements were identified from **402 respondents** who answered question 1:

<b>Question 1: How would you describe your experiences of walking, cycling and using public transport in this area?</b>		
<b>Theme</b>	<b>#</b>	<b>%</b>
Generally positive / mostly pleasant / OK / Good / Mostly good / Fine / Fair	53	13%
Walking	32	8%
Public transport	21	5%
Cycling	19	5%
Bus services	16	4%
Very good / Perfect	7	2%

Most participants answered question 1 by voicing concerns only regarding their experiences of walking and cycling in the area. Positive statements were rarely outright, with respondents using terms such as 'generally positive', 'fair' and 'mostly good', before elaborating on their concerns. Of the three modes of transport (walking, cycling and public transport) under discussion, most positive comments were made about walking in the area. However, this could be explained by the fact that most respondents (83%) also indicated that they are walking in the area, followed by bus and/or Overground as public transport (63%) and cycling (53%).

## Question 1 and 2

The following concerns were identified from **402 respondents** who answered question 1:

<b>Question 1: How would you describe your experiences of walking, cycling and using public transport in this area?</b>		
<b>Theme</b>	<b>#</b>	<b>%</b>
Too much traffic / congestion	111	28%
Issues with cycling e.g. behaviour towards cyclists, danger and provision, road condition, difficult to cross, absent lines, too little storage space	99	25%
Too narrow and overcrowded pavements / not enough space for pedestrians / disabled, with buggies and dog owners most affected	85	21%
High levels of pollution / bad air quality / reference to fumes	65	16%
Speeding	61	15%
General issues related to pedestrians / walking e.g. hard to cross the road / long waiting times at lights	43	11%
Dangerous / unsafe for cyclists and pedestrians incl. children	39	10%
Too car oriented / car focused / cars are prioritised	38	9%
Issues with bus services / too infrequent / too slow	30	7%
Buses are held up by parked vehicles / too much parking spaces which hold up traffic / issues with single yellow line parking / illegal parking	27	7%
Too narrow roads	27	7%

Noise	14	3%
Behaviour of cyclists are bad e.g. cycling on pavements / aggressive	13	3%
Issues regarding speeding and parking enforcement	13	3%
Issues with one-way system / encourages speeding and difficult to cross the road	11	3%
Poor road condition / surfacing	8	2%
Issues exacerbated on weekends	7	2%
Too many roadworks	7	2%

The following concerns were identified from **392 respondents** who answered question 2:

<b>Question 2: What are the barriers to you walking, cycling and using public transport in the area?</b>		
<b>Theme</b>	<b>#</b>	<b>%</b>
Too much traffic / congestion	85	22%
Too narrow and overcrowded pavements	69	18%
High levels of pollution / bad air quality / reference to fumes	61	16%
Cycling is dangerous / risky / unsafe / lack of space for cyclists	42	11%
Speeding	36	9%
Cycle lanes are not separated or dedicated / limited	30	8%
Too many cars	30	8%
Behaviour of drivers are bad incl. aggressive / dangerous	17	4%
Too many parked cars	15	4%
Not enough cycle storage	14	4%
Condition of roads is bad e.g. potholes / poor road surface	13	3%
Dislike one-way system	13	3%
Noise	10	3%
Disability / mobility issues / visual impairment / mental health / old age / cannot carry heavy bags	10	3%
Buses are held up by parked vehicles / too much parking spaces which hold up traffic	9	2%
Cycling on pavement	8	2%
Issues with bus services / too infrequent / too slow	8	2%

### Concerns affecting walking, cycling and public transport

Too much traffic and congestion were a general concern cited, affecting walkers, cyclists and public transport users. In the case of Church Street, respondents pointed out that the traffic is often caused by parked vehicles in Church Street. Some pointed out that parking was done illegally. This also results in bus delays. Some respondents did not express concerns about traffic specifically and simply mentioned that cars are prioritised. This could be regarded as one explanation by respondents for why traffic is an issue in the area. A further explanation cited by respondents are roads that are too narrow, which makes it difficult for vehicles to pass each other.

*“It completely frustrates me watching that buses get stuck on Church St and cannot pass parked cars. This then causes traffic to build up as well as fumes.”*

### Concerns affecting walking and cycling only

A large percentage of respondents raised concerns about speeding, as well as that the area is dangerous for pedestrians (children in particular) and cyclists. It is likely that these two categories can be regarded as complementary. Two main reasons for speeding cited were issues regarding enforcement and the one-way system. The levels of pollution contributing to poor air quality has also been named by respondents as a key concern in the area.

*“The sheer amount of car traffic, the speed, noise & general pollution make the shared environment unsafe & unpleasant.”*

### Concerns affecting walking only

Concerns about walking were mostly related to pavements that are too narrow and overcrowded, especially affecting disabled people, people with buggies and dog owners. Narrow pavements were one of the biggest concerns of respondents overall. Respondents also pointed out that long waiting times at traffic lights make it difficult for walkers to cross the roads, exacerbated by inadequate crossings. Respondents pointed out that some cyclists are cycling on the pavement. Although this should not be condoned, it may be explained by cyclists’ concerns about the dangerous environment for cycling, narrow roads and speeding.

*“Church Street is terrible for walking. Pollution, very narrow sidewalks, cars going too fast.”*

### Concerns affecting cycling only

The main issues that were cited that made cycling a difficult experience in the area were the absence of lines, storage space, the condition of the roads and behaviour towards cyclists. Cycling is seen as dangerous and the absence of dedicated cycling lanes was a main concern.

*“Cycling: can feel dangerous as cars drive too quickly, no cycle lanes, poor quality road surfaces with many potholes. Lots of vehicle pollution if you get stuck in traffic.”*

### **Question 3**

The following improvements were identified from **389 respondents** who answered question 3:

<b>Question 3: What improvements would you like to see to make it easier to walk, cycle and use public transport, particularly on Church Street?</b>		
<b>Theme</b>	<b>#</b>	<b>%</b>
Full or partial pedestrianisation i.e. ban all cars / taxis/buses/bikes/delivery vehicles only, or a combination of these	93	24%
Widen pavements / footways / pedestrian area	92	24%
Install separated / dedicated / safe cycle lanes	55	14%
General reference to reducing traffic	46	12%
Reduce cars / not including full or partial pedestrianisation	31	8%

Improve cycling incl. safety for cyclists such as cycle lines / marking and more space	28	7%
Improve crossings and traffic lights in favour of pedestrians	24	6%
Reduce parking on Church Street specifically	21	5%
Reduce pollution	21	5%
Host more Car Free Days	21	5%
Plant more greenery	20	5%
Enforce parking and speeding rules incl. installing speed cameras	19	5%
Concerns raised about displacement	18	5%
Install cycling storage / parking	17	5%
General reference to prioritising pedestrians	15	4%
Use traffic calming measures to slow down traffic incl. speed humps	15	4%
Make Church Street / roads one way	14	4%
Reduce parking without reference to Church Street	9	3%
Revisit one-way system / change to two way	7	2%
Reduce speeding in general incl. through speeding restrictions	6	2%

### Improvements for cyclists, walkers and public transport users

46 respondents reiterated the need to reduce traffic in the area and 21 believe that parking should be reduced on Church Street in particular. Nine other respondents expressed this sentiment but did not reference a specific street. Suggested improvements related to parking ties into concerns mentioned above that parked vehicles are holding up traffic. Enforcement of parking and speeding rules were raised by 19 respondents, which could be regarded along with the need for traffic calming measures such as speed humps as suggestions to address traffic and parking issues. The need for traffic calming measures was raised by 15 respondents. Revisiting the one-way system and changing it to two way, was also regarded as a potential measure to address speeding. However, some respondents argued that Church Street should be made one way.

### Improvements for cyclists and walkers only

The full or partial pedestrianisation of the area, and Church Street in particular, was raised as a key measure to improve the area. This view has been raised by 93 respondents. Respondents provided a wide range of views on which type of vehicles need to be allowed in the case of a partial pedestrianisation, including considering the inclusion and exclusion of buses, motorcycles, delivery vehicles and taxis. Similarly, some respondents (21) expressed their support for more Car Free Days on weekends and mentioned that they enjoyed the previous Car Free Day the Council had hosted. Some respondents supported pedestrianisation in principle but raised concerns about the potential displacement of traffic to nearby roads.

There was also general reference to the need to reduce air pollution. Specific suggestions were limited. However, some respondents mentioned the need for electric buses, cargo bikes and more electric charging points. The suggestion to have more greenery, raised by 20 respondents, might also be linked to the need to address pollution, beyond the aesthetic benefits of greenery.

### Improvements for cyclists only

Most comments regarding cycling improvements related to the need for separated cycle lanes. The need for cycle storage was raised as well, although this has been less of a priority. Other general proposals for cyclists included better line marking and more space.

### Improvements for walkers only

The widening of pavements was the main improvement cited to improve the area for pedestrians, cited by 92 respondents. 24 respondents expressed the need to improve crossings and traffic lights in favour of pedestrians. 15 respondents referred to prioritising pedestrians more generally.

## **Question 4**

The following public realm improvements were identified from **368 respondents** who answered question 4:

<b>Question 4: What could be done to make the area more attractive to spend time in?</b>		
<b>Theme</b>	<b>#</b>	<b>%</b>
More greenery / trees / plants / green space	102	28%
Reducing traffic / vehicles	98	27%
Wider pavements	48	13%
Pedestrianisation without specific reference to Church Street	32	9%
More Car Free Days / festivals	30	9%
Reduce pollution	28	8%
More/encourage local businesses	25	7%
Seating / benches	23	6%
Reduce rents for businesses	20	5%
Less rubbish and waste / dog mess	14	4%
More cycle routes / lanes	13	4%
Full or partial pedestrianisation of Church Street	12	3%
Reduce / remove parking	11	3%
More cycle parking	8	2%
Reduce noise pollution	7	2%
Address speeding / speed limit enforcement	7	2%
Prioritise cyclists	6	2%

Many respondents reiterated in this section that they would like to see less traffic and vehicles in the area, wider pavements and a reduction in pollution. However, more pronounced in this section than in the previous section was the need for more greenery in the form of trees and plants, more Car Free Days, the encouragement of local businesses and outside seating. Related to the encouragement of local businesses, several respondents (20) mentioned that business rents should be lowered. Respondents also called for a cleaner area.



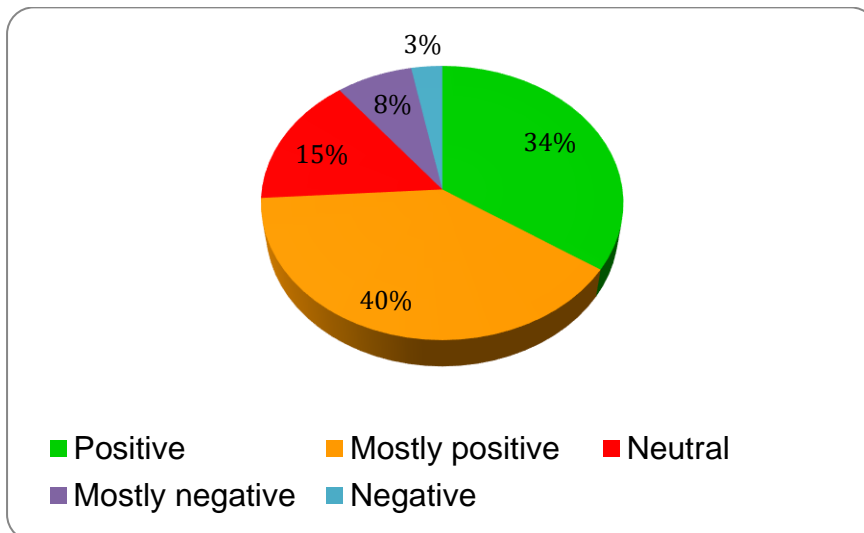
### **Quantitative analysis**

The quantitative questions of the survey were as follow:

- How do you feel about Stoke Newington?
- How often do you use the Stoke Newington area, particularly around Stoke Newington Church Street?
- How do you travel to or within this area?
- What are your main reasons for travelling to or within the area?
  
- To what extent do you agree or disagree with our aspirations to improve the area for walking?
- To what extent do you agree or disagree with our aspirations to improve the area for cycling?
- To what extent do you agree or disagree with our aspirations to improve public transport?
- To what extent do you agree or disagree with our aspirations to reduce polluting motor traffic in the area, particularly on Stoke Newington Church Street?

#### How do you feel about Stoke Newington?

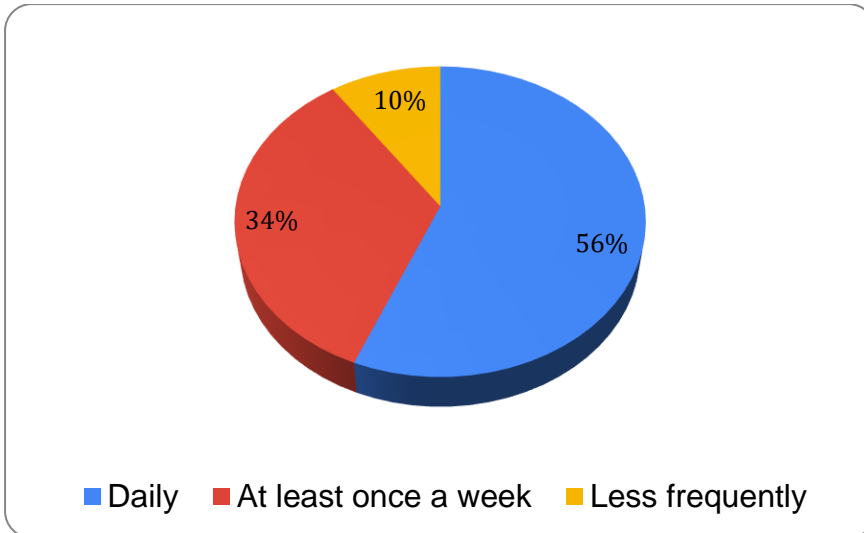
This question was answered by 427 respondents.



Most respondents (74%) were positive about the proposal, with 11% against it. 15% of respondents felt neutral about the proposal.

#### How often do you use the Stoke Newington area, particularly around Stoke Newington Church Street?

This question was answered by 416 respondents.

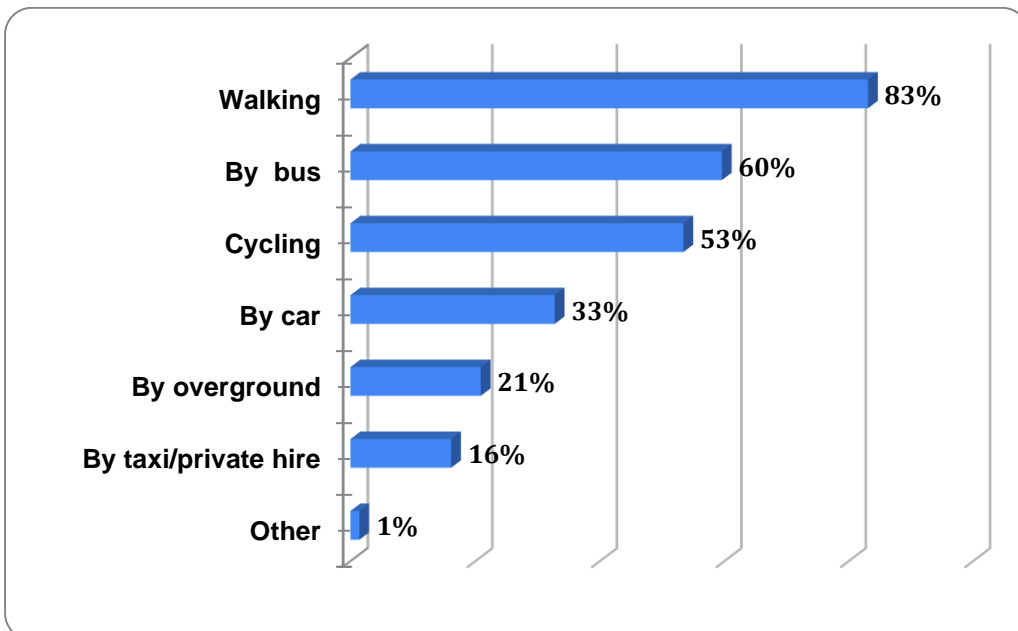


Most respondents use the Stoke Newington area, particularly around Stoke Newington Church Street, daily (56%). 34% use the area at least once a week and 10% 'less frequently'.

Respondents who use the area daily were more positive about Stoke Newington (79% 'positive' or 'mostly positive'), compared to those using it at least once a week (69%) and less frequently (63%).

How do you travel to or within this area?

This question was answered by 421 respondents. Respondents were able to select more than one answer.

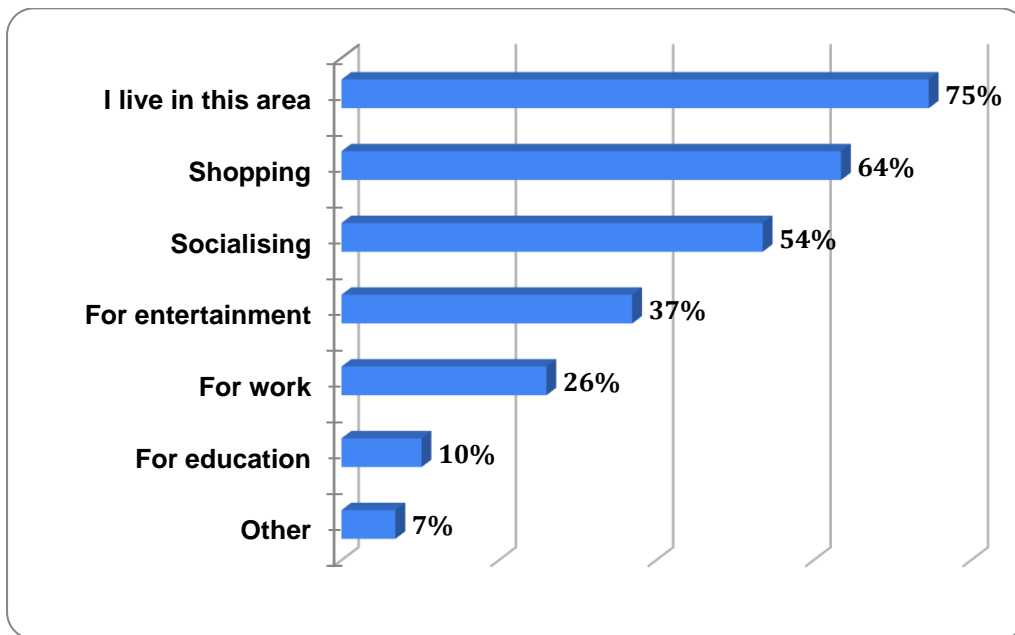


Most respondents (83%) indicated that they travel in the area through walking, followed by bus (60%). Almost all (93%) of Overground users also use the bus, which

indicates that bus travel is complementary to the Overground in the area. 53% of respondents are cyclists, 33% travel by car and 16% by taxi/private hire.

What are your main reasons for travelling to or within the area?

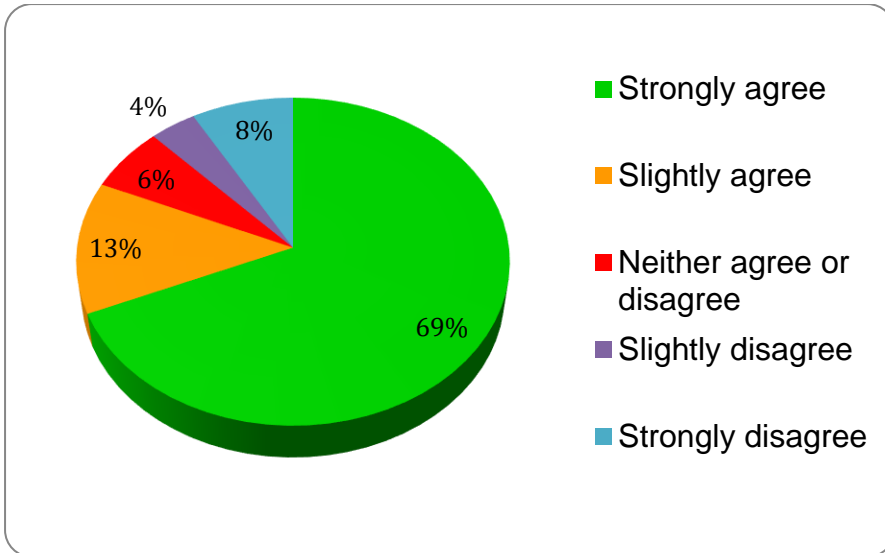
This question was answered by 422 respondents. Respondents were able to select more than one answer.



Most respondents (75%) live in the area, of which 80% are positive about Stoke Newington. Leisure activities such as shopping, socialising and entertainment are popular in the area. 26% of respondents use the area for work and 10% for education. The 'other' category mostly referred to activities such as exercise, the use of the leisure centre or gym, the use of the library and dog walking.

To what extent do you agree or disagree with our aspirations to improve the area for walking?

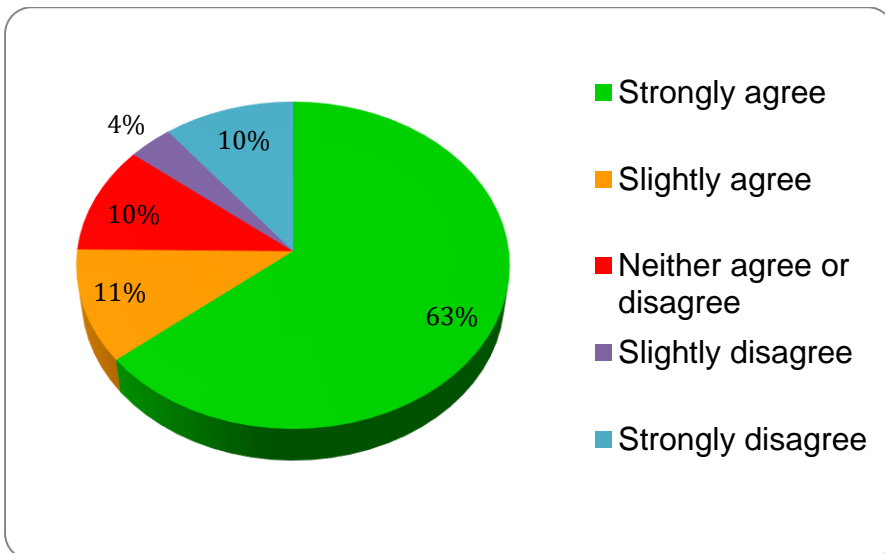
This question was answered by 423 respondents.



82% of respondents agreed with the Council's aspirations to improve the area for walking, whilst 6% indicated that they neither agree or disagree and 12% that they disagree.

To what extent do you agree or disagree with our aspirations to improve the area for cycling?

This question was answered by 415 respondents.



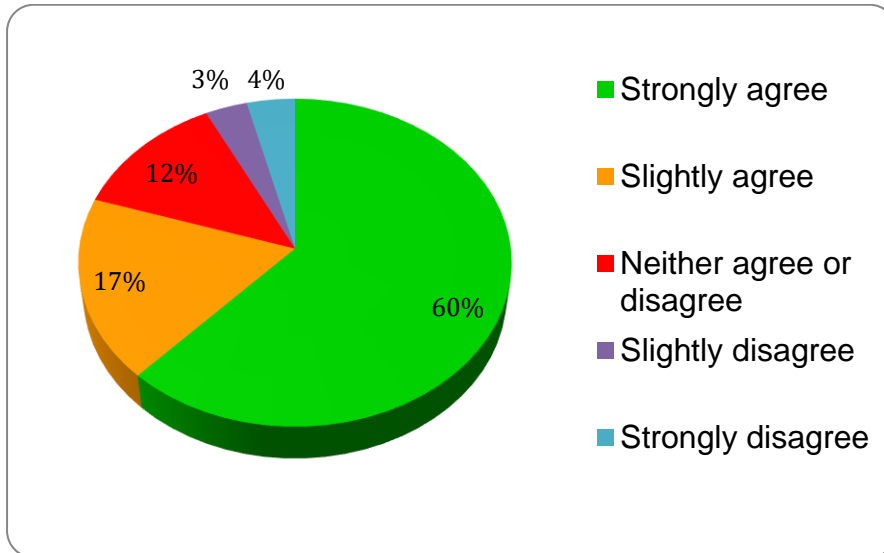
74% of respondents agreed with the Council's aspirations to improve the area for cycling.

Of the 224 respondents who answered this question *and* indicated that they are cyclists, 190 (85%) strongly agreed and 18 (8%) slightly agreed with the Council's aspirations regarding cycling, totalling an agreement rate of 93%. Of the remaining

191 respondents who did not indicate that they are cyclists, 75 (39%) strongly agreed and 28 (15%) slightly agreed, totalling an agreement rate of 54%.

To what extent do you agree or disagree with our aspirations to improve public transport?

This question was answered by 410 respondents.

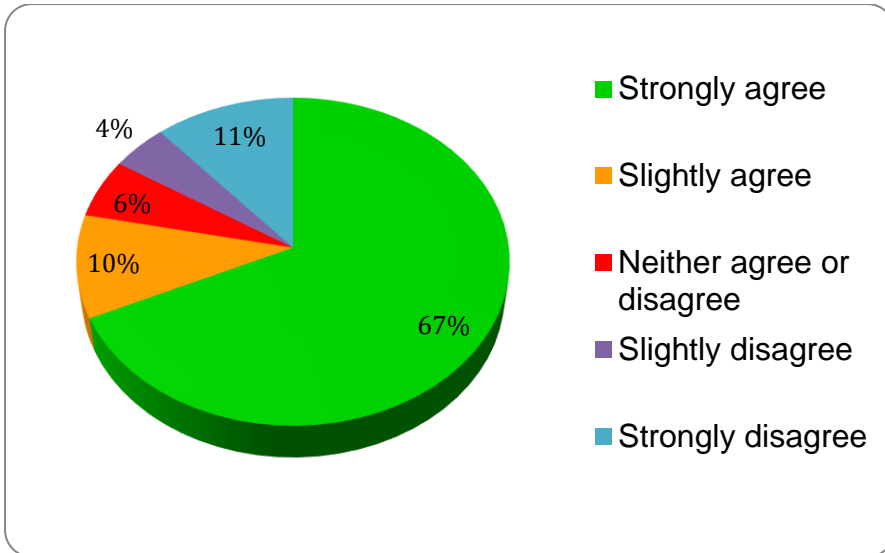


78% of respondents agree with the Council's aspirations to improve the area's public transport.

Of the 249 respondents (61%) who answered this question *and* use public transport (bus and/or Overground), 165 (66%) strongly agreed and 40 (16%) slightly agreed, for a combined agreement percentage of 82%. The remaining 161 participants who did not indicate they use public transport generally share the same view. When further delving into this, of the 161 respondents who did not indicate that they use public transport (bus and/or Overground), 89 (55%) strongly agreed and 34 (21%) slightly agreed, which adds up to an agreement percentage of 76%.

To what extent do you agree or disagree with our aspirations to reduce polluting motor traffic in the area, particularly on Stoke Newington Church Street?

This question was answered by 414 respondents.



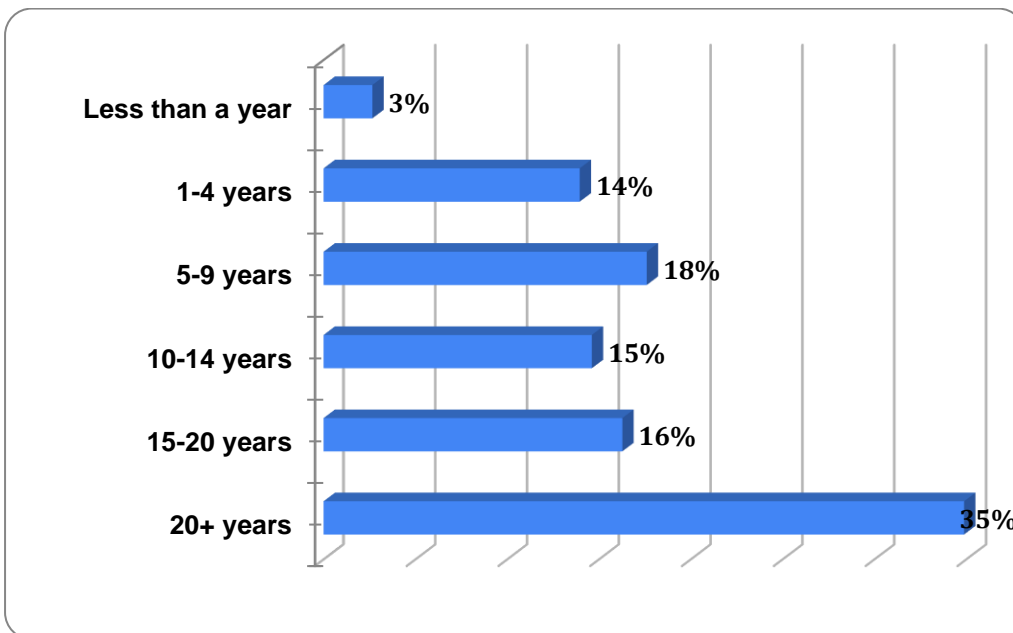
77% of respondents agree with the Council's aspirations to reduce polluting traffic in the area, particularly on Stoke Newington Church Street.

Of the 138 car users, 60 (43%) strongly agreed and 21 (15%) slightly agreed. When considering the 350 walkers, 251 (72%) agreed and 37 (11%) slightly agreed, for an agreement total of 82%. Of the 225 cyclists, 190 (84%) strongly agreed and 18 (8%) slightly agreed, totalling 92% agreed responses.

### ***Demographics***

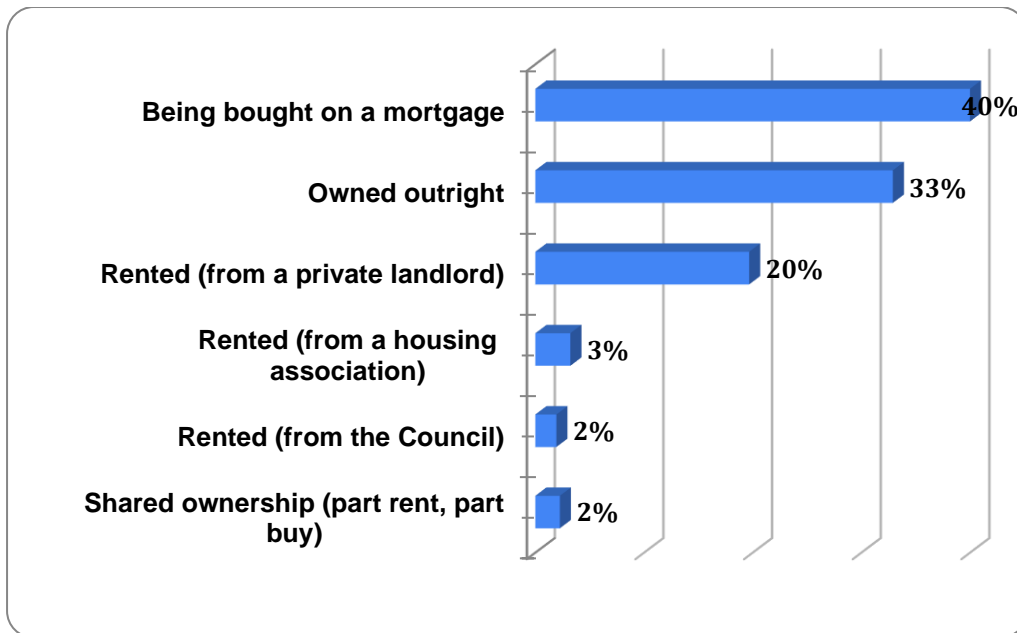
If you are a resident, please tell us how long you have lived here

This question was answered by 301 respondents.



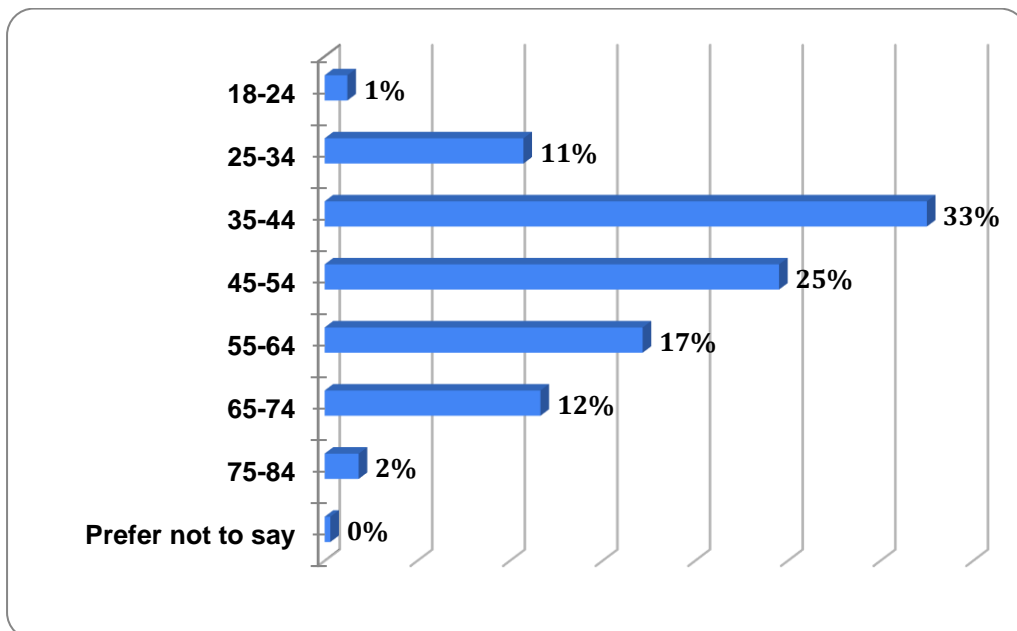
Which of the following best describes the ownership of your home?

This question was answered by 310 respondents.



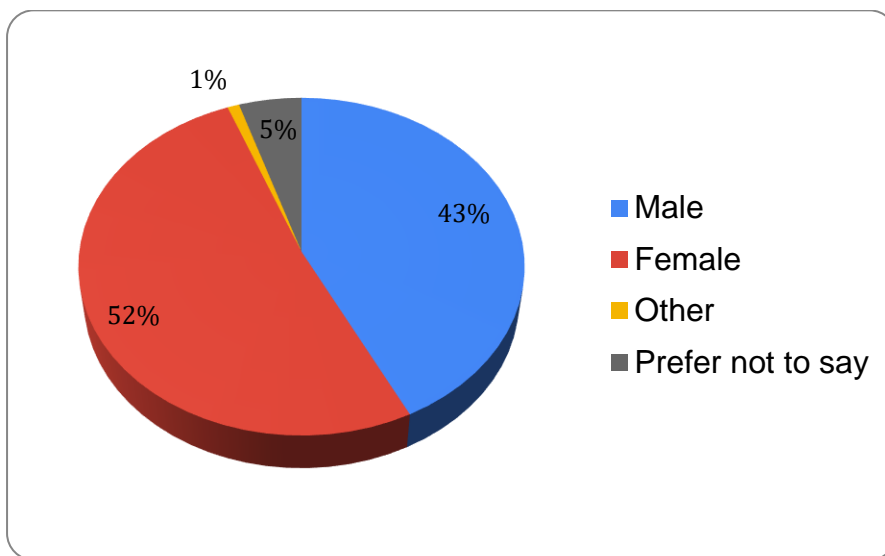
What is your age group?

This question was answered by 326 respondents.



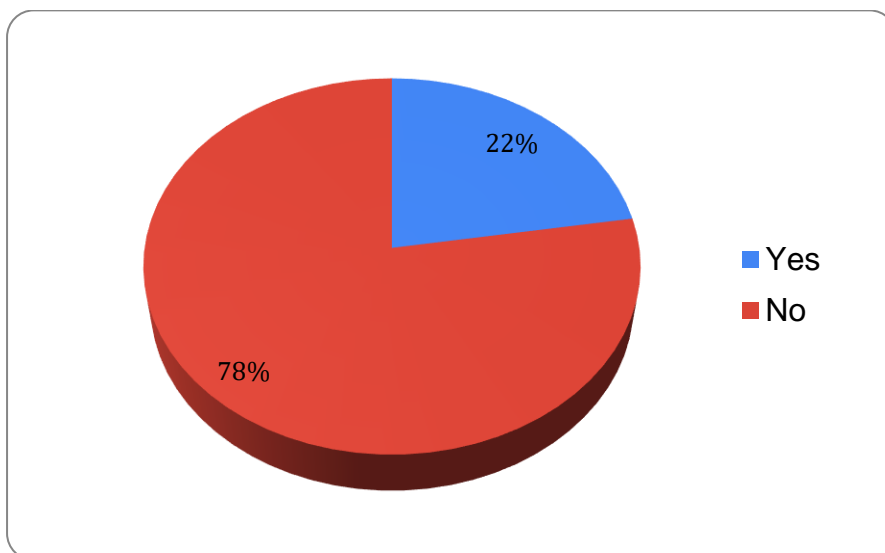
What is your gender?

This question was answered by 324 respondents.



Are you a member of a community organisation?

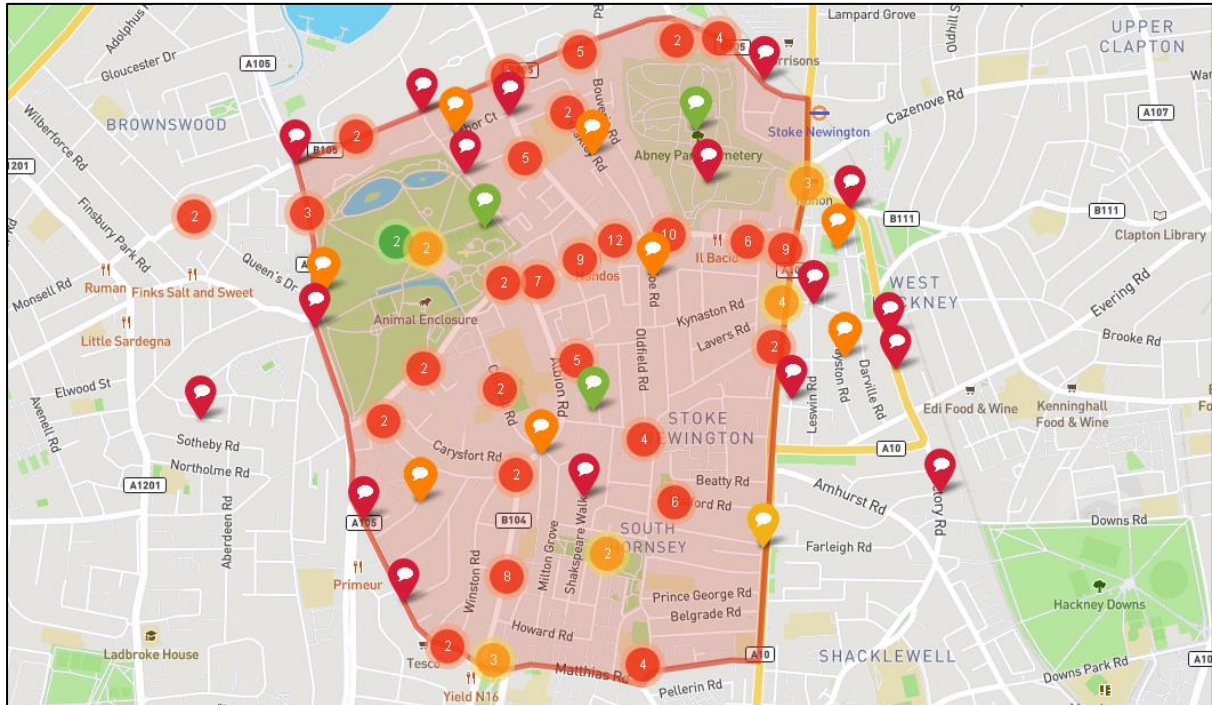
This question was answered by 294 respondents.





## Commonplace map

186 respondents provided their feedback on the Commonplace map below. The interactive map can be viewed here: [stokeymap.commonplace.is/comments](https://stokeymap.commonplace.is/comments)



## Analysis

### What are you commenting on?

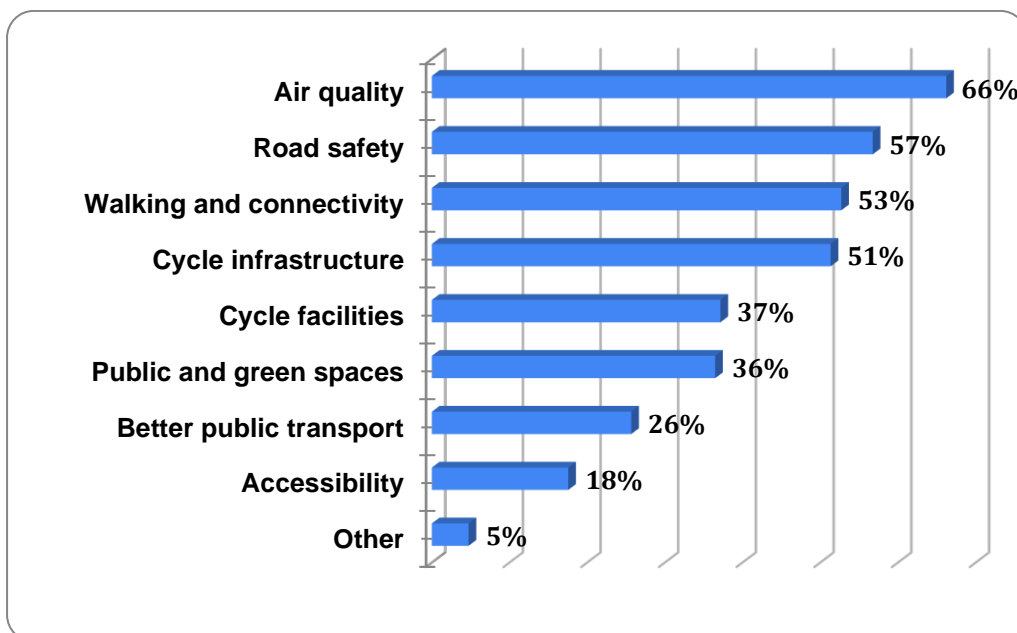
This question was answered by 182 respondents. The main themes identified were as follow:

Theme	Number of comments	Percentage
Speeding	32	17%
Pollution	29	16%
Junction	28	15%
Traffic/congestion	27	15%
Cycling	25	13%
Pedestrians crossings	14	8%

Parking	12	6%
Dangerous driving	10	5%
Antisocial behaviour	8	4%
Buses	7	4%
Greenery/green space	6	3%
Narrow pavements	6	3%
Idling	4	2%
Noise	4	2%
Dangerous roads	3	2%
Local businesses	3	2%
Narrow roads	3	2%
Pedestrianisation	3	2%
Traffic lights	3	2%

What would you like to see improved in Stoke Newington?

This question was answered by 147 respondents. Options were pre-assigned and an 'Other' box was provided. Respondents were able to select more than one answer.



What is your favourite place in the Stoke Newington area, and why?

This question was answered by 142 respondents. Respondents identified the following places:

<b>Theme</b>	<b>Number of comments</b>	<b>Percentage</b>
Clissold Park	47	38%
Abney Park	27	22%
Church Street	9	7%
Café(s) and restaurants	6	5%
Park(s)	6	5%
Butterfield Green	3	2%
Leisure centre	3	2%
Town Hall	3	2%

*“Love Clissold Park with the animals, green space, ponds and canal. Lovely place for cycling, sports and relaxing”*

*“I like supporting the retailers and restaurants in Church Street, love Clissold Park and the Clissold Leisure Centre. It feels like a small village.”*

Do you have any other comments?

This question was answered by 116 respondents. The main themes identified were as follow:

<b>Theme</b>	<b>Number of comments</b>	<b>Percentage</b>
Cycling issues e.g. dangerous / not enough parking / prioritise cyclists	28	24%
Traffic / congestion issues / reduce traffic	22	19%
Pollution issues / address pollution especially around schools	21	18%

Issues related to pedestrians / walking / prioritise pedestrians e.g. better crossings	20	17%
Speeding issues / address speeding e.g. enforcement, traffic calming	18	16%
Parking issues / address parking e.g. no parking on Church Street	15	13%
Children unsafe / consider children e.g. around schools	13	11%
Footways narrow / widen footways	10	9%
Holistic solution required / no displacement	8	7%
Noise issues	8	7%
Car Free Days / weekends	7	6%
Public transport issues	7	6%
Idling	6	5%
Delivery vehicles issues	4	3%
Rat running problematic / address rat running	4	3%
Cycling behaviour	3	3%
Dangerous driving	3	3%
Pedestrianise Church Street	3	3%
Road too narrow	3	3%

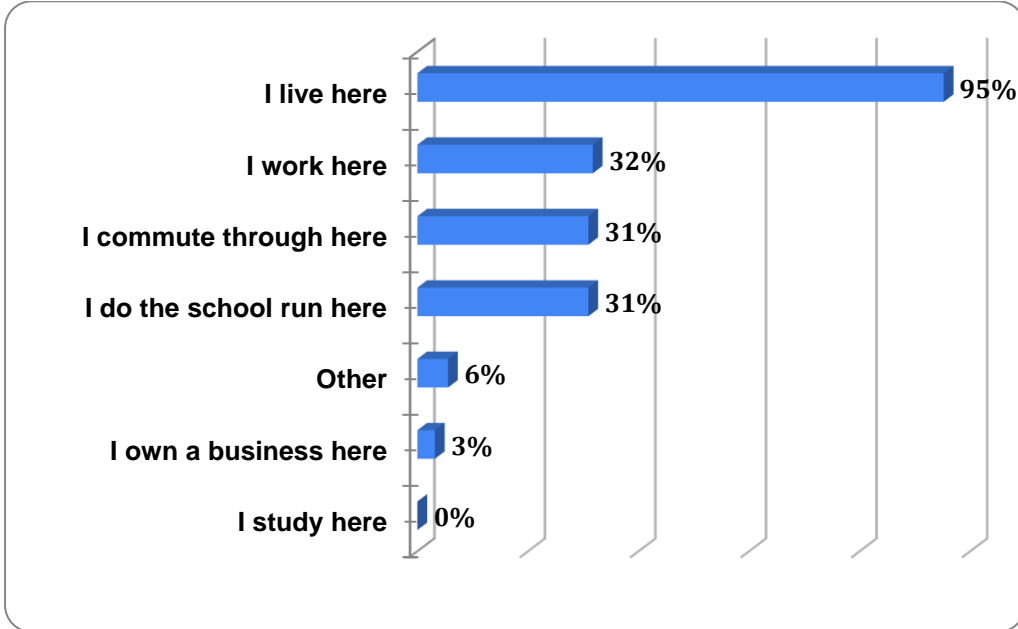
*“I would love to see Stoke Newington becoming a place that gives priority to pedestrians and cyclists and is an inspiration for other boroughs.”*

*“Prioritise air quality, especially for children at nurseries and schools. We can't avoid it, so you need to reduce it.”*

## Demographics

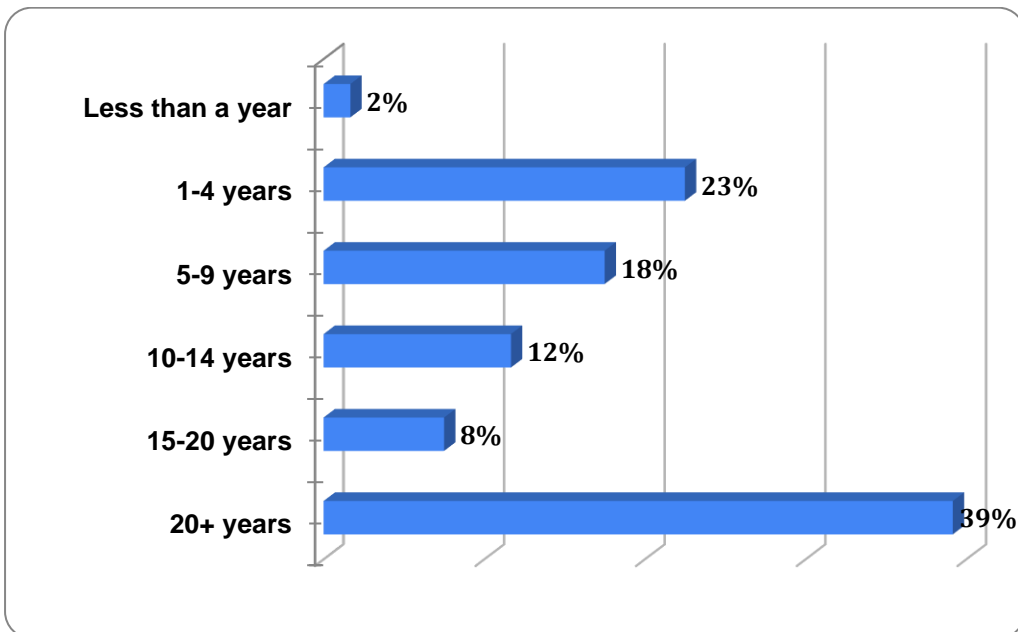
### What is your connection to the area?

This question was answered by 126 respondents.



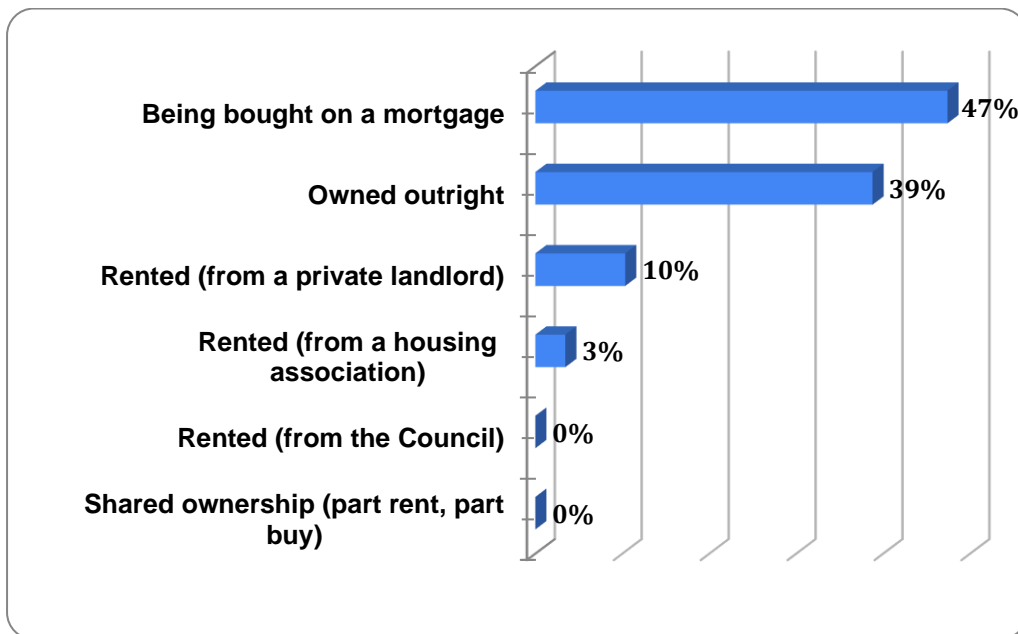
### If you are a resident, please tell us how long you have lived here

This question was answered by 120 respondents.



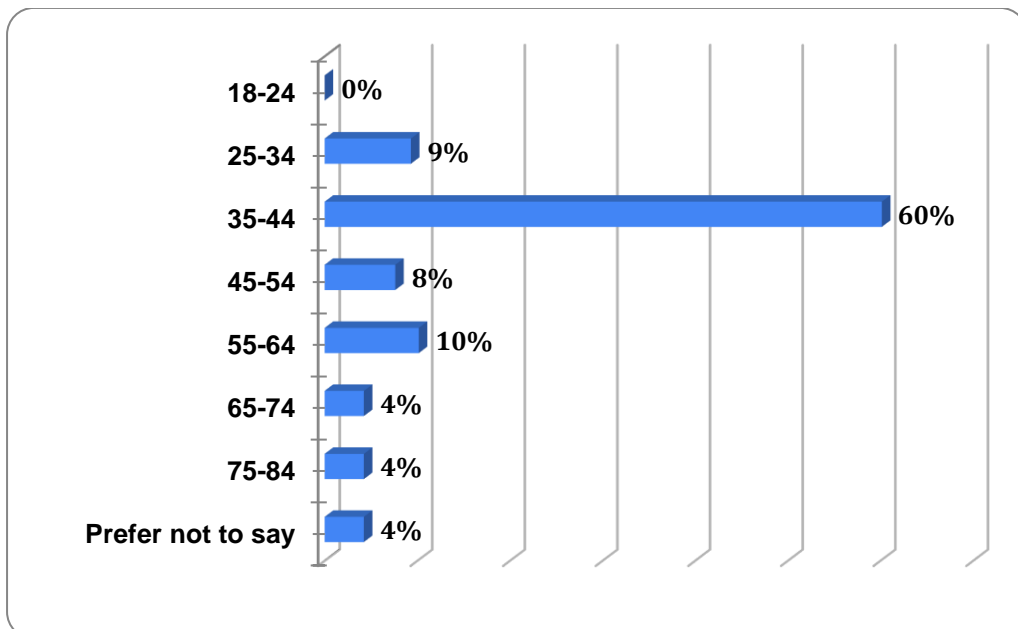
Which of the following best describes the ownership of your home?

This question was answered by 116 respondents.



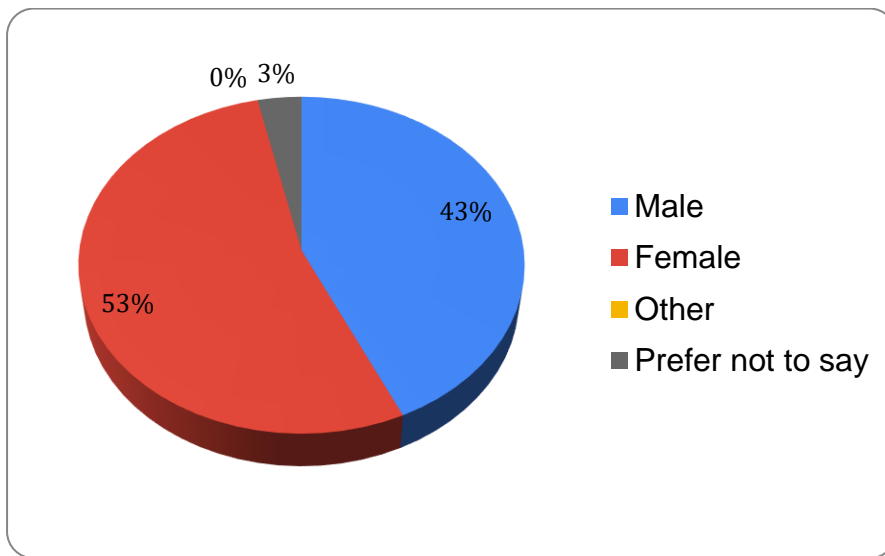
What is your age group?

This question was answered by 118 respondents.



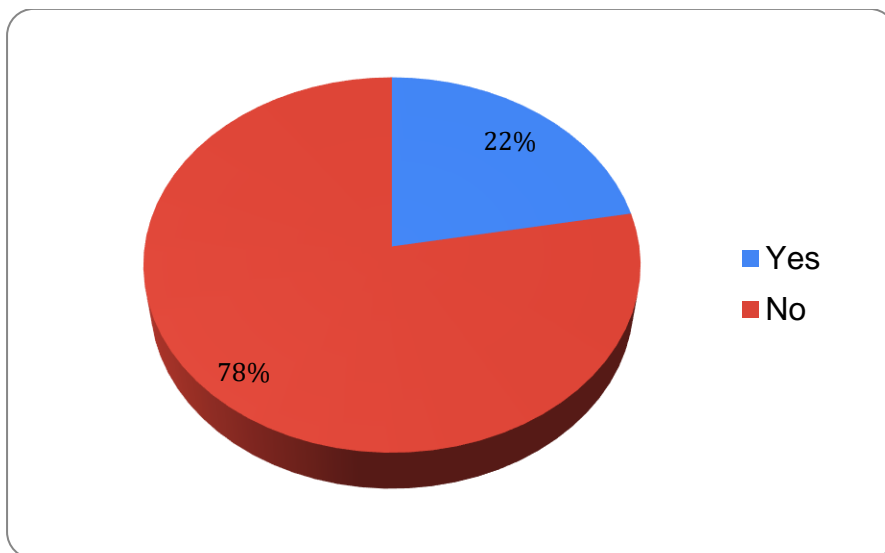
What is your gender?

This question was answered by 116 respondents.



Are you a member of a community organisation?

This question was answered by 104 respondents.



## **Next steps**

Given the current status of the project as described in the opening section of this report, we are in the process of seeking emergency funding from Transport for London and the Department for Transport, to proceed with the project. We are also liaising with the Mayor's Air Quality Fund about the continuation of our Low Emissions Neighbourhood (LEN) and Zero Emissions Network (ZEN) funding.

If funding is confirmed, we will be writing to all residents and businesses in the area to outline our proposals in full, including how you will be able to have your say and what kind of wider benefits we expect these measures to bring.